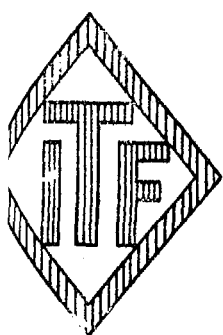


# INTERNATIONAL TRANSPORT WORKERS' FEDERATION



## PRESS REPORT

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The "Press Report" is a digest covering matters of interest to transport workers and the transport industry; it is published for the benefit of transport workers, their trade unions and trade journals.

While reasonable care is taken to give reliable information, responsibility is only accepted for the accuracy of reports about the activities of the ITF and its affiliated unions. Items appearing in the "Press Report" are not necessarily published as expressions of ITF opinion.

### ABOUT THE ITF

#### ITF activities in Latin America

(ITF) At the conclusion of the London Congress of the ITF in July last, a meeting of the Federation's Executive

Committee was held to discuss the question of ITF organization in the Latin American region. At this, it was unanimously agreed that an on-the-spot investigation should be made of the possibility of implementing a proposed reorganization of the Federation's activities in this area.

In the light of that decision, the Executive entrusted the member for Spain, Brother Trifón Gómez, with the task of visiting those Latin American countries in which the organizations of transport workers had shown particular interest in the ITF's plans.

The results of this visit by Brother Gómez, who has now returned to Europe, have fully justified the decision taken by the Executive Committee. The ties between the Latin American transport workers and their colleagues in the rest of the free world have been considerably strengthened -- an essential prerequisite of any coordinated efforts to improve the conditions of life and work in the region -- whilst our friends there now know that they can count on the full support, both material and moral, of the ITF and its affiliated membership in achieving this objective.

Complete agreement has been reached with the organizations of those countries visited -- Brazil, Chile, Cuba, Mexico, and Uruguay -- on a plan aimed at establishing on a firm basis a regional organization capable of promoting the interests of all transport

workers in the continent of South America. Coupled with this plan is the intention of stepping up existing collaboration between the ITF and the ORIT, the Latin American regional organization of the International Confederation of Free Trade Unions.

The report drawn up by Brother Gómez will be considered by the ITF Executive Committee at its next meeting, which has been fixed for 12 to 14 January 1955.

### RAILWAYMEN

#### CHILE

##### Chilean railwaymen claim new benefits

(ITF) The ITF-affiliated Chilean Railwaymen's Federation has recently renewed its claim for an end-of-year bonus for railway employees, previously rejected by the railway administration on the grounds that sufficient funds had not been granted by the Chilean government to cover this bonus and the regular annual wage increase stipulated by Act 10,343. (A grant of 1,700 million pesos <sup>x</sup>) to cover the latter was agreed by the Government in March of this year, but to date has not been implemented).

Other legislation affecting railway employees, now in its draft stages, provides for a 30% wage increase, and fixes increases in retirement, death, etc. benefits at rates ranging from:

5% for annual pensions of over \$420,000 to  
20% for annual pensions of \$180,000 and under.

#### GREAT BRITAIN

##### Agreement on British footplate staff pay

(ITF) The Railway Staff National Tribunal, which has been considering pay claims put forward by two British railwaymen's organizations on behalf of footplate staff, has now issued its recommendations. These have been accepted by both the British Transport Commission and the two unions -- the ITF-affiliated National Union of Railwaymen and Associated Society of Locomotive Engineers and Firemen.

The Tribunal's award provides that the maximum basic rate for locomotive drivers and motormen (after completion of two years' service) shall now be fixed at £9 12s. 6d. as against the present £8 18s. 6d. This compares with the NUR's claim for £9 15s. and that of the ASLEF for £10 5s.

In addition, the award sets a new maximum basic rate of £7 18s. 6d. per week for firemen and assistant motormen, which is increased to £8 12s. 6d. for those who have carried out the prescribed number of driving turns (313) representing one year.

Talks have also been held between the British Transport Commission and the National Union of Railwaymen following the latter's decision to seek a review of a recent pay agreement covering other railway grades, as the result of widespread rank-and-file dissatisfaction.

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x) £1 equals 440 pesos (official rate)

London railmen's  
wage claim rejected

that it had rejected a wage claim presented by the ITF-affiliated National Union of Railwaymen on behalf of its members employed on the Executive's rail services. Although no details of the claim have been made known, London Transport states that it would cost about £650,000 a year.

(ITF) In a statement issued on 25 November, the London Transport Executive announced

Provisional agreement has, however, been reached between the Executive and the Transport Salaried Staffs' Association (also ITF-affiliated) on new rates of pay for booking office, clerical, and technical staffs.

NEW ZEALAND  
New sickness benefit rates  
for railway personnel

Society, in force as from 30 September, fix the following new sickness benefit rates:

(ITF) Amendments to the rules of the New Zealand Government Railways Employees Sick Benefit

	<u>Old rate</u>	<u>New rate</u>
For the first week	£2.5.0d	£7.10.0d

Weekly rates for the 2nd to 26th week's illness and for the 27th to the 52nd week's illness remain at £2.5.0d and £1.2.6d respectively.

Members' contributions to the benefit fund are raised by 1/6 to 4/-, for every four week period.

SAAR  
Saar railwaymen's  
wage claims

ces that it hopes to have its wage and other claims settled before Christmas. These include a fifteen per cent increase in basic wages and improved holidays.

(ITF) The ITF-affiliated Railwaymen's Section of the Amalgamated Unions of the Saar announce

In connection with their claims, the Saar unions are particularly welcoming a change of attitude on the part of the government, which had formerly issued regulations on matters of wages without reference to the unions. On this occasion, however, the Saar government has consulted the unions on its proposals regarding the introduction of a revised minimum wage.

The unions representing public service workers have taken the opportunity of pointing out that they do not propose to allow negotiations to be confined to the introduction of the minimum wage. They are insisting that this should be made a basic wage and the whole wages structure reviewed, taking this as a basis and working on an index ratio of 100:190.

SWITZERLAND  
Cost of living increase  
for Swiss railwaymen?

cost of living increase operative for the year 1955 under proposals submitted to the Federal Assembly by the Federal Council. The Assembly is due to examine these proposals during its December session.

(ITF) Swiss Federal employees, including those of the Swiss Federal Railways, may receive a

Under the law at present in force, the Federal Chambers are empowered to lay down appropriate cost of living increases for Federal employees, both active and pensioned, each year during the period 1953 to 1955. Thus in 1953 and again in 1954 an increase of four per cent was authorized, with a minimum of Sw. frs. 300 x) for married personnel and Sw. frs. 270 for single staff. In addition, the Sw. frs. 240 children's allowance was increased by Sw. frs. 12. The increase for the present year was based on a cost of living index figure of 169 (1939 being taken as 100).

With the cost of living index having reached 172.5 in October, the trade union organizations of Swiss Federal employees have been pressing for an increase to take this rise fully into account. The actual increase, if approved, will amount to 5.5 per cent (equivalent to an index advance to 171.4) with the minimum for married staff increased from Sw. frs. 300 to Sw. frs. 380, and for single personnel from Sw. frs. 270 to Sw. frs. 330, whilst the addition to the children's allowance will be increased from Sw. frs. 12 to Sw. frs. 18. For permanent non-established staff the cost of living allowance will be 7.5 per cent of their wages if married and 6.5 per cent if single, with a minimum of 260 frs. a year. Pensions are to be increased proportionately.

UNITED STATES  
Increases for  
railway clerks

(ITF) Protracted negotiations between the US Brotherhood of Railway Clerks, a member of the ITF-affiliated Railway Labor Executives' Association, and the Railway Express Agency have resulted in an agreement carrying wage increases and improved holidays for some 30,000 employees.

The pact provides an increase of five cents an hour retroactive to 16 December for all employees except those covered by an emergency board recommendation last March which granted substantial increases up to as much as \$36 a month as a correction to gross wage inequities among Express Agency employees in Detroit, Pittsburgh and Milwaukee. Those benefiting from this award will receive the five per cent increase when the increases under the earlier award, which were to be on an instalment basis, have been made applicable.

In the case of Negro employees in the Southeast, for whom the Brotherhood won standard pay rates under the board's findings, the five per cent raise will be retroactive to 19 March.

Among other gains secured in the agreement are paid vacations of up to three weeks for Express employees including those in the train service. In addition, a thirteen-cent cost-of-living adjustment earned in the past is made part of the basic wage rates, whilst an escalator arrangement geared to the cost of living has been discontinued.

TRANSPORT WORKERS (GENERAL)

CHILE  
Proposed National Transport  
Workers' Confederation

(ITF) At a meeting in Santiago on 20 October, representatives of the ITF-affiliated Chilean Railwaymen's Federation and Confederation of Maritime Workers agreed upon the constitution of a National Transport Workers' Confederation. Other affiliates of the new Confederation will be the Union of Passenger Transport Employees (an ITF affiliate) and the Union of National Airline Employees.

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x) £1 equals Sw. frs. 12.20

CUBA  
National Land Transport  
Pension Fund

(ITF) Invalidity, old age,  
death and unemployment bene-  
fits for salaried and wage-

earning employees of Cuban rail and tramway companies and public land transport undertakings are regulated by a government decree of 3 June 1954, consolidating previous legislation governing the National Land Transport Pension Fund (formerly known as the Railway and Tramway Employees' Pension Fund).

Details of the new decree are as follows:

Financing

The sources from which the income of the National Land Transport Pension Fund will be derived include contributions from members at the rate of 6 per cent of wage or salary (the maximum income subject to contributions being 500 pesos a month); and contributions from employers at the rate of 6 per cent of the total salaries and wages paid.

There are other sources of income, such as that from the contribution equal to the first two months' earnings; this contribution is payable in 72 consecutive monthly instalments, and is required from salaried employees or wage earners who join a transport undertaking for the first time or who have not hitherto paid contributions. Other sources of income are fines, the income from a special lottery, interest and profits on investments, the net income from sales of unclaimed articles found in transport vehicles, etc. Contributions from members and employers may be lowered to 4 per cent either by stages or in one instalment when it can be shown that the fund has sufficient income to maintain a balance between monthly receipts and expenditure.

Benefits

Incapacity for work. In the event of partial permanent incapacity, an invalidity pension is payable which varies according to the monthly average income during the five years actually spent at work up to and including the period of highest earnings; it is usually equal to 40 per cent of this average.

In the event of total permanent incapacity, an invalidity pension is payable which is usually equal to 60 per cent of this average.

Old age. When a member reaches the age of 55 and has 25 years' service or reaches the age of 50 and has 30 years' service or has 35 years' service irrespective of age, he is entitled to a pension equivalent to 65 per cent of the first 100 pesos of his average monthly earnings during the five years calculated retrospectively from the period of highest earnings; for the portion of the average monthly earnings which exceeded 100 pesos the pension is at the rate of 60 per cent.

On reaching the age of 60 he is entitled, if he has more than ten but less than 25 years of service, to a pension equal to 2 per cent of his average earnings for each year of service.

Death of breadwinner. Should a pensioner or a member who is entitled to a pension die, his dependants receive a survivors' pension equal to the pension which the member was drawing or would have drawn.

When a member dies through no fault of his own after more than ten years' service and without having become entitled to a retirement pension, his dependants are entitled to a pension equal in value to that payable for total permanent invalidity.

Unemployment benefit. Members with over ten years' service who are declared redundant for reasons of economy or for any other reason for which they are not to blame, are entitled to an unemployment benefit to compensate for their involuntary unemployment. This allowance is equivalent to 50 per cent of the monthly average of earnings normally received during the last year of active service reckoned retrospectively from the date of dismissal. This is payable:

- (a) for six months to those with over ten but under 15 years of service;
- (b) for one year to those with over 15 but under 20 years of service; and
- (c) for two years to those with over 20 but under 25 years of service.

Members with over 25 years of service who are dismissed for any reason for which they are not to blame are entitled to a pension equal to 50 per cent of their normal monthly average earnings during their last five years of service reckoned retrospectively from the date of dismissal. On the death of the recipient this pension is payable to his dependants.

#### Administration

The National Land Transport Pension Fund is administered by a Board appointed for four years.

Composition. The Board of the Fund is made up of 12 members, as follows:

- (a) a Chairman appointed by the President of the Republic;
- (b) two representatives of the railways and two of their workers;
- (c) one representative of the bus companies and one of their workers;
- (d) one representative of the companies which formerly ran the tram service but are now running buses, together with one representative of their workers;
- (e) one representative of the road haulage firms and one of their workers;
- (f) one representative of the pensioners of the Fund.

#### ROAD TRANSPORT WORKERS

##### BELGIUM

##### Minimum hourly wage rates for goods transport employees

rates for Belgian road transport workers employed in regular parcel delivery services:

(ITF) A government decree of 15 October stipulates the following minimum hourly

Unskilled worker: 17 frs.x)  
Driver's mate: 17 frs.

Driver:

(Lorries over 10 tons weight)	.....	21.00 frs.
( " between 7.5 and 10 tons)	.....	20.00 "
( " " 5 and 7.5 tons)	.....	19.50 "
( " " 3 and 5 tons)	.....	19.00 "

A special 5 frs. daily allowance is payable to employees responsible for carrying money.

#### PASSENGER TRANSPORT WORKERS

GREAT BRITAIN

New pay claim by  
London bus workers

(ITF) At a meeting held on  
19 November, delegates repre-  
senting 58,000 London bus wor-

kers decided to instruct their union, the ITF-affiliated Transport & General Workers' Union, to seek an increase of 25s. per week, together with a levelling-up of existing differentials.

The new claim is almost four times as large as the increase of 6s. 6d. understood to have been offered by the London Transport Executive in negotiations held before the delegate conference met. The proposed levelling-up of differentials implies that many bus workers, e.g. all conductors and the crews of country buses, would actually receive more than 25s. a week extra if the claim were conceded. The present rate for drivers in the London area after one year's service is £7 18s. 6d. a week. Drivers of country buses have 9s. less.

Some 78,000 municipal bus workers agreed on 26 November to accept a new pay offer giving an additional 8s. a week to drivers and conductors and increases of from 5s. to 7s. a week for workers in the garages.

The new minimum weekly wage for drivers is now £7 5s., rising to £7 8s. after one year's service. The minimum rate for conductors is fixed at £7, rising to £7 3s. after a year.

#### INLAND WATERWAY WORKERS

FRANCE

Increased wage rates for  
inland waterway workers

(ITF) In application of the  
decree of 9 October regulating  
minimum wage rates, French

inland waterway crews are to receive the following minimum monthly rates, as from 11 October:

<u>Wage rate</u>	<u>Overtime rates</u>	<u>Night work rate</u>
19,793 frs. xx)	123.70 and 148.45 frs.	185.55 frs.

x) £1 equals 140 frs.

xx) £1 equals 980 frs.

DOCK WORKERS

FRANCE

Port workers reject  
employers' wage offer

(ITF) Following discussions on the claim by French port workers for a national minimum wage agreement (see our Press Report 21 of 1 November), port employers have offered an hourly increase averaging 2,71 frs. (nearly 3/4d.). The ITF-affiliated Federation of Port and Dock Workers has rejected the offer, which it describes as a "mere flea-bite". Members of the Communist-controlled port workers' union in Bordeaux have been working to rule since 22 October in support of their wage claim.

GREAT BRITAIN

Suspended dock union  
continues poaching

(ITF) The National Amalgamated Stevedores' and Dockers' Union is reported to be continuing its attempts to poach docker members of the ITF-affiliated Transport & General Workers' Union despite a recent decision by the British Trades Union Congress (TUC) to suspend it for this breach of the Bridlington Agreement.

On 18 November, a mass meeting of the union was held in London to decide whether to admit 8,000 Liverpool dockers who are claimed to have sought membership. More recently, the General Secretary of the NASDU addressed a meeting of Manchester dockers in Salford and it was afterwards stated that 500 men had voted to change their union allegiance.

INDIA

Indian dockers'  
"Demands Day"

(ITF) Indian port workers are to hold mass meetings throughout the country, on 30 November, in support of the "Charter of Demands" agreed upon by the Executive Committee of the All-India Port and Dock Workers' Federation at its meeting on 6 November. The claims outlined in the Charter follow closely those submitted by the ITF-affiliated Transport and Dock Workers' Union to the tribunal arbitrating in its dispute with the Bombay Port Trust (see our Press Report No. 21 of 1 November), an additional demand being that any award shall apply equally to dock workers in all Indian ports. Representatives of the Federation are expected to meet the Ministers of Labour and Transport for discussions early in December.

JAPAN

Japanese dockers win  
"fair wage" struggle

(ITF) Some 25,000 dockers, members of the All-Japan Dock Workers' Union, recently waged a successful struggle against a system under which a part of their wages found its way into the pockets of shippers and traders in the form of "kickbacks", despite the fact that their wage rates were fixed by law.

The Japanese Government indicated its acceptance in principle of the dockers' claim for the payment of "fair wages" after the union had threatened a 24-hour strike for 19 November.

UNITED STATES

New two-year contract for  
New York dock workers

(ITF) Agreement on a new two-year contract for some 30,000 New York dock workers has been reached between the US International Longshoremen's Association and the New York Shipping Association.



The agreement, the terms of which have still to be ratified by the members of the union and by the 170 member-companies of the Shipping Association, was arrived at with the aid of Federal and City mediators just before the end of a truce period following the dockers' wages strike last month. It provides a basic wage increase of seven cents an hour, retroactive to 1 October and continuing until 30 September next year, when an additional increase of seven cents an hour will begin and continue until 30 September 1956. The basis wage rate is now \$2.35 an hour.

The contract assures a union shop for the ILA and contains a no-strike, no lockout and no-work stoppage clause.

### SEAFARERS

#### GREAT BRITAIN

British merchant officers  
meet in conference

(ITF) Among the resolutions adopted at the recent annual meeting of the ITF-affiliated

Navigators' and Engineer Officers' Union was one calling for the introduction of an internationally recognized seafarer's passport. Moving the resolution, a delegate from Southampton said that when he thought of the many indignities British seafarers had to suffer, he felt quite bitter. "Walk on any liner sailing to the United States and ask any officer what he thinks of the McCarran-Walter Act," he said, "and have a talk with officers in ships going to Russia. We must be screened in the United States to see whether we have ever been Communists and in Russia we are interrogated as to why we are not members of the Communist Party. We ought to say that we have had enough of this nonsense. Our business is the sea, carrying goods from one port to another, and we ought to have the right as seamen to choose whether we should go ashore or not."

Before the resolution was carried, Brother D. S. Tennant, the General Secretary, had called upon the International Labour Office to promote a tripartite conference with the object of bringing into being a convention, which, if widely ratified, would provide a document to prove a seafarer's nationality and indicate that he was in fact a seafarer.

The NEOU's General Secretary had earlier said that a more realistic approach on the taxation issue was needed by the Government if British shipping were to maintain its position and provide full employment. He said that it was not sufficiently realized that nearly 12 1/2 per cent of the British merchant fleet was over 25 years old.

Mr. Tennant also referred to a statement by the British Minister of Transport that, between 1949 and the present time, 115 ships had been sold to Panama and 51 ships to other obscure registries. Many of the people operating vessels on such registers avoided national taxation, and, out of their unpaid taxation, were extending their shipping. He was convinced that the new tonnage appearing on the registers of Panama and Liberia was not unrelated to the taxation issue in Great Britain.

Turning to the necessity of establishing the Intergovernmental Maritime Consultative Organization (IMCO), Brother Tennant said that he thought there must be some agency of the United Nations through which questions of flag discrimination and "phoney" transfers of vessels to obscure registers could be discussed.

"British shipowners appear to have gone somewhat sour about it," he went on. "The Scandinavian countries stood out against IMCO from the beginning, and were apparently only prepared to sign a radically amended convention which would limit the scope of the IMCO to deal with technical and associated issues. This is not good enough. However, seventeen countries to date have ratified, and it is to be hoped that before long the organization will come into existence, and let us hope that it will be put into effective service."

# ITALY

## Italian seafarers' wage consolidation agreement

(ITF) The ITF-affiliated Italian Seafarers' Union (Fe. Ge. Mare) announces details

of an agreement of 2 August concluded between the union and the Shipowners' Association.

The new contract takes effect from 1 August, remains in force until 31 December 1955 and is thereafter automatically renewed for further periods of one year unless six months' notice of termination is given by either party.

It lays down new rates of pay arrived at by consolidation of the various elements which formerly constituted the pay of Italian seafarers, without however disturbing the regulations in force whereby wages are affected by movements in the official cost of living index. Special allowances payable under the terms of previous contracts remain unaffected.

Typical new monthly consolidated rates are (in Italian Lire x) ):

## Cargo vessels: Deep sea and long coasting: -

	<u>Up to 4,500 tdw.</u>	<u>from 4,501 to 7,500 tdw.</u>	<u>Over 7,500 tdw.</u>
Chief Eng.	83,490	84,780	87,000
1st Nav. Off. )			
2nd Eng. )	71,160	72,600	73,860
2nd Nav. Off. )			
3rd Eng. )	63,450	64,740	65,940
3rd Nav. Off. )			
4th Eng. )	57,360	58,530	60,090

(N.B. Under Italian classification engineering personnel are called Chief, first, second and third Engineer.)

## Mediterranean

	<u>From 501 to 1,000 tdw.</u>	<u>From 1,001 to 1,501 tdw.</u>	<u>From 1,501 to 3,000 tdw.</u>	<u>Over 3,000 tdw.</u>
Master and Chief Eng.	74,190	74,700	76,500	79,410
1st Nav. Off. )				
2nd Eng. )	62,400	62,700	63,960	65,400
2nd Nav. Off. )				
3rd Eng. )	57,960	57,960	59,190	60,480
3rd Nav. Off. )				
4th Eng. )	-	-	55,140	56,280

x) £1 equals Lire 1,750

Cargo vessels: Petty officers and ratings on vessels over 500 tons

Bosun	48,810	
ABs	42,300	(41,400 from 18 to 20 years of age)
Ordinary Seaman	35,550	(descending to 26,000 for those under 16 years of age)
- ditto - 2nd class	33,000	(23,280 if under 16 years of age)
Chief fireman	48,810	
Mechanic	45,930	
Fireman	42,900	(41,940 from 18 to 20 years of age)
Trimmer	42,030	(41,100 from 18 to 20 years of age)
Waiter	41,640	(40,710 from 18 to 20 years of age)
Pantryman	43,530	
Cook	44,790	

Passenger vessels: Deep sea

	<u>up to 4,500</u> <u>tdw.</u>	<u>from 4,501</u> <u>to 7,500 tdw.</u>	<u>over 7,500 tdw.</u>
Chief Eng.	84,690	85,830	87,990
1st Nav. Off. )			
2nd Eng. )	72,600	74,100	75,540
2nd Nav. Off. )			
3rd Eng. )	64,500	65,790	67,140
3rd Nav. Off. )			
4th Eng. )	58,230	59,430	61,050

Long Coasting

Chief Eng.	82,230	83,610	84,690
1st Nav. Off. )			
2nd Eng. )	69,750	71,160	72,600
2nd Nav. Off. )			
3rd Eng. )	63,090	64,500	65,790
3rd Nav. Off. )			
4th Eng. )	57,000	58,230	59,850

Mediterranean

	<u>up to 1,500</u> <u>tdw.</u>	<u>from 1,501</u> <u>to 3,000 tdw.</u>	<u>over 3,000 tdw.</u>
Chief Eng.	75,690	78,180	81,300
1st Nav. Off. )			
2nd Eng. )	63,690	65,100	66,450
2nd Nav. Off. )			
3rd Eng. )	58,800	60,180	61,500
3rd Nav. Off. )			
4th Eng. )	-	55,890	57,150

<u>Passenger vessels:</u>	<u>Petty Officers and ratings</u>				
Bosun	49,800				
AB	42,750	(41,790	from 18 to 20	years of age)	
Ordinary Seaman	35,490	(34,410	from 18 to 20	" " "	
		30,480	from 16 to 18	" " " and	
		25,950	under 16	" " " )	
- ditto - )					
2nd Class )	33,000	(31,950	from 18 to 20	" " "	
		28,050	from 16 to 18	" " " and	
		23,280	under 16	" " " )	
Chief fireman	49,800				
Mechanic	46,890				
Fireman	43,290	(42,360	from 18 to 20	years of age)	
Trimmer	42,450	(41,490	from 18 to 20	" " " )	
Maitre d'hôtel	49,890				
Head waiter	44,580				
Waiter	42,060				
Waitress	39,150				
Pantryman	45,750				
Chef and head cook	-	by arrangement			
Second cook	43,530	(42,600	from 18 to 20	years of age)	

#### NORWAY

##### Mediation continues in foreign trade dispute

(ITF) Mediation proceedings on claims submitted by Norwegian seafarers' unions on behalf of their members serving in the foreign trade are still continuing. They now involve the Seamen's Union, the Engineer Officers' Union, and the Mates' Union, talks between the last-named and the shipowners having also broken down.

Earlier, the Mates' Union had called upon its members in the foreign trade to stop work on 15 November if no agreement had been reached by then. The State Mediator has, however, invoked the Labour Disputes Law and forbidden any stoppage whilst mediation is proceeding.

#### SWEDEN

##### Swedish seafarers seek new agreement

(ITF) The Swedish Seamen's Union (an ITF affiliate) is reported as having terminated its agreement with the shipowners covering seafarers employed in deep-sea shipping. The agreement, which is due to expire on 30 November, affects some 15,000 seafarers in the deck, engine and catering departments. As yet, no details of the union's claims have been received here.

#### UNITED STATES

##### New contract for US pursers

(ITF) A new one-year contract covering pursers and purser-pharmacists on five major US steamship lines has been signed by the Staff Officers' Association of America and the American Merchant Marine Institute.

The agreement, which is effective till 30 September 1955, follows the pattern set by contracts secured by other maritime unions and provides a 28-day vacation after a year of work instead of the former three weeks. Employers will also pay an additional 15 cents a day into a pension and welfare fund, bringing the total amount to 75 cents a day.

A new welfare plan set up as a result of increased employer contributions and to which pursers no longer make payments, provides a \$2,500 life insurance policy and a \$2,500 accident death policy and surgical, medical and maternity benefits.

Basic pay rates for staff officers vary with the type of ship. On freighters pursers receive \$472.98 a month, while purser-pharmacists get \$511.87. On United States Lines passenger ships, basic pay ranges from \$390.15 a month for a junior assistant purser to \$639.84 for an executive purser.

Penalty time for Saturday work at sea is recompensed at the rate of \$2.19 an hour, while the hourly overtime rate for work after eight hours a day at sea or in port is \$3.29.

#### FISHERMEN

##### INDIA

##### Training scheme for Madras fishermen

(ITF) The Madras Fishermen's United Front has recently appealed to the Indian Government for the establishment of an institute of marine education for training fishermen, and has also asked for some relaxation in merchant navy training establishment rules to allow fishermen to enter them.

##### PAKISTAN

##### Government aid for fishing cooperative

(ITF) In pursuance of its development plan for the deep-sea fishing industry, the Government of Pakistan has granted a loan of 60,000 Rs. to the Monoharkhali Fishermen's Cooperative Society of Chittagong, and has also lent the Society a diesel-engined launch for use in transporting catches to markets on the mainland. The loan is repayable in March 1955.

#### CIVIL AVIATION PERSONNEL

##### UNITED STATES

##### Major airline strike averted in US

(ITF) A threatened strike of some 20,000 ground engineering personnel employed by six major US airlines has been averted by the action of President Eisenhower in setting up an emergency board to investigate the dispute. The effect of this step, taken under the Railway Labor Act, is to postpone for at least sixty days the strike which the ITF-affiliated International Association of Machinists had called for 19 November. Members of the union had previously voted nine to one in favour of strike action if their demands were not met. These include uniform wage rates on all the airlines, a five per cent increase and other improvements.

Current wage rates of ground crewmen and mechanics range from about \$1.50 to just under \$3 an hour, depending on job and classification. The increase asked by the machinists would bring mechanics' hourly rates to \$2.38.

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CORRECTION In the item giving the new wage rates for inland waterway workers on the Elbe (Press Report No. 21) the rate for masters of motor vessels with a capacity under 250 tons or less than 150 HP was given as DM 390.25. This should read DM 379.25. The rate of DM 390.25 applies to vessels of over 250 tons or 150 HP.

#### FORTHCOMING MEETINGS

ITF/IFALPA Meeting	London	14 December 1954
Executive Committee Meeting	London	12 to 14 January 1955