

ITF NEWSLETTER

INFORMATIONS

INFORMATIONEN

INFORMATIONSBLAD

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RAILWAYMEN

BELGIUM

Railwaymen consider union survey of transport policy

The ITF-affiliated Railwaymen's Section of the Belgian Public Service Workers' Union, at its annual conference, has been considering a report published by the Union and drawn up with the help of experts, on transport policy. The study is an economic, social and technical survey of the activities of the Belgian State Railways (SNCB), its relations with the state, and its competitive situation.

Adrien Charlier, who introduced the discussion on this item, pointed out that the railways were one of the key instruments of the country's economic policy; the SNCB's modernization and rationalization plans had resulted in a reduction in staff of about 20% between 1953 and 1963, which could only be achieved by handing over certain activities to private industry. Among the figures cited in the report are the following:

- Passenger traffic had increased by 21.8% between 1953 to 1963, but 65% of those travelling paid at a reduced rate.
- From 1958 to 1963 goods traffic (tons/km) had increased by 18%, representing an increase in tonnage of 4.6%; the situation would have been better if the SNCB had had more modern rolling stock.
- It was planned to electrify about 1,000 km of the railway network; at the same time the SNCB was cutting investment in certain lines and closing down stations. This policy affected 2,000 km of track which accounted for only 4% of traffic.

- Since 1955 conversion from steam to electric and diesel traction had proceeded rapidly; however, the goods traffic sector had been treated rather as a poor relation, even though it was on this side of operations that the best prospects of revenue lay.

The increase in the number of motor cars, although it has been enormous, did not constitute a firm obstacle to the passenger traffic on the railways. Road haulage competition did play an important part, but ought not to be considered too serious a threat to the railways, since a large part of road haulage was engaged in the distributive trades. On the other hand, if the SNCB was to be considered mainly as a bulk transporter, then inland navigation, which did not pay its own infrastructure costs, was a very serious competitor, particularly since it benefited from state support and the government was promising a reduction in rates. Road users did appear to pay their own infrastructure costs, but in such a way that the private motor car paid too much by comparison with the lorry, and the light lorry paid far too much by comparison with the heavy lorry.

Prospects could be favourable for the railways, provided that the SNCB was not prevented from taking its opportunities; it was essential for the government to put forward a long-term policy for transport as a whole.

The railwaymen had a two-fold objective: to make the SNCB an effective and dynamic instrument of the economy; and to ensure that railwaymen had the economic and social status which was related to the service they were giving to the economy. The SNCB should strive to obtain more traffic, and modernize its equipment, particularly the rolling stock. Medium and long-term modernization plans would require the normalization of railway accounts, and a special extra grant for a transitional period in order to allow the railways to overcome the disadvantages of past years.

The employees should pay a greater part in management through their trade union representatives. The minority representation on the management which existed at the moment did not permit them to play their full part.

Improvements in the SNCB itself, however, would be nullified unless there was an integrated transport policy. It was necessary to put an end to the competitive free-for-all which existed in transport, by putting all sectors on an equal footing especially in regard to infrastructure costs, by levelling up the working conditions and pay of transport workers, and by coordinating infrastructure investment in order to create a rational rail, road and water transport network which would guarantee the maximum service for the minimum cost to society.

UNITED STATES

Court upholds "full crew" law

The Supreme Court of New York recently ruled that the New York full crew law is valid. Railway companies have for some time been seeking to invalidate this law, which requires all freight trains of more than 25 cars to be manned by a crew of not less than one engineer, one fireman, one conductor and three brakemen; trains of more than five cars must carry this crew with at least two brakemen. The Order of Railroad Conductors and Brakemen and the Brotherhood of Locomotive Firemen and Enginemen have been contesting the case, and claim the court's decision as a major victory.

ROAD AND PASSENGER TRANSPORT WORKERS

INTERNATIONAL

ILO experts meeting on conditions of urban transport workers

The living and working conditions of urban transport workers are being examined for the first time at international level at a meeting of experts in Geneva from 10 to 19 May 1965 convened by the International Labour Organization. In the report prepared as a basis for discussion by the experts, the ILO notes that this industry has its own special problems, not only in so far as they affect town planning, but also because of their impact on the working conditions of urban transport employees.

It points out that in a growing number of urban areas of all sizes the operation of urban transport involves great strain owing to the need to ensure urban transport services for passengers and goods, despite the growing traffic congestion. Emphasis is being placed on the organization of work schedules and the repercussion of the increasingly heavy strains to which these workers are subjected. The inquiry also includes all forms of urban passenger and goods transport such as buses, delivery vans, taxis, underground railways, tramways and city and suburban railways.

The ILO study was established on the basis of replies to a questionnaire from the following fifteen cities: Buenos Aires, Cairo, Calcutta, Geneva, Hamburg, Istanbul, London, Manila, Moscow, New York, Paris, Prague, Sydney, Tokyo and Warsaw. The questions relate to trends in the volume of transport and the basic regulations governing the organization of work schedules and any procedure for the adoption and amendment of relevant provisions.

Also considered are the length of the working day and of daily and periodical rest periods; annual holidays and extraordinary days of rest, and any increase in tension caused to employees as a result of the intensity and difficulty of modern urban traffic.

The experts taking part in the meeting represent public and private enterprises as well as urban transport workers' unions from Argentina, Australia, Brazil, Congo (Leopoldville), France, Federal Republic of Germany, India, Japan, Poland, Switzerland, Turkey, USSR, United Kingdom and the United States. Hans Imhof, ITF Assistant General Secretary, is attending as an ITF observer, together with E. Oliver, United States, and J. Geldof, Belgium.

GREAT BRITAIN

Pay rates for British Road Services employees

Below are examples of new weekly pay rates, effective from 3 May, for British Road Services employees, who have a 42-hour week.

Drivers: Motor vehicles (other than heavy haulage)

<u>Carrying capacity</u>	<u>London</u>	<u>Outside London</u>
Up to and including 5 tons	£11 1s. 6d.	£10 15s. 6d.
5 tons to 10 tons	11 10s. 3d.	11 4s. 3d.
10 tons to 15 tons	11 17s. 3d.	11 12s. 3d.
15 tons to 18 tons	12 6s. 0d.	12 1s. 0d.
over 18 tons	12 17s. 3d.	12 12s. 3d.

Drivers: Heavy haulage

Indivisible loads -		
6 tons to 10 tons	11 17s. 6d.	11 13s. 6d.
10 tons to 16 tons	12 7s. 9d.	12 3s. 9d.
16 tons to 20 tons	13 3s. 0d.	12 19s. 0d.
20 tons to 25 tons	13 9s. 3d.	13 5s. 3d.
25 tons to 45 tons	13 15s. 9d.	13 11s. 9d.
45 tons to 65 tons	15 7s. 9d.	15 3s. 9d.
Over 65 tons	16 2s. 3d.	15 18s. 3d.

SEAFARERS

INTERNATIONAL

IMCO Maritime Safety Committee meets

A meeting of the Maritime Safety Committee of the Inter-

governmental Maritime Consultative Organization has been held recently in London. Among the subjects discussed were the following:

1960 Collision Rules

The 1960 Safety Conference drew up revised Regulations for preventing collisions at sea. To date, the gross tonnage of countries which have accepted the Rules amounts to over 120,000,000 g.r.t. or nearly 80% of the total world gross tonnage. On 1 September 1965, these Rules come into effect for countries which have accepted them.

Revised International Code of Signals

The Maritime Safety Committee approved the text of the International Code of Signals, limited to messages essential to safety. It contains a table of signals for use by ice-breakers and the vessels they support, which has been worked out in collaboration with those countries providing ice-breaker services. It is anticipated that the countries concerned will introduce the ice-breaker signals during the season 1965-66. It will thus be the first part of the new Code to be used internationally.

The Code now goes forward to the IMCO Assembly in September this year with a strong recommendation from the Maritime Safety Committee that it be brought into force in 1968. The Committee is also recommending that the Code should be carried by all ships equipped with radiotelegraphy and radiotelephony. It also feels that governments should encourage the Code to be carried by other vessels, wherever the nature of their employment might make it useful. Coastal vessels, for instance, might well encounter cases of distress where difficulties of language might make use of the Code essential.

International Maritime Dangerous Goods Code

The IMCO International Maritime Dangerous Goods Code has been completed and approved by the Maritime Safety Committee; it comprises a general introduction embodying the principles of the Code, and a number of annexes giving details of handling, stowage etc. of individual substances in each of the classes.

An integral part of the Code is the system of United Nations labels; the use of labels on packages of dangerous goods in countries which have accepted the 1960 Safety Convention will become obligatory when that Convention comes into force on 26 May this year.

The Code now goes forward for final approval by the IMCO Assembly.

Bulk Cargoes Code

The IMCO Bulk Cargoes Code deals with cargoes liable to shift

in the dry state, and those liable to shift due to liquefaction during the voyage if their moisture content is too high. When adopted by governments it will help materially in reducing the heavy losses among ships carrying ores and ore concentrates in bulk.

The Code now goes forward to the IMCO Assembly for final approval.

Hydrofoil Boats and Hovercraft

Since 1964 the Maritime Safety Committee has been considering the safety aspects of hydrofoil boat and hovercraft operation, and collecting information from IMCO's Member States based on their practical experience.

The Committee decided to set up a working group to study the operational requirements concerning the safety of navigation of small fast craft such as hydrofoil boats and hovercraft. This study would also deal with the requirements for life-saving appliances and communications.

Navigation in the Strait of Dover

In 1964, the Maritime Safety Committee recommended adoption of a routing system to separate the traffic through the Strait and minimize head-on encounters as soon as satisfactory navigational aids had been installed. Last week it received news which foreshadowed introduction of the routing system during 1966. (For details see ITF Journal No. 7/8 1964 p.154.)

FINLAND

Turku harbour pilots win night work allowance

The ITF-affiliated Finnish Seamen's Union reports success in a recent dispute concerning harbour pilots employed by the Turku municipality. The authorities claimed that since the order establishing the status and rights of municipal employees made no mention of harbour pilots, the latter were not entitled to night-work allowances. The union pointed out that when the order was laid down about 10 years ago Turku had no harbour pilots, and threatened to shut down the port by refusing the assistance of ice-breakers, tugs, pilots and other harbour services. This resulted in acceptance of the union's demands.

GREAT BRITAIN

Trial scheme for ship shop stewards

At the annual general meeting of the ITF-affiliated National Union of Seamen, General Secretary William Hogarth announced that the shipowners had agreed to recognize a scheme of ship-board liaison representatives. They were ready to discuss plans

for a pilot scheme in a number of ships. The union has won its point that the representatives must be the choice of the seamen themselves, and not imposed by outsiders.

JAPAN

New agreement for Japanese seafarers

The ITF-affiliated All-Japan Seamen's Union has obtained a new agreement for its members, effective 1 April 1965. It provides the following main improvements:

Overtime

All overtime worked in excess of 30 hours per week is to be paid at double the normal overtime rate. The purpose of this is not to increase overtime income, but to ensure that seamen are not required to work excessively long hours. Where it appears that a considerable amount of this penalty rate is being paid, the manning scales of those jobs will be reconsidered.

Paid leave

19 days' leave are granted after 9 months' consecutive service on board cargo vessels, and 15 days after 7 months' consecutive service on tankers and other industrial carriers. (Previously the entitlement was 21 days after 10 months' service.)

Port Relief System

The first steps have been taken towards establishing a port relief system under which shore workers are engaged to work on foreign-going ships during their stay in Japan ports, so that the seamen can spend some rest time ashore.

Other benefits

Considerable improvements have been achieved in seafarers' accident compensation benefits, and the shipowners now take more of the responsibility for compensation payments to seafarers injured or killed at work.

Wages

Finally, the union intends to negotiate a complete revision of wages in order to link pay more closely with the job performed. As an interim measure, however, an overall increase of 5% has been awarded, plus a flat increase of ¥3,000 per month (approx. £3 or \$8.40).

CIVIL AVIATION WORKERS

UNITED STATES

80,000 pound rule abolished

With effect from 28 May 1965 the US Federal Air Regulations are

amended to eliminate aircraft gross weight (80,000 pounds) as the criterion for determining whether a flight engineer should be included in the basic cockpit crew. Instead, for aircraft certificated after 1 January 1964, the following criteria for determining the minimum flight crew will apply:

a. Basic Workload Functions. The following basic workload functions are considered:

- (1) Flight path control.
- (2) Collision avoidance.
- (3) Navigations.
- (4) Communications.
- (5) Operation and monitoring of aircraft engines and systems.
- (6) Command decisions.

(b) Workload factors. The following workload factors are considered significant when analyzing and demonstrating workload for minimum flight crew determination:

- (1) The accessibility, ease, and simplicity of operation of all necessary flight, power and equipment controls, including emergency fuel shutoff valves, electrical controls, electronic controls, pressurization system controls and engine controls.
- (2) The accessibility and conspicuity of all necessary instruments and failure warning devices such as fire warning, electrical system malfunction, and other failure or caution indicators. The extent to which such instruments or devices direct the proper corrective action is also considered.
- (3) The number, urgency, and complexity of operating procedures with particular consideration given to the specific fuel management schedule imposed by center of gravity, structural or other considerations of an air-worthiness nature, and to the ability of each engine to operate at all times from a single tank or source which is automatically replenished if fuel is also stored in other tanks.
- (4) The degree and duration of concentrated mental and physical effort involved in normal operation and in diagnosing and coping with malfunctions and emergencies.
- (5) The extent of required monitoring of the fuel, hydraulic, pressurization, electrical, electronic, de-icing, and other systems while en route.
- (6) The actions requiring a crewmember to be unavailable at his assigned duty station, including: observation of systems, emergency operation of any control, and emergencies in any compartment.
- (7) The degree of automation provided in the aircraft

systems to afford (after failures or malfunctions) automatic crossover or isolation of difficulties to minimize the need for flight crew action to guard against loss of hydraulic or electric power to flight controls or to other essential systems.

- (8) The communications and navigation workload.
- (9) The possibility of increased workload associated with any emergency that may lead to other emergencies.
- (10) Incapacitation of a flight crewmember whenever the applicable operating rule requires a minimum flight crew of at least two pilots.

(c) Kind of Operation Authorized. The determination of the kind of operation authorized requires consideration of the operating rules under which the airplane will be operated. Unless an applicant desires approval for a more limited kind of operation, it is assumed that each airplane certificated under this Part will operate under Instrument Flight Rules conditions.

No aircraft certificated before 2 January 1964, having a maximum takeoff weight of more than 80,000 pounds, may operate without a flight crew member holding a current flight engineer certificate.

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TRADE UNION RIGHTS
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EAST AFRICA

Disputes procedure in EA Common Services Organization

A Bill has been published which provides for the settlement of disputes between the East African Common Services Organization and its employees. Among its provisions the Bill requires all disputes to be reported to the Secretary-General of the Organization, followed by conciliation, If conciliation fails, then the dispute would be submitted to a Standing Tribunal which would report to the Common Services Authority which in turn would have power to make an award.

It also provides that no senior employee of the EACSO shall be a member of a trade union. It will be an offence for anyone to strike or incite others to strike unless all the procedures of the negotiating machinery have been exhausted.

After a dispute has been reported to the Secretary-General and he accepts that a dispute does exist, he will appoint a

conciliator within 14 days. A settlement of the dispute by the conciliator, which shall be known as a negotiated agreement, shall be binding on the parties for one year, or any longer period which has been agreed. If, however, the conciliator reports that he has been unsuccessful, the Secretary-General may either refer the dispute back to the conciliator for further efforts or to a Standing Tribunal. The latter shall have an independent Chairman appointed by the Secretary-General for at least one year. The Secretary-General shall also appoint two further persons to be members of the Tribunal in respect of each dispute.

Upon receipt of the Tribunal's report, the Authority may confirm it, or it may refer it back to the Standing Tribunal, stating its objection. When this happens, the Tribunal shall publish a new report which the Authority shall either confirm and publish as an award or reject and publish notice of the rejection. Any award shall be binding upon the parties.

JAPAN

Convention 87 to be ratified

The lower house of the Japanese Diet has passed the bill ratifying ILO Convention No. 87 (Freedom of Association and Protection of the Right to Organize), together with four amendments to existing laws in implementation of the Convention. It is virtually certain that the bills will pass through the upper house during this session of the Diet which ends on 19 May. This achievement is the result of years of pressure by the Japanese and international trade union movements.

[- - - - -] PERSONALIA [- - - - -]

Yngve Fyhrquist, chief executive of the Finnish Ships' Officers' union, celebrated his sixtieth birthday on 30 March.

Torbjörn Lanemark has been appointed editor of the Swedish Railwaymen's Union magazine Signalen in succession to Henry Kjellvard who is resigning on 30 June after 20 years' service.

Helmut Smuda, Head of Organization of the German Railwaymen's Union, celebrated his fiftieth birthday on 4 May.

[- - - - -] NEWS IN BRIEF [- - - - -]

Canada: On 29 April the Canadian Railway Labor Executives' Association - a body which comprises operating and non-operating "international" railway unions - was launched in Ottawa. These unions have been autonomous for some time, and the new central body formalizes the existing situation. The

Chairman of the Canadian RLEA is Charles Smith, Brotherhood of Maintenance of Way Employees; Executive Secretary is A.R. Gibbons, Brotherhood of Locomotive Firemen and Enginemen; and Vice Chairman is R.C. Smith, Transportation-Communication Employees Union.

Japanese private railway workers went on strike for 24 hours on 28 April in support of their claim for substantial pay increases.

British private road haulage workers have been awarded a 6% pay rise with effect from 9 June 1965.

British Overseas Airways Corporation stewards and stewardesses plan to go on strike for seven days from 1 June unless they get an acceptable reply to their claim for a 25% pay increase.

Peru: The first National Convention of Transport Workers was held from 28 to 30 April to consider: transport legislation in Peru; immediate claims; organizational problems; automation; and economic problems.

CORRECTION

Newsletter No. 6 dated 18 March 1965 made mention of changes in the agreement covering Danish deck ratings.

We should like to make it clear that the increases of which notice was given apply to basic rates. The rates of Danish seafarers include other elements, in particular a cost-of-living supplement which, in some cases, is greater than the so-called basic rate of pay.

Present rates of pay including all elements will be published as soon as full details are available.

FORTHCOMING MEETINGS

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| Executive Board | - Frankfurt, 24-26 May, 1965 |
| XXVIIIth Congress | - Copenhagen, 28 July - 6 August 1965. |

ILO ASIAN MARITIME CONFERENCE, TOKYO, 21-30 APRIL 1965

The Second Asian Maritime Conference of the International Labour Organization met in Tokyo, Japan, from 21 to 30 April 1965. Pieter de Vries, ITF General Secretary, attended as the representative of the Seafarers' Group of the ILO Joint Maritime Commission, and Lawrence White, ITF Assistant General Secretary, represented the ITF. The countries represented were as follows (with the names of the Workers' delegates from ITF-affiliated unions in brackets afterwards); Australia; China (Taiwan); France; Hong Kong; India (B. K. Majumder, National Union of Seamen of India, Calcutta); Japan (K. Nakachi, All-Japan Seamen's Union); Malaysia; Netherlands (W.Ch. van Zuylen, Seafarers' and Fishermen's Union); Norway (T. Sønsteby, Norwegian Seamen's Union); Pakistan (M.A. Khatib); Philippines (R. Oca, Philippine Transport and General Workers' Organization); Thailand; USSR; United Kingdom (D.S. Tennant, Merchant Navy and Airline Officers' Association); and Viet Nam.

The Conference adopted a number of resolutions; on Welfare Facilities for Asian Seafarers, it noted that whilst progress had been made in providing proper lodging and recreational facilities for seafarers in Asian ports, it remained true that in some areas of the world such facilities were rather inadequate and that educational and recreational facilities were not yet provided to any large extent on board; and called for measures to ensure that adequate welfare facilities were available to Asian seafarers in both Asian and non-Asian ports, as well as for ratification of the Customs Convention of 1964 concerning the reduction of formalities for the transit of welfare material for the use of ships' crews.

On Medical Facilities for Asian Seafarers, the Conference called for consultations between governments and seafarers' and shipowners' organizations on concrete measures to improve medical facilities, including priority to seafarers in the matter of hospitalization. On Social Security of Asian Seafarers, the Conference considered that in countries where there are general national social security arrangements, examination should be made into how these could best be applied to seafarers; and expressed that hope that Asian governments would give full consideration to ILO maritime Conventions relating to social security of seafarers, shipowners' liability towards sick and injured seamen, sickness insurance and seafarers' retirement benefits.

On the Recruitment of Asian Seafarers, the Conference welcomed the introduction of schemes regularizing the recruitment of seafarers which had been adopted in a number of countries since the first ILO Asian Maritime Conference, but emphasized that constant vigilance was required to eliminate abuses, the best guarantee of which being the representation of both sides of industry on all bodies administering the recruitment of seafarers.

A further resolution noted that Asian Seafarers' Conditions of Employment lagged far behind the level attained in most maritime countries, and requested Asian governments to recognize and support properly constituted seafarers' organizations; it also called for closer and more frequent consultation between governments, seafarers' and shipowners' organizations in the Asian region. Finally, the Conference called for meetings of the Asian Maritime Conference, the Joint Maritime Commission and maritime sessions of the International Labour Conference to be held at more frequent intervals.

The Asian Maritime Conference adopted Conclusions on Vocational Training, requesting the ILO to draw the attention of Asian governments to the need for adequate training facilities where they do not already exist and to advise them which of the international technical assistance funds could provide suitable financial aid for such facilities. The Conclusions contained a section giving Guidance on General Principles of Maritime Training.

On Wages, Hours of Work and Manning, The Conference noted that only a few Asian countries have taken action on Recommendation 109 of 1958 on the subject, and invited the ILO to call upon Asian governments which have not already done so to inform the ILO what steps they have taken to fulfil their obligations in regard to Recommendation 109; the ILO should also study conditions in the various Asian countries and inform the Joint Maritime Commission of the ILO for subsequent action.

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