

ITF NEWSLETTER INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

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NEWS ABOUT THE ITF

New ITF success against runaway-flag ship

A further and highly successful ITF action against a flag-of-convenience vessel without proper agreements took place at the end of last month. On 27 June, when the Greek-owned Panamanian vessel Theonymphos arrived in the Swedish port of Oxelösund, a representative of the ITF-affiliated Swedish Seamen's Union went aboard to inspect the ITF blue certificate which all flag-of-convenience ships should carry if they are covered by the appropriate agreements. The Theonymphos did not have one and the Swedish union immediately contacted ITF headquarters with a request for advice on the action to be taken.

As a result, it was decided that a boycott should be applied against the vessel with effect from 12.30 p.m. on 30 June and her master was also informed of the decision. The master then contacted the London agents for the Theonymphos and shortly afterwards negotiations started at ITF headquarters with Spiros Polemis Sons (London), Ltd. These led to ITF agreements being signed on the understanding that the company would then get in touch with the ITF-affiliated Panhellenic Seamen's Federation to obtain proper Greek agreements not only for the Theonymphos, but also for her sister-ship, the Theomana. The shipowner also had to pay the penalty rate of £3 per man per month Welfare Fund contribution for a year in advance.

Both ships operated by the company had actually been under ITF agreement up to June 1963 and the settlement reached therefore included payment of Welfare Fund contributions for the two years which had elapsed since the agreement terminated.

Following the signing of the agreement, a certificate was issued to the Theonymphos and the ship was released. The issue of a similar certificate to the Theomana will be delayed until negotiations between the company and the Panhellenic Seamen's Federation have been completed.

This latest action should be seen as a further stage in the intensified campaign by the ITF and its maritime affiliates against Greek owners who are continuing to ignore the understanding reached between the ITF and the Greek Shipowners' Committee in Athens.

Successful seminar for Caribbean affiliates

The ITF has recently concluded its first trade union seminar for affiliates in the English speaking countries of the Caribbean. The seminar, held from 14 to 24 June in Kingston, Jamaica, was organized jointly by the ITF and the Trade Union Education Institute of the West Indies University. The rôle of the ITF's affiliate in Jamaica, the National Workers' Union, which provided the services of its General Secretary, George Skinner, its Education Officer, Ken Sterling, and Research Officer, Carlyle Dunkley, was also of crucial importance in bringing the project to a successful conclusion.

The 23 participants came from unions organizing railwaymen, busmen, road haulage drivers, taxi drivers, port workers, seafarers and civil aviation workers in Curaçao, Barbados, Bermuda, British Guiana, Grenada, Jamaica, Nassau-Bahamas and Trinidad. Subjects presented included "collective bargaining in the transport industry", "labour legislation", "trade union organization in the Caribbean" and "industrial psychology".

Quite apart from the useful educational service performed by this first ITF Caribbean seminar for English speaking affiliates, the project has made a vital contribution towards strengthening trade union solidarity in the area and has encouraged the transport workers' organizations to work more closely and more effectively together.

TRANSPORT WORKERS

GREAT BRITAIN

T & G will seek greater transport co-ordination

Opening his union's biennial conference at Portsmouth earlier this week, Harry Nicholas, Acting General Secretary of the ITF-affiliated Transport & General Workers' Union, said that the organization would press both the Trades Union Congress and the Labour Party for a genuinely coordinated transport system under a national transport authority and the extension of public ownership in the industry. British Road Services should be encouraged to take over more privately-owned haulage firms and

not simply allowed to do so as at present. Private passenger transport undertakings should also be placed under full public ownership (at the moment the nationally-operated Transport Holding Company has a half share in some of the major provincial companies). A public port authority should also be established to run Britain's docks.

RAILWAYMEN

GERMANY

Better working hours regulations for over 200,000 railwaymen

The German Federal parliament has passed a decision under which regulations relating to the working hours of railway employees -- in force for over 40 years -- are to be gradually abolished. Under these regulations time spent on call or in waiting between operations or turns of duty did not count as effective working time. When the parliamentary decision, initiative for which was taken by President of the Railwaymen's Union, Philipp Seibert, and two other members of the German legislature, has full effect, a number of anomalies in the present situation will be eliminated. The time spent by a locomotive driver between arrival at a destination and departure on a fresh run, for example, will count partly as working time, whereas it did not under the old regulations. And, whereas the working time of a signalman was previously the total of periods spent in setting points, signals, etc., for the passage of trains, in future the waiting times between operations will also count partly as working time.

The ITF affiliated German Railwaymen's Union (GdED) has for a long time been pressing for changes in the Federal Railways' regulations on working hours.

GREAT BRITAIN

Improved pay rates for guards and carriage examiners

The Railway Staff National Tribunal has made an award to guards on British Rail, which provides for a system of mileage payments. The new payment system -- the National Union of Railwaymen has been pressing for something like it for a number of years -- will enable guards to increase their earnings substantially on long distance runs. Under the award, which is backdated to 11 June, 17,500 guards on both goods and passenger services receive an extra hour's pay for every 15 miles worked on an eight hour shift in excess of 140 miles. A guard's basic pay outside London ranges from £11.17s to £13.5s per week, and guards within London get an extra 6s. per week differential.

Another Railway Staff Tribunal award raises the weekly basic rate for carriage and wagon examiners by 15s. At present they get £12.10s.

Rail redundancy hits NUR President

In his address to the union's annual meeting this week in Southport, Frank Donlon, President of the ITF-affiliated National Union of Railwaymen (NUR), predicted that tens of thousands more railwaymen would probably lose their jobs during the next five years as the result of modernization and reorganization plans. Since 1949, he said, a total of 225,000 British railwaymen had been made redundant. It was a grim record and indicated the size of the problem with which the union had to grapple. Dismissals had become the natural order of things in the lives of railwaymen.

The NUR President -- who is on leave of absence from the railways during his term of union office -- revealed that he and six other members of the NUR Executive were among those who had received redundancy notices.

Bro. Donlon criticized the way in which modernization plans were now being carried out and said that many NUR members' earnings and conditions were being adversely affected because schemes were introduced before negotiations with the union on wages and conditions had been completed. He warned that "if our members are to be expected to co-operate in the modernization of the industry, then great care should be taken to ensure that agreement on incentives is not unduly delayed".

The NUR also felt that the Labour Government was not implementing its pledge to achieve a State-owned, fully integrated transport system with the essential energy. It was conscious of the difficulties facing the government, but expected early action on the transport situation.

MALAYSIA

Agreement reached on government servant status for railwaymen

The ITF-affiliated Railwaymen's Union of Malaya (RUM) has now informed the government of its willingness to accept an improved "package deal" implementing the rights and privileges to which its members are entitled following their recognition as government servants. It will be recalled that this status was won as the result of a national railway strike in December 1962 and a successful High Court action brought by the RUM in August last.

As reported in Newsletter No. 6, the RUM's membership began working to rule on 2 March in protest against the delay in applying their newly-won rights and this action was followed shortly afterwards by a government offer in the form of a "package deal" embodying the various privileges and rights with effect from 19 August 1964, the date on which the Government conceded that railwaymen were entitled to public service status.

This offer was accepted in principle by the union on 12 March, but it made observations on two anomalies in the offer, the one dealing with the date of application of gazetted public holidays

for the manual and industrial groups and the other with a reduction in the number of free travel passes. At the same time, however, it asked the government to implement the various items in the package deal on which it had no reservations.

This was not done by the government and a further impasse resulted which was, however, resolved last month by the government's offer of an improved package deal and its acceptance by the RUM.

The question of railwaymen's pensions, also still outstanding, will be treated as a separate issue and negotiations on this subject are being started.

SWEDEN

State employees to form a single union

Among the decisions taken by the Swedish Railwaymen's Union at its 22nd Congress last month in Stockholm was one concerning the ultimate formation of a single union to cater for all state employees, including the railwaymen. The matter will be studied between now and the Union's next Congress in 1969, by which time a definite decision may be possible.

The results of the railwaymen's Congress, which ITF General Secretary, Pieter de Vries, attended as a fraternal delegate, included: a decision to introduce a new union dues system, under which members would pay one per cent of their wages to the Union instead of a standard fixed contribution; a decision to raise at the next national wage negotiations a proposal for the introduction of a uniform pay structure for all state employees, whether established civil servants or employees covered by collective agreements; authorization of the Union's Executive to negotiate directly with Swedish State Railways for better redundancy provisions to benefit personnel affected by the Railways' rationalization programme; and progressive introduction of the 40-hour week for railwaymen.

UNITED STATES

Congress urged to amend Rail Labor Act

The AFL-CIO has urged the US Congress to accept amendments put forward by the railway brotherhoods to achieve improvements in grievance procedures established under the Railway Labor Act.

The first of these would make all awards by the National Railroad Adjustment Board final and binding on rail employers as well as on the unions. At present, awards involving money payments are not so binding, although the denial of a money claim submitted by an employee is. Rail companies have therefore generally refused to pay money awards, leaving employees costly appeals to Federal courts as their only remedy.

The second amendment would require railroad management to agree within 30 days to set up special boards of adjustment when requested under the law. The rail brotherhoods point out that the absence of such a provision means that management consistently denies "almost all claims automatically". As a result a huge backlog of claims has built up and workers may be forced to wait seven to nine years for adjustment of them.

Three rail unions study merger possibility

Three member-unions of the ITF-affiliated Railway Labor Executives' Association decided last month to begin exploratory talks on "the desirability of and feasibility of creating a new organization to represent the railroad employees now represented by our organizations". The unions concerned are the Order of Railway Conductors and Firemen, the Brotherhood of Locomotive Firemen and Enginemen, and the Switchmen's Union of North America.

ROAD AND PASSENGER TRANSPORT WORKERS

ARGENTINA

Legislation on drivers' hours of work before Parliament

Draft legislation aimed at regulating the hours of work of long-distance road haulage drivers, sponsored by the ITF-affiliated Union of Road Transport Drivers and Allied Workers (see Newsletter No. 4 of 18 Feb.), has now been submitted to the Argentine Parliament where it is being supported by representatives of the Argentine Transport Workers' Confederation (CATT).

This attempt to regularize the working conditions of Argentina's long-distance lorry drivers is also being given the full support of the ITF Road Transport Workers' Section. Our Latin American Regional Office has already been in touch with the various factions represented in the Argentine Parliament to request their acceptance of this badly-needed legislation.

BELGIUM

New rates of pay for van delivery and coach drivers

Agreement has been reached on new rates of pay for deliverymen and coach drivers. Examples of the deliverymen's hourly rates are: labourer or driver's mate - 31F; driver of vehicle between 0 and 7,000 kg. - 34F; driver of vehicle between 7,000 kg. and 10,000 kg. - 35F. A daily bonus of 10F is payable for handling cash. Deliverymen are entitled to between 2 and 6 additional days' leave, depending on the amount of holiday they were previously allowed. The new wage rates and leave provisions came into force on 1 June 1965.

The new rates for coach drivers are transitional measures to have effect from 15 June to 31 December 1965. The minimum daily rate for work done between 6h 30 and 22h is now 350F and a bonus of 125F is payable for work done between 22h and 6h 30. Drivers are guaranteed weekly payment of 5 times the basic daily rate, i.e. 1,750F. (There are approximately 140F to £1 and 50F to \$1).

GREAT BRITAIN

British unions oppose Geddes proposals on road haulage

The report of the Geddes Committee on road haulage licensing in Great Britain, the main recommendations of which were given in the last issue of the Newsletter, has drawn sharp criticism from the Trades Union Congress. The TUC declared that the abolition of the licensing system, as advocated by the Committee, would lead to anarchy in the road haulage industry. "The report's assumption that competition can be equated with efficiency is based on a dogmatic view that cannot be reconciled with practical experience," said a statement put out by the TUC. The statement regretted that the Committee had not considered instead the structure, organization and performance of the road transport industry, set against the needs of the economy, and the system of licensing that could best improve its performance.

The TUC hopes soon to present to the Minister of Transport proposals of its own on transport policy which will cover the rôle of road haulage licensing.

SEAFARERS

INTERNATIONAL

Japanese seafarers' centre opened in Singapore

Japanese seamen arriving in Singapore after a spell at sea will now be able to relax at the recently-opened Japanese Seamen's Information Centre there.

Built in Japanese style, the Centre is intended to provide facilities for rest and refreshment; guidance and information; and assistance in obtaining accommodation. It will also provide a welfare service for sick seamen and a means of communication between seamen and their families back home.

The Centre is equipped with a library and indoor games facilities, and will also operate a free sight-seeing service.

ARGENTINA

Protest strikes by Argentine maritime workers

Members of the Argentine Maritime Federation, to which a number of ITF-affiliated seafarers' and dockers' unions belong, took part in a 48-hour protest strike on 29 and 30 June. The 48-hour stoppage was one of a series of short strikes which have been called to protest against the refusal by the state-owned and river sectors of the Argentine shipping industry to apply provisions on retroactive pay increases which were included in the current collective agreement, as well as against the failure of tanker owners to enter into an agreement with the maritime unions. A strike of 48 hours was organized on 9 and 10 June, followed by a 24-hour stoppage on 16 June. This latter applied only to the home trades, whereas that organized at the end of the month covered foreign trade vessels as well.

The ITF Secretariat informed all seafarers' and dockers' affiliates of the Argentine maritime workers' decision and requested all possible sympathetic aid if they were approached by Argentine crews in foreign ports.

DENMARK

New pay rates for Danish navigating officers

Information has now reached us concerning the new rates negotiated by the Danish Mates' Union in its agreement of 23 April last. As examples of these we quote figures covering the officers serving on board vessels in the 6500 - 8500 g.r.t. class and those of over 8,500 g.r.t. The rates given are actual monthly pay (less overtime and allowances), made up of a basic rate plus a cost-of-living allowance which in most cases represents approximately 50 per cent of the total (a Danish Krone is about 1s.; 100 kr equal \$14.49).

<u>Chief Mate</u>	<u>First two years</u>	<u>After 5 years</u>	<u>After 12 years</u>
	D.Kr.	D.Kr.	D.Kr.
6500- 8500	2452	2725	2857
Over 8500	2617	2890	3021
<u>2nd Mate</u>			<u>After 10 years</u>
6500- 8500	2019	2235	2282
Over 8500	2193	2409	2456
<u>3rd Mate</u>			
6500- 8500	1621	1828	1875

	<u>First two years</u>	<u>After 5 years</u>	<u>After 10 years</u>
<u>3rd Mate Cont.</u>			
Over 8500	1774	1981	2028
<u>4th Mate</u>			
All classes	1611	1818	-

GREAT BRITAIN

Trial period for NUS shipboard representatives

In the July issue of "The Seaman", Bro. Bill Hogarth, General Secretary of the ITF-affiliated National Union of Seaman, announces that within a few weeks the first NUS liaison representatives will begin their work aboard some dozen foreign-going vessels. This will be a trial run to assess how the representation scheme operates in practice.

Bro. Hogarth points out that while negotiations on the scheme have been in progress, the NUS has equipped more than 1,000 of its members with the basic trade union and industrial knowledge necessary for those taking on the job. This has been done through courses operated at NUS headquarters. All prospective shipboard representatives will in fact have to have attended or be willing to take one of the union's training courses. They will also need to be at least 23 years of age, with at least five years' continuous NUS membership and five years' sea service.

Representatives' duties will be:

- (a) to keep members informed of industrial and union developments and to supply them with union publications;
- (b) to advise and assist members in using the union's machinery and services;
- (c) to ensure that all ratings are NUS members financially in compliance;
- (d) to encourage members to use the National Maritime Board Complaints Procedure when necessary, to advise members how to take up bona-fide complaints and to report to the Union and the Master all unresolved cases taken up;
- (e) to encourage the members' interest in union and industrial subjects and, where required, to organize educational activities;
- (f) to encourage and cooperate in social and welfare activities where special committees do not exist for this purpose; and

- (g) to keep the union informed of all happenings outside the normal on board ship.

GREECE

Radio-medical service for Greek seafarers?

The Greek Ministry of Mercantile Marine is reported to be actively studying the possibility of establishing a radio-medical service similar to that operated by the International Radio-Medical Centre (CIRM) in Italy. The centre would provide medical advice by radio and later would organize the transport ashore of sick seafarers and arrange for doctors to be taken to patients on board ship.

There is already the VARI Station Centre providing similar services in Greece, but its activity is limited to ships operating in close proximity to the Greek coast.

CIVIL AVIATION WORKERS

GREAT BRITAIN

Pay offer to BEA porters and loaders

Negotiations between the ITF-affiliated Transport & General Workers' Union and British European Airways are reported to have led to an offer to increase wages paid to porters, loaders, cargo warehousemen and maintenance drivers by approximately 10 per cent in the first year and by five and four per cent respectively during the second and third years. BEA is also reported to have agreed to the introduction of the 40-hour week (currently 42), three weeks annual holiday and payment for the first three days of sickness.

Talks on the agreement are still continuing.

TRADE UNION RIGHTS

JAPAN

Labour movement welcomes Japan's ratification of ILO Convention 87

A joint meeting of Japanese and international labour leaders, held in Geneva on 14 June 1965, has welcomed the ratification by the Japanese Government of ILO Convention No. 87 on freedom of association, but has at the same time demanded that the instrument be fully implemented.

The meeting was attended by A Iwai, General Secretary of

the Japanese Confederation of Trade Unions SOHYO, and Omer Becu, General Secretary of the International Confederation of Free Trade Unions. Representatives of several International trade secretariats were also present. The ITF was represented by Assistant General Secretary, H. Imhof.

A statement issued by the meeting congratulates Japanese workers on their hard-won victory, expressing the hope that "now that Convention 87 has been ratified it will be fully implemented, that is to say that Japanese labour legislation, administration and practice will be guided not only by the letter but also by the spirit of this fundamental instrument of labour rights, the real meaning of which is the principle that trade unions as representative of the workers have the right to participate as equal partners in determining the conditions of the working people. This includes full collective bargaining rights."

The statement, which was sent to the Prime Minister of Japan, stresses the importance of extending full trade union rights to all workers in the public sector and concludes:

"While the ratification and full implementation of Convention 87 is one of the essential bases for social progress, we insist on the need for it being followed by other progressive measures, including the adoption of other International Labour Conventions."

ESPERANTISTS

IFEF holds its 17th Congress in Norway

Some 430 railwaymen Esperantists from sixteen countries took part last month in the 17th Congress organized in Hamar (Norway) by the International Federation of Railwaymen Esperantists (IFEF). The Congress, under the chairmanship of the Federation's President, K.G.J. Jong, a railway inspector from Amsterdam, was welcomed to Norway by official representatives of the Norwegian State Railways, the municipal authorities and the Norwegian trade union movement -- all of whom gave their addresses in the international language.

In addition to discussing a number of general topics concerning railways and railwaymen's work and adopting a new Constitution aimed at further strengthening IFEF activity (the Federation now has nineteen national member-organizations), the Congress delegates also attended special sessions designed to introduce them to Norwegian life and culture. They also heard lectures on the new Norwegian Railways goods tariff system and ways in which the State Railways are proposing to organize for the future.

The next IFEF Congress is to be held at Utrecht in 1966.

NEWS IN BRIEF

Australia: Twenty six unions organizing 56,000 bus and railway workers in New South Wales staged a 24 hour strike on 5 July in support of a pay claim.

France: Negotiations for improved pay and conditions for merchant navy officers have broken down. The organizations, including the ITF-affiliated Merchant Navy Officers' Federation (FO), are considering further action in support of their claims.

Great Britain: The ITF-affiliated Transport and General Workers' Union has launched a new pay claim for 187,000 provincial bus workers.

- Talks have been taking place between leaders of the railwaymen's unions and the British Rail Board on the introduction of "liner" freight trains. The talks are said to be making good progress and will resume again after the National Union of Railwaymen's conference, which is being held this week.

- Footplatemen of the ITF-affiliated Associated Society of Locomotive Engineers and Firemen have threatened a go-slow if there is no speedy settlement of their claim for a £3.3s per week productivity bonus.

Hong Kong: Employees of the Kowloon Motor Bus Company have set up a committee to negotiate new wage rates. They are claiming a flat increase of \$1.50 (HK) per day for all busmen, to be made retroactive to 15 February 1965. Management have "pleaded poverty" but have agreed to consider the workers' demands.

Kenya: The Industrial Court has given its ruling on the railwaymen's dispute, which was referred to it last March. ITF Representative, Emile Laflamme, has been assisting the African Railway Workers' Union to prepare and present its case. Details of the Court decision will be published when more of these are known.

Senegal has become a maritime nation, with the launching of two freighters, the 3,988 ton "Le Ferlo" and the 1,709 ton "Ouolof".

United States: The Order of Railroad Telegraphers (an ITF-affiliate) will now be known as the Transport-Communications' Union following the removal of the last legal barrier to its change of name. The decision to adopt the new title was taken at the union's convention in 1964.

- The Marine Engineers' strike is still in progress, at the time of writing, and is now three weeks old.

- A week-long strike of New York taxi drivers, called by the Taxi Drivers' Organizing Committee of the New York Central Labour Council, ended on 5 July. The strike was over union recognition. The drivers were claiming an industry wide vote to decide the representation issue, but the National Labour Relations Board has decreed separate elections in only 38 of the city's 83 fleet garages to take place on 21

July. These 38 garages employ some 10,000 of the 16,000 fleet drivers. They will be able to choose between representation by the TDOC or a local of the Teamsters Union or no union at all. Chicago taxi drivers were also on strike over a collective bargaining dispute, but opted to stay out.

International: The International Whaling Commission, at its seventeenth meeting held recently in London, has expressed anxiety over diminishing whale stocks in the Antarctic. New conservation measures were agreed by the countries represented. The Antarctic catch was limited to 4,500 blue whale units for the next two years, and the killing of blue whales in the Pacific north of the Equator was prohibited for the next five years.

FORTHCOMING MEETINGS

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| Executive Board | - Copenhagen, 26, 27 July 1965 |
| XXVIII Congress | - Copenhagen, 28 July - 6 August, 1965. |

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