

# ITF NEWSLETTER

## INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

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### RAILWAYMEN

CANADA  
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#### New contract claims presented

Canadian non-operating and shopcraft unions have submitted claims to the railway companies for substantial increases in pay for all employees, and additional increases for skilled groups and those engaged regularly on night work. They are also asking for all staff to be paid on a weekly basis with effect from 1 January 1966, and for improved annual leave giving two weeks' leave after one year's service, three weeks after five years, four weeks after ten years, five weeks after 15 years and six weeks after 20 years. There should be nine paid statutory holidays a year.

The unions are also asking the Railways to bear the full cost of improved sick pay, medical and dental insurance, and life insurance. The new agreement should contain improved job security provisions, and a number of other fringe benefits.

UNITED STATES  
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#### BLFE seeks reinstatement of firemen

The Brotherhood of Locomotive Firemen and Enginemen has served notice on US railroads that it wishes to reopen negotiations on the position of firemen. The Brotherhood has called for the restoration of firemen's jobs on all freight and yard locomotives with the exception of certain daytime yard and branch line jobs; the

reinstatement of men made redundant under the compulsory arbitration ruling of last year; and the establishment of an adequate training programme for firemen to enable them to obtain promotion. The compulsory arbitration ruling expires on 31 March 1966, and the Brotherhood will insist that the original contract be put back into effect.

ROAD AND PASSENGER TRANSPORT WORKERS

GREAT BRITAIN

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Proposal to allow one-man double deckers

Interested organizations have been asked to comment on draft Ministry of Transport regulations which would permit a more extensive use of one-man buses. At present these may only be single-deck vehicles, but the proposal is to extend the concession to double deckers either with the upper deck sealed off - in which case the vehicle would in effect be a single decker - or in certain circumstances with both decks open. Safety requirements for a conductorless double decker would include an entrance at the front of the bus, driver-controlled doors at every entrance and exit, and a single forward staircase. The proposed regulations would also allow for double deck vehicles with a "standee" lower deck, i.e. a lower deck specially constructed or adapted for the carriage of standing passengers.

PORT WORKERS

BELGIUM

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End-of-year bonus agreed for Antwerp dockers

The ITF-affiliated Belgian Transport Workers' Union has obtained the following end-of-year bonuses for its members in the port of Antwerp:

Men who during the period from 1 October 1964 to 30 September 1965 have worked from 83 to 124, from 125 to 166, or 167 or more days receive respectively 6 Fr., 7.20 Fr. or 8.40 Fr. per day worked. (For men between the ages of 56 to 65 years the qualifying number of days worked is cut to from 62 to 103, from 104 to 145, and 146 or more.)

(There are approx. 140 B.Fr. to £1 and 50 to US \$1).

SEAFARERS

DENMARK  
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Radio officers' arbitration award

The arbitration board set up to prevent a strike of Danish sea-going radio officers has awarded new pay rates ranging from 2,169 Kr. to 2,584 Kr. annually for those with between 10 and 20 years' service; these rates correspond with mediation proposals rejected by the shipowners. However, for those with less than 10 years' service the arbitration award is lower than the mediation proposal. It gives a starting rate of 1,490 Kr. (23 Kr. higher than shipowners' offer, but 98 Kr. less than mediation proposal); after one year, 1,545 Kr. and after two years, 1,670 Kr. (both 43 Kr. less than mediation); after four years, 1,795 Kr. and after six years, 1,920 Kr. (both 42 Kr. less than mediation proposal); and after eight years 2,045 Kr. (41 Kr. less than mediation).

The ITF-affiliated Radio Officers' Association has commented that this is something of a disappointment, since a majority of their members have less than 10 years' seniority. (There are 19.34 Kr. to £1 and 7 to US \$1).

GREAT BRITAIN  
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Pension scheme for ratings

A non-contributory pension scheme for merchant navy ratings came into operation on 29 November. The scheme provides a pension of £2 at age 60 after the minimum qualifying period of 25 years' service, or a pension of £3 10s. a week at age 60 after the maximum period of 40 years' service. The scale is as follows: 1s. 6d. per week pension for each of the first 20 years of pensionable service; 2s. for each of the next 20 years. A rating who reaches age 60 and is entitled to a pension by virtue of 25 years' service may choose to defer his pension and continue at sea; this will qualify him for a correspondingly increased pension ranging from an additional 5% at age 61 to 40% at age 65 or over.

Qualifying service normally starts from 1 January 1965, but service from 1 April 1947 to 1965 will count towards the minimum requirement. Ratings over age 50 at the inception of the scheme may count service between the ages of 60 and 65 in order to make up the minimum qualifying period of 25 years. If a rating dies while in service, or while actively seeking sea-going employment within three months of a period of service on articles, a death benefit will be paid, ranging from £50 for death during the first five years of pensionable service to £350 for death during the 31st or subsequent year.

The fund is administered by a management committee on which the ITF-affiliated National Union of Seamen has equal representation.

HONG KONG  
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Safety Convention extended to Hong Kong

The British government has extended to Hong Kong its acceptance of the International Convention for the Safety of Life at Sea. This has been made effective by the Merchant Shipping (Safety Convention) (Hong Kong) Order 1965, which came into operation on 7 December.

JAPAN  
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Seamen's strike extended

The strike of Japanese seamen in support of their wage claim has been extended beyond the original 10-day period, because the shipowners have so far shown no sign of wishing to reopen negotiations. The "first wave" of the strike, involved ocean-going and coastal cargo vessels and lasted from 27 November to 6 December. It was reinforced from 2 December when the ITF-affiliated All-Japan Seamen's Union called out the crews of smaller (under 500t.) coastal vessels and larger fishing vessels. During the "second wave", which began on 7 December and is due to last until 13 December, crews of the smaller coastal vessels have been allowed to go back to work, and unloading of ocean-going vessels is being permitted. It is hoped that this slight relaxation of the strike will persuade the shipowners to be reasonable, and will maintain public goodwill towards the strike. If, however, there is still no hope of a settlement, the total strike will be resumed on 14 December; this will be the "third wave".

Dock workers have been cooperating with the Seamen's Union, and the latter reports that thanks to pressure from the ITF and its affiliates the shipowners have not taken any further illegal action against the seamen, such as withholding payments to dependants.

CIVIL AVIATION WORKERS

FRANCE  
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Threat of strike by ground staff averted

A threatened 36-hour strike of Air France ground staff, which was due to follow the four-day strike of flying personnel, was called off when the management agreed to reopen negotiations on a dispute over pensions and incentives.

GENERAL

URUGUAY  
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General strikes - railwaymen's leaders arrested

A series of general strikes have recently been held in Uruguay in protest against the government's refusal to grant pay increases to public servants to compensate for increases in the cost of living. During one of these strikes the President and other officials of the ITF-affiliated Railwaymen's Federation were arrested and held for forty-eight hours. The ITF Regional Office in Peru sent a strong protest about this action to the Uruguayan President.

PERSONALIA

Nils Peterson: We regret to report the death in the middle of November of Nils Peterson, who retired at age 60 in February this year as secretary of the Swedish Transport Workers' Union.

Thorbjørn Throndsen, President of the Norwegian Engineer Officers' Union, celebrated his 70th birthday on 29 November.

NEWS IN BRIEF

International: The 4th International Civil Aviation Organization conference has approved a number of resolutions on air safety; among other things these provide for the compulsory introduction of flight recorders by 1 January 1970; the carriage of two sets of radio equipment on all flights over large stretches of water; new regulations concerning the carriage of reserve fuel, etc.

Germany: The ITF-affiliated Union of Transport and Public Service Workers (OeTV) has entered into a working arrangement with the Union of Masters and Mates; each organization maintains full autonomy, but they will cooperate on questions of training and transport policy. The OeTV is alone responsible for negotiating wages and working conditions, and the Masters and Mates are therefore recommended to belong to the OeTV as well as their own organization.

Great Britain: From 1 January 1966 two pilots will be required in public transport aircraft over 12,500 lb in weight. The previous limit was 22,500 lb.

Singapore has become the 115th member of the International Labour Organization, with effect from 25 October.

United States: Railway clerks went on strike on 18 November against the Santa Fe railway in protest against the company's refusal to negotiate; after 7 hours the company promised to bargain in good faith.

COST OF LIVING  
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January 1963 - 100

Netherlands - Mid October 65 - 109.35 points (a fall of almost 2 points since the previous month).

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