

# ITF

## NEWSLETTER

### INFORMATIONS

### INFORMATIONEN

### INFORMATIONSBLAD

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ABOUT THE ITF



#### ITF Common Market Committee meets in Brussels

The Committee of ITF Unions in the European Economic Community, meeting in Brussels on 14 and 15 December 1965 under the chairmanship of Philipp Seibert, First President of the German Railwaymen's Union (GdED), has reaffirmed its intention to work together with the various competent bodies of the EEC towards harmonization of transport policy in the Community. The ITF Committee also reiterated its conviction that rationalization of the various means of transport was an essential prerequisite for a sound and well-balanced process of integration in Europe.

A resolution, adopted at the Brussels meeting and submitted to the Council of Ministers of the EEC, stressed the need for new consultations with the Economic and Social Council in view of modifications proposed recently by the Commission in bracket rates, which alter substantially the 1963 proposals. Failure to ensure such consultation would be wholly against the spirit of the Treaty of Rome and would be inexcusable, particularly with regard to the great importance of the plan of implementation, to be published by the Council, to the competitive position of the transport undertakings as well as to the standard of living and conditions of employment of transport workers.

The competent organs of the Community have also been informed of a resolution adopted on social policy in the various means of transport, and, in particular, on work being done at present within the Commission towards social harmonization in road transport.

The ITF transport workers' unions expect the European standards, now being prepared for implementation throughout the Community, to be more progressive than the regulations governing working conditions in road transport which are at present in force in the Common Market countries.

As in the past the transport workers' organizations are ready to assist the competent bodies of the EEC in preparing such regulations. The Bipartite Committees, which the Commission is to set up for the three modes of transport, would provide the appropriate machinery for this cooperation.

#### New ITF agreements for flag-of-convenience ships

Two new actions have been carried out in Scandinavia to ensure decent wages and working conditions and to provide trade union representation for the crews of ships flying flags of convenience. The first action was against the s.s. SANTA BARBARA, sailing under Panamanian flag. She was boycotted by the Swedish Seamen's and Dockers' Unions. The second concerned a vessel, originally under the Finnish flag but now registered in the Lebanon under the name HADIA. She was held by the Finnish Seamen's Union until an agreement was signed.

As a result of the boycott actions the crews of the two ships were made members of the ITF Special Seafarers' Section, and ITF Custodian Agreements were signed providing for British National Maritime Board wages and conditions and for appropriate contributions to the ITF Seafarers' Welfare Fund.

TRANSPORT WORKERS GENERAL
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BRAZIL  
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#### ILO Convention on Discrimination ratified

The Government of Brazil has ratified ILO Convention No. 111 on Discrimination in respect of Employment and Occupation, adopted by the International Labour Conference in 1958. Brazil is the 53rd ILO member-state to ratify the Convention.

FINLAND  
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#### 40-hour week by 1970 becomes law

The Finnish national legislature has passed a law providing for a progressive reduction of the working week to 40 hours by 1970. The first reduction will be made in the summer of 1966. Finland is the first Scandinavian country, in which the 40-hour week has become law.

GREAT BRITAIN  
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Rail manager advocates unified transport policy

Chairman of the British Railways Board, Mr. Stanley Raymond, has called for the setting up of a national Transport Highway Authority in Great Britain, which would be responsible for the provision of roads, railways, canals and airways. Such an authority would coordinate and allocate investments in transport highways and would charge carriers for their use. Speaking of the railways Mr. Raymond said: "A lot of our highway -- and therefore the costs -- is a standby which the public has said it requires because of the great convenience of using the railways intensively for short periods -- for example, commuter services, holiday services, emergency services during adverse weather or on special occasions."

The Railways Board has been directed by the Government to eliminate its deficit as soon as possible. But however much the railway system was rationalized there would always be parts of it which would not be in full use and would remain commercially un-economic because it was convenient for the community to have standby transport facilities. The total cost of the railway highway last year, including maintenance of the permanent way, bridges, signalling, etc., amounted to £130 million, the equivalent of British Railways' total deficit for that year. BR considers that more than half its annual track costs are attributable to the provision of non-commercial services. It would mean a considerable reduction in the BR deficit if these services were charged against the community instead of appearing in red in the railway accounts.

NETHERLANDS  
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National Minimum Wage to be raised

The Netherlands Government has announced that the National Minimum Wage, at present fixed at 110 Guilders per week, is to be raised to 120 Guilders per week (approximately \$33.30 or £11.16s.) in 1966. The new minimum will apply to all adult workers, and not just to those not covered by collective agreements, as at present.

SWEDEN  
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State employees get right to strike

Workers in Sweden's public services, including some transport workers employed directly by the State, get the right to strike under a new agreement concluded just before the New Year. The agreement also gives public servants the right to negotiate their own salaries and working conditions, which were formerly fixed unilaterally by the Government, with the employees' organizations playing a consultative or advisory role. A Public Services Committee is to be set up to prevent labour conflicts which would go against the national interest. If a threatened strike is referred to the Committee, the parties to the dispute must take no action for two weeks. If the Committee makes no

proposal within this time as to how the conflict can be prevented, the strike may go ahead as planned. The Committee has, however, no authority to stop strikes altogether. It is composed of four representatives for the State and one for each of the four employees' organizations which are parties to the agreement.

The agreement came into force on 1 January 1966. Negotiations also resulted in three agreements on salaries and working conditions, which replace the old Government regulations.

RAILWAYMEN

GERMANY  
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Union rejects private ownership proposal for railways

The ITF-affiliated German Railwaymen's Union (GdED) has rejected a proposal by the Association of German Industry and Commerce (DIHT) that the railways should be transformed from a state-owned organization into a commercial company. This would serve no useful purpose, says the Union.

The present economic situation of the railways arose mainly from the financial ill-effects of unprofitable duties imposed by the Government and the provision of insufficient capital. More positive than the DIHT's proposal would be the enactment of legislation to regulate the railways' social obligations and to provide for compensation commensurate with the obligations to be met.

ROAD AND PASSENGER TRANSPORT WORKERS

UNITED STATES  
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New York transport workers strike

New York's bus and subway workers have been on strike since 5 a.m. on 1 January. Negotiations between the ITF-affiliated Transport Workers' Union and Amalgamated Transit Union on the one hand and the New York Transit Authority on the other broke down on 31 December in face of the Authority's refusal to meet the workers' demands. The claims of the 36,000 transit employees include a 30 per cent pay increase, the reduction of the working week (at present 40 hours/five days) to 32 hours/four days, half-salary pensions after 25 years' service and, extension of annual holiday to six weeks. Negotiations were resumed after the strike began, but Michael Quill, President of the TWU, which organizes

the majority of the workers, declared that there would be no return to work until a contract had been secured.

On 4 January Quill and eight of the other strike leaders were arrested for contempt of court, since the walk-out had been called in defiance of a Supreme Court injunction restraining the Unions from striking. Other unions in the US were reported to be critical of what National Maritime Union leader, Joseph Curran, called the "return of injunction law" to New York, and to be considering the possibility of aiding the New York transit workers. After his arrest Quill suffered a heart attack and was transferred to hospital. His condition was said to be "serious but not critical". While the strike leaders remain under arrest, the dispute is in the hands of the unions' second line of negotiators under TWU's Douglas MacMahon, who represented his Union at last year's ITF Congress in Copenhagen.

PORT WORKERS

REPUBLIC OF IRELAND  
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Dublin dockers strike for shorter work week

Some 2,000 deep-sea dockers employed in the Port of Dublin took strike action on 3 January in support of demands for the introduction of the five-day, 40-hour week. The deep-sea area of the port has been paralyzed, with more than thirty vessels held up.

The deep-sea dockers' claim is designed to achieve parity with workers employed on coal and cross-channel services, who have already been given the five-day week.

As this issue of the ITF Newsletter was being prepared negotiations were being held and it was reported that some progress had been made towards a settlement of the dispute.

SEAFARERS

DENMARK  
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Seamen's leader calls for "Ministry of Shipping"

Einar Berthelsen, President of the ITF-affiliated Danish Ship's Firemen's Union, has called for the creation of a special ministry in the Danish Government to deal with matters relating to fisheries and shipping. All such matters at present fall under the partial jurisdiction of different government departments, such as the Ministries of Trade, Defence, Public Works. "It is an anachronism," said Berthelsen, "that civilian functions continue to be exercised by the military authorities and it is illogical that the affairs of shipping should be entrusted to one or more ministries whose jobs belong essentially ashore. On the other hand it is common sense that all that has to do with the shipping and fishing industries should come within the competence of a single authority."

GERMANY  
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### New seafaring agreement

Officers and men on board German merchant vessels in the coastal and sea trades received pay increases ranging from 12% on 1 January 1966. The new agreement concluded between unions representing the seafarers, including the ITF-affiliated Transport and Public Service Workers' Union (OTV), and the shipowners provides for a number of other improvements in addition.

The need for measures to make good the serious shortage of shipboard personnel enabled the unions to secure a 15-30 per cent additional increase for certificated seamen. This will result in a substantial narrowing of the wage gap between seamen and workers in comparable employment on land. Under the previous agreement an AB started at a basic rate of DM 380 per month which increased to DM 470 only after seven years. He now starts at DM 500 and gets DM 550 after four years. A new rate has been fixed for the bosun. His basic starting rate is DM 600 as against the previous DM 475. The bosun's base-rate rises to DM 700 after 4 years (the ceiling was DM 570 after 7 years under the previous agreement).

Under the new agreement ratings get fixed overtime compensation on the basis of 50 hours per month and 6 per cent of their basic wage rate as a lump-sum compensation for Saturdays at sea. Previously compensation was only given (at 2 per cent of basic pay) for Saturdays actually spent at sea. Thus with basic pay plus regular fixed payment for overtime and Saturdays at sea, it is possible to quote a "guaranteed wage". In the case of an AB in his first four years of service this would be DM 700 (basic: DM 500; overtime: DM 170; Saturday-compensation: DM 30),

The increase for deck and engine room officers and masters works out variously at between 12.5 and 16 per cent. The fixed overtime compensation rates have been added to the basic salaries to form consolidated rates of pay. The Saturdays-at-sea compensation becomes a percentage of the consolidated salary and is thereby increased.

(£1 equals DM 11.20; DM 100 are approx. \$25).

JAPAN  
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### Union plans fourth wave of strike

The ITF-affiliated All-Japan Seamen's Union is still in deadlock with the shipowners over its claim for pay increases for officers and men on board Japanese merchant vessels. The third wave of the strike ended as planned on 25 December, having tied up 1,500 ocean-going and coastal ships in 55 ports across the country. The mediation proposals put before the seafarers and owners on 23 December were rejected by both sides.

The Union is now planning a fourth wave of its strike around the middle of this month.

NORWAY  
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New manning agreement for rationalized tankers

The Norwegian seafarers' organizations and shipowners have agreed on new manning scales for rationalized tankers and on special rates of pay and working conditions for those on board. The agreement, which came into force on 1 January 1966, applies to tankers built in or since 1959. The manning scales provide for total operational crews of: 27 for tankers between 15,000 and 45,000 dwt and 28 for tank vessels between 45,000 and 60,000 dwt; and for the following catering personnel: 1 steward, 2 cooks, 4 cabin men/messmen (girls).

Wages and working conditions follow the provisions contained in the special agreement for rationalized bulk carriers of 3 November 1964, reported in ITF Newsletter Nos. 1 and 2, 1965, with a few exceptions. The following are the principal ones:

1. The job of the pumpman's assistant may be done by any other man on board, who, however, should be paid at least the same rate as the motorman.
2. Work organizers (whose qualifications should for the present equal those of a bosun) is to be paid 1291 Kroner per month.
3. The provision in the bulk carrier agreement stipulating that boys with less than 12 months' service get no extra payment is not applied. They receive a supplement of 50 Kroner per month. This supplement is also paid to any other extra personnel engaged under the pay and conditions laid down in the general foreign trades agreement.
4. A junior seaman with at least 12 months' service should be paid as an ordinary seaman.

(£1 = Kr. 20.03; \$1 = app. Kr. 7) .

FISHERMEN

GERMANY  
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Big improvements for German herring fishermen

The ITF-affiliated German Transport & Public Service Workers' Union informs us that it has recently negotiated a new wage agreement for its members in the German herring fishing fleet, which provides very substantial improvements. The main features of the agreement, which took effect from 1 January, are as follows:

- (a) An increase in basic monthly rates and the annual good service bonus of 20 per cent;
- (b) An increase in the guaranteed pay (where catch-shares are insufficient) for skippers from DM 850 to DM 1200 per month;
- (c) An increase of ten per cent in the rates of Engineers, in overtime rates, guaranteed pay for crew members, compensation where vessels are used as fish-carriers, compensation for loading and unloading the ship, and in daily travel rates;
- (d) An increase of more than 50 per cent in the allowance payable to crew members remaining on board after return to port for duties in connection with overhaul and re-fitting; and
- (e) Increased insurance coverage against loss of effects from DM 1,200 to DM 1,500 in the case of skippers and from DM 1,000 to DM 1,200 for crew members.

Monthly basic rates (with guaranteed pay in brackets) are now as follows: 1st Mate DM 450 (786.50); 2nd Mate DM 372 (665.50); Bosun, Cook DM 336 (605); Assistant, Skilled Fisherman DM 324 (581); Deckhand DM 162 (302.50); Deckhand (youth) DM 120 (230); Boy DM 84 (163.50). A First Engineer receives DM 715 per month in basic salary, but at least DM 50 more per month in total earnings than a 1st Mate. In the case of the 2nd Engineer, the basic is DM 561 but at least DM 40 more than the 2nd Mate. Guaranteed pay is DM 841 and DM 786.50 respectively.

(£1 equals DM 11.20; DM 100 are approx. \$25).

GREAT BRITAIN  
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#### Union men only on Hull trawlers

Hull Fish Dock members of the ITF-affiliated Transport & General Workers' Union have decided that, with effect from 1 February, they will refuse to sail on any trawler operated out of the port which has any non-union crew member aboard, other than skippers, mates, wireless operators and cooks' assistants.

The fishermen have also decided that local trawler owners should be asked to agree to the appointment of an official crew spokesman on board each trawler for every trip. The spokesman would be elected by the men themselves and would make representations on their behalf concerning any grievances.

NORWAY  
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#### Trawler strike is postponed

A strike by trawler members of the ITF-affiliated Norwegian Mates' Union which was set for 23 December as the result of the breakdown of negotiations on a new agreement has been postponed. A recommended formula for the new contract has now been submitted to a vote by the members of our affiliate and the trawler owners' association. The date fixed for reply is 20 January.



CIVIL AVIATION WORKERS

MEXICO  
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Increases won for Mexican pilots

The ITF-affiliated Mexican Pilots' Association (ASPA) has recently concluded a new contract covering its members employed by Aeronaves de México. Under it, all pilots' salaries have been increased by nine per cent, including senior DC-8 pilots who did not receive any increase when the last agreement was signed. Annual salary increments have been extended to cover a period of fifteen years as against only ten previously.

Stipulations have also been written into the new agreement covering the future operation of DC-9 aircraft, which the company will probably bring into service at the beginning of 1967. Flight time limitations on the DC-9 will be 62 hours per month and seven hours per day.

Any pilot who has his licence suspended for medical reasons will now be guaranteed his salary for up to ninety days. Co-pilots on DC-6 aircraft will receive the same compensation as first pilots for night flying and duties in a bilingual capacity (Spanish and English). Unilingual pilots who pass an examination in English can now be employed as first pilots on DC-8s while on domestic routes, acting as second pilots on international routes.

SWITZERLAND  
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Increases for Swissair ground staff

With effect from 1 January, ground personnel employed by Swissair will receive a flat increase of Fr. 36.80 (£3.1s. approx.) in their monthly rates, plus a cost-of-living bonus of 4 per cent. Total percentage increases vary between 9.9 in the case of lower grades and 6.6 for higher grades.

TRADE UNION RIGHTS

SPAIN  
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International trade union organizations denounce Spanish strike law

A complaint against the Spanish government was submitted jointly to the International Labour Office on 30 December 1965 by the International Confederation of Free Trade Unions (ICFTU) and the International Federation of Christian Trade Unions (IFCTU).

In a letter to David Morse, Director-General of the ILO, A. Braunthal, ICFTU Assistant General Secretary, and Auguste Vanistendael, IFCTU General Secretary, accused the Spanish government of violating trade union rights and asked him to refer the complaint to the ILO's Committee on Freedom of Association.

The chief reason for the complaint is the adoption by the Cortes (the Spanish parliament) on 21 December 1965 of an amendment to article 222 of the Spanish penal code concerning strikes. The new version of the code condemns only those strikes which "endanger the safety of the state, undermine its authority, disturb the normal functioning of daily life and gravely harm national production." The ICFTU and the IFCTU point out that this amendment does not in fact introduce any real modification of the previous legislation (which regarded all strikes without distinction as acts of sedition) and that it is clear that the new text will, in effect, allow the government to regard any strike as an offence. They add that there has been no improvement in the restrictive legislation relating to the freedom of association.

The ICFTU and the IFCTU recall in their complaint that when the vote took place in the Cortes 35 trade union deputies - representing the official trade union organization - voted against the new text and, in a statement issued to the press, declared that the text did not respect the objective stated in the preamble to the amendment and did not represent a genuine liberalisation of the right to strike.

In their complaint to the ILO, the ICFTU and the IFCTU urge the Governing Body of the ILO to exert pressure on the Spanish government to modify its present restrictive legislation in such a way as to ensure full guarantees for trade union rights, the freedom of association and the right to strike, and to release all those workers now in prison as a result of their trade union activities.

PERSONALIA

Sidney F. Greene, General Secretary of the ITF-affiliated British National Union of Railwaymen and a member of the ITF Executive Board, was appointed a companion of the Order of the British Empire in the British New Year's Honours List.

Herman Blomgren, former President of the ITF-affiliated Swedish Railwaymen's Union and now Vice-President of the Swedish Trade Union Federation (LO) was 60 on 20 December.

Olav Skjervoll, General Secretary of the ITF-affiliated Norwegian Mates' Union from 1921 and 1953 and an active and respected member of the ITF Seafarers' Section for many years, died on Christmas Eve at the age of 87. Olav Skjervoll was instrumental in affiliating his union -- the first merchant officers' organization to do so -- to the ITF in 1933. Our sincerest condolences go to his family and his former union.

COST OF LIVING - RHINE COUNTRIES  
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January 1963 - 100

Netherlands - November 1965 - 112.8 points

Switzerland - December 1965 - 107.8 points

FORTHCOMING MEETINGS  
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- |                                 |   |                              |
|---------------------------------|---|------------------------------|
| Management Committee            | - | Geneva 6 and 7 February 1966 |
| Railwaymen's Section Committee  | - | London 20-21 April 1966      |
| Railwaymen's Section Conference | - | Rome 23-26 June 1966         |

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