

# ITF NEWSLETTER INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

No. 13

7 July 1966

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## ABOUT THE ITF

INTERNATIONAL  
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### ITF Railwaymen's Section meets in Rome

A report on the Conference of the ITF Railwaymen's Section which took place in Rome, 23-25 June, 1966, appears as a supplement to this Newsletter.

## RAILWAYMEN

GERMANY  
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### Pay increase for Federal Railway personnel

The ITF-affiliated German Railwaymen's Union (GdED) reports substantial pay rises for its 230,000 members employed by the German Federal Railways. An immediate increase of 6 per cent in wages and salaries has been made retroactive to 1 April 1966, and a further increase of 2 per cent is to take place on 1 October 1966.

An important clause in the new agreement, which the union claims as its greatest bargaining success since 1945, provides that workers in permanent employment will not be moved into lower

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wage grades as a result of being transferred to different jobs. This constitutes a safeguard against the negative effects of rationalization.

GREAT BRITAIN  
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NUR pledges support to Government incomes policy

The ITF-affiliated National Union of Railwaymen (NUR) has reiterated its support for the British Government's prices and incomes policy. The union's annual conference, which has been taking place this week, rejected two motions calling for a withdrawal of support for the policy and opposing the Government's intention to introduce legislation whereby the vetting of wage claims and limitation of increases would be made compulsory.

UNITED STATES  
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Three "op" unions to merge

The executive officers of three unions representing 92,500 railway operating personnel in the United States and Canada have approved a plan to form a single unified organization. The unions are: the Order of Railway Conductors and Brakemen, the Brotherhood of Locomotive Firemen and Enginemen and the Switchmen's Union of North America. The plan now has to be submitted "to the authoritative bodies of the three organizations for consideration and implementation". The annual convention of the Conductors and Brakemen, however, has already approved the merger proposal.

Rail unions and AFL-CIO urge change in 16-hour law

Leaders of American railwaymen's unions have urged Congress to amend a 60-year old law which permits railways to work their operating employees for 16 hours a day. President H. E. Gilbert of the Brotherhood of Locomotive Firemen and Enginemen, testifying before House and Senate Subcommittees, urged that changes in the law would reduce from 16 to 12 the number of hours operating employees can be worked without 8 hours rest, limit hours worked by drivers alone to 9 hours, limit service by telegraphers to 9 or 13 hours depending on number of shifts, and require time spent by enginemen riding back to their starting point not to be counted as rest.

Evidence was also given by a representative of the AFL-CIO, and other rail unions sent statements.

ROAD AND PASSENGER TRANSPORT WORKERS

CANADA  
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Pay increase for Toronto city transport workers

The ITF-affiliated Amalgamated Transit Union reports a new 27-month agreement with the Toronto Transit Commission providing

for substantial pay increases and other improvements. The operator's wage rate rises in three stages: 23 cents an hour, retroactive to 1 April 1966, 14 cents from 1 February 1967 and 15 cents from 1 December 1967. The top rate will thus be \$3.20. Wages for men in skilled trades rise over the same period by 23 cents, 15 cents and 16 cents, resulting in a top rate of \$3.40.

SWEDEN  
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Union to demand compulsory insurance for working drivers

The ITF-affiliated Swedish Transport Workers' Union is to submit a motion to the Congress of the National Trade Union Confederation (LO), to be held in September, demanding compulsory insurance for the Sweden's 200,000 working drivers. Reason for the motion is that accidents often result in long sick leave during which drivers are totally dependent on national assistance and have difficulty in providing for their families. The union will also request the LO to work for a reduction of the retirement age (67, at present) for drivers.

UNITED STATES  
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Western Greyhound dispute settled

The strike of 6,000 ATU bus workers against Western Greyhound Lines has ended. On 23 June the striking workers voted to accept a two-year agreement based on Federal mediation proposals. The settlement raises the mileage rate for drivers from 13.146 cents to 13.446 cents per mile, and the hourly rate for other workers by 10 cents per hour as of 1 March 1966 and by a further 5 cents from 1 March 1967. Management has agreed to assume pension contributions at 4 per cent of wages, now paid by employees. Workers can now retire at 50, after 30 years' service, on 40 per cent of their average pay over the five highest years. Other gains include vacation improvements, an eighth paid holiday and a built-in cost of living adjustment.

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PORT WORKERS

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ISRAEL  
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End of go-slow at Haifa

A go-slow strike and overtime ban by dock workers in the port of Haifa ended on 13 June after lasting 6 weeks. The workers agreed to go back to normal work after having been granted a pay increase of 10% for 1966 and a further 5% in 1967. They will also be granted "permanent status" after 8 years' service instead of 13 years as before. A committee headed by the Minister of Transport is to study the possibility of upgrading a third of the port's workers.

SWEDEN  
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New agreement for dockers

Three-year agreements have been reached by the ITF-affiliated Transport Workers' Union, on behalf of dockers in North and South Sweden, which incorporate improvements in mediation proposals put forward in April this year. The following are the main changes:

North Sweden (first year of agreement)

Piece rates increased by 2 $\frac{1}{4}$ %; time rates increased by 102 öre per hour; pay for "waiting time" increased by 4 öre per hour; sick pay and overtime rates increased in line with basic pay increases; the total average increase in hourly pay is thus 39.7 öre, or about 3 $\frac{1}{2}$ %.

South Sweden (first year of agreement)

Piece rates increased by 2.41%; time rates increased by 68 öre per hour; "waiting time" pay increased by between 1.55 kr. and 4.60 kr.; overtime pay increased in line with time rate increase; the total average increase in hourly pay is thus 42.2 öre or 4.2%.

Working hours are reduced in three stages as follows:

- 1 March 1967 to 29 February 1968 - 1 hour per week (on Saturdays);
- 1 March 1968 to 31 December 1969 - 1 hour per week ( $\frac{1}{2}$  hour each Tuesday and Wednesday, or according to local agreement);
- 1 January 1969 -  $\frac{1}{2}$  hour per week (on Thursdays or according to local agreement).

Between now and 1 October 1967 discussions will be held to see whether a different arrangement can be agreed upon whereby the workers' desire for a further reduction in Saturday work can be granted.

Second and third years of agreement: Time rates are increased by 27 öre and 14 öre in North Sweden, and by 27-29 öre and 13-16 öre in Southern Sweden. Piece rates go up by 3.56% and 2.28% in the north and 3.71% (3.40% in Gothenburg) and 2.28% in the south.

SEAFARERS

GREAT BRITAIN

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Strike ended

The British seamen went back to work on 30 June, following a decision of their union's Executive Council to accept the offer made by the shipowners on 28 June after renewed negotiations on the basis of the recommendations made by the Pearson Committee, which had been appointed by the Government to report on the seamen's grievances. Under the settlement the 56-hour week is reduced to 48 hours immediately and to 40 next year, and the 39 days annual leave recommended by the Pearson Committee is increased to 48. The National Union of Seamen (NUS) has agreed to postpone any further strike action for one year pending the final results of the Pearson Inquiry and of the inquiry, which the Government has promised, into the British shipping industry in general.

A circular has been sent to all affiliated unions thanking them for the assistance they have given the NUS and pointing out that, though the strike is over, the union is still in urgent need of financial aid and all ITF-affiliates are urged to contribute as generously as they can to the NUS Solidarity Fund which has been set up by the ITF.

NORWAY

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New agreement for masters in coastal trades

A new agreement recently concluded between the ITF-affiliated Norwegian Mates' Union and the shipowners, covering masters of ships engaged in exclusively domestic trades, provides for an increase in salary in two stages. Examples of the new monthly salaries are: for masters aboard vessels of up to 100 grt -- 1705 Kroner (from 1 April 1966) and 1806 Kr. (from 1 April 1967) (old rate: 1552 Kr.); for masters aboard vessels of between 401 and 600 grt -- 1957 Kr. (1.4.66) and 2074 Kr. (1.4.67) (old rate: 1781 Kr.); for masters aboard vessels of over 1000 grt -- 2303 Kr. (1.4.66) and 2439 Kr. (1.4.67) (old rate: 2095 Kr.).

UNITED STATES

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NMU wins increased manning on automated ships

The ITF-affiliated National Maritime Union of America has won an agreement to add three men to the special manning scales in force on automated vessels. These are reduced manning scales, agreed on tentatively between the union and companies some time ago, for ships carrying a large amount of automated equipment and low maintenance materials. Since the crew reductions were effected, however, there have been clear indications of inadequate manning. According to the latest agreement, providing for three extra men if needed, adjustments will be made on the basis of actual experience with the vessels.

FISHERMEN

INTERNATIONAL  
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Fishermen's questions at the ILO

The International Labour Conference has adopted three International instruments concerning fishermen's problems: A Convention concerning fishermen's certificates of competency, a Convention concerning accommodation on board fishing vessels and a Recommendation concerning vocational training of fishermen.

The Convention on certificates of competency was adopted by 284 votes in favour, none against and 14 abstentions. It lays down minimum standards of qualification and length of sea service for certificates of competency for skippers, mates and engineers, and specifies the types of fishing vessels on which such certificated officers shall be carried.

The Convention on accommodation was adopted by 303 in favour, none against and 16 abstentions. It lays down minimum standards relating to the location and structure of sleeping quarters, ventilation, heating and lighting, floor area per person, messroom accommodation, sanitary facilities and medical care.

The Recommendation on vocational training was approved by 330 in favour, none against and 6 abstentions. Among the basic objectives of training for fishermen which it outlines are the following: to improve efficiency and safety in the fishing industry and to encourage suitable people to go into the industry.

The ILO Committee on Fishermen's Questions also adopted the following two resolutions:

Safety on Board Fishing Vessels

The General Conference of the International Labour Organization, Recording its appreciation of the attention which has been given by the International Labour Office to the drafting of an international Code of Practice concerned with safety on board fishing vessels for joint consideration by the International Labour Organization, the Inter-governmental Maritime Consultative Organization and the Food and Agriculture Organization of the United Nations;

Urges that this Code of Practice should now be finalized and adopted at the earliest possible date.

Future Work of the ILO on Fishermen's Questions

The General Conference of the International Labour Organization,

Welcoming the progress being made within the International Labour Organization towards the solution of questions of importance to fishermen and particularly the drawing up of international instruments dealing with accommodation on board fishing vessels, vocational training for fishermen and fishermen's certificates of competency,

Recalls that the Committee on Conditions of Work in the Fishing Industry, at its meeting in Geneva from 10 to 18 December 1962, unanimously adopted a resolution in which it expressed the opinion that a number of other important questions concerned with fishermen's conditions of employment should be considered as soon as possible;

Therefore requests the Governing Body of the International Labour Office to consider the convening of further meetings of the Committee on Conditions of work in the Fishing Industry taking into account the needs, different conditions and circumstances in member countries for the purpose of studying in particular the stabilization of fishermen's employment and earnings; working hours of fishermen; manning standards; fishermen's pensions; sickness insurance; holidays with pay; medical care on board; and repatriation.

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A detailed report on the Conference and the contents of the instruments will appear in a forthcoming issue of the ITF Journal.

NORWAY  
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#### Increase for whaling crews

The ITF-affiliated Norwegian Seamen's, Engineers' and Mates' Unions have obtained pay increases for whaling crews. The first increase of 8% operates from 10 May this year and the second, of 2%, becomes effective on 1 April 1967. The agreement is in force until 31 March 1968.

CIVIL AVIATION WORKERS
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SCANDINAVIA  
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#### SAS workshop employees' agreement

On 25 May the ITF-affiliated Swedish Transport Workers' Union reached agreement on a new agreement for SAS workshop employees backdated to 1 February 1966. Time rates are increased by 29 öre per hour, and piece rate arrangements are reorganized. Certification bonuses go up by between 21 and 40 öre for one certificate and for two or more certificates by 41 to 70 öre.

UNITED STATES  
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New agreement for Lake Central dispatchers

The ITF-affiliated Air Line Dispatchers' Association has concluded a new three-year agreement for its members on Lake Central Airlines. The new salary (after 10 years' service), effective 1 July 1966, is \$1080, rising on 1 October 1966 to \$1120, on 1 April 1967 to \$1150, on 1 January 1968 to \$1170 and on 1 January 1969 to \$1195. The agreement runs to 1 July 1969.

NEWS IN BRIEF

Belgium: On 18 June 1966 a law was passed giving Belgian workers a third week's annual holiday.

Italian civil aviation ground staff employed by Alitalia went on strike for 72 hours on 29 June. The action was one of a series of stoppages in support of claims for wage increases and other improvements.

United States: The International Association of Machinists has called its members employed by five major airlines out on strike on 8 July unless an acceptable agreement is reached in negotiations. The Association found that presidential emergency board recommendations provided "no sound basis for settlement". The airlines involved are United, Trans World, Eastern, Northwest and National.

PERSONALIA

Frank Cousins, who was granted leave of absence from the British Transport & General Workers' Union to join the Labour government, has resigned his post as Minister of Technology in protest against the government's policy on incomes, prices and productivity. He has been invited by the Union to return to his post as General Secretary, and is expected to give up his seat in Parliament.

Roger Dekeyzer, President of the Belgian Transport Workers' Union and member of the ITF Executive Board and Management Committee, celebrated his sixtieth birthday on 18 June. The occasion fell during the International Labour Conference in Geneva, during which his many years of experience of the fishing industry were put at the service of the Workers' Group in the Committee on Fishing Questions. G. Brothers presented him with a gift on behalf of the ITF. Roger Dekeyzer has worked in the trade union movement for more than thirty years, and has always



been closely involved in the international movement, serving as ITF President from 1960 to 1962, Chairman of the Dockers' Section from 1952 to 1961 and Vice-Chairman of the Fishermen's Section since 1962.

Thomas W. Gleason, President of the International Longshoremen's Association has been presented with the "1966 Man of the Year (in Foreign Trade)" award by the Foreign Trade Society and Propeller Club of the Bernard M. Baruch School of Business and Public Administration. This was in recognition of his contributions in promoting and aiding the development of the American merchant marine.

George Leighty, Chairman of the US Railway Labor Executives' Association and president of the Transportation-Communication Employees' Union, has been appointed to the government's Advisory Committee on High-Speed Ground Transportation. The committee is to supervise research and demonstration projects aimed at improving railway transport facilities.

LATE ITEM  
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IAM strike has started

The strike of members of the International Association of Machinists started on 8 July (see item on page 140 of this Newsletter). About 60% of US airline operations are expected to be affected.

FORTHCOMING MEETINGS  
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Management Committee	-	London, 9 September 1966
Executive Board	-	London, 14-16 November 1966.

RAILWAYMEN'S SECTION CONFERENCE IN ROME, 23 - 26 JUNE 1966

The Conference was held in the imposing Termini Station building and had been organized by our two Italian Railwaymen's affiliates: *Sindacato Autonomo Unificato Ferrovieri Italiani* and *Sindacato Italiano Unitario Ferrovieri*. The Chairman was S.F. Greene, General Secretary of the British National Union of Railwaymen and President of the Railwaymen's Section of the ITF. Over 100 delegates from 24 countries attended.

The three principal items on the agenda were (1) The Report of the Section Secretary, (2) Railwaymen's Trade Union Rights and (3) Railway Pay Structures. The last two items will be discussed at the 8th Session of the Inland Transport Committee of the ILO in November and December of this year. The ITF Secretariat had, therefore, prepared extensive reports on both subjects with the aim of assisting the ITF group to agree beforehand on some measure of unity in their approach.

The main proposal contained in the Report of the Section Secretary was that the Section should concentrate in its future work on the effects of new methods of rail transportation, automation, mechanization and modernization of existing practices, paying special attention to their likely effects on current methods of staffing. It was felt that information concerning the problems involved for the workers could be sent out regularly and that studies of particular developments could be made with the assistance of affiliates in the countries concerned.

The discussion on Trade Union Rights centred mainly on the right to strike and the situation regarding freedom to negotiate independent of outside influences. After lengthy discussion in which speakers described the situations in their own countries and made recommendations on improvements, a Statement of Principles was adopted. The Statement calls for certain conditions to be fulfilled with regard to the following: Freedom of Association; Negotiating Rights; Adjustment of Labour Disputes; the Right to Strike; and Joint Consultation Machinery. It will be forwarded to the International Labour Office for consideration at the meeting in November.

The Report on Railway Pay Structures was dealt with at length and several items were commonly agreed in principle. The minimum wage must provide a reasonable standard of living; the basic rate of pay should be equal for any one grade on a particular railway system and there should be no discrimination on the grounds of race etc.; pay structures should be logical and as simple as possible; payment should reflect the skill, responsibility and training etc. required for any particular job;

there should be a logical scale of differentials; where job-evaluation is carried out it should be undertaken with the full participation of the workers and their elected representatives.

The opening session of the Conference was attended by Sgr. Scalfaro, Italian Minister of Transport, who emphasized the value of full participation of democratic trade unions in the development, policy-making and running of transport industries, and by Dr. Fienga, Director-General of the Italian State Railways, who spoke of the new era that technological developments were opening up for railways and emphasized that the full utilization of all the technical resources now available to railway managements could and should only be put into effect with the cooperation of the workers in the industry.

Among the delegations were the newly-affiliated Mexican Railwaymen's organization "Sindicato de Trabajadores Ferrocarrileros de la Republica Mexicana" who were warmly welcomed and who, besides presenting each of the delegates with a badge and flag to mark their solidarity with the democratic railwaymen of the world, also invited the Section to hold its next Conference in Mexico.

The business of the Conference was followed by an interesting and enjoyable visit to Monte Cassino organized by the two Italian host unions.