



NEWSLETTER

INFORMATIONS

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INFORMATIONSBLAD

No. 14

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RAILWAYMEN

ECUADOR

Assurances on railwaymen's rights

In reply to an application by the ITF-affiliated Ecuador Railwaymen's Union, supported by the ITF Regional Office in Peru, the new government has replied that its first act was to restore trade union rights to all workers, and that it has also taken steps to provide proper negotiating procedures. The railwaymen's problems are receiving the government's attention.

ROAD AND PASSENGER TRANSPORT WORKERS

CANADA

Agreements for Vancouver and Alberta passenger transport workers

The ITF-affiliated Amalgamated Transit Union has obtained agreements for its members employed by Canadian Coachways in Vancouver, British Columbia and by the Edmonton, Alberta, city transport authority.

Vancouver: Mileage rate for drivers increased by 0.5 cents per mile in 1966, and by a further 0.5 cents in 1967, giving a top mileage rate of 12.3 cents per mile. Hourly wages for mechanics increased by 25 cents in 1966 and by 17 cents in 1967, giving a top rate of \$2.92. Annual leave is 2 weeks after one year's service, and 3 weeks from the year in which five years' service is completed. Those taking vacations in the off season after one year of service receive 1 extra day, after 5 years, 3 extra days and after 10 years, 5 extra days. Overtime for mechanics is paid after 8 hours per day and 40 hours per week; for drivers after 10 hours per day, 96 hours bi-weekly or 2,088 hours annually. From 1 July 1966 drivers are paid for driving coaches to and from garages and for all loading and unloading time.

Edmonton: Operating staff get an increase of 16 cents per hour with effect from 1 January 1966, plus a further 22 cents per hour a year later, giving a top rate of \$2.8 per hour, plus service pay which ranges from 2 cents per hour after 5 years' service to 8 cents per hour after 20 years' service. Maintenance employees get rises of 6% from 1 January 1966, 5½% on 1 January 1967 and an additional 7 cents per hour on 1 July 1967, giving a top rate of \$2.97. From January 1967 hours of operating staff are reduced to 38 per week. Maintenance employees get a 5 cents-per-hour night shift differential for shifts beginning at 3 p.m. or later. Spread-over pay was also improved.

FRANCE

Hours of work to be reduced

The law relating to hours of work of road haulage workers has recently been amended to provide that from 1 January 1967 the average weekly hours of work are reduced from 60 to 54, calculated over any period of 12 consecutive weeks. In addition, no more than 60 hours may be worked in any one week.

GREAT BRITAIN

Pay/productivity agreement for municipal busmen

An agreement has been reached between municipal transport undertakings and unions, including the ITF-affiliated Transport and General Workers' Union, representing their employees on pay increases of between 3.85% and just over 4%, the larger increases going to the lower-paid grades. Linked to this pay rise is an agreement to set up a joint Productivity Committee to look into ways of improving efficiency and to supervise local pay and productivity deals. This arrangement is in line with recent recommendations of the government's Prices and Incomes Board.

Following deadlock in talks with the private bus companies for whose employees the union is attempting to negotiate a similar agreement, the parties have reported on the dispute to the Ministry of Labour.

GUYANA

Agreement for taxi drivers

The ITF-affiliated Guyana General Workers' Union reports that it has reached agreement with Bookers Stores Ltd. (Taxi Service). The following are the improvements achieved:

Wages were increased by 7% for 1966 and by a further 6% for 1967.

Commission on fares over \$60 was increased from 10% to 12½%.

Weekly hours are now 48 instead of 52, with time and a half for work on Sundays and Public Holidays.

Annual Leave goes up to 3 weeks after 8 years' service instead of 2 weeks, with the right to accumulate the third week over a period of five years to a maximum of 8 weeks in the fourteenth year and every five years thereafter.

Sick Leave with full pay is granted during any period of illness.

Severance Pay is set at one week's pay for each complete year of service from 3 to 5; 1½ weeks' pay for each year of service over 5 years up to a maximum of 52 weeks' pay.

Subsistence Allowance for drivers away on duty outside the Georgetown city limits; breakfast - \$1.75; lunch - \$2.25; dinner - \$2.25.

The agreement is effective from 1 April 1966 to 31 March 1968. (There are 4.8 Guyana \$ to £1 and 1.7 to US \$1).

PORT WORKERS

INDIA

Dockers to go on strike

Unless their claims are settled beforehand, Indian dockers' unions will call their members out on strike from midnight on 24 July. The unions cover all the major ports and include the ITF's affiliates in Bombay and Calcutta. The claims concern, in the first place, increases in pay to meet the considerable rise in the cost of living, but other issues, such as decasualization, have also been raised. The grievances are of long standing and gave rise to the threat of strike action a year ago. At that time, the unions agreed to postpone their action on being given an assurance by the government that their claims would be negotiated. However, they have now decided that they can wait no longer, in the absence of any real effort to satisfy their claims. They have asked for the support of the ITF should the need arise.

SEAFARERS

BELGIUM

New agreement for merchant seamen

The ITF-affiliated Belgian Transport Workers' Union has obtained an important new agreement for its seafarer members. This provides for a general 9% pay increase over 3 years starting from 16 June 1966; engineer officers on board steam vessels get an additional 10% to bring them level with their colleagues on motor vessels, and deck officers who were at the same level as steam engineer officers also get an additional 10%. These increases are also to be paid out over 3 years, a third at a time.

Seniority increments for officers are now as follows: 1st officer - 5 two-yearly increments of Fr. 500; 2nd officer - 6 annual increments of Fr. 150; 3rd officer - one increment of Fr. 300 after 2 years' service; 1st and 2nd engineer officers - 5 two-yearly increments of Fr. 500; 3rd engineer officer - 5 two-yearly increments of Fr. 300.

Seniority increments for ratings are as follows (previously these did not exist):

Chief Steward	- 5	two-yearly	increments	of	Fr.	200
Bosun	- 5	„	„	„		150
Carpenter	- 5	;;	„	„		100
Donkeyman	- 5	„	„	„		100
AB	- 5	„	„	„		150
1st Cook	- 5	„	„	„		150
2nd Cook/baker	5	„	„	„		100
Steward	- 5	„	„	„		100
Chief Steward/ Cook	- 5	„	„	„		150
Storekeeper	- 5	„	„	„		100
Pumpman	- 5	„	„	„		100

Certification allowance for Master or 1st engineer - Fr. 250; for 1st deck officer or 2nd engineer officer - Fr. 225; for 2nd deck officer or 3rd engineer officer - Fr. 200.

Uniform allowance goes up from Fr. 400 to Fr. 600 per month.

The timetable for the improvements is as follows:

16 June 1966 - 3% pay increase; new seniority increments for officers and ratings; increased uniform allowances.

16 June 1967: - 3% pay increase; new certification allowances.

16 June 1968 - 3% pay increase.

(There are approx. 140 Belgian francs to £1 and 50 to US \$1).

INDIA

Seamen seek cost-of-living adjustment

The ITF-affiliated National Union of Seafarers of India has submitted a claim to the shipping companies for a pay increase of 57.5% to compensate for the increase in the cost-of-living.

CIVIL AVIATION WORKERS

SCANDINAVIA

Pilots' arbitration award

The arbitration committee which was set up to consider the claims of SAS pilots has now issued its award. This is based largely on a previous mediation proposal which had been rejected by the pilots' organizations of Denmark, Norway and Sweden. The new agreement will cover three years, as against the one year asked by the pilots, and gives a total salary increase of 21.5% in three annual steps of 8%, 6% and 7.5% over the period 1966 to 1968. The previous national quota system for promotion to flight captain is to be replaced by a general seniority system, which means that Danish pilots - who were very much in the minority within the consortium - will no longer be promoted more quickly than their Swedish and Norwegian colleagues. In addition, Danish and Norwegian pilots will now be paid in accordance with the official Swedish rate of exchange instead of at a special SAS rate which was 10% lower.

Now SAS are to open negotiations with cabin staff, whose agreement ran out at the beginning of the year.

UNITED STATES

Union imposes deadline in strike negotiations

The ITF-affiliated International Association of Machinists has imposed a deadline on strike negotiations with five major US airlines by saying that it would ask its members to vote on whatever management offer was made at 5 p.m. local time on 20 July. The strike began on 8 July after the breakdown of negotiations on claims for pay and fringe benefit improvements.

Negotiations resumed on 11 July but were broken off two days later when the union accused one of the airlines, Northwest, of having broken an agreement with its employees in Tokyo by asking for rent in advance for company-owned accommodation there. Normally rent is deducted from pay.

The union is claiming an increase of 53 cents in the top hourly rates for mechanics over a three-year period (the current average rate is \$3.52), and that wage improvements should be tied to the cost-of-living index. They are also seeking three weeks' holiday after 8 years' service and four weeks after 15 years; double time and a half for work on public holidays; and the payment by the airlines of all health, welfare and pension costs.

The airlines involved are United, National, Eastern, Northwest and Trans World. The first two are domestic and the others operate international services as well. The IAM has informed the ITF that international assistance is not required for the time being.

UNITED STATES

New agreement for Northeast stewardesses

Stewardesses belonging to the Air Transport Division of the ITF-affiliated Transport Workers' Union have obtained a new agreement with Northeast Airlines. This gives new rates of pay from 1 July 1966 ranging from \$365 per month to \$475, and a further increase on 1 April 1967 giving a range of \$370 to \$480. The former rates are based on working hours of 68 hours per month on jets and 69 hours on piston aircraft, and the 1967 rates are based on 68 hours per month on all equipment.

Stewardesses will no longer be required to resign on marriage. This is a clause for which the union has been fighting with airlines all over the country.

For hours in excess of 68 for jets and 69 for piston and turbo props the rates are now \$8 and \$6 per hour respectively; these will be increased next April to \$6 for piston, \$7 for turbo and \$8 for jets in excess of 68 hours.

Maximum monthly flight hours are now 80 on all equipment. Expense allowances are increased and the employers now pay a greater proportion of insurance costs. In addition all stewardesses in employment on 6 June 1966 receive 6% retro-active pay for April, May and June.

GENERAL

BELGIUM

National agreement gives third week's paid leave

Employers' and trade union organizations in Belgium have signed

a declaration of intent to step up productivity. In order to do this the unions have undertaken not to press for the time being for reductions in working hours, and the employers' organizations have agreed to recommend to their members that in 1968 they should grant their workers double pay for the third week of annual leave, and half this amount in 1967. The application of this agreement will be reviewed in September 1967.

NEWS IN BRIEF

Greece: Employees of the Port Authority in Piraeus have threatened an indefinite strike unless the government abandons plans to bring in new regulations concerning their working conditions.

PERSONALIA

John M. Elliott, International President of the US Amalgamated Transit Union, celebrates his 53rd birthday on 10 August.

FORTHCOMING MEETINGS

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