

# ITF NEWSLETTER INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

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## ABOUT THE ITF

### ITF's 70th anniversary

We should like to take this opportunity of thanking all those affiliates who have sent letters and cables congratulating the ITF on its seventieth anniversary of work on behalf of transport workers throughout the world; they have our assurance that the ITF will continue into the future with the same ideals which have inspired it since 1896.

## GENERAL

### GREAT BRITAIN \*\*\*\*\*

### Wages and prices freeze as economic crisis measures

Among the steps which the British government has announced to combat the country's economic crisis is the imposition of a six-month standstill on wages and prices, with severe restrictions for a further six months thereafter. In order to enforce this the government is taking power to introduce fines on employers of up to £500 if they grant wage increases or increase prices or

dividends. The standstill also covers all elements of income, including overtime rates etc., and reductions in working hours, and is operative from 20 July.

Also subject to the six-months' freeze are increases negotiated before 20 July but due to come into effect after that date and increases which may be due under arrangements to link pay to the cost of living. In these cases the operative date is to be deferred by six months from the original operative date. This will affect railway workers who were due to receive an increase of 3½% on 4 September, and municipal busmen who should have had a rise of about 4% with effect from 20 July. Busmen employed by private companies were in the process of negotiating a pay rise when the freeze was announced, and any agreement reached now will have to be postponed in its operation for six months.

The only exceptions to the freeze are increases resulting directly from increased output, e.g. piecework earnings, commissions on sales and increases in the amount of overtime worked; genuine promotions; and normal increments within a predetermined scale.

The measures have provoked strong criticism from trade union quarters. The TUC General Council agreed reluctantly to cooperate in the standstill, but 21 unions have tabled resolutions at the TUC Congress in September opposing the policy.

RAILWAYMEN

CANADA  
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Strike ballot in non-ops' dispute

Following their rejection of proposals for a settlement by a Conciliation Board, unions representing non-operating railwaymen in Canada have been asked to vote on strike action. They are claiming substantial wage increases and fringe benefits including improvements in annual leave and job security provisions.

UNITED STATES  
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Non-ops call for mediation

Unions representing non-operating railwaymen have called for mediation in their dispute with US railway companies over claims for wage increases, higher overtime rates, and more annual leave. The management side put forward drastic counter-proposals which would wipe out many of the improvements achieved over past years. No progress has been made in joint negotiations.

PORT WORKERS

INDIA  
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Strike called off

Indian dock workers on 22 July called off a threatened strike in support of pay and bonus demands. The decision followed three days of talks in New Delhi between leaders of the Port and Dockworkers' Federation and Ministers of the Central government. The government agreed to consider the possibility of making an ex gratia payment to dock workers in lieu of a bonus, and said that an increase in wages would be considered by a government wages board at its next meeting.

The government also agreed in principle that dockers should receive education allowances for their children.

SEAFARERS

INTERNATIONAL  
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Vietnam bonuses for French & German seafarers

Officers employed by the shipowners Messageries Maritimes threatened to go on strike over claims for improved Vietnam war risk payments; they were demanding a 100% bonus for both North and South Vietnamese waters (they were receiving 40% for North Vietnam waters only), and life insurance equal to that applying to employees of the other French company whose ships ply in Vietnam waters, Chargeurs Réunis. Agreement was reached and the strike was thus averted; we have not yet received details of the settlement.

On 8 July negotiations between shipowners and the ITF-affiliated German Union of Transport and Public Service Workers ended in an agreement providing for a 100% Vietnam war risk bonus for masters and crew. This payment, effective from 15 July, starts 24 hours before reaching port or the roadstead, and ends 24 hours after leaving port or the roadstead. It is payable for a minimum period of five days. Insurance of 40,000 DM is also provided (£3,600 or \$10,000).

COLOMBIA  
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Strike successful - settlement reached

The ITF-affiliated Colombian Seafarers' Union (UNIMAR) has obtained a new contract with the Grancolombiana Fleet following a strike which began on 1 June. The benefits obtained include the following:

- Total wages to be paid in US dollars, i.e. basic pay, overtime and social benefits;
- 45 days' paid leave annually;
- Pay increase of 14% this year and a further 16% in two years' time;
- Collective agreement to last for four years;
- 2% of pay deducted to create retirement fund for seafarers;
- Medical insurance for the families of the seamen: employee pays 1/5 of premium, employer pays 4/5.

This was the first time a strike had been undertaken, since transport workers are considered public employees and as such are normally forbidden to strike. UNIMAR has had the support of the ITF throughout the long history of this dispute.

GREAT BRITAIN  
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Details of strike settlement

Here are the full details of the settlement which followed the British seamen's strike:

First stage (from 2 July 1966)

a) Direct overtime will be paid for all hours worked on Sunday, whether at sea, in port, or on sailing and arrival days. This brings the 56-hour week at sea down to 48 hours. Work up to 8 hours at sea on a Saturday is compensated for in the consolidated basic rate. The 40-hour week operates in port, i.e. overtime payable for all hours worked in port on Saturdays and Sundays.

(b) Leave will be at the rate of 48 days a year, 4 days per calendar month on articles. For part of a month the following scale applies:

Days on articles	Days leave
4-11	1
12-18	2
19-26	3
27-30	4

c) On the seven public holidays, work at sea is limited to essential duties only, i.e. watchkeeping duties; daywork necessary for the operational efficiency of the vessel; catering work essential for the provision of services to passengers and crew. Non-essential work at sea on public holidays will rate for overtime payment, as will all work in port on these seven days.

d) The strength of watches in vessels exceeding 2,500 grt may not be less than two, except when automatic steering devices are in operation, when the watch strength may be reduced to one.

Second stage (from 2 July 1967)

Direct overtime will be paid for all hours worked at sea on Saturdays as well as Sundays, thus achieving the 40-hour week at sea as well as in port.

CIVIL AVIATION WORKERS
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UNITED STATES  
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Machinists' strike continues

The strike of members of the ITF-affiliated International Association of Machinists against five major US airlines is still on, despite attempts at mediation by President Johnson.

Negotiations between the two sides resumed on 29 July following the defeat by the Senate Labour Committee of a government proposal which called for further negotiations under Senate supervision. President Johnson intervened in the negotiations and on 30 July a provisional agreement was announced by the union and the airlines. However, this was rejected when put to a vote of the membership.

On 4 August the Senate rejected a Bill, strongly attacked by the labour movement, which would have sent the machinists back to work while the parties negotiated for up to 180 days, and providing for compulsory arbitration of the dispute if no settlement had been reached at the end of that time. The government has denied that the strike has brought the country to a state of emergency.

President Johnson set up an emergency board to look into the dispute between American Airlines and the ITF-affiliated Transport Workers' Union, which had threatened to strike on 28 July in support of claims for increased pay and fringe benefits for maintenance and ground service workers. The strike is now postponed for 60 days.

NEWS IN BRIEF

Australia: The ITF-affiliated Flight Engineers' Association reached an interim settlement with Qantas airlines, providing a 10% pay increase, and called off the strike which was due to take place for 24 hours from midnight on 24 July.

Great Britain: Stewards and stewardesses belonging to the ITF-affiliated Transport & General Workers' Union have demanded that BOAC should finalize discussions on flying time limitations which have been going on for 18 months.

Greece: The ITF-affiliated Panhellenic Seafarers' Federation intends to give notice of termination of its collective agreement on 31 August. The agreement would normally run to 31 December.

Italy: All public transport workers in Italy are to go on strike for 24 hours on 8 August. Drivers of country buses also plan to strike on 13 and 14 August. They are taking this action in support of claims for a new national contract.

Norway: The ITF-affiliated Norwegian Seamen's Union and the employers are due to reply by 10 August to mediation proposals on a new contract for the 1966-7 and 1967-8 whaling seasons. Negotiations broke down on 26 July.

Scandinavia: Negotiations between SAS and unions in Denmark, Norway and Sweden representing cabin attendants have been suspended until the beginning of September.

PERSONALIA

Frank Lane has been elected as President of the British National Union of Railwaymen for a two-year period beginning on 1 January 1967. Mr. Lane is the first London Underground employee to be elected to this post.

FORTHCOMING MEETINGS  
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Management Committee - London, date to be arranged  
Executive Board - London, 14-16 November, 1966