

# ITF NEWSLETTER

## INFORMATIONS

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### ABOUT THE ITF

#### General Secretary 10 years with ITF

Next month ITF General Secretary Hans Imhof will celebrate the tenth anniversary of his service with the ITF. He joined the Federation in September 1956 as Section Secretary for the Railwaymen's and Road Transport Workers' Sections in succession to Paul Tofahrn, and at the Berne ITF Congress of 1960 he was appointed one of two Assistant General Secretaries. When Pieter de Vries retired from the General Secretaryship at last year's Copenhagen Congress, Imhof was elected unopposed to succeed him.

EUROPE  
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#### ITF urges pressure for AETR ratifications

Following on two recent accidents to Belgian coaches in Germany, in the first of which over thirty people were killed, and which the evidence suggests were largely the result of excessive hours worked by the drivers, the ITF General Secretary has urged road transport affiliates in Europe to intensify pressure for further ratifications of the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). This request to affiliates points out that there is little likelihood of EEC regulations being adopted in the near future and that in the meantime countries within the European Economic Community which have not already done so should be

urged to ratify the AETR. This applies particularly to Belgium, whose failure to make its views clear about the AETR has rendered ineffective ratifications deposited by France and the Netherlands since three countries with common borders must ratify for the Agreement to come into force. The same applies to Federal Germany.

The General Secretary has also written to the British Minister of Transport expressing pleasure at an undertaking given to the House of Commons that she would use her influence with the European Conference of Ministers of Transport to get the necessary number of ratifications. He also draws attention to the fact that Great Britain, one of the AETR's signatories, has not yet deposited instruments of ratification, and suggests that early action on this would do much towards reassuring public opinion in Britain in connexion with the deplorable conditions under which long-distance coach tours in Europe are operated at present.

TRANSPORT WORKERS (GENERAL)
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GREAT BRITAIN  
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Affiliates' reactions to wages freeze

The Transport & General Workers' Union has sent a letter to the Minister for Economic Affairs disputing the legality of applying the wages standstill to 77,000 municipal busmen who were due for a wage increase with effect from 17 July - three days before the new policy was announced. The letter contends that the amended Prices and Incomes Act should not apply retrospectively, and particularly not to settlements before 20 July.

Negotiations with employers over a pay claim for 100,000 employees of private bus companies outside London have reached deadlock.

The executive of the Transport Salaried Staff Association has decided with reluctance to acquiesce in the pay freeze. The railway footplatemen's union, the Associated Society of Locomotive Engineers and Firemen, has rejected the freeze; and the National Union of Railwaymen's executive has not yet made a statement on its attitude. Members of all three railway unions were due to receive a 3½% increase in September, but this has now been frozen for six months.

ROAD AND PASSENGER TRANSPORT WORKERS

BELGIUM  
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New agreement for coach workers

The ITF-affiliated Belgian Transport Workers' Union reports that on 27 July a new agreement was reached (effective from 1 August 1966 to 31 October 1967) covering employees of coach operators. The principal points are as follows:

Working hours: Total driving time is limited to 9 hours per duty period; however, this may be increased by up to 5 hours per week, subject to a maximum of 12 hours per duty period, fractions of one hour counting as a complete hour. Continuous driving time must not exceed  $4\frac{1}{2}$  hours, after which period the driver must have an uninterrupted rest period of 30 minutes.

Duty periods for sole drivers: These must not exceed 14 hours; however, between 1 March and 30 September it may be extended to 15 hours not more than twice in a working week. In exceptional circumstances (i.e. in case of unexpected delay, in order to ensure the safety of the vehicle or passengers, or to allow the driver to reach an appropriate stopping point), it may be extended by 2 hours to 16 hours, but timetables will be arranged so that this should not normally happen. The driver must have enjoyed a continuous rest period of at least 10 hours during the 24-hour period preceding his driving period. This may be reduced to 9 hours no more than twice in a working week and not on consecutive days.

Duty periods for teams of two drivers: Total duty time for both drivers should not exceed 20 hours. This may be extended by 2 hours as laid down above. Each driver must have had a rest period of at least 9 hours preceding his driving period. If the vehicle is equipped with a couchette permitting the driver to lie down comfortably, this rest period may be taken in the couchette. However, twice in a working week the rest period must be taken outside the vehicle.

Pay: Duty periods will be remunerated at the hourly rate laid down by the national joint committee for the industry. In the case of periods spent abroad, the employee will be presumed to have worked  $7\frac{1}{2}$  hours per day, except where he is required to work longer hours. In addition he receives an "absence-from-home" bonus.

He is guaranteed weekly pay equivalent to not less than 45 times the hourly rate; this rate includes waiting time bonus and the absence bonus. Overtime rates are paid for hours in excess of 90 over two consecutive weeks.

Rates of pay: From 1 August 1966 to 31 March 1967 - 33.30 F. per hour, giving a guaranteed weekly rate (45 hours), including bonuses, of 1,872 F. From 1 April 1967 to 31 August 1967 - 35.50 F. per hour, a guaranteed weekly rate of 1,984 F. From 1 September 1967 pay will be adjusted to reflect changes in the cost of living during the previous twelve months. (There are 140 B.Fr. to £1 and 50 to US \$1).

DENMARK  
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Regulations for long-distance coach drivers

The Danish Minister of Labour has announced that he intends to introduce new regulations covering hours of work of long-distance coach drivers. At present they are covered by general regulations applying to all workers which lay down that workers shall be entitled to a continuous rest period of at least 11 hours in every 24-hour period. But there is nothing governing maximum working or driving hours for drivers.

PORT WORKERS
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GREECE  
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Overtime ban called off

On 11 August dockers in the port of Piraeus called off a ban on overtime which had been imposed in order to put pressure on the government to introduce legislation implementing new working conditions.

PAKISTAN  
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Agreement reached following strike

The ITF-affiliated Pakistan Transportworkers' Federation reports that after a 2-day strike of 5,000 workers a new agreement was reached between the Karachi Port and Dock Workers' Union and the Karachi Stevedores' Conference Ltd. The agreement, dated 28 July 1966, provides for wages to be increased by 10%. This means that wages now range from Rs. 7.07 to Rs. 10.69 for day work and from Rs. 7.81 to Rs. 12.45 for night shifts. (There are 13.33 Pakistan Rupees to £1 and 4.76 to US \$1.)

SEAFARERS

INDIA  
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Effects of devaluation softened for seafarers

The ITF-affiliated National Union of Seamen of India reports that it has succeeded in obtaining a settlement of its claim for foreign-going seafarers to be protected from the effects of the devaluation of India's currency. (Devaluation was from 13.33 Rs. to £1 to 21 Rs. to £1, a percentage devaluation of 50.754%). When in foreign ports, seafarers are allowed to draw 25% of their wages and overtime entitlement earned up to that time and of this amount 57½% will be converted into the foreign currency at the pre-devaluation rate of exchange. To compensate for the loss sustained on the remaining 42½% the seamen will receive an Overseas Advances Devaluation Supplement every month equivalent to 18% of the current wage. This supplementary payment is not to be merged with the basic wage rates.

FISHERMEN

NETHERLANDS  
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Agreement for Ijmuiden trawl fishermen improved

With effect from 1 May 1966 the ITF-affiliated Netherlands Seafarers' and Fishermen's Union has obtained improvements in pay and holiday arrangements for its members working aboard deep-sea trawlers out of Ijmuiden, Katwijk and Scheveningen.

Pay rates are increased all round by 7%. A new system for holiday pay has been worked out under which the following extra monthly payments are made to provide holiday bonuses on the basis of 1½ days per month:

Skipper	G.104.70	(annually	G.1,256.40)
1st Engineer	98.60	"	1,183.20
2nd Engineer	87.00	"	1,044.00
Mate	92.90	"	1,111.80
Able fisherman, 3rd engineer, oiler, helper, cook	78.00	"	936.00

(There are 10.11 Guilders to £1 and 3.6 to US \$1.)

NORWAY  
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Agreement for whaling crews

The ITF-affiliated Norwegian Seamen's Union has obtained a two-year agreement on behalf of its whaling members. This provides for a 7% pay increase for this season and a further 4% next season. Overtime rates and bonus for service on whalers go up by 10% and 5% respectively. Seniority increments are now payable at two-yearly, rather than three-yearly, intervals.

CIVIL AVIATION WORKERS

GREAT BRITAIN  
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British flight crews' hours to be cut

The Board of Trade, after consultations with airlines and unions, has announced proposals aimed at cutting flying times and improving rest periods for British flying staff. The Board's Flight Safety Directorate say that pilots ought to have a break of at least 12 hours free from any duty every seven days. A jet crew of two pilots would have duty periods limited to 11 hours, and this would be reduced to 8 hours for night flights involving more than six landings. Limits are also proposed for duty periods of cabin staff, who up to now have not been subject to any legal limits.

UNITED STATES  
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Ballot on new settlement proposals in IAM strike

As we go to press members of the ITF-affiliated International Association of Machinists are voting on new proposals to settle the strike which has been on since 8 July. The tentative agreement was reached in negotiations between the union and the five airlines involved following the passage through both houses of Congress of a bill which would have sent the strikers back to work immediately for thirty days, and given the President discretion to extend this no-strike period to a maximum of 180 days in the event of persistent failure to agree.

TRADE UNION RIGHTS

SINGAPORE

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Strike ballots made compulsory

The Singapore Parliament has passed an amendment to the labour legislation which makes it compulsory for a trade union to have the consent of the majority of its members in a secret ballot before taking industrial action.

PERSONALIA

T.C.M. Grant: We deeply regret to report the death on 12 June of T.C.M. Grant, President of the Sierra Leone Articled Seamen's Union. He was 75 year old.

Dirk Koster: It is with deep regret that we report the death on 7 August of Dirk Koster, an official of the Netherlands Transport Workers' Union. He had been an active trade unionist for forty years, representing the port workers.

Robert Smeal, business manager of the Canadian Air Line Flight Attendants' Association, has been elected a Regional Vice-President of the Canadian Labour Congress. He is active in the ITF's Civil Aviation Section, serving as ITF representative with ICAO.

NEWS IN BRIEF

Belgium: Legislation has been passed, effective 11 August, applying the provisions of the 1960 IMCO Safety of Life at Sea Convention.

Denmark: Vietnam bonuses are now to be paid for a minimum of 10 days instead of the previous 5 days, with effect from 15 July.

Italian public transport workers conducted a 24-hour strike on 8 August in protest against delays in concluding new collective agreements, for which negotiations have been in progress for a considerable time.

FORTHCOMING MEETINGS  
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Management Committee - London, 16 September 1966  
Asian Advisory Committee- Seoul, 26-30 September 1966  
Executive Board - London, 14-16 November, 1966

LATE ITEM  
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CIVIL AVIATION WORKERS

GREECE  
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Pilots, ground staff strike against Olympic Airways

Members of ITF-affiliated Greek civil aviation unions catering for pilots, ground maintenance engineers, porters and labourers have taken strike action against Olympic Airways in protest against delays in processing their claims for an increase to cover the very big rise in the cost of living since the current collective agreement was signed in January 1965.

In all, seven ITF-affiliated unions submitted claims for an increase on or about 15 June. They are: the Air Professionals' Union; Licensed Civil Aviation Maintenance Mechanics' Union; the Hellenic Air Crew Association; Flight Stewards' Union; Flight Hostesses' Union; Civil Aviation Mechanics' Union; and the Hellenic Air Line Pilots' Association. Although the unions requested direct negotiations with the management, in the interests of good will they accepted a proposal that a joint committee should be set up to inquire into the actual extent to which the cost of living had risen since the signing of the agreement. This committee held its first meeting on 27 June and although the subsequent meetings were not held as frequently as the unions would have liked, it did eventually reach fairly firm conclusions.

However, the company did not make any offer as a result of the committee's work and when the unions approached it on this question the company argued that the committee had been dealing with only some items involved in the cost of living and that a new joint committee, consisting of three members from each side, should be established to deal with the whole range of items. Although the unions had their misgivings about this, they again agreed with the proposal and participated fully in the committee's work. The latter finished its task



very quickly during the week beginning 8 August. The union side contended that the rise was of 19½ per cent, whilst management believed it to be 14 per cent. The unions did not accept the latter figure, because they argued that this applied to the cost of living throughout the country and not specifically to Athens where it is considerably higher and where their members are mainly employed.

Following the conclusion of the committee's work therefore, the unions approached the Manager of Olympic Airways again and asked if the company were now prepared to make an offer. They were told that this was not yet possible because certain calculations still had to be made but that an offer would be made on Friday 12 August. However, when Friday came, they were told that it was still not possible and that it would be done on 16 August. In the meantime, and in view of the repeated delays in securing an offer, the unions decided to consider strike action with effect from 0800 on 14 August.

The company then applied to the Minister of Labour for compulsory arbitration of the dispute under a law permitting one party to invoke this. Both the application and the Minister's order were made on 12 August, the date on which the unions were due to give the required 48-hour notice of their strike. In fact, the pilots' strike notice was actually submitted before the separate Order affecting their Association was made.

The pilots, therefore, decided to maintain their strike decision and came out as planned on the morning of 14 August with the complete moral support of all other Greek civil aviation unions. At midnight of 16 August, the two ground maintenance engineers' unions also decided to come out, and on 17 August porters and loaders organized by the Air Professionals' Union joined them.

Very few Olympic flights are now being operated, as only sixteen of the company's 140 pilots have not followed their Association's strike call. ITF civil aviation affiliates in other countries have been informed of the dispute and asked to be ready to provide any assistance which might be necessary.

At an earlier stage in the strike, Olympic was using American Boeing training captains on certain flights, but following a protest from the ITF Secretariat the company has undertaken not to repeat this and the Boeings are now withdrawn from service.