

# ITF NEWSLETTER INFORMATIONS INFORMATIONEN INFORMATIONSBLAD

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## NEWS ABOUT THE ITF

### ITF message to United Nations

Hans Imhof, ITF General Secretary, has addressed the following cable to U Thant, Secretary-General of the United Nations: "In the name of six million transport workers throughout the world the International Transport Workers' Federation wishes to endorse absolutely the message addressed to members of the Security Council by the International Confederation of Free Trade Unions concerning any decision which the Council might take at the request of the United Kingdom government on sanctions to be applied against the illegal regime in Rhodesia."

The ICFTU message expressed the hope that the strongest measures and sanctions would be taken immediately and would be vigorously enforced so as to help the Rhodesian people in their struggle for human and political dignity. It stated the ICFTU's readiness to implement all mandatory sanctions against Rhodesia which the United Nations should invoke.

### Flight Engineers meet in London

A Conference of ITF Flight Engineer Affiliates was held in London on 28 and 29 November. D.S. Tennant (Great Britain) chaired the Conference, which was attended by 23 delegates from eleven countries. The Conference discussed in detail the problems which would affect flight engineers on the introduction of proposed high capacity aircraft like the Air Bus and the Jumbo Jet; supersonic aircraft and radiation

hazards associated with them; the possibility of modifying flight engineer training and licensing requirements in the light of aircraft development; and flight engineer representation at ICAO.

The Conference appointed a Technical Sub-Committee to gather and study information on high-capacity aircraft and supersonic aircraft, and make recommendations on policy for consideration by the full Section Conference. Two resolutions were adopted unanimously. The first expressed the Conference's concern at proposals to introduce a twin-engined Air Bus into commercial service, and its belief that a 3- or 4-engined aircraft provided a greater margin of safety in the case of high gross weight. The resolution further declared that the minimum technical operating crew for all future high-capacity and supersonic aircraft should be three officers, including a flight engineer licensed and appropriately qualified to meet future requirements.

The second resolution noted that in some countries the advent of advanced technological aids has resulted in modifications to training programmes and licensing requirements in order to continue maximum utilization of the flight engineer's capabilities in a highly efficient, closely-integrated technical operating crew. The resolution went on to express the Conference's opinion that such modifications did not conflict with the interests of other groups of flying staff nor with the ITF's specialist crew policy.

(Minutes of the Conference and the full texts of the resolutions have already been sent to affiliated civil aviation unions.)

ARGENTINA  
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#### Developments affecting port workers and railwaymen

The ITF has been informed that negotiations for the settlement of the Argentine dock workers' dispute are in progress. In order not to jeopardize the possibility of success in these negotiations the ITF is recommending that boycotts of Argentine vessels and aircraft should be temporarily suspended, although affiliates will be urged to resume boycott actions should no satisfactory settlement emerge from the negotiations.

It is reported that the Argentine Labour Court has nullified the government's action in taking control of the ITF-affiliated Port Workers' Union. A court official, Señor Enrique Costa, has been appointed to administer the union while the dockers' strike continues; he is charged with seeing that the union functions properly and that its social services are maintained. On 5 December the government published its plans for reorganizing the country's railways, which went

into immediate effect. The plans involve new centralized control and administration, modernization of equipment, and the appointment of a special committee to decide on the future pattern of railway service. The staff is to be reduced, and "discipline" improved. New working regulations are introduced which override collective agreement provisions.

The two railway unions, La Fraternidad and the Unión Ferroviaria, have been holding meetings to determine their memberships' attitude to these plans. No details are yet available concerning their decisions, but it is expected that there will be strong opposition to the proposals, particularly since the government has made it clear that there can be no question of negotiating modifications. The unions may, however, wish to avoid a direct confrontation with the government which might result in their destruction.

The Argentine General Confederation of Labour (CGT) plans to call a 24-hour strike on 14 December in protest against the government's actions involving the dockers and railwaymen. The CGT has also issued a statement deploring "unnecessarily violent methods" used by the police against demonstrating dock workers.

RAILWAYMEN
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UNITED STATES  
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Firemen approve wage agreement

The Brotherhood of Locomotive Firemen and Enginemen have approved an agreement with US railway companies providing a 5% wage increase and other improvements. This follows a similar settlement by the Railroad Trainmen earlier. The increase is payable with effect from 12 August this year. For firemen it will mean new average basic daily rates for a five-day week as follows: passenger service, \$12.30; through freight service, \$24.11; local freight, \$24.54; yard service, \$25.70.

Other unions who have submitted claims are still engaged in negotiations or mediation procedures.

ROAD AND PASSENGER TRANSPORT WORKERS

ITALY  
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24-hour strike called

Italian unions united in a joint call for a 24-hour nationwide strike on 9 December by workers in every type of urban transport undertaking. This involved bus and tram workers and those employed on suburban railways. The strike was in protest against delays in negotiations over a new contract.

UNITED STATES  
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Settlements for passenger transport employees

Among new agreements negotiated by the ITF-affiliated Amalgamated Transit Union are two for passenger transport workers in Washington DC and in Indianapolis, Indiana.

The agreement with DC Transit System Inc. provides for a total increase of 36½ cents per hour in seven instalments over a period of three years, giving a maximum rate for operating staff of \$3,685 per hour. In addition various improvements in fringe benefits were obtained, including incorporation into basic pay of cost of living supplements paid as at 31 October 1966; improved life and medical insurance arrangements; and uniform maintenance allowances.

The three-year agreement with Indianapolis Transit, Inc. provides for a total pay increase of 23 cents per hour in three instalments between 1 November 1966 and 1 September 1968, giving a maximum hourly rate for operating staff of \$2. Union membership is made a condition of employment, and disputes are to be settled by arbitration. New annual leave provisions give 5 days' leave after one year's service, plus one additional day per year up to 12 years' service; 18 days after 12 years' service, and 24 days after 25 years' service. A rest period of 8 hours is guaranteed in every 24-hour period.

PORT WORKERS

GREAT BRITAIN  
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End to casual labour approved

London dockers have approved the Devlin Report's proposals for ending casual labour in the docks, under which dockers are to

get a guaranteed wage of £15 which means an increase of £6 on the present "fall-back" pay. Tim O'Leary, Transport & General Workers' Union, described the decision as the start of a new era for the dockers.

Pension and sick pay are also improved. The new minimum pension goes up from 10s. to 25s. a week, and the existing maximum goes up from £2 4s. to £5. The sick pay scheme means that a docker with from one to three years' service qualifies for six weeks' pay at £6 plus state benefits. After three years' service the payment is made for eight weeks, and after six years' it is made for ten weeks.

SEAFARERS
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INTERNATIONAL  
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IMCO Assembly approves new fire safety measures

The IMCO Assembly, which concluded its extraordinary session on 30 November, approved a number of amendments to the 1960 Safety Convention relating to fire safety measures for existing passenger ships. Forty-six of IMCO's 64 Member States attended the session, and 2 non-member States attended in their capacity of parties to the 1960 Safety Convention. The ITF was represented through the ICFTU, which has observer status with IMCO.

The sole objective of this Assembly session was consideration of proposed amendments to the 1960 Safety Convention put forward by IMCO's Maritime Safety Committee. This action was motivated by serious fire casualties in recent years in old passenger ships, including the Lakonia and the Yarmouth Castle which involved heavy loss of life.

The new Regulations adopted by the Assembly embody specific provisions for the improvements to be made to different categories of existing passenger ships - those built before the 1948 Safety Convention came into force, those which are up to the standards of that Convention, and those built to the 1960 Safety Convention standards. These improvements relate to structural fire protection, fire detection and fire-fighting equipment, protection of escape routes, and reduction in the amount of combustible material used in accommodation spaces, the broad objective being to ensure that ships are brought into close conformity with one of the methods of fire protection laid down in the 1960 Safety Convention.

The Assembly also adopted certain other amendments to the 1960 Safety Convention, of which those concerning wiring and ventilation systems are applicable to new passenger ships only, while those relating to the outfits of firemen apply to

new and existing passenger and cargo ships. Recommendations, applicable to all passenger ships and concerning wiring systems and certain items of fire-fighting equipment, were also adopted.

INTERNATIONAL ~ CHILE

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#### Loan for Chilean Maritime Confederation

The ITF Seafarers' Welfare Fund Committee has agreed that a loan of £10,000 should be made to the ITF-affiliated Chilean Maritime Confederation (COMACH). This is in response to an appeal made by the ITF Executive Board at its last meeting (see last issue of the Newsletter). The money will help COMACH pay the cost of its new headquarters and Seafarers' Welfare Centre. The union had planned to raise a loan for this from the state-owned National Bank, but this was blocked as a result of pressure by the government, which has been attempting to get COMACH to sever its links with the international free trade union movement.

GREAT BRITAIN

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#### NUS evidence to Royal Commission

In its submission to the Royal Commission on Trade Unions and Employers' Associations, the ITF-affiliated National Union of Seamen has called for the amendment of the Merchant Shipping Acts and other relevant legislation to put seamen on an equal footing with shore workers with regard to fundamental trade union rights. The five recommendations the NUS has made are as follows: 1. The repeal of the oppressive disciplinary section within the Merchant Shipping Act; 2. Seamen should be given the legal protection afforded to other trade unionists when participating in an industrial dispute; 3. The Government should take steps to amend legislation which excludes seamen from benefits enjoyed by other workers; 4. Company law should be amended to allow trade unions access to financial information essential to the conduct of negotiations; and 5. Steps should be taken to oblige shipping companies to disclose fuller details of their true financial position.

The union stresses the need for adequate facilities to be provided on board ship to enable seamen, who are confined to their place of work 24 hours a day, to enjoy to the full their leisure periods. It also points out the substantial rise in productivity of its members - an estimated 40% increase since 1950 - while real wages rose only 25% over the same period. In addition, the NUS evidence stated that seamen were granted little security against dismissal under current employment practices.

NORWAY  
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New agreement for foreign-going seamen

The ITF-affiliated Norwegian Seamen's Union and the Ship-owners' Federation have reached agreement on a new pay contract for the foreign trades. Basic wages go up by 15% and overtime rates by 20%, with effect from 1 November 1966 to 31 October 1968. Victualling allowances go up by 10%. For stewards and cooks pay is now related to the size of the ship, instead of to the number of crew members as previously. Two-watch bonus is doubled and overtime rates are payable after 70 hours' work per week.

	Monthly basic	Hourly Overtime rate*
Carpenter	Kr.1,469	Kr.8.80
Boatswain	1,469	8.80
Able Seaman	1,323	8.50
Ordinary Seaman	1,032	6.25
Electrician - cargo	1,787	11.00
- tanker	1,915	11.80
Assistant electrician	1,404	8.50
Pumpman	1,469	8.80
Donkeyman	1,469	8.80
Fireman	1,355	8.50
Oiler	828	6.00
Radio Officer	Monthly basic	Hourly Overtime rate*
a. Passenger vessels		
- 1st R/O	Kr.1,603	Kr.9.65
- 2nd R/O	1,503	9.60
b. Other vessels		
- 1st R/O	1,531	9.60
- 2nd R/O	1,412	9.40

Radio Officer Secretary	Monthly basic	Hourly Overtime rate*
a. Passenger vessels		
- 1st R/O	Kr.1,880	11.45
- 2nd R/O	1,778	10.70
b. Other vessels		
- 1st R/O	1,807	10.85
- 2nd R/O	1,689	10.30

STEWARD			COOK	
	Monthly basic	Monthly Overtime comp.	Monthly basic	Hourly overtime*
Under 2,000 dwt	Kr.1,740	644	1,429	8.90
2,000 to 4,999 dwt	1,769	655	1,465	9.05
5,000 to 9,999 dwt	1,797	665	1,501	9.25
10,000 to 16,999 dwt	1,826	676	1,536	9.40
17,000 to 26,999 dwt	1,855	686	1,572	9.60
27,000 to 41,999 dwt	1,884	697	1,608	9.80
42,000 to 61,999 dwt	1,912	707	1,643	9.95
62,000 and over	1,941	718	1,679	10.20

Special agreement for bulk carriers, tankers and experimental ships on which the "alternation" system is applied

	Monthly basic	Hourly overtime*
Work organizer	Kr. 1,566	Kr.9.55
Able Seaman	1,355	8.50
Fireman	1,355	8.50
Assistant Pumpman	1,355	8.50
Helper in catering dept.	1,028	6.35
" " " after 6 mths	1,323	8.50
Junior seaman with 12 mths.service	1,032	6.25

\*Double this for overtime rate on Sundays and holidays.



CIVIL AVIATION WORKERS

AUSTRALIA  
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Qantas pilots' strike

Pilots employed by Qantas International Airways have been on strike since 24 November in protest against the reduction of crew from three to two pilots plus specialists. The pilots are also refusing to fly into Djakarta on safety grounds because of inadequate facilities at night. The International Federation of Air Line Pilots' Associations is calling on its affiliates for support.

Following action taken by Qantas to lay off 4,000 of its employees as a result of the strike, the Flight Stewards' Association laid a complaint before the Federal Arbitration Board. Qantas were then ordered to reinstate the stewards. The ITF-affiliated Federated Clerks' Union was expected to take similar action.

CANADA  
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Strike of machinists ends

The strike of members of the ITF-affiliated International Association of Machinists employed by Air Canada ended after two weeks on 28 November following membership acceptance of a settlement. Details are not yet available, but it is reported that the agreement provides for an overall pay increase equivalent to 20% plus fringe benefits equivalent to a further 7% increase.

UNITED STATES  
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Pan Am strike averted

A strike against Pan American World Airways by members of the Air Transport Division of the ITF-affiliated Transport Workers' Union was averted at the last minute on 2 December, the strike deadline, when a tentative agreement was reached covering 13,000 maintenance and ground staff. It is not yet known whether the membership have ratified the agreement.

PERSONALIA

Egied Baudet has been appointed national secretary of the Road Transport Group within the Belgian Transport Workers' Union, in succession to George Hendrickx, who is retiring with effect from 1 January 1967.

Richard Freund, Honorary President of the Austrian Railwaymen's Union, celebrated his 75th birthday on 25 November.

W.F. Howard has been elected President of the Australasian Airline Flight Engineers' Association in succession to Jim Leckie who resigned on being advised of an overseas posting. I.R. McLean has been elected Vice-President.

K. Mols Sørensen has been appointed General Secretary of the Danish Mates' Association, in succession to F. Koed who resigns at the end of the year.

Christopher Tumbo, former General Secretary of the Tanganyika African Railway Workers' Union, has been released from detention by the Tanzanian authorities. He was arrested over two years ago. Also released at the same time was Victor Mkello, former President of the Tanganyika Federation of Labour.

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\* A reorganization of the ITF's publications will take \*  
\* place in the course of 1967. This will bring about \*  
\* the following changes: in the New Year the JOURNAL \*  
\* will appear every three months, instead of monthly \*  
\* as at present, and the NEWSLETTER will appear every \*  
\* month, instead of fortnightly as at present. At the \*  
\* same time two additional publications will be issued: \*  
\* a bulletin on technological changes in the transport \*  
\* industry, and a bulletin on collective agreements and \*  
\* working conditions will appear every three months. \*  
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Supplement to Newsletter No. 24 of 12 December 1966

RESOLUTIONS ADOPTED BY THE ILO INLAND TRANSPORT COMMITTEE,  
GENEVA, (November-December 1966)

Conditions of Work in Urban Transport Services

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Noting the summary of the report of the Meeting of Experts on Conditions of Work in Urban Transport Services set out in Chapter V of Report I (c) presented to the Committee,

Endorsing the action proposed by the International Labour Office thereon, as already approved by the Governing Body at its 163rd Session;

Adopts on this 1st day of December 1966 the following resolution:

The Governing Body of the International Labour Office is invited to request the Director-General of the Office to keep future sessions of the Committee informed as to progress made in the field of conditions of work in urban transport.

Frequency of Sessions of the Inland Transport Committee

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Considering that the first seven sessions of the Inland Transport Committee were convened by the Governing Body of the ILO at intervals ranging from two to three years,

Considering with concern that the interval between the Seventh and the Eighth Sessions of the Committee has increased to five years,

Considering that increasingly long intervals between sessions of the Inland Transport Committee which has to cover several industrial sectors which are different in nature, will lead to a situation whereby these industrial sectors can only be dealt with by the Committee at intervals ranging between 15 and 20 years,

Considering that such long intervals seriously affect the impact of the activities of the Inland Transport Committee;

Adopts this 1st day of December 1966 the following resolution:

In view of the diversified industrial sectors to be dealt with by the Committee and in view of the most important problems which workers are facing in each of these sectors, the Inland Transport Committee invites the Governing Body of the ILO to undertake all efforts to convene the Inland Transport Committee at intervals not exceeding three years.

### Technical Cooperation in Training in the Various Fields of Transport

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Considering the rapid development and application in all the fields of inland transport, of new techniques which reduce the cost of operations and simplify them,

Considering the need for developing countries to acquire such techniques, which are indispensable for their economic growth,

Considering in particular the need to train workers in new methods of work and to retrain present employees of transport undertakings with a view to avoiding unemployment,

Considering the programmes of technical co-operation which the International Labour Organization can undertake in developing countries with, where necessary, the financial co-operation of other appropriate international organizations:

Adopts this 1st day of December 1966 the following resolution:

The Governing Body of the International Labour Office is invited:

- (a) to request the Director-General of the International Labour Office to consider the possibility of making available to developing countries, through its Field Offices, precise information on the training opportunities in the field of inland transport, arising from the ILO technical co-operation programmes;

- (b) to consider including in the General Report to be prepared for the Ninth Session of the Inland Transport Committee a section describing and evaluating technical co-operation projects already carried out in the field of inland transport, and providing detailed information on the opportunities available through the ILO technical co-operation programmes in the light of the over-all needs of developing countries.

#### Agenda of the Ninth Session of the Inland Transport Committee

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966;

Adopts this 1st day of December 1966 the following resolution:

The Governing Body of the International Labour Office is invited to consider placing on the agenda of the Ninth Session of the Inland Transport Committee two of the following items:

1. Social consequences of technological changes in the port industry,
2. Working conditions of persons employed in road transport, including safety provisions for drivers,
3. Vocational training and workers' training for promotion in road transport and the technical assistance which the ILO may provide in this field in countries in the process of development,

#### Railway Modernization and Rationalization

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Having taken note of those sections of the General Report which dealt with the social consequences of changing methods and techniques in rail transport, including the introduction of automatic coupling which will shortly be brought into effect in many countries, the development of automation and the application of cybernetics,

Considering that the benefits resulting from modernization and rationalization in the railway industry should be shared fairly among all concerned, including the workers,

Considering that in cases where such changing methods result in hardship or even in termination of employment of railway workers, every measure should be taken to avoid as far as possible adverse social and economic consequences for the affected workers and their families,

Considering that these measures should only be taken after consultation, negotiation or agreement, depending on national practice, with the trade unions representing the workers concerned.

Noting that technological changes in railways give rise to special problems in developing countries because of the great difficulties in re-employing redundant workers, and the fact that re-employment possibilities are minimal;

Adopts this 1st day of December 1966 the following resolution:

The Governing Body of the International Labour Office is invited:

1. To address an appeal to governments of ILO member States to make every effort to ensure that the benefits of modernization and rationalization be shared fairly among all concerned including the workers, as well as to ensure that any hardships to the workers that could result from such modernization and rationalization be avoided by the adoption of appropriate national manpower, social security and social welfare policies.

2. To request the Director-General to continue studies dealing with the social consequences of changing methods and techniques in the railway industry.

#### Problems of Concern to Road Transport Workers

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Having considered those parts of the General Report which deal with current developments and social problems in road transport and with technical assistance, as well as previous conclusions and resolutions adopted in this field by the Committee,

Noting that there are problems of particular concern to the road transport industry which still require solution, such as effective limitation of hours of work of crews of vehicles engaged in goods and passenger transport, safe construction and adequate maintenance of vehicles for the protection of crews, civil liability of drivers, the carriage of dangerous goods and training of drivers,

Noting the important role which road transport plays in the economic advancement of developing countries and the need to ensure an adequate and expanding number of competent, trained drivers;

Adopts this 1st day of December 1966 the following resolution:

The Governing Body of the ILO is invited:

1. To address an appeal to governments of member states and, through them, to employers' and workers' organizations concerned to continue to give close attention to the following questions which are of vital interest to road transport workers:
  - (a) effective limitation of driving hours and hours of work and the provision of adequate rest periods;
  - (b) provisions governing the safe construction and adequate maintenance of vehicles;
  - (c) civil liability of drivers;
  - (d) special regulations governing the carriage of dangerous goods;
  - (e) provision of adequate facilities for the training of drivers;
  - (f) the effective application of provisions relating to the above.
2. To request the Director-General of the ILO to give particular consideration to the establishment, through the ILO technical co-operation programme, of schemes for the training of drivers employed in road transport in developing countries.
3. To request the Director-General of the ILO to ensure appropriate participation by the ILO at the 1968 U.N. Conference on the revision of the 1949 Convention on Road Traffic and Protocol on Road Signs and Signals with a view to dealing with any social aspects which may arise.

## Problems of Dockworkers

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Having taken note of those sections of the General Report which deal with conditions of employment of dockworkers,

Considering that the Inland Transport Committee has dealt, at its previous sessions, with various problems concerning conditions of dockworkers such as the regularization and stabilization of their employment, earnings, social security provisions, welfare facilities and training of dockworkers, and that conclusions and resolutions on these problems as well as a Code of Practice have been adopted,

Considering that the adoption of international instruments dealing with some of these problems might be appropriate to improve the conditions of dockworkers, particularly in developing countries,

Considering, furthermore, that dockworkers have to face serious new problems, such as the introduction of unit load systems and the handling of outsize loads,

Invites the Governing Body of the International Labour Office to consider the possibility of convening, as soon as possible, appropriate tripartite meetings to discuss the following problems:

1. Regularization and stabilization of employment and earnings.
2. Retirement pensions and other social security provisions.
3. Welfare facilities.
4. Training of dockworkers, with special reference to technological development in the port industry.
5. The handling of outsize loads.
6. Social repercussions of the introduction of unit load systems in the transport industry.



## Civil Aviation

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Noting with appreciation the studies concerning some aspects of airline employment which have been undertaken by the International Labour Office during recent years,

Considering that civil aviation, being a highly important, fast developing and extremely complex international industry, can be given attention by the International Labour Organization in its field of competence through the creation of appropriate tripartite machinery which can deal effectively with its many challenging social problems;

Adopts this 1st day of December 1966 the following resolution:

The Inland Transport Committee requests the Governing Body to give consideration to the need for establishing appropriate tripartite machinery for civil aviation in order that the most pressing social problems of the industry can be discussed with the aim of framing appropriate conclusions.

## Questions of Concern to Workers in Inland Waterways

The Inland Transport Committee of the International Labour Organization,

Having met at Geneva in its Eighth Session from 21 November to 2 December 1966,

Recalling the important position which inland water transport occupies in the transport systems of a substantial number of both developing and industrialized countries,

Noting that in many countries the use of inland waterways has intensified and that this fact has affected the working and living conditions of boatmen employed in the industry,

Noting further that the conditions of boatmen in this industry have not been examined in the Inland Transport Committee for almost ten years;

Adopts this 1st day of December 1966 the following resolution:

The Governing Body of the International Labour Office is invited to convene at an early opportunity a tripartite meeting on conditions of boatmen in the inland waterway industry to examine on a world-wide basis the following questions:

1. Minimum age of admission to employment.
2. Medical examinations.
3. Vocational training.
4. Certificates of competency.

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