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NEWS AND VIEWS FROM THE ITF

ARGENTINA  
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ITF protest over broken dock agreement

The ITF, through the medium of the press, has brought before world opinion its stern censure of the duplicity with which the Argentinian Government conducts its negotiations. The Government Authorities responsible for running the nation's ports have gone back on an agreement, reached in Buenos Aires shortly before the New Year with the assistance of ITF Regional Director Manuel Medrano, to end a two-month old strike of port workers.

The agreement, reached on 26 December 1966, provided that the strikers would be able to return to their jobs without reprisals of any kind, that Government intervention in the Dockers' Union would cease and that all issues in dispute would be further negotiated through a tripartite committee, consisting of Government, employers' and workers' representatives.

This agreement has now been broken. Dockers seeking to go back to work have been barred from the docks, and the General Secretary of the ITF-affiliated Port Workers' Union (SUPA), Eustaquio Tolosa, has been jailed.

The charge against Tolosa stems from a law dating back to 1951, under which it is a crime to take any action which might involve economic or political sanctions against the Argentinian State. The present regime maintains that Tolosa has broken this law by his participation in the ITF Executive Board meeting last November, when the Board decided to recommend international action in support of the Argentinian dockers' struggle.

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Among the ITF affiliates, which have lodged their protests with the Regime in Argentina over its violation of the December agreement, are the United States railroad organizations, grouped in the Railway Labor Executives' Association (RLEA). RLEA Chairman, G.E. Leighty, and Executive Secretary, D.S. Beattie, have cabled President Ongania, demanding the cessation of reprisals against the port workers and the release of their leader, Eustaquio Tolosa.

At a meeting in December, the RLEA leaders had unanimously adopted a Resolution, copies of which were forwarded to President Johnson and all members of the US Congress, endorsing the decision of the ITF Executive Board to recommend international action in support of the Argentinian dockers. In it the Government of Argentina was reminded that only under democratic, popularly-elected governments could trade unions assist workers to realize their aspirations for better living conditions and for a real measure of dignity in employment. The Resolution also expressed the concern felt in the RLEA organizations at the continued economic and military assistance rendered by the United States Government to "governments which constantly and openly violate international conventions and agreements, promulgated primarily for the social and economic well-being of the workers.

GREAT BRITAIN  
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#### Dispute over Concorde flight deck design

Civil aviation affiliates have been informed of a dispute which has arisen between the British Merchant Navy and Airline Officers' Association (MNAO) and the British Overseas Airways Corporation (BOAC) over proposed changes in the design of the Concorde flight deck. The version intended for BOAC and Air France has a flight engineer's station comprising all the instrumentation necessary for him to do his job efficiently. It has now been proposed that a modified version should be produced aiming at a greater measure of standardization with the design for Pan-American, which places emphasis on the requirements of a three-pilot crew. This attempt to produce a standard version to suit all purchasers would, the MNAOA complains, "increase the workload on the flight deck and create an unnecessary worsening of the flight engineer's working conditions, which would not be consistent with optimum safety and efficiency in the discharge of his duties."

TRANSPORT . AND THE TRADE UNIONS
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EUROPE  
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#### Transport ministers urge ratification of AETR

In a resolution adopted by the European Conference of Transport Ministers (CEMT) at its ministerial meeting in Paris last December, member states, which have not yet done so, are called upon to ratify the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) as soon as possible. The Resolution also instructs the CEMT's Committee of Deputies "to initiate urgently studies of possible improvements which may be desirable in the provisions of the AETR, and in this connection to maintain close contact with the European Economic Community."

It is heartening to see that the urgent need for a satisfactory system of regulations to control driving time and hours of rest in European international road transport is making itself felt at such an important official level.

Some time ago the General Secretary of the ITF wrote to Mrs. Castle, British Minister of Transport, urging the ratification of the Agreement by Great Britain and pointing out that, due to insufficient ratifications, the AETR had not been able to take effect, so that a state of chaos and anarchy in working conditions was allowed to prevail in European international road transport.

The CEMT's Resolution, which arose from a review of the whole question of road safety, introduced by Mrs. Castle, also dealt with international regulations concerning the construction and equipment of motor coaches. It instructed that an investigation should be made into accidents in Europe which had involved coaches in international traffic during 1966.

Among the other matters discussed by the CEMT Council of Ministers was the Conference's work on the financial situation of the railways. Consideration was given here to the views submitted by the international organizations concerned.

The ITF's comments on the CEMT's First Report dealing with this subject had been presented to the Transport Ministers' Deputies at a meeting held in Paris last September and attended on behalf of the ITF by C. Iddon (Secretariat), L. Buonaccorsi (French Railwaymen's Federation) and J. Bauche (French Railway Salaried Staffs' and Technicians' Federation). The Ministers have now decided that a number of points should be the subject of further study, i.e. forecasts of the future pattern of traffic, cost analysis, research on the optimum size of railway networks and investment.

#### CEMT to hold transport symposium in Munich

The Conference of European Transport Ministers is planning a symposium to be held next October in Munich, Germany. Subjects to be dealt with, on the basis of papers prepared by experts, include the charging of track costs, study of the components of transport market demand and requirements, and various economic problems connected with urban transport.

#### Workers and employers heard by European Parliament on working conditions in road transport

Transport workers' and employers' representatives met members of the European Parliament's Transport and Social Committees on 20 December 1966 in Brussels, to discuss the EEC draft proposal on the harmonization of regulations governing the work of road transport drivers. This proposal, adopted by the Commission of the European Economic Community on 20 July 1966, had been submitted by the Council of Ministers to the European Parliament for its consideration. The Parliament asked its Transport and Social Committees to deal with the

matter. Hence the meeting of 20 December, at which the employers' and trade union representatives expressed their readiness to draw up, by 1 January 1968, the basis for a final system of regulations.

Workers' delegates representing the ITF-affiliated unions in the Community at the meeting with the two Committees of the European Parliament were: H. Koppens (Dutch Transport Workers' Union - NBV), G. Kugoth and B. Frank (German Union of Transport and Public Service Workers - OeTV), R. Dekeyzer and E. Baudet (Belgian Transport Workers' Union - BTB) and B. Jonckheere (Secretary of the Committee of ITF Unions in the EEC).

#### Trade union-Management Joint Committee set up for EEC road transport

The Joint Committee of trade unions and employers in the road transport industry within the European Economic Community (EEC), the establishment of which was promised by the Council of Ministers as long ago as June 1965, was finally set up in Brussels on 21 December 1966. The newly established body, on which the ITF Brussels Committee is strongly represented, has a consultative status with the institutions of the Community and will deal with various economic and social questions relating to road transport.

GERMANY  
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#### Railwaymen celebrate 70 years of trade union organization

Seventy years ago in Hamburg, on 13 January 1897, German railwaymen founded their first trade union. The authorities took sharply repressive measures against these first organizational efforts, but the railwaymen stood their ground, and their Union weathered the storm. This union was one of the pioneers of the 8-hour working day, which was first introduced in 1919.

In 1925 the various railwaymen's organizations joined forces to form the United Railwaymen's Union of Germany, which, along with other democratic groupings, was a victim of the Nazi take-over in 1933. But the fight against oppression continued underground, and after the war, in 1948, the railwaymen formed their present Union, the Gewerkschaft der Eisenbahner Deutschlands.

NORWAY  
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#### Airline unions join forces

Three Norwegian unions representing airline personnel have set up a joint body to further the interests of air transport employees. The new inter-union organization, set up under

the auspices of the Trade Union Confederation (LO) and to function under an LO Chairman, will provide a more effective means of defending the collective interests of the airline staffs represented by the unions. The organizations involved are: the Metal Workers' Union (Jern- og Metallarbeiderforbund), affiliated to the ITF for the airline ground staff it represents, the Commercial Employees' Union and the Technical and Supervisory Employees' Union. The joint body will be run by a committee of 25 delegates and a 5-man executive.

SOCIAL	AND	INDUSTRIAL	NEWS
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AUSTRALIA  
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Agreement ends pilots' strike

The 27-day strike of Qantas Empire Airways pilots ended on 21 December with a settlement providing for pay increases and for improvements in flight and working arrangements. One of the terms of the settlement, which forestalled Government plans to invoke criminal procedures against the pilots, required that a new contract should be negotiated by next March. Pay increases are awarded of between 26 and 30 per cent, in return for the pilots' cooperation in plans to achieve higher productivity. These may mean the dropping of the specialist navigator on some routes. Regarding the crew complement issue, the settlement provides for a 4-man crew on the Sydney-Tasman, and Sydney-Nouméa routes, (two pilots, flight engineer and navigator).

GREAT BRITAIN  
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Officers to submit pay claim

The ITF-affiliated British Merchant Navy and Airline Officers' Association (MNAOA) is to submit a claim for salary increases and other improvements on behalf of 40,000 maritime officers and cadets.

The Association wants an increase of at least 10 per cent in salaries and the introduction of a service bonus for uncertificated officers, which would amount to £6 a month after four or five years. Also sought is an amendment to the prolonged service abroad agreement, which would provide an additional 10 per cent after 6 months rising to 15 per cent after 9 months and finally to 20 per cent after 20 months. The present prolonged service bonus is 10 per cent for 12 to 18 months and 15 per cent for more than 18 months.

### Union demands fairer conditions for fishermen

The ITF-affiliated Transport and General Workers' Union (T&GWU) has demanded amendments to legislation covering fishermen. The Union wants the skipper's disciplinary powers to be curtailed and calls instead for a system whereby offences are dealt with by a shore-based joint committee of union and employer representatives. Crews should be free to elect their own representatives with authority to bring any grievances before the skipper and even to raise objections against orders to fish under dangerous conditions. The British fishing industry, the T&GWU points out, has twice the fatal accident rate of coal mining and twenty times that of manufacturing industry.

MALAYSIA  
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### Arbitration court decides in railwaymen's favour

The Industrial Arbitration Tribunal in Kuala Lumpur has ruled in favour of the ITF-affiliated Railwaymen's Union of Malaya (RUM) in its dispute with the Railway Administration over the transfer of 9,000 workers to monthly-rated employment. An agreement concluded in 1963 following a strike provided that these previously daily-rated railwaymen should in future be entitled to benefits enjoyed by monthly-paid employees. Their subsequent transfer to the Government's Industrial Manual Group, however, deprived them of certain of these benefits. The Tribunal's Award, handed down on 30 December, has now clarified the disputed interpretation of the 1963 agreement by ruling that the railwaymen involved should be entitled to the full benefits of monthly-rated public service status.

NETHERLANDS  
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### Unions refuse cooperation in Government wage policy

The Dutch Trade Union Confederation (NVV) has refused to cooperate in the working out and implementation of the limited wage improvements which the Government has imposed for the coming year.

When the trade union centres and the employers failed to resolve their differences on overall improvements in wages and the way in which increases were to be distributed, the Government stepped in with its own solution. This provides for an increase in the legal minimum wage (from 120 to 126 Guilders per week) and for overall increases in wages and salaries of 4 per cent on 1 January and 1½ per cent on 1 July.

The NVV welcomes the increase in the minimum wage and has no particular quarrel with the percentage increase, since it represents a fair compromise between the unions' demands and the employers' offers. However, it rejects the Government's

insistence that there should be no reductions in working hours and that no allowances should be made for possible rises in the cost of living. Nor can it accept the Government's refusal to apply some degree of restraint to other forms of income, such as profits and dividends, and to consider a certain overstepping of the norm for purposes such as pension improvements.

NORWAY  
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New social security scheme comes into effect

Norway's new comprehensive social security scheme came into effect on 1 January. The new scheme replaces all previously separate arrangements for old age pensions, disability pensions, rehabilitation assistance, widows' pensions, orphans' benefits, death benefits, maternity allowances and child allowances. It will ultimately be extended to cover the whole field of social security, including sickness, unemployment and industrial accident insurance. All persons permanently domiciled in Norway are covered by the scheme, as also seafarers serving aboard Norwegian ships and paying tax to the Norwegian Exchequer. Contributions have been fixed for 1967-1970 at 4 per cent of wages per year for employees and at 7 per cent, rising each year by 0.6 per cent to 8.8 per cent in 1970, for employers. The old age pension, financed by the scheme and payable at age 70, is to be structured in two parts: a basic pension and a supplementary pension, the latter based on a system of points determined by yearly earnings. The final amount of the supplementary pension will be based on the 20 highest annual point ratings recorded during an employee's working life.

UNITED STATES  
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New TWU contracts for Pan-American employees

The new contracts of the ITF-affiliated Transport Workers' Union of America with Pan-American World Airways covering maintenance and ground service personnel, port stewards and flight service personnel have now been ratified by the members concerned. The contracts for ground staff provide for an average increase of 18 per cent over two years. The flight service contract also provides for increases phased over two years. The salary of a steward or stewardess with three years service for a 67 hour month goes up by \$24.13 to \$506.56, retroactively from 1 July 1966, rising to \$558.48 by 1 January 1968.

FORTHCOMING MEETINGS  
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| Road Transport Workers' Section Committee | - London, 2-3 February 1967 |
| Management Committee                      | - London, 3-4 March 1967    |
| Seafarers' Section Conference             | - London, 3-5 April 1967    |

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AFFILIATED UNIONS REQUIRING FURTHER  
INFORMATION ON ANY ITEM IN THIS  
NEWSLETTER MAY OBTAIN IT ON REQUEST  
FROM THE SECRETARIAT OF THE ITF.

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