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NEWS AND VIEWS FROM THE ITF

Statement on Middle East Crisis

An ITF statement on Freedom of Navigation in the Middle East has been cabled to the United Nations Secretary General, with a request to submit it to the UN General Assembly. In the statement, the ITF deplored recent events in the Middle East and called upon the Governments concerned and the United Nations to use all their good will for the establishment of a lasting political solution. It regarded any restriction of the freedom of navigation as a threat to peace and to the ultimate aims of all peoples of good will. The ITF noted with concern that the closure of the Suez Canal was seriously affecting the well-being of seafarers of many nations as well as of thousands of port and dock workers in the many harbours affected by the closure. It called on all interested Governments and on the UN General Assembly to ensure that the Suez Canal was soon reopened to the ships of all nations, and to ensure the application of the provisions of the UN "Convention on the Territorial Sea and Contiguous Zone", in particular Article 16 which stated: "there shall be no suspension of the innocent passage of foreign ships through straits which are used for international navigation between one part of the high seas and another part of the high seas or the territorial sea of a foreign state."

ILO Convention on Maximum Weight to be Carried
by one Worker

The 1962 International Labour Conference has adopted, by the required two thirds majority, a Convention concerning the Maximum Weight to be Carried by one Worker.* The Conference also adopted a Recommendation which supplements the Convention.

The Convention is a short one, consisting of only eight operative articles, and the articles are expressed in terms of general principles only. But in spite of this, the articles are extremely important and clear in their language. The main article states that "no worker shall be required or permitted to engage in the manual transport of a load which, by reason of its weight, is likely to jeopardize his health

* The voting was: 196 in favour, 74 against, and 54 abstentions.

or safety". Equally important is the article which states "where women and young workers are engaged in the manual transport of loads, the maximum weight of such loads shall be substantially less than that permitted for adult male workers".

Great importance attaches also to the other articles. One is designed to ensure that all relevant factors concerning the physiological characteristics of the workers, the nature of the particular job of weight carrying, and the environment and conditions in which it is performed, shall be taken into account. Another requires that any worker assigned to manual transport of loads shall receive appropriate training or instruction in working techniques.

Details of the way in which the principles of the Convention should be applied are dealt with in the Recommendation. The key paragraph states that where the maximum permissible weight may be more than 55 kilogrammes (121 lbs), it should be reduced to that level as soon as possible. With regard to loads carried by women and young workers, the Recommendation still only states that they should be "substantially less" than for adult male workers, but the official report on the discussion on the subject specifies what is intended by this phrase, namely: in the case of young workers the maximum permissible weight should be approximately 40% of that permitted for an adult worker, in the case of women approximately 50% of the weight allowed for men.

The Recommendation further contains more detailed provisions dealing with the training and instruction in work techniques, medical examination of workers assigned to regular manual transport of loads, with additional safeguards for young workers and pregnant women, and generally elaborates on the principles contained in the Convention.

As stated, the provisions of the Convention are general in character, and the same applies, though to a much lesser extent, to the Recommendation. The purpose of this is to make it possible to allow for the wide differences in individual cases of load carrying and also for the widely varying possibilities of countries to apply this reform. There is no doubt, however, that the Convention and the Recommendation, taken together, constitute a social reform of the highest order. At the same time, like all measures for greater labour efficiency and productivity, their ratification and implementation at the national level will mark the attainment of a goal which has been pursued with the ILO by the ITF and other organizations over a period of more than forty years.

ITF representative addresses ILO Conference

The ITF was represented at the fifty-first session of the International Labour Conference by the General Secretary, Mr. H. Imhof, and by Mr. R. Santley, Secretary of the Seafarers' Section. The speech given by Mr. Santley is contained in a Supplement to this Newsletter.

TRANSPORT AND THE TRADE UNIONS

INTERNATIONAL

International body to discuss container standardization

The International Standards Organization, meeting in Moscow at the end of June, is to discuss international standards in container sizes. However, the establishment of universally acceptable standards is likely to be difficult, because developments on the North American continent are much more advanced than those in Europe, and the United States and Canada have been pursuing their own course in containers for many years. Unless a last minute compromise is reached, it is likely that there will be two major standards in use throughout the world.

EUROPE

European Ministers discuss road safety and driving time

Transport ministers from 16 countries attended the 25th European Conference of Ministers of Transport (ECMT) in Hamburg on 12-15 June. The theme was road safety, and one of the main items on the agenda was international bus travel. The Conference recommended that a speed limit for buses be laid down and enforced, and that technical safety tests on buses be carried out more

frequently than before. It considered that more attention should be paid to drivers' training, and reached agreement on the need for uniform driving times and rest periods for bus and lorry drivers throughout Europe.

DENMARK

Danish Seamen's Union calls for stricter checks on foreign crew

The new General Secretary of the ITF-affiliated Danish Seamen's Union (Sømaendenes Forbund), Mr. Johannes Nielsen, explained that Danish law is being evaded on board Danish ships in the Far East by reducing the Danish crew and signing on so called "mechanics" whose qualifications and sea-going experience do not come up to required standards. Mr. Nielsen suggested that all foreign seamen be required to have their papers checked by Danish Consulates. When asked about the proposed amalgamation of the Seamen's Union with the ITF-affiliated Marine Firemen's Union (Søfyrerbødernes Forbund), Mr. Nielsen felt that both unions were in favour. He thought a Seamen's Union should include sea catering staff, and that efforts should be made to form a federation of navigators and telegraph operators. Another vital problem to be dealt with was the organizing of crews in coastal shipping, of whom about 2,000 are not union organized at present.

FRANCE

French coastal fishing limits extended to 12 miles

By a decree of 9 June, the French Government has reserved for French fishermen the waters up to 12 nautical miles off the coast of France. French territorial waters will be limited to 3 miles as before, in line with the 1964 Convention of London. Fishing rights of foreign fishermen will be recognized on a temporary basis for a period of two years. This applies particularly to Belgian and Spanish fishermen who customarily fish these waters, and who will be allowed to fish from 5 to 12 miles from the coast on a permanent basis, provided they observe French fishing regulations.

GREAT BRITAIN

New road safety measures for the professional driver

A reduction in the maximum working day for all drivers of goods and passenger vehicles is proposed in new rules on maximum permitted hours, issued by the British Ministry of Transport on 7 June. The main changes proposed are a reduction of the maximum working day for drivers to 11 hours from the present 14; reduction of maximum driving time from 11 to 9 hours in any working day; increase in the daily rest period from 10 to 11 hours; and the reduction of maximum working time in any week to 60 hours, with one compulsory rest day each week. At present a driver can work seven days a week. It is proposed to make enforcement of the law more effective by requiring tachographs (recording instruments) to be fitted to lorries over 30 cwt. unladen weight, and to all buses not employed wholly or mainly on stage services, and by strengthening the powers of Ministry examiners. A new personal log book would replace existing records required for lorry drivers, and would be introduced for the first time for bus drivers, enabling Ministry examiners to detect more easily drivers who exceed the legal maximum number of hours at the wheel by taking more than one driving job.

Two other aspects of accident prevention are dealt with in the recently completed 1967 Road Safety Act - drink and driving, and the safety of goods vehicles. New provisions for the testing of heavier classes of goods vehicles are expected to come into force in 1968.

NORWAY

New weather buoys off Norwegian coast

The Norwegian Meteorological Institute will shortly be placing a series of weather buoys in the North Atlantic at distances of 125 to 625 miles off the Norwegian coast. The buoys will transmit automatic three-hourly weather reports, making it easier for the Institute to watch the areas where storms develop. A two-way radio system will also make it possible for the Institute to obtain information during the periods between the automatic three-hourly reports.

UNITED STATES

Rapid containerization forecast for Port of New York

The Port of New York Authority has issued a comprehensive report entitled "Container Shipping: Full Ahead". The report predicts that by 1975 half the ocean-borne general cargo moving through the port of New York will be handled in containers, as compared with only 12% in 1966, and that ultimately container ships will replace most conventional break-bulk ocean carriers in US foreign trade. It predicts that in 1975, on trade routes where there is not enough containerizable cargo to make full container ships profitable, combination ships will be used with only part of their capacity devoted to container cells, but that even on these routes there will be a gradual shift to full container ships. It is forecast that the New York - New Jersey port will be the world's foremost container loading centre, because of its 10-year head start in berths for container ships.

US Coast Guard regulations to combat "floating firetraps"

The long campaign of the ITF-affiliated National Maritime Union of America (NMU) against "floating firetraps" has culminated in new US Coast Guard regulations requiring operators of all foreign and American passenger ships of over 100 gross tons to specify in any promotional material distributed in the US whether or not the ship meets 1948 and 1960 International Safety Standards, and 1965 fire safety requirements. The ship's country of registry must also be identified under new Honest Label laws.

Reprieve for the Savannah

The US House Appropriations Committee have overruled President Johnson's plan to cease operating the nuclear ship Savannah. The ITF-affiliated National Maritime Union of America (NMU) and Brotherhood of Marine Officers (BMO) had previously joined with other unions to prevent the announced lay-up.

SOCIAL AND INDUSTRIAL NEWS

CANADA

Wage increases for British Columbia pilots

The ITF-affiliated Canadian Brotherhood of Railway, Transport and General Workers has negotiated a new working agreement for pilots of the British Columbia Air Lines. The new agreement provides wage increases of up to 6%, and other important achievements, including a pilots' training programme for the transition from visual flying to instrument flying regulations, with salaries paid during training.

24% increases for Canadian Ferrymen

Substantial improvements in wages and working conditions have been gained in a new working agreement for members of the ITF-affiliated Canadian Brotherhood of Railway, Transport and General Workers employed in the Canadian east coast marine industry. The agreement, signed on 31 March, gives the ferrymen 24% wage increases in a 2-year contract, a reduction in the work-month from 195 to 174 hours, and improved overtime and retention pay.

FRANCE

Settlement of French merchant navy dispute

The nationwide strike of French merchant navy officers and seamen ended on 8 June after officers had been on strike for six weeks and men for nearly two. Officers and men were offered a pay rises of 5%, and other benefits which the companies claimed totalled 7%. The seamen's unions have signed the agreement with the employers. The officers' unions are still pressing for 8%, but have called off the strike in the face of threats to requisition the fleet and pressures from the shipping companies. The settlement plan does not cover tug crews and officers, and tug officers called strikes in many French ports from mid-June.

GREAT BRITAIN

10% rise for Merchant Navy Officers

Following representations by the ITF-affiliated Merchant Navy and Airline Officers' Association, the Prices and Incomes Board has agreed to a 10% rise in the minimum National Maritime Board (NMB) rates of Merchant Navy Officers pay, to be effective from 3 July. Officers paid on company scale rates 19% above NMB rates, are to receive only half the increase on that date. The remainder will form a pool from which companies can draw in devising a new salary structure, to come into force between October 1967 and January 1968.

5,000 strike in London goods terminal dispute

Some 5,000 workers at 26 London freight depots have come out on strike in support of men at the new Stratford depot who are "blacking" the new terminal because it is partly manned by employees of private hauliers. The ITF-affiliated National Union of Railwaymen (NUR) have rejected a call from London branches to make the strike a national one. Meanwhile, talks are being held between the NUR negotiating team and the British Railways Board in an attempt to reach a settlement.

New holiday agreement for trawlermen

A new holiday agreement has been negotiated between the ITF-affiliated Transport and General Workers' Union (TGWU) and the trawler industry's National Joint Industrial Council, giving 12,000 trawlermen up to 46 days paid holiday a year. In addition to the previous 26 days annual leave, there will be an extra five days for men with 221-260 days at sea, ten days for 261-300 days at sea, 15 for 301-1320 days, and a maximum holiday entitlement of 22 extra days for men with over 321 days at sea.

The TGWU and the Lowestoft Fishing Vessel Owners' Association have announced that the Government has approved pay and bonus increases for the 1,200 fishermen of the Lowestoft fishing fleet. Increases vary between 14s and 16s on basic rates and the maximum continuous service bonus has been doubled to £50. The increases had been agreed on earlier, but were held up by the "freeze" on 1 July, 1966.

MEXICO

Strike of Mexican Airline Pilots

The Mexican airline Aeromaya SA was grounded on 3-4 June by a strike called by the ITF-affiliated Union of Airline Pilots (ASPA). The strike was called because the company refused to negotiate work agreements with the union.

NETHERLANDS

Deadlock in Dutch seamen's pay talks

Negotiations on changes in wages and working conditions in the Dutch merchant navy, which started on 6 April 1967, have reached deadlock. The Dutch seamen's union has now given notice that it will terminate its collective labour agreement with the employers on 17 August, unless a satisfactory solution is reached before that date.

NORTHERN IRELAND

Pensions scheme for Belfast Dockers

Agreement has been reached on a pension scheme between Belfast port employers and the ITF-affiliated Amalgamated Transport and General Workers' Union, representing 600 workers at the cross-channel berths. It is hoped to launch the scheme in the autumn,

using the English agreement as a model. The union will now also look into the question of a pension scheme for all Northern Ireland ports.

UNITED STATES

Union victories for airline employees

American Airlines has offered to rehire 75 stewardesses dismissed because they married, but announced it will file a suit challenging the arbitrator's decision, which was hailed by the ITF-affiliated Transport Workers' Union of America (TWU) as a victory in the long battle of AFL-CIO unions to eliminate restrictions against women workers. The arbitrator directed that a stewardess who was dropped from the payroll in May 1966, six months after her marriage, be reinstated with full back pay. TWU have also said that the union will continue its struggle to change another rule which lays down 32 as the mandatory retirement age for American Airline stewardesses. In other arbitration cases, one board ruled that Allegheny Airlines' policy of dropping married stewardesses was unreasonable, whereas another upheld United Air Lines' dismissal of a married stewardess. Both boards referred to pending cases before the Equal Employment Opportunity Commission.

The TWU have won another arbitration award, limiting scheduled on-duty time. The award comes into operation on 1 July and stipulates that no Pan American Airways flight service employee shall be on duty for more than a maximum of 14 hours twice a month or 12 hours at other times. The Union argued that flight service employees were called upon to work excessive hours, and could be on duty for as much as 15 or 16 hours, compared with the normal eight-hour day in other industries.

The Air Transport Division of the ITF-affiliated Brotherhood of Railway Clerks on Braniff Airways have negotiated a new agreement providing sizeable wage boosts and other new benefits. Some employees will receive \$100 a month in three steps over 27 months, with the first increment retroactive to 1 August 1966, as well as other benefits.

Congress rejects compulsory mediation for US rail dispute

President Johnson's proposal for a 90-day "mediation to finality plan" for the United States rail dispute has been amended by Congress to eliminate proposals for compulsory mediation, while retaining the proposed 90-day cooling down period. This follows a concentrated campaign by the trade unions against attempts to "kill collective bargaining" on the railways. Since the Senate had previously approved the plan in its entirety, differences between the two Houses must now be resolved. The unions have agreed to postpone the strike until this procedure is completed.

6% wage rise for US Locomotive Engineers

The Brotherhood of Locomotive Engineers has reached agreement with the railroad companies on a nationwide basis. The agreement calls for a 6% rise in basic daily wage rates, backdated to August 1966, as well as a substantial increase for engineers who operate locomotives without a fireman-helper and other significant improvements.

US ships' officers strike over parity clause

Deck officers of the ITF-affiliated International Organization of Masters, Mates and Pilots (IOMMP) went on strike on 14 June, claiming parity with other maritime unions which have been given higher salary increases. The owners obtained a court injunction, claiming that the strike went against a no-strike clause in the 4-year contract. The IOMMP argued that the contract was no longer binding, since employers had broken the parity clause, but on 22 June they agreed to return to work pending arbitration.

"Seatrain" crews get manning increase and extra holidays

A manning increase and an extra holiday provision are being introduced on the SS Seatrain New York in compliance with the position taken by the ITF-affiliated National Marine Engineers' Beneficial Association (MEBA), District No. 1. The increase in minimum manning is from a chief engineer and 4 assistants to a chief engineers and 5 assistants. The holiday provision gives 4 extra days per 30 days of employment.

VENEZUELA

Dockers' Boycott action against countries trading with Cuba

On 6 June Venezuelan dock-workers boycotted the Japanese motor vessel Malacca Maru in action taken against vessels of nations trading with Cuba. The boycott was called to protest against guerilla and terrorist acts on Venezuelan soil. It has been announced that there will be a meeting of US and Latin American union leaders to discuss a possible continent-wide dockers' boycott.

PERSONALIA

Wälläri celebrates his seventieth birthday

Frans Niilo Wälläri, President of the Finnish Seamen's Union since 1938, celebrates his seventieth birthday on 6 July. The ITF will be represented by its Vice-President, Helge Pettersson, at the celebrations. Wälläri went to sea at sixteen, and, after active work in the Finnish labour movement, was elected General Secretary of the Seamen's Union in 1931. He led the fight for survival against fascism before and during the war, and has fought hard for advances in wages and working conditions for Finnish seamen. We congratulate him on his seventieth birthday, and wish him continued success for many years to come.

Civil Aviation Section Secretary resigns

Mr. K. A. Golding has resigned from the ITF after nearly twenty years with the Federation, and has taken up the appointment of Industrial Secretary to the International Federation of Air Line Pilots' Associations (IFALPA). An active member of the Labour movement, and a member of the Transport and General Workers' Union for more than eighteen years, he joined the ITF as a Research and Publications Assistant in 1948. In 1954 he became Chief Research and Publications Officer, and was promoted to Head of Department as Section Secretary in 1960. In 1966 he also became Civil Aviation Section Secretary, having previously dealt with all normal work of that Section for several periods since 1950. In all these capacities he has given loyal and indefatigable service to the ITF and our very best wishes go with him.

FORTHCOMING MEETINGS

Road Transport Section Conference	- Berlin, 13-16 September 1967
Fishermen's Conference	- Hull, 17-18 October 1967
Management Committee	- Innsbruck, 1 November 1967
Executive Board	- Innsbruck, 2-5 November 1967
Civil Aviation Section Conference	- Amersfoort, 6-9 November 1967
29th ITF Congress	- Wiesbaden, 28 July - 3 August 1968.

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

*SUPPLEMENT: The fifty-first session of the International
Labour Conference.*

---ooOoo---

LATE ITEM

NUR call off London rail strike

The National Union of Railwaymen's conference decided on 3 July to order the 5,000 strikers at 25 London freight depots to return to work. Representatives of the depots concerned have accepted the conference decision. The British Railways Board have offered to safeguard all jobs, including those held by 35 railwaymen originally declared redundant, and to increase the railwaymen's work force by 40 in the next four months.

SUPPLEMENT TO NEWSLETTER No. 6

Speech by Mr. R. Santley, ITF representative at
the fifty-first session of the International Labour Conference,
Geneva, 20 June 1967

I should like to begin by congratulating the ILO on the work done in the transport field during the period under review, especially in respect of fishermen's and railway and dock-workers' questions. Not all the results obtained have been completely satisfactory from the workers' point of view; nevertheless they represent a very solid achievement.

We are also very pleased with the ILO's programme for future work on behalf of transport workers. In September next the 20th Session of the Joint Maritime Commission will take place. In the spring of 1968 there will be, we hope, an ILO tripartite conference on the very urgent and important question of container traffic, and in the latter part of 1968 there will be an ILO conference on inland navigation questions. We are confident that these conferences will produce very valuable results for the workers concerned.

Having said that, however, I wish to mention two or three points arising from the Director-General's Report which are causing great concern to the transport workers organized in the ITF.

Violation of trade union rights in Greece, Spain and Argentina

First I should like to refer to the question of freedom of association, which is dealt with in paragraphs 264 to 267 of Part II of the Report. This is a matter of vital importance not only to the members of the ITF but to trade unionists everywhere. At the present time there is an alarming increase in restrictions on such freedom in various parts of the world. We are, for example, closely watching the present situation in Greece, in the hope that the current restrictions on civil liberties will soon be ended and normal democratic rights restored. We are also appalled by the continuing repression against workers and trade unionists in Spain, and particularly by the wave of arrests and incidents which preceded May Day in that country. We feel very strongly that these events should be roundly condemned by all those who support the concept of freedom of association.

Next I have to bring to the attention of the Conference the fact that the ITF has recently found it necessary to make a formal complaint to the ILO concerning violations of freedom of association by the Government of Argentina. I need not go into details, as the text of the complaint can be made available to delegates who wish to read it. At this stage it is sufficient to say that our submission concerns government intervention in the affairs of a legally constituted Argentine trade union, namely the Argentine Port Workers' Union, a refusal to accept a mediated settlement of a dispute concerning new working arrangements in which the ITF used its own good offices to the fullest extent and, finally, the arrest and imprisonment of the Argentine dockworkers' leader, Mr. Eustaquio Tolosa, on extremely specious charges.

Similar repressive measures have been taken against a number of other unions in the Argentine Republic which were trying to carry out their normal functions on behalf of their membership. We in the ITF feel that the situation of the trade unions in Argentina is now so desperate that a commission composed of the United Nations, the Organization of American States and the ILO should be set up without delay in order to make a full inquiry into the situation obtaining there. We also feel that immediate steps should be taken to ensure observance by the Argentine Republic of all Conventions which it has ratified, including the Freedom of Association and Protection of the Right to Organize Convention, 1948 (No. 87).

ILO Convention on maximum weights to be carried by workers

I now turn to another subject dealt with in Part II of the Director-General's Report (paragraph 38), and I should like to draw the attention of the Conference to the maximum permissible weight to be carried by one worker, which is also a separate item on the Conference agenda.

It is a question which has been before the ILO for many years, and we are hopeful that we are about to see the fulfilment of a longstanding aspiration of the workers concerned. The two instruments which were drafted by the Preparatory Technical Conference of 1966 are at present making good progress through the Conference Committee which is dealing with them. In our opinion, these instruments, which we hope will take the form of a Convention supplemented by a Recommendation, constitute a valuable social reform. We earnestly hope, therefore, that they will be adopted by this Conference by the largest possible majority.

Defects in ILO technical assistance programme

With regard to Chapter III of Part II of the Report, I would point to what we consider to be an important defect in the procedure for applying for assistance from the ILO. Under the present rules, requests for technical assistance must come from governments, that is to say voluntary organizations seeking assistance must make their approach through their governments, which formulate the request. With a tripartite organization like the ILO it would be better, in our opinion, if the organization seeking assistance could approach the ILO directly and have the benefit of the ILO's advice when formulating the final terms of the request. It would then be the task of the ILO to approach the government in question and seek approval of the project.

We also feel that in terms of quantity the allocation of assistance is not satisfactory from the trade union point of view. We consider that the important role which trade unions can play in increasing productivity should get more recognition and that greater opportunities should be afforded to trade unions to benefit from this kind of ILO activity.

Urgent problems in civil aviation

Finally, I would bring up another question which is of very close concern to the ITF. In paragraph 286 of Part II of the Report to which I am referring, there is a brief mention of the resolution on civil aviation matters which was adopted unanimously by the Eighth Session of the ILO Inland Transport Committee in November last. We have been hearing rumours - we sincerely hope that they are unfounded - to the effect that the next tripartite ILO meeting on civil aviation is not planned to take place before 1970. That is no less than nine years after the last such meeting.

By that time a whole new generation of aircraft - supersonic transports and giant subsonic jets alike - will be in airline service and will have brought with them a complete range of new technical and social problems, many of which are interlinked, for both flying staff and ground personnel of many different categories. In other words, the meeting would be held at a time when a whole host of new problems would present themselves - before the ILO had dealt with the old ones.

Need to strengthen ILO Industrial Committees

This strengthens our belief that the ILO can do effective work in the sphere of civil aviation only if it can give continuous attention to the industry's social questions. And this in turn can be guaranteed only by the creation of permanent tripartite ILO machinery for civil aviation. However, it will not be enough merely to introduce machinery. The free international trade union movement - and particularly the international trade secretariats - are far from happy at the steady decline over the years in the relative importance of the role of Industrial Committees and similar bodies within

the ILO. We believe that these committees provide an indispensable opportunity for healthy, lively discussions and bargaining on the labour and social problems of the industries with which they are concerned, and we deplore the consistent lengthening in recent years of the intervals between committee meetings.

It was to correct this trend that the Eighth Session of the Inland Transport Committee adopted a resolution advocating that the Committee should be convened at intervals not exceeding three years, for as the resolution stated the present long intervals seriously affect the impact of the activities of the Committee. The present unsatisfactory situation stems from a decision taken by the Governing Body of the ILO in 1958 concerning the frequency of meetings. We therefore strongly urge that decision should be revised and that early attention should be given to the resolution of the Inland Transport Committee, so that provision may be made for at least four meetings each year of Industrial Committees or similar bodies.

I conclude by expressing the earnest hope of transport workers throughout the world that this Conference will give due consideration to the points which I have raised on their behalf.

---ooOoo---