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TRANSPORT AND THE TRADE UNIONS

GERMANY  
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Stricter check on foreign charter planes in Germany

Following the recent air disasters involving charter planes, the German Minister of Transport has ordered a stricter check on foreign chartered aircraft in Germany. Aviation control bodies have been instructed to make a careful check on foreign charter planes, and to take the necessary steps if any safety defects are found or suspected.

SWITZERLAND  
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Swiss private railways to be nationalized

The Swiss Government has appointed a committee of experts to study the question of nationalizing the country's privately owned railways. The question has been under discussion by the Swiss Federal Government for a number of years. There are 63 private railway companies in Switzerland, and in 1965, 45 of them ran at a deficit. The private companies run a network of approximately 1375 miles and the state approximately 1875 miles.

UNITED STATES  
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Members of US officers' unions vote for merger

Opinion ballots in two ITF-affiliated US officers' organizations, the National Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates and Pilots (MMP) showed that both unions were strongly in favour of a merger of the two unions. The presidents of both unions have now expressed agreement on the next step in the merger, and an early meeting of the two merger subcommittees is expected

SOCIAL AND INDUSTRIAL NEWS

ARGENTINA

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Argentine railwaymen get 15% rise in basic pay

168,000 railwaymen working on the Argentine Railways are to receive a 15% increase in basic pay, a 25% rise in the travelling allowance, and an increase in family allowances, backdated to the beginning of February. The increase has been authorized by the Government, on the advice of the Technical Advisory Committee on Wages.

CANADA

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Canadian seamen threaten strike action for 40-hour week

Canadian maritime unions have threatened to strike early in August, unless sailors are given a 40-hour week. Leaders of five maritime unions, including the ITF-affiliated Seafarers' International Union (SIU), Canadian Merchant Service Guild, and the Canadian Maritime Union threatened strike action after learning that the Federal Government had granted shipping companies an 18-month exemption from the provisions of the Canada Labour Code, which requires a 40-hour week for all workers under federal jurisdiction. Negotiations for a new contract broke down soon after the SIU contract expired on 31 May. The union will be legally free to strike on 7 August. If it does call a strike, the other unions have agreed to walk off the job, too.

DENMARK

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Strikes called by Danish Deck and Radio Officers and Ferrymen

The ITF-affiliated Danish Deck Officers' Union and Radio Officers' Union of 1917 have given notice that they will call a strike to begin on 8 November, unless an acceptable pay offer from the Danish Ship Owners' Federation is made before then. The Danish Ship Masters' Union is also

planning to institute a strike, since the Ship Owners' Federation has rejected outright the Union's demand for a collective agreement. All ships of member companies of the Ship Owners' Federation would be affected by the strikes. An estimated 300 to 350 deck and radio officers would go on strike immediately, and others would join them as soon as their ships reached Danish ports.

A strike by 43 Danish ferrymen on the Mols-Line, originally called for 14 June and later averted, is to take place after all, on 21 August. A mediation proposal, containing minor social and economic improvements, was accepted by the employers, but rejected by the ferrymen - members of the ITF-affiliated Danish Seamen's Union - who demand improvements to bring them into line with their colleagues on other private ferry companies.

FRANCE

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French railway workers demand European transport planning

In a resolution passed at their Congress in June, the ITF-affiliated Railwaymen's Trade Union Federation (FO) condemned the Government's plan for massive cuts in railway services, and called for genuine transport planning, both at national and European levels. It stressed that nationalization of transport, putting an end to the economically disastrous struggle between different forms of transport, was the only way of ending the precarious situation of the majority of railwaymen. With regard to modernization programmes, the Congress demanded that the level of employment be maintained, that railway workers share the benefits of modernization, and that work previously carried out by employees of the SNCF should not be carried out by private companies.

GREAT BRITAIN

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British tanker crew get tradition-breaking agreement

A new agreement for tanker crews has been reached between the ITF-affiliated National Union of Seamen NUS, and Esso, which ends casual employment, increases leave from 48 to 72 days, and provides the average rating with annual pay of £1,032. Esso ships will get a permanent team from which the crew will be formed, and some of the crew will go ashore in rotation for leave and training. The NUS has agreed to the elimination of the old divisions of labour between deck, engine and catering workers.

One-man bus productivity deals referred to Prices and Incomes Board

Productivity deals affecting 220,000 busmen employed by private companies, London Transport and local authority bus undertakings, have been referred to the National Prices and Incomes Board, despite protests from the ITF-affiliated Transport and General Workers' Union (TGWU). At present 15% of the savings made with one-man buses are passed on to the men, but the TGWU wants this improved throughout the country to 40%.

Union issue directive on asbestos cargoes

A new move in the two-year-old controversy over the health hazard to dockers handling asbestos cargoes has been made by the ITF-affiliated Transport and General Workers' Union (TGWU). The Union has sent a directive to all members in the London docks, instructing them not to handle asbestos which is not packed in containers impervious to the escape of dust, unless a satisfactory type of mask is supplied. It considers that all new packs introduced, including palletised packs, do not overcome the escape of asbestos dust.

GREECE  
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New agreements for Greek seafarers

A new collective work agreement between the Union of Shipowners of Mediterranean Freighters and the Merchant Marine Captains of the ITF-affiliated PNO gives the captains a pay rise of about 20%. Other conditions remain the same. The PNO Stewards have also gained an increase in a new agreement for stewards on liners. The agreement gives an increase of 18% in basic monthly salary, and an increase in the Sunday allowance from 10 to 11%.

The Greek Merchant Marine Ministry has clarified the issue of Sunday work on ships. In accordance with the new collective agreement for foreign-going ships, every member of the crew is obliged, on the captain's demand, to work up to eight hours on Sundays, regardless of whether the ship is at sea or in port. No other allowance, except the 11% Sunday allowance, is payable for such work.

The Greek Merchant Marine Ministry has authorized officers' wives to sail on ships of more than 1,000 tons, on condition that appropriate safety provisions are observed.

NETHERLANDS  
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Threat of strike in Dutch coastal shipping

No agreement has been reached between the Dutch Seamen's Union and employers on improvements in wages and working conditions for seamen employed in coastal shipping. The Union has threatened to call a strike starting from 17 August, which would affect 7,500 men. New agreements have now been concluded for ocean going seafarers, tanker crews and tugmen, who had also threatened strike action.

NORWAY  
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10% pension rise for Norwegian Seamen

The Norwegian Parliament has passed a law providing a 10% increase in Seamen's gross pension, to take effect from 1 July, 1967.

UNITED STATES  
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Compulsory arbitration bill ends US rail strike

A government back-to-work order, rushed through Congress and signed by President Johnson on 18 July, has put an end to the US railwaymen's strike which had brought some 95% of the country's railways to a standstill on 16 July.

The order provides for a 90-day mediation period to enable a five-man Presidential Board to bring the two sides together. If there is no agreement in the first 60 days, the board will propose settlement terms. They become effective in another 30 days if no settlement is reached before then, and remain in effect, if imposed, until the parties reach a contract agreement, or until 1 January 1969, at the latest. The President named AFL-CIO President George Meany to the special board and designated Senator Wayne Morse as Chairman.

Chairman G. E. Leighty, of the ITF-affiliated Railway Labor Executives' Association (RLEA), charged that the new law is 'unfair and un-American'. He said Congress had told workers 'you must labour for government imposed wages for the profit of your private employers'.

PERSONALIA

Frank Hall retires from Canadian Railway Clerks

Frank Hall is retiring from the post of Canadian Executive Assistant to the President of the Railway Clerks, after just under half a century of active union membership. He joined the Clerks in the union's earliest days on the Canadian Pacific Railway in 1919, and held the post of Vice President from 1925 until he declined to run for re-election in 1963. He has been a member of the ITF Executive Board since 1960.

Helge Pettersson to retire

The Vice-President of the ITF, Helge Pettersson, will retire from his post as President of the Swedish Transport Workers' Union at the end of 1967, after more than 40 years of service in the Labour movement. He became President of the Union in 1961 and a member of the ITF Executive Board in 1962. He was elected Vice-President of the ITF at the 28th Congress in Copenhagen in 1965.

Pieter de Vries is 70

Pieter de Vries, former President of the Dutch Seafarers' and Fishermen's Union, and General Secretary of the ITF between 1960 and 1965, celebrated his seventieth birthday on 25 July.

CORRECTION  
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The date of the International Labour Conference referred to on page 51 of Newsletter 6 was, of course, 1967 and not 1962.

FORTHCOMING MEETINGS  
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|-----------------------------------|--|
| 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, 1-3 November 1967          |
| 29th ITF Congress                 | - Wiesbaden, 28 July -<br>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  
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German railwaymen demand overall transport planning - a  
policy statement of the German Railwaymen's Union.



German railwaymen demand integrated transport policy

In a detailed policy statement to the Ministry of Transport, the German Railwaymen's Union (GdED) has demanded an integrated transport policy for goods traffic. This supplement is a summary of the principles set out in the GdED statement, principles which do not apply only to the situation in Germany.

Surplus capacity means cut-throat competition

The effects of changes in the structure of the economy, and the transformation of production methods, particularly the shift to petroleum instead of coal in the chemical industry, are being felt more keenly every year. In the years up to 1980 there will be a sharp decline in the growth rate for transport, according to an authoritative prognosis. On the railways, inland waterways, and even in road haulage, difficulties can already be observed in the form of a decline in utilization of potential capacity. This leads to increasingly keen cut-throat competition among the different branches of the transport industry. Cut-throat competition is encouraged by the fact that transport has a comparatively low supply elasticity, owing to high fixed costs - unused capacity cannot be temporarily laid off as it can in industry. Every transport undertaking is compelled, simply in order to survive, to cut prices as much as, or even more than, its competitors, without regard to its true financial situation.

Regulation of capacity

The creation of stable markets in transport can only be achieved by regulating capacity. The fact that a large degree of substitution is possible between one mode of transport and another makes it necessary to coordinate the capacity of each, in accordance with a medium-term forecast of effective demand for transport in all fields. This cannot be achieved exclusively by fixing quotas. Technical progress in transport brings a constant rise in capacity, even with a system of quantitative restrictions. The extension and improvement of roads, railways, waterways and facilities brings special problems for capacity regulation. An excessively wide network, combined with lack of coordination of investment decisions for infrastructure in transport must lead to still further imbalance, and to uneconomic use of essential transport capacity.

Railways

Determining the capacity of the railways calls for a political decision, which should be periodically brought up to date in the light of newer developments. Economic and social considerations and the structure of industry must be taken into account. In order to reduce costs to a minimum, capacity regulation should aim at maximum utilization of railways for long-distance transport and haulage of heavy loads, and wherever railway sidings are available at both ends of the journey.

### Inland waterways

Regulation of inland waterway capacity should be worked out in line with the overall system. Canal building and improvement projects require special scrutiny, since they are of doubtful value, given the structural changes in bulk haulage mentioned above.

### Road haulage

The nature of the roads system creates special problems with regard to the limitation of capacity, since improvement plans are at present primarily aimed at the requirements of private cars. This leads to a steady increase in road haulage capacity as the speed of turnover is stepped up. Such difficulties could be cut down if a system of granting concessions was introduced for long-distance haulage. This would also improve market stability in road haulage, where the balance is still unsettled today. Concessions should be granted to established and reliable road haulage undertakings, which would have to run services, subject to obligation to carry, to maintain operation and to run to a timetable. In return for these obligations, and as an incentive to take on services of this kind, the enterprises would be given protection from competition with unlicensed competitors. Since several concessions may be granted in goods transport for one line, to meet the amount of transport required, there would be room for competition between road haulage undertakings, even if a system of concessions was introduced. Competition with other modes of transport would also be maintained, since in many instances concessionaires would have to compete with inland waterways and railways.

### Transport on own account

Any system of capacity regulation would be ineffective if it did not include companies carrying out transport on own account on roads and inland waterways. Much of this traffic could be carried out perfectly well by public transport without any difficulty or inconvenience for the company concerned. The easiest way to eliminate this sphere of transport would be to set up a system of permits. If such a system were not introduced, or not applied on an adequate scale, special taxes would have to be levied, to off-set the social-economic burdens borne by public transport. Pipelines are becoming increasingly common as a form of transport for own account, and should be subject to similar taxation.

### Cooperation between branches of transport industry

Another feature of the plan must be cooperation between the branches of the transport industry, and appropriate steps must be taken to encourage this.

As a starting point, advantage could be taken of changing conditions in warehousing. Since warehousing is increasingly shifted from the consumer to the producer, or to depots set up by the producer, it should be possible not only to intensify previous road-rail cooperation, but also to extend such cooperation to include inland waterways.

In the case of combined transport involving rail and ship, or rail and road (i.e. wherever there are no railway sidings), we must press for the introduction of uniform through rates, in the interests of shippers. Through rates for carriage by different forms of transport would also ease the way for container transport, and prevent money-wasting duplication of investment for terminals.

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