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TRANSPORT

EUROPE

European Agreement on Transport of Dangerous Goods by Road

The European Agreement on the International Transport of Dangerous Goods by Road (ADR) came into effect after Portugal announced her accession to it during the 27th session of the UN Economic Commission for Europe (ECE). The Transport Committee also proposed that a conference be organized before the end of 1968, to prepare a statement on "the transportation of containers".

EEC Committee on Inland Waterways

The Commission of the European Economic Community has decided to set up a joint advisory committee on social problems in inland waterways transport, through which the Commission will consult organizations of carriers, workers and others, whenever necessary. The Committee will include representatives of employers and of employees represented on the Committee of ITF Unions in the EEC.

FRANCE

World's first "Automark" ship

The first-ever automated ship to obtain the Automark notation by Bureau Veritas has entered service with the Union Naval of France. The 16,350 dwt. bulk carrier, Petraia, built in Japan, is designed to have automated and remote control systems for the main and auxiliary machinery, enabling her to operate for 48 consecutive hours with the engine room unmanned. Her main engine, generators and vital auxiliary machinery can be controlled from the wheelhouse or from the sound-proofed, air-conditioned engine control room. The Petraia also has extensive cargo handling gear, consisting of four electro-hydraulic deck cranes. She is manned by a total complement of 34, including 8 officers, 19 crew and 7 apprentices.

Network of high-speed trains for France?

The French National Railways (SNCF) aim to expand their network of high-speed trains. France already has the fastest train in Europe, le Capitole, which travels at speeds of up to 125 mph (200 kph) on the Paris-Toulouse route. This train has shown that high-speed trains are "very profitable". Although technical difficulties still have to be solved for trains travelling at over 150 mph (250 kph), the SNCF is hopeful that it could run trains at over 185 mph (300 kph), if the government decided to lay new track.

GREAT BRITAIN

"Automation in sea transport" - the benefits of ship routing

A system of mandatory lane lines, similar to air traffic control systems, has been recommended by the Port of London Authority river superintendent and harbour master, in a paper entitled "Automation in sea transport". The paper envisages an integrated sea traffic pattern - wholly automated and computer-linked - coordinating local areas, coastal waters and trans-oceanic activities. The author believes that once collision regulations and mercantile law have been overhauled, automation could take over to ensure higher average speeds in greater safety, and cut shipping congestion at port entrances. He foresees a master "router" computer, available at all times through an international computer language, eliminating the present r/t, message transmitting methods and giving ship and shore instantaneous information.

TRADE UNIONS

EUROPE

Committee of Trade Unions in the EFTA countries to be set up

Trade union representatives from six of the EFTA countries - but not Portugal - have decided to set up a coordinating committee for contacts with the trade union movement within the EEC. The committee, which will probably have its headquarters in Brussels, will represent about 14 million organized workers in the EFTA countries concerned.

ESTONIA

Estonian Seamen's Union celebrates its 25th anniversary

The Eesti Meremeeste Union, which has temporary headquarters in Sweden, celebrated its 25th anniversary on 7 February 1968. The union was founded in exile, and the majority of its members are Estonian seamen who, owing to the turbulent events of the Second World War and the subsequent occupation of their country by the Soviet Union, fled to the free world. The Estonian Seamen's Union has signed collective agreements with all Estonian shipowners who are resident in Western Europe, and these agreements guarantee conditions of pay and work which in general are equal to British standards. The Eesti Meremeeste Union has been affiliated to the ITF since 1950, and is a member of the ICFTU. Its elected Chairman is Chief Engineer Gustav Jerem, and Nikolaus Metslov has been acting General Secretary since 1950.

UNITED STATES

US railwaymen's organization calls for new approach to industrial relations

The ITF-affiliated Railway Labor Executives' Association is calling for the establishment of a joint labour-management committee, to foster harmony and cooperation in the industry. It is calling on management to appoint a committee of railroad presidents and other leaders to meet with the unions, to evolve new attitudes and new policies, including the prompt negotiation of good-faith settlements of disputes over wages and working conditions, implementation of labour agreements signed nationally by the railroad negotiators, prompt and reasonable handling of grievances, confidence in, rather than the downgrading of, employees, and support for railway labour on legislation and other matters of mutual benefit. The RLEA states: "These five policies, if adopted and implemented, would bring a new era to labour-management relations in the railroad industry ..."

Four US rail unions consider unification

Discussions are taking place on the proposed unification of four major US railwaymen's unions, which would result in the creation of a new organization representing nearly 300,000 railroad operating employees. The presidents of the four unions, the Order of Railway Conductors and Brakemen, the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Railroad Trainmen, and the Switchmen's Union of North America, issued a joint statement, explaining that work on the preparation of the various documents necessary for the creation of the new union would begin immediately. The documents will then be submitted to the various competent bodies in each organization, and finally to the members for a referendum vote.

SOCIAL AND INDUSTRIAL NEWS

CANADA

Dispute looms in Canadian ports

Negotiations on a new two-year contract between the ITF-affiliated International Longshoremen's Association (ILA), representing some 4,000 dock workers in Montreal, Quebec City and Trois-Rivières, and the Shipping Federation of Canada, have deteriorated. The federation has described as unacceptable the union's claims for an increase of \$1 an hour spread over a two-year period, 18 days' paid sick leave, and improvements in the pension and medical plans, and has requested the appointment of a federal labour conciliator. The ILA is also

asking for a return to the 22-man basic work gang (see report in Newsletter No. 11, 1967, page 99), stricter sling load limitations, and the right to empty and refill all containers and cargo pallets passing through the ports.

FINLAND

Finnish seamen agree to 9.8% pay increase and principle of general purpose manning

A new collective agreement for seafarers on foreign-going vessels has been signed between the ITF-affiliated Finnish Seamen's Union and the ship owners. The basic rate of pay for seamen will increase by 6.5% on 1 February 1968 and by a further 3.5% on 1 June 1968. Another important issue discussed concerns the introduction of "general purpose crews", and it was agreed in principle that a crew member who carries out work both on deck and in the engine room when necessary should receive an additional 10% of his basic wage.

Finnish dock strike

Over 3,500 dock workers in the nine icefree ports in southern Finland are currently striking for higher wages and longer holidays. The strike has come at the end of two months of negotiations; a mediation proposal was put forward, but rejected by the union side. The strike is over stevedores' wages, working hours and holidays, and wages and method of payment for truck drivers in the ports; the latter are demanding normalized working conditions and monthly wages.

GHANA

Ghanaian dockers' union presents proposals for decasualization

The ITF-affiliated Maritime and Dockworkers' Union has adopted proposals for a National Dock Labour Scheme to cater for the welfare and security of casual workers. The proposals envisage the setting up of a Central Registration and Allocation Office (CRAO), through which all employment would be channelled. All registered dockworkers would have to accept the obligation to perform any duties for which they were considered by the CRAO, and to make themselves available daily unless otherwise allocated by the CRAO. Employers would undertake to submit their casual labour requirements to CRAO at sufficient notice, to pay attendance money of not less than $\frac{3}{4}$ of the daily wage when a worker is requested to stand by for a whole day, to deduct union dues, and to pay a guaranteed wage to every worker reporting regularly to the CRAO for at least 2 weeks without being allocated a job. The proposals, which were prepared by the union's committee on decasualization questions, are being forwarded to the shipping companies for consideration.

GREAT BRITAIN

New safety measures and better pay for British trawlermen

Emergency safety measures for British trawlers fishing in distant waters have been introduced, following the tragic loss of three vessels off the coast of Iceland earlier in the year. A control vessel, to which trawlers will be required to report every 12 hours, will be stationed in the area; the control vessel, which will maintain a continuous radiotelegraphy watch and report to shore every 24 hours, will also supply trawlers with information on weather conditions. All distant water trawlers over 140 ft. long will carry a certificated wireless operator, if one is available, and every vessel fishing in distant waters must carry a certificated radio telephone operator, in addition to the skipper.

Scientific investigations into the loss of 60 men have revealed that more than one-third of trawler crews go to sea without protective clothing. A new type of crew-suit (originally developed for naval service operations) has now been brought to the attention of the Board of Trade and White Fish Authority. It is made from the multi-stretch rubber proofed nylon used in diving dress, and not only provides complete weather protection, but also minimizes immersion hazards, particularly important in bitter Northern waters. The slim fit does not hamper movements, and the two-piece suit, complete with fitted non-slip boots, close-fitting cuffs and protective weather hood, is expected to cost less than normal protective clothing already supplied to seamen.

At a meeting of the National Joint Industrial Council of the industry on 14 February, pay increases were agreed for 8,000 trawlermen, to take effect from 1 March. The national minimum basic rate for a qualified deckhand will rise by 12/3d to £14 a week, and the guaranteed minimum earnings throughout the country will be £20.6.10 $\frac{1}{2}$. The demand by the ITF-affiliated Transport and General Workers' Union (TGWU) for shop stewards aboard trawlers was rejected by the employers. However, a Committee of Enquiry is to be set up to look into all aspects of trawler fishing, including manning scales, working hours and remuneration.

General purpose crews for BP tankers

The BP Tanker Company has signed a productivity agreement with the ITF-affiliated National Union of Seamen under which ships will be operated by general purpose crews. The terms of the agreement are similar to those agreed between the union and Esso in July, and Shell in November, 1968 (see Newsletter No. 7 p.66 and No.11 p. 100, 1967).

New pay and productivity offer for British railwaymen

After nearly two years of negotiations, an improved offer has been made by the British Railways Board for a new pay and productivity deal for some 318,000 railwaymen, which would come into effect on 1 July. The first stage would provide a basic rate of £12.10 for the 46,000 men in the lowest grade (compared to £11-6 - £11-19 at present), and the second stage would affect some 55,000 trainmen, accelerating the introduction of two-man trains. The proposals would reduce the number of jobs by 12,500 over 18 months, in addition to the 12,000 redundancies expected this year as a result of modernization. However, this number would probably be cut by some 4,000, by reallocation of work, reductions in overtime, and natural wastage. Negotiations are now proceeding with the three railwaymen's unions involved.

NUS claims 5% pay increase and premium overtime rates

The ITF-affiliated National Union of Seamen (NUS) is to press a claim for a 5% pay rise for its 62,500 members, and demand - for the first time ever - premium overtime rates for weekend working on the basis of time-and-a-half on the basic hourly rate for any hours worked in excess of eight, Monday to Friday; time-and-a-half on the basic hourly rate for any work performed on Saturday; and double time for any work performed on Sunday. The NUS argues strongly that devaluation of the pound has hit its members harder than most other workers.

GREECE

Better food for Greek seamen

The committee set up to study basic diets for crews on board ships (see Newsletter No. 1, 1968, page 3) has submitted proposals for a properly balanced diet to the Greek Merchant Marine Ministry. The new standard menu - which has been described as "revolutionary" - contains a smaller proportion of fatty foods, cuts out heavily salted foods, and provides a higher overall vitamin intake. The basic portion of fat and staple foods will increase, and bread, milk, coffee, tea, etc., will be freely served to seamen.

INDIA

Victimization of unionists involved in Air India dispute

The ITF has sent telegrams to Air India management and to the Indian Minister of Civil Aviation, protesting at management orders for the punishment of 18 strikers and trade union leaders involved in last November's dispute between Air India and the ITF-affiliated All India Aircraft Engineers' Association (see Newsletter No. 11, p. 100, 1967). The dispute had previously been settled on assurances from the Minister of Civil Aviation that there would be no victimization.

ITALY

New collective agreements for 30,000 Italian seafarers

An agreement has been signed between the ITF-affiliated Federazione Italiana Lavoratori del Mare (FILM-CISL) and the private shipowners' associations for the renewal of the collective agreements which expired on 31 December 1967. The main benefits under the new two-year agreements, which affect more than 30,000 seafarers include a 5% rise in basic wages, an 8% increase on overtime rates, plus an increase of the special allowance for seafarers aboard tankers of up to 30,000 gross tons transporting inflammable cargo, from 20% of the basic pay to 22%.

MEXICO

Mexican airline workers gain 17% pay rise

Following a dispute with Braniff International Airlines, the ITF-affiliated Mexican Civil Aviation Workers' Union (SNTAS) has negotiated a contract giving a 17% salary increase; a 14-day rest period with 8 paid additional days; three weeks' Christmas bonus; transportation expenses; life insurance; and a 15% bonus for workers in Acapulco.

NETHERLANDS

Pay increases for KLM ground staff

Substantial pay increases for KLM ground staff have been negotiated by the ITF-affiliated Netherlands Transport Workers' Union (NBV). All salaries have been increased by 4%, from January 1968, and pay structures have been revised, resulting in better pay for all categories of ground staff. The working week has been shortened to 42½ hours.

GUATEMALA

Guatemalan railwaymen strike for payment of back wages

The ITF has appealed for support for its affiliated railwaymen's organization in Guatemala (SAMF). SAMF called its members out on strike on 4 January after all efforts had failed to force the local railway company (IRCA) to pay arrears of wages and other benefits. The total amount involved had by then reached the massive sum of US 1,900,000, over half of which was accounted for by wages that had not been paid since the end of September 1967. The company, a private concern, has pleaded inability to pay but has given no proof of it, nor indicated how it intends to meet its obligations. The ITF and a number of affiliates in

North and Latin America immediately made financial contributions with which the union has bought food and other necessities for its members. Further assistance is likely to be made by other organizations. The situation is being kept under close watch by ITF representatives since there is considerable concern at the possibility of political complications if the dispute were to last a long time.

PERU

New flight time limitations for Peruvian cabin attendants

In a new agreement for cabin attendants, signed by the ITF-affiliated Braniff International Airline Employees' Union, the Company has agreed to attempt to limit scheduled flight hours to 70 a month. There is to be a maximum of 255 flying hours per quarter on jet aircraft. The agreement also lays down a maximum of 11 scheduled flying hours in each period of 24 consecutive hours on flights with one or more intermediate stops, to be followed by a rest period of at least eight consecutive hours. Other clauses in the agreement provide limits on scheduled duty time, and salary increases for all cabin attendants and trainees.

SWEDEN

Duty times for cabin crews on jet aircraft cut to 12 hours

A dispute between the ITF-affiliated Swedish Commercial Employees' Union (HTF) and Transair over duty times for cabin crews on jet aircraft has been resolved through a mediator. The current three-year agreement between the parties covers propeller aircraft only, and provides for a maximum duty time of 14 hours in any 24-hour period. When demands for a reduction to 12 hours on jet aircraft were rejected, the HTF called a ban by cabin staff on all jet aircraft where duty times exceeded 12 hours. On 15 February both parties accepted a proposal put forward by the mediator, and duty times on inter-European routes have been brought down to 12 hours, while they remain 14 hours on routes outside Europe.

UNITED STATES

Manning agreement ends 5-day US trainmen's strike

A five-day strike by 6,000 trainmen against three major US railroads ended when agreement was reached between the companies and the ITF-affiliated Brotherhood of Railroad Trainmen. In spite of company pressure, no presidential emergency board was set up by the Government, and, after a single day's bargaining, the railroads agreed to withdraw their unilaterally imposed work rules which sparked off the strike. It was agreed that half of the present one-brakeman and one-conductor crews would be increased to two brakemen and a conductor by 15 February. The

carriers also agreed to further negotiations on the BRT's demand for minimum crews of two trainmen and a conductor on all runs. Negotiations are now being pressed with the four companies not involved in the interim settlement.

US flight engineers win substantial pay rise

A new contract negotiated by the ITF-affiliated Flight Engineers' International Association (FEIA) for flight engineers working on American Airlines gives members pay rises of 7% from August 1967 to March 1968, and up to 19.9% from March 1968. Other improvements include increased meal allowances and moving allowances, vacations of 3 weeks after 8 years, and 28 days after 15 years, and company payment of the entire cost of group insurance contributions for employees and dependents.

PERSONALIA

Lennart Franzén

With great regret we record the death of Lennart Franzén, a former Swedish translator with the ITF and until the time of his death an employee of the Swedish Railwaymen's Union. Franzén, who has suffered from ill health for many years, died from a heart attack whilst boarding a bus. He will be remembered by his friends at the ITF as a true and loyal colleague.

John Bothwell

John Bothwell has resigned as General Secretary of the Transport Salaried Staff Association (TSSA) of Great Britain owing to ill health. His successor will be named by the TSSA's Annual Conference in May. In the meantime, Percy Coldrick, Assistant General Secretary, has been appointed Acting General Secretary by the TSSA Executive Board.

FORTHCOMING MEETINGS *****

Dockers' Section Conference	-	London, 19-20 March 1968
Fair Practices Committee	-	London, 21-22 March 1968
Inter-Section Conference	-	London, 18-19 April 1968
Executive Board	-	London, 8-10 March 1968
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.

LATE ITEM

Australian airline unions fight for 3-man crew on DC-9

The flying of DC-9 aircraft with a 2 instead of a 3-man crew has led to a dispute between two Australian internal airlines, Ansett ANA and TAA, and the ITF-affiliated Australian Airline Flight Engineers' Association, who demand that the crew on all DC-9 aircraft should be two pilots and a Flight Engineer. The Australian Federation of Air Pilots have instructed members not to crew DC-9 aircraft from 1 March. Engineers will refuse duty on Boeing and Electra at Ansett ANA for at least a week if DC-9s are flown by scab labour. The dispute could also extend to the TAA. The Australian Flight Engineers stress the importance of the issue, and feel that the "future of Flight Engineering could be at stake".

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