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Resolutions adopted at Inland Navigation Section Conference

NEWS AND VIEWS FROM THE ITF

Inland Navigation Section Conference, London, 28-30 August

The Conference was chaired by H. Diers, Germany, and attended by delegates from Austria, France, Germany, Great Britain, the Netherlands, and Switzerland. The agenda included the proposed international programme, the ILO meeting on inland navigation, safety on inland waterways, education of boatmen's children, the effects of modernization and technological change, and regional developments. A sub-committee was set up to re-examine the international programme, and to report to the next Section Conference. The Conference adopted resolutions on safety on inland waterways, educational facilities for boatmen's children and modernization and technological change (see Supplement). A report on the meeting has been sent to all affiliates in the Inland Navigation Section.

Swedish union takes action against two flag-of-convenience vessels

The ITF-affiliated Swedish Seamen's Union inspected the Panama-registered ship s/s Amalia while at Oxelösund. The vessel was acquired by its present owners on 1 March 1968; union representatives found that a racially mixed crew of 20 were working under contracts which could only be described as slave contracts. The monthly salary of an AB was £38 (£18 for a coloured AB), and the overtime rate was 2/- per hour. The general state of the ship was deplorable and far below the provisions of the International Convention on Safety at Sea, ratified by both Panama and Sweden. The owners were informed that certain minimum requirements would have to be met before the vessel would be allowed to leave Oxelösund, and, under a threat of boycott action, the owners finally agreed to sign an agreement with the ITF, effective from 1 March, 1968, and to make the necessary payments to the ITF for the period; to compensate the crew for the fact that their diet during the last 20 days had consisted solely of bread and eggs; to increase basic pay and overtime rates retroactively from 1 March 1968; and to supplement safety equipment and make the vessel fully seaworthy in other respects.

The Swedish Seamen's Union was also able to make the owners of a Liberia-registered ship, the m/s Golar Fruit, sign the ITF agreement and make the necessary payments starting from 28 August, 1966. This was achieved in the 6 hours the vessel was in Gothenburg to discharge a small cargo of bananas.

ITF General Secretary at German Railwaymen's Congress

The ITF General Secretary, Charles Blyth, represented the ITF at the 8th Congress of the German Railwaymen's Union (GdED), held in Bremen from 7 - 11 October, 1968.

TRANSPORT

INTERNATIONAL

230% increase in air passenger traffic predicted by 1980

The International Air Transport Association (IATA) has predicted an increase of approximately 230% in air passenger traffic between 1967 and 1980. On the North and Central Pacific networks the increase will be as high as 630%. The number of aircraft is expected to rise by 25% by 1980, and by this date 80% of aircraft are expected to be jet.

The 103 member companies of IATA now have some 3,725 aircraft. They transported 184,568,000 passengers last year. These figures appear in IATA's 12th collection of statistics.

GREECE

Greek maritime industry supports junta

Evidence of the Greek maritime industry's support for the military junta is contained in the September issue of "Greek Shipping News", an information sheet published by the Greek Merchant Marine Ministry, which contains a list of the following subscriptions to the Greek government's call for a \$60 million bond issue, repayable over a period of 20 years: C. Lemos (US\$200,000), N. Vardinoyannis (\$150,000), John C. Carras (\$100,000), John M. Carras (\$100,000), Antoniou Bros. (\$50,000), E. Nomicos (\$25,000), Greek Seamen's Pension Fund NAT (\$2.5 million), the Greek Merchant Marine Officers' Welfare Fund (\$1.5 million) and Merchant Marine Ratings' Welfare Fund (\$1.33 million).

SWITZERLAND

Switzerland signs Customs Convention on welfare material for seafarers

Switzerland has ratified the Customs Convention concerning welfare material for seafarers. The Convention will come into force for Switzerland on 22 November 1968.

TRADE UNIONS

ITF affiliates celebrate anniversaries

It was in November 1868 that the small Conductors' Union from Amboy, Illinois, summoned together conductors from all over the United States and Canada to a meeting, which was to be the founding of the Order of Railway Conductors and Brakemen. Earlier that year the Illinois Central Railroad management had tried to destroy the infant union by threatening to replace any employee associated with the organization. Today, the ORC&B is again making trade union history, along with three other railway operating unions, in a concerted action to unite and form a new 300,000 strong organization (see report in ITF Newsletter No. 9, 1968, page 59).

The Norwegian Locomotivemen's Union was founded on 22 October 1893; it had a total membership of 333 in the first year. This figure had risen to 2,400 in 1954, but has now gone down to 1,875, because of rationalization and technical progress on the Norwegian Railways. The union has been affiliated to the Norwegian LO since 1919, and is a member of the ITF and of the Nordic Railwaymen's Union. The union is at present involved in negotiations to merge with the Norwegian Railwaymen's Union.

The Malta General Workers' Union celebrated its 25th anniversary on 6 October this year. The occasion was marked by a large open-air meeting, and the union president, Mr. Danny Cremona, in his anniversary message, paid homage to the founders of the GWU, who 25 years ago had called a meeting of all Maltese workers at Msida. In the 25 years the GWU had fought consistently to improve conditions, and he added that "the time has long passed since workers had to pay, make gifts and sometimes even give their wives away to secure employment".

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA

Qantas offers better pay for Australian stewards

Negotiations between Qantas and the ITF-affiliated Flight Stewards' Association of Australia have culminated in an offer of a substantial increase in salaries for members of the

Association, particularly those classified as Chief Steward or Second Steward. Increases range from \$2.20 to \$16.30 per week*. The Association argued in its submissions that increases were justified as a result of the increased workload on higher configured aircraft, and the lack of incentive under existing pay structures for Chief and Second Stewards to exercise their higher responsibility.

*Approx. Australian \$2,147 = £1 Sterling.

GERMANY

German railway and transport workers demand 8% pay rise

The ITF-affiliated German Railwaymen's Union (GdED) is negotiating for an 8% pay rise for 190,000 members. The Public Service and Transport Workers' Union (OeTV) is demanding a modern pay structure, in keeping with the introduction of monthly wages. Like the railwaymen, they are demanding an 8% increase in basic pay.

GREAT BRITAIN

Better contracts for British seafarers

Substantial improvements in the Merchant Navy Established Service Scheme came into effect on 7 October following a National Maritime Board agreement between seafarers' organizations and shipping companies. Under the scheme, originally introduced in 1947, seafarers are offered contracts either with an individual company or with the industry as a whole. The main changes now coming into force are that a seafarer can become eligible for a contract after 3 months' sea service instead of 12; and instead of being for fixed periods of 2 years contracts will be for a minimum of one year and continuous thereafter, subject to not less than 3 months' notice. In addition, unemployment and sickness benefit and travel and lodging allowances will be increased.

Pay and efficiency settlement for British rail supervisory staff

British rail supervisory and traffic control staff have won important pay improvements in a new pay and efficiency settlement negotiated between ITF-affiliated unions and the British Railways Board. The number of classes has been reduced, leaving only one pay structure instead of the four which existed hitherto, and the new rates of pay have been set so that incentive bonus payments can be eliminated. The agreement is regarded as the first stage of productivity discussions, and the results of the settlement will be subject to joint review, and taken into account in discussions on the 2nd stage.

JAPAN

Tentative agreement halts Japanese rail strike

A last minute compromise halted a half-day strike staged by two ITF-affiliated unions, the Japanese National Railway Workers' Union (Kokuru) and the National Motive Power Union (Doryokusha) as part of their campaign against the discarding of assistant engineers (see ITF Newsletter No. 3, 1968). The strike began on 20 September, but was called off after a number of concessions had been won by the unions. As a result of negotiations, a safety committee is being set up to study the question of eliminating assistant engineers from electric and diesel locomotives. Labour and management will then resume collective bargaining on the basis of the committee's report.

Meanwhile Kokuru has planned further strikes and work-to-rule tactics for December, in protest against other aspects of the Japanese National Railways rationalization plan involving the loss of some 50,000 railway jobs.

LUXEMBURG

Shorter working week for Luxemburg public service workers

The Luxemburg government has decided on the gradual introduction of the 40-hour-week. For staff working office hours, Saturday morning work will be confined to the months November to February for 1968-69 and to December and January for 1969-70. For staff doing shift work the working week will be shortened by means of special rest days. For staff working under other systems (in workshops, etc.) the reduction in working time should take the form of a shorter working day, in the opinion of the ITF-affiliated National Railwaymen's and Transport Workers' Federation (FNCTTFEL).

UNITED STATES

80-day cooling-off period imposed after US dock strike

75,000 striking members of the ITF-affiliated International Longshoremen's Association (ILA) returned to work on 3 October under the injunction process of the Taft-Hartley Act. The 80-day cooling-off period prescribed by the Act has since been imposed. Longshoremen in ports from Maine to Texas had gone on strike after their contract expired on 30 September. The ILA listed the following major demands in the negotiations for a new master contract covering not only New York but all other ports: a guarantee of 2,080 hours of work a year; wages of \$4 an hour the first year; pension benefits of \$300 a month at the age of 50 after 20 years of service; a provision that all containers be loaded and stripped at the pier. The employers had agreed to the

first three demands, but wanted to set aside a 1967 arbitrator's award on seniority, and weaken the royalty fund set up in 1959 to protect workers losing worktime on container ships.

ILA President Thomas W. Gleason told a presidential enquiry board that the Taft-Hartley injunction route is preferred by employers because it frees them from the need for collective bargaining. (See also Newsletter No. 9, 1968).

American rail unions win 10-11% pay rises

Two US unions affiliated to the ITF, the Locomotive Firemen and Enginemen (BLFE), and the Train Dispatchers have recently signed new agreements giving substantial wage increases to members. The BLFE has won 11% wage increases over two years, plus major improvements in vacations and holidays, and new liability insurance protecting employees required to travel in connection with their work. The Dispatchers have won a 10% increase: 5% backdated to July 1968, 2% effective from January 1969, and 3% from July 1969.

Meanwhile, the BLFE has initiated court action to compel railroads in the states of Washington and Oregon to comply with court orders requiring the employment of helpers (firemen) on locomotives operating within those states.

At the convention of the IAM in Chicago, railroad machinists regained the right to accept or reject contract settlements affecting them. IAM railroad shopmen will now receive a report on the tentative national agreement worked out with the railroad companies, and "will be afforded the privilege of voting acceptance or rejection of this agreement."

PERSONALIA

New General Secretary of the Finnish Ship's Officers' Union

The executive of the Finnish Ship's Officers' Union has unanimously appointed Uolevi Armas Larte to the post of General Secretary, to succeed Frans Fyhrquist. Fyhrquist had been General Secretary since 1946. Larte was born in 1927; he took his captain's exam in 1956, studied law and passed his barrister's examination in 1967.

Obituaries

Emil Edvardsen, President of the Norwegian Railwaymen's Union since 1963, and President of the Nordic Railwaymen's Union (NJU) since 1966, died suddenly of a heart attack on 25 September, 1968, at the age of 64.

Edvardsen was born in 1905. He began his working life as a painter's apprentice in a railway workshop, and joined the union on his first day at work, in May 1920. He was Treasurer of the Norwegian Railwaymen's Union in 1957, and was unanimously elected president in 1963. He became a member of the NJU executive in 1957.

Delegates to the 29th ITF Congress in Wiesbaden will remember him taking an active part in the proceedings. He will be sadly missed by all who knew him.

Johann Mladoschowitz of the Austrian Transport Workers' Union (HTV) and a member of the ITF Inland Navigation Section Committee, died on 24 September, 1968. The ITF sends its condolences to his family and colleagues. Anton Lux will now serve on the Section Committee on behalf of the HTV.

Andreas Thaler, General Secretary of the Austrian Railwaymen's Union from 1945 until 1958, and a member of the ITF Executive Committee for four years from 1954, died on 7 October, 1968, at the age of 73, after a long illness.

Andreas Thaler was born in Poysbrunn, Austria, in 1895. He learnt the carpenter's trade, and began working on the railways on his return home after the First World War in 1918. He joined the free Railwaymen's Union in 1919, and in 1934, when the free trade unions were abolished, Thaler was one of the men who began the difficult task of building up and leading the illegal trade union organization. For the next nine years, until 1945, he was to suffer innumerable persecutions; he was arrested many times by the Gestapo and thrown into prison for three years, barely escaping execution by the Nazis. It was due to his energy and determination that the Austrian Railwaymen's Union could be re-built so rapidly after the war. He retired in 1958 for reasons of ill-health.

Austria, the international labour movement, and, indeed, the world, have lost a great man - one who spent his life fighting for freedom and one who stubbornly refused to be crushed by the evils of fascism and totalitarianism.

FORTHCOMING MEETINGS

ITF Executive Board	- London 4-6 November, 1968
Civil Aviation Section Committee	- London 4 December, 1968
ITF Committee on Shipboard	
Automation and Rationalization	- London 12-13 December, 1968
Road Transport Workers' Section	
Committee	- London 15-16 January, 1969

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

SUPPLEMENT TO NEWSLETTER NO. 10

Resolutions Adopted by

Inland Navigation Section Conference,

London, 28-30 August 1968

(For report on the Conference, see page 64 of this
Newsletter.)

Safety on inland waterways

This Conference of the ITF Inland Navigation Section,
held in London on 29-30 August 1968,

NOTING the marked increase in hazards on inland waterways
in the different countries as a result of heavier traffic,
day-and-night navigation, and the introduction of new
forms of navigation:

NOTING ALSO the increased incidence of accidents on board
inland navigation vessels due to the intensification of
work and the heavier demands made on the crews;

DRAWS ATTENTION to the need for codified regulations
concerning safety of navigation and safety and health
of work in inland navigation.

REQUESTS the International Labour Organization and other
competent bodies to give consideration to the possibility
of establishing international minimum standards for the
areas mentioned.

---ooOoo---

Educational facilities for boatmen's children

This Conference of the ITF Inland Navigation Section, held in London on 29-30 August 1968;

RECALLING the consideration given by the ILO during the years 1945-54 to the question of educational facilities for boatmen's children;

RECALLING PARTICULARLY the international principle formulated at the 1949 session of the ILO Inland Transport Committee to the effect that children of inland navigation workers should have educational opportunities equivalent to those provided for other children, and the report presented to the Inland Transport Committee in 1954, on the extent to which this was observed in different countries;

REQUESTS the ILO to undertake a new enquiry into the progress made in implementing the 1949 principle in the intervening years, and to consider the desirability of taking further action in the matter.

---ooOoo---

Modernization and technological change

This Conference of the ITF Inland Navigation Section, held in London on 29-30 August 1968;

HAVING DISCUSSED the effects of modernization and technological development on social and working conditions in the inland navigation industry, with special reference to the structural changes taking place in the industry, the advent of unit-load systems, such as containers, pallets, LASH, etc.;

HAVING NOTED the statement adopted on the subject at the ITF Congress held in Wiesbaden, Germany, in July-August this year, particularly the parts of it referring to inland navigation, and noting also the policy formulated by the inland navigation workers' unions in the EEC countries with respect to redundancy caused by withdrawals of inland navigation vessels from service;

ADOPTS the following conclusions:

- The effects of the transformations which are taking place in the world of transport are also making themselves felt increasingly in inland navigation. Faster and larger vessels, new methods of propulsion and operation, notably the pushboat, conveying sets of barges and lighters in various formations, and the lighter-on-board-ship system, in which containers are used as inland waterway craft and loaded on and off sea-going vessels, intensification of operation by day-and-night navigation, these and other developments are not only increasing the carrying capacity but changing the nature of inland navigation.
- The workers and unions of the industry recognize that they have a part to play in making it as efficient and economic as possible, and that it is in their own interests as well as those of the industry and the users to ensure that inland navigation occupies its proper place in the transport system and the national economy as a whole.
- The increase in productivity and profitability of the industry should be accompanied by improvements in the position of the workers employed in it, both in terms of better working and living conditions and safeguards for their livelihood. The policy of the workers and unions in the inland navigation industry should therefore be based on the following guiding principles:
 - Real wages should be increased to an extent commensurate with the greater productivity of the industry.
 - Captive time should be recognized as working time.

- Manning standards should be such that crews can enjoy the rest periods on board required to avoid excessive strain and to ensure safe navigation under present-day traffic conditions.
- Leave periods between journeys should be such as to compensate for the greater intensity of work on inland navigation vessels:
- Forward planning of manpower requirements should ensure that adjustments of the labour force are effected by natural wastage, earlier retirement and controlled entry.
- Special attention should be given to vocational training programmes, providing for both basic training and additional training as required by technical progress in the inland navigation industry.
- There should be close management-union consultation before the introduction of measures or policies likely to affect the conditions or prospects of inland navigation workers.
- In case of withdrawal of tonnage from service, provision should be made to prevent redundancy of labour.
- If the withdrawal is temporary, workers should not be made redundant or suffer loss of income on that account during the period of withdrawal. In these cases, wages and other payments due should be continued by the employer concerned. If the withdrawal is permanent, provision should be made for social benefit payments at the same level as gross pay during such period as the worker concerned finds no other employment, subject to a maximum period of not less than twelve months. If the worker finds employment at a lower level of pay, he should be entitled to benefit equal to the difference, also subject to a maximum period of not less than twelve months.
- In the case of workers who become redundant as a result of permanent withdrawal of tonnage and are not more than five years from retirement age, the option should be given of earlier retirement on a pension equal to that for which they would have qualified on attaining normal retirement.
- In the case of workers affected by permanent withdrawal of tonnage, every effort should be made to facilitate re-employment by retraining and re-settlement.