



In case of reproduction, please mention source (ITF) · En cas de reproduction, veuillez mentionner la source (ITF) · Nachdruck bei Quellenangabe gestattet (ITF) · Var god ange källan vid eftertryck (ITF)

No. 11

November 1968

IN THIS ISSUE

Page

News and Views from the ITF

Social harmonization in transport - Statement by
ITF unions in EEC 72

Transport

ILO Meeting of Experts on Inland Navigation 73
ILO Seminar on Maritime Training for Asian Countries 73
UN Conventions on Road Traffic and Signs 74
Canadian government initiates review of maritime laws 74
Master of Greek ship fined in Australia - lifeboats
unfit 75
Japanese merchant fleet to double in six years 75
Commission to study rail passenger services in US 76

Trade Unions

ILO to investigate trade union situation in Spain 76

Social and Industrial News

40-hour week for Finnish seafarers 77
Fewer jobs for French seafarers 77
British General Purpose crew agreement 78
BOAC Flight Engineers gain 25% in pay and productivity
deal 78
London busmen bar women drivers 79
Grenada waterfront workers win new agreement 79
Shorter working week for Indian seamen 79
Italian unions call 24-hour general strike 79
Japanese seamen launch campaign for higher wages 79
5-day week for bus service employees in the Netherlands 80
US clerks win substantial wage boosts 80
US Supreme Court upholds "safe crew" laws 80
Pay increases for airline dispatchers in US 80

Personalia

Supplement

Meeting of ITF Executive Board, London 4-5 November 1968

NEWS AND VIEWS FROM THE ITF

Meeting of Executive Board, London, 4-5 November

See Supplement to this Newsletter,

Social harmonization in transport - Statement by ITF Unions in EEC

The Committee of ITF Unions in the EEC met in Brussels on 18 and 19 November under the chairmanship of Ph. Seibert, President of the German Railwaymen's Union (GdED). The meeting emphasized that in order to achieve a rational, planned transport market in Europe, it was necessary to establish strict rules for the coordination of investments, to put railway finances on a sound footing, to exercise strict regulation of capacity and access to the market, and to take firm steps for the harmonization and coordination of conditions of competition - particularly living and working conditions - for the different modes of transport.

The meeting adopted the following statement, which was submitted to the governments and competent bodies of the EEC:

At its meeting of 18 and 19 July 1968, after years of negotiations, the Council of Ministers drew up a first set of regulations concerning social harmonization in road transport. The regulations are to come into effect on 1 October 1969.

The ITF trade unions in the EEC welcome this agreement. However, they point out that if the regulations are to come into force on the date set, the Council of Ministers must, in accordance with Article 189 of the Treaty of Rome and the Council's decision of 13 May 1965, officially adopt the regulations before 1 April 1969.

In the interests of road safety, social progress and the harmonization of terms of competition in transport, the ITF affiliates in the EEC stress that the EEC's present negotiations with third countries - concerning harmonization of AETR provisions with the new EEC regulations - should on no account serve as a pretext for reconsidering the date on which the regulations are due to come into effect - 1 October 1969.

TRANSPORT

INTERNATIONAL

ILO Meeting of Experts on Inland Navigation

The meeting was held at the headquarters of the ILO in Geneva from 22 to 31 October. Four questions were on the agenda: minimum age for admission to employment, medical examination, vocational training, and certificates of competency. The meeting, which was tripartite in character (governments, employers and workers), unanimously adopted a resolution asking the ILO Governing Body to take urgent steps towards preparing and adopting international instruments setting minimum standards for the four questions mentioned. It also unanimously agreed to a set of conclusions which should form the basis of the proposed instruments.

Four of the six workers' participants came from ITF affiliates: A. Peham (Austria), H. Diers (Federal Germany), M. Chatterjee (India) and P. Bocker (USA), who were accompanied by H. Moellers (Federal Germany) and R. Santley (ITF) as technical advisers.

The results of the meeting will go to the ILO Governing Body, which is expected to convene a preparatory technical conference to discuss the proposed instruments, followed by an International Labour Conference which would finalize them.

ILO Seminar on Maritime Training for Asian Countries

A Seminar on Maritime Training for Asian Countries, organized under the UN Development Programme by the International Labour Office and the Danish Board of Technical Co-operation with Developing Countries, was held at the Scandinavian Seminar College, Holte, Denmark, from 29 September to 19 October, 1968. 25 participants from 10 Asian countries attended.

The purpose of the Seminar, at which the ITF was represented by D. S. Tennant, Chairman of the ITF Seafarers' Section, was to enable Asian Government officials and representatives of ship-owners' and seafarers' organizations - having a thorough knowledge and practical experience of the training and certification of seafarers in their own countries - to study conditions in Denmark, to exchange experiences, and to draw appropriate conclusions regarding various aspects of maritime training for possible application to their national shipping industries.

The programme for the Seminar comprised: a) a general study section concerning maritime training in Denmark and also the work of the ILO with respect to the training and certification of officers; b) a study section made up of lectures, discussions and reports on contemporary trends in maritime training for the various categories and grades of seafarers in advanced maritime countries - including training requirements in the light of changes in shipboard technology and organization of work on board ship; and c) a five-day field trip to schools for mates and masters, ships' engineers, motormen and deck ratings, etc.

To assist participants in evaluating the current situation in the Asian region, the Seminar had before it the texts of all lectures delivered by experts, statements dealing with maritime training in Asian countries prepared by the participants, plus a variety of other documentation concerning the question of seafarers' training in various countries, including an ILO document containing monographs of seafarers' vocational training programmes in 55 countries throughout the world.

UN Conventions on Road Traffic and Signs approved

Two international conventions aimed at facilitating road traffic and improving the safety of travel were opened for signature on 8 November. The new instruments were approved by the United Nations Conference on Road Traffic, which ended a 5-week session on 8 November. The Convention on Road Traffic and the Convention on Road Signs and Signals will come into force one year after ratification or accession by 15 countries.

The Convention on Road Traffic contains detailed rules of the road to be followed in each contracting State, and technical conditions and requirements for the admission of vehicles to international traffic. It obligates contracting parties to take measures to ensure that the rules of the road in force in their territory conform in substance to the provisions of the Convention and to a detailed set of technical requirements.

The Convention on Road Signs and Signals takes into account the existence of two primary systems of signs, the European and American.

CANADA

Canadian government initiates review of maritime laws

The Canadian government has initiated a study of the country's maritime law with a view to preparing legislation more in keeping with the nation's position as one of the world's major users of shipping. At present Canada makes more use of foreign-flag shipping than any of the world's other trading nations. It is therefore considered important for the protection of Canadian interests not only to modernize the content of shipping laws, but also to take into account points of view which are somewhat different from those represented in the more

traditional shipping acts of other countries. A thorough study of all aspects of Canadian maritime law is therefore being undertaken with a view to enabling the government to draft fundamental legislation dealing with ships, personnel and cargo, and the Canadian Transport Commission is embarking on an extensive study of costs and benefits if the country operates its own salt water fleet. The ITF-affiliated Seafarers' International Union has welcomed the study as a first concrete step in the direction of a restoration of a Canadian-flag fleet.

GREAT BRITAIN

Insufficient stability a factor in trawler disasters

An 18-day court of inquiry has found that two of the three British trawlers lost in January and February this year, taking a toll of 58 lives, probably sank because they were insufficiently stable to stand up to the combination of heavy ice formation, hurricane force winds and mountainous seas. The loss of the third ship is still a mystery. The Board of Trade, in conjunction with the British Shipbuilding Research Association, is about to start a programme of checking the stability characteristics of the entire distant water fleet of trawlers.

GREECE

Master of Greek ship fined in Australia - lifeboats unfit

The master of the Greek motor vessel Elias N. Pateras has been fined \$800 in an Australian court for breach of the Commonwealth Navigation Act in not keeping the vessel's lifeboats fit and ready for use at all times.

JAPAN

Japanese merchant fleet to double in six years

The Japanese cabinet has approved a programme to build trans-ocean ships totalling 20 million gross tons over a period of six years. This will more than double the size of the existing Japanese merchant fleet, which is approximately 17 million tons. The government is subsidizing the shipbuilding programme to the tune of 100,000 million yen (£114,942,500).

Japanese shipbuilders are to build a 370,000 dwt oil carrier - even bigger than the current world's largest, the 312,000 ton Universe Ireland. The new vessel will cost about £10½ million, and is due for completion in late 1971. It will have a capacity of about 103,390,000 gallons of oil, and will

have an IHI turbine engine with a output of 40,000 bhp, giving a service speed of 14.5 knots. The ship will carry crude oil from the Persian Gulf to the Nippon Oil Group's central terminal station which is under construction in Kagoshima, Japan,

The keel of Japan's first nuclear-powered vessel was laid on 27 November. The ship will be the world's fourth nuclear-powered merchant vessel after the Soviet icebreaker Lenin, the US vessel Savannah, and the West German ore carrier Otto Hahn. The ship, scheduled for completion in June 1969, will be able to cruise for about 174,000 nautical miles at a service speed of 16.5 knots on 2.8 tons of fuel. She will carry a crew of 79. The vessel is being built to obtain experience in the construction and operation of nuclear ships.

UNITED STATES

Commission to study rail passenger services in US

Railroad labour in the US has announced support for an Interstate Commerce Commission study of rail passenger costs, with a view to making a probe as "complete, accurate and objective as possible". An initial report is to be presented to Congress within six months.

The ITF-affiliated Railway Labor Executives' Association (RLEA) has further urged the creation of a National Railroad Passenger Council to assist in the study and to "move forward promptly from study to action". An RLEA resolution said the study was needed because "considerable dispute exists about the cost and profit elements" of rail passenger service and the policies required to preserve and develop such service. The RLEA has charged the railroads with "slaughter" of passenger services, maintaining that the need for fast, new trains is now vital to handling the "transportation explosion" now strangling the nation.

TRADE UNIONS

SPAIN

ILO to investigate trade union situation in Spain

The ILO Director General has appointed a study group to examine the labour and trade union situation in Spain. For years, the International Confederation of Free Trade Unions has submitted to the ILO formal and substantiated complaints

against the Spanish Government for violating the ILO Conventions, especially those relating to trade union rights, freedom of association and the right to strike. The Workers' Group of the ILO Governing Body insisted on adequate guarantees being given before assenting to the proposal. These laid down that the sending of an ILO study group to Spain should on no account hold up the actions and complaints before the ILO Committee on Freedom of Association; the principles concerning Freedom of Association should be fully considered by the study group which should have complete and unrestricted access to all information. It should have the possibility of consulting freely, without governmental interference, all persons or groups of persons able to clarify certain aspects of the problem, trade union internationals which had submitted complaints, as well as free Spanish trade unionists in exile and the General Union of Workers (UGT), the headquarters of which is in Toulouse, France. No person consulted or any member of his family should be the object of repressive measures because he had given information to the study group. The full report of the group's findings should be published without government censorship.

SOCIAL AND INDUSTRIAL NEWS

FINLAND

40-hour week for Finnish seafarers

Finnish seafarers' unions have reached agreement with the ship-owners on the introduction of a 40-hour week from the beginning of 1969. Additional working hours (up to 56 per week) can be compensated by time off during time in port, or by additional annual leave. Ordinary working hours in port are 43 per week, of which 3 hours will be compensated in the same way.

FRANCE

Fewer jobs for French seafarers

The recently formed National Commission on Seafarers' Employment (see Newsletter 6/7 1968, p.49) held its first meeting on 5 November. A government report on the employment situation showed that in 1968 there were only 30,000 jobs in the French merchant navy - 11,000 fewer than in 1962. These jobs were filled by 42,900 officers and men- allowing for leave and sickness. The shipowners' representative stated that a

further loss of some 1,800 jobs was expected between July 1968 and May 1969. The seafarers' unions considered that the statistics did not show up the true extent of unemployment, and called for the drawing up of an accurate manpower register, showing the number of seafarers under 40 years of age who hold only a certificate of apprenticeship. This should be done with a view to providing supplementary vocational training for these men. The unions also asked the shipowners to undertake a survey of employment prospects up to mid-1970.

GREAT BRITAIN

British General Purpose crew agreement for new container line

The ITF-affiliated National Union of Seamen (NUS) has signed a new agreement providing for General Purpose (GP) crews in six new ships belonging to Overseas Containers Ltd. (OCL). Amongst other benefits, the agreement gives improved pay scales and holidays. In return many job demarcation lines restricting crew to individual departments have been swept away. Another improvement, unusual in the British Merchant Marine, is that crew members will be able to take their wives with them on one round voyage every year, and may have their wives on board at Tilbury between voyages. There will be a basic working week of 40 hours, and an average week of 48 hours, with guaranteed payments for overtime, and only essential working on Sundays. Men will get 6 days' leave per month - compared with 4 under the National Maritime Board agreement - and a contributory pension scheme is being introduced. Ratings may be co-opted as members of the ship management committee.

Alf Gibson, Assistant General Secretary of the NUS, commented, "The general-purpose crew concept is an evolving process, and we believe that this agreement is a significant step forward."

BOAC Flight Engineers gain 25% in pay and productivity deal

A 3-year pay and productivity deal for BOAC Flight Engineer officers has been concluded after 18 months of negotiations with BOAC. The overall increase amounts to nearly 25% over three years, and is made up of two tiers: Tier I is an industry productivity agreement under the National Joint Council for Civil Air Transport, giving increases of 4 - 4½% per annum to all grades of staff; Tier II is applicable only to certain grades who are able to show greater productivity, as in the case of Flight Engineer Officers, who gain an additional 3% per annum until 1970.

Basically, the productivity element for Flight Engineers is achieved through less time at home (i.e. more time on the routes), coupled with a cut-back in recruiting.

London busmen bar women drivers

Delegates representing 30,000 London busmen voted 46 to 24 against allowing women drivers on London buses. The vote was taken at a meeting of the ITF-affiliated Transport and General Workers' Union (TGWU). London Transport wanted to introduce women drivers to help overcome the driver shortage. The busmen argued instead that extra pay should be offered for new working methods.

GRENADA

Grenada waterfront workers win new agreement

The ITF-affiliated Seamen and Waterfront Workers' Union of Grenada has concluded a new collective agreement on behalf of Stevedores and Lightermen. The agreement gives a basic wage increase of 22.5% in the first two years of the agreement, and 5% in the final year, as well as other minor improvements.

INDIA

Shorter working week for Indian seamen

The working week for the majority of Indian seamen has been reduced to 44 hours, from 1 November. The ITF-affiliated National Union of Seafarers of India have announced that the reduction is "in pursuance of a built-in clause in the National Maritime Board agreement of 1966."

ITALY

Italian unions call 24-hour general strike for higher pensions

Millions of Italian workers, including transport workers, staged a 24-hour strike on 13-14 November in protest at the government's failure to answer demands for a rise in state pensions. The strike was called by the three major trade union centres - the first time since 1948 that the different unions have been able to agree on joint action on this scale.

JAPAN

Japanese seamen launch campaign for higher wages

The ITF-affiliated All-Japan Seamen's Union has drawn up a new Action Policy Programme. The union considers that wages paid to seafarers are inferior to wages paid for equivalent work in inland industries, and is therefore launching a 3-year campaign for equalization of wages. Substantial increases are aimed at in the first year of the campaign. This was decided at the union's 27th Annual Convention in Kobe, from 24-28 October.

NETHERLANDS

5-day week for bus service employees in the Netherlands

The working week for bus service employees is to be reduced from 45 hours to $43\frac{3}{4}$ between 1 October and 29 December 1968, according to the collective agreement between bus operators and the ITF-affiliated Dutch Transport Workers' Union (NBV). The agreement also introduces the 5-day working week.

UNITED STATES

US clerks win substantial wage boosts

A new agreement negotiated by the ITF-affiliated Railway and Airline Clerks gives wage increases totalling approximately 20% by July 1970 for 28,000 members working at REA Express. The pay increases are in four steps: 5% backdated to 1 July 1968, 2% from 1 January 1969, a further 4% from 1 July 1969, and 7% on 1 July 1970. The cumulative effect of the rises is increased by a "rounding off" clause, which means that rates which break on a percentage will move to the next higher penny on the scale. The national minimum REA weekly pay rate will become \$150.80 by July 1970.

US Supreme Court upholds "safe crew" laws

The US Supreme Court has decided, by a majority of 7 to 1, that state-enacted "full crew" laws, regulating the minimum complement of freight train crews, are not unconstitutional. Railroad managements had been trying to eliminate such laws through legal action. The Supreme Court upheld union-backed Arkansas laws requiring 6-man crews on over-the-road and switching trains, overruling the decision of a lower court, which had thrown out the laws on constitutional grounds. It was the view of the Supreme Court that the lower court had "indulged in a legislative judgment wholly beyond its limited authority", and that the decision on "full crew" laws should be left to legislatures or collective bargaining. The unions and states had presented evidence that 6-man crews were needed because of the increasing size and speed of trains, and congested switching areas.

Pay increases for airline dispatchers in US

Dispatchers of Qantas Empire Airways have concluded a new 3-year agreement giving increases of 23.8% over the 3-year period for a tenth year dispatcher. Other gains include protection against automation, a dispatcher training programme, and improved vacation, holidays, overtime and shift-work provisions.

After protracted negotiations, and three sessions of mediation, Pan Am dispatchers were granted a wage award on 22 October, by arbitrator's decision. The decision calls for a 3-year agreement backdated to 1 January 1968. Top pay for a tenth year dispatcher becomes \$1,305 from January 1968, \$1,405 from January 1969, and \$1,450 from January 1970.

Both agreements were negotiated by the ITF-affiliated Airline Dispatchers' Association.

PERSONALIA

C.J. Leurs, Treasurer of the ITF-affiliated Luxembourg Railwaymen's Union and the Luxembourg Trade Union Federation, has died at the age of 58. He had been a member of the ITF General Council since 1948, and was an active member of the Railwaymen's Section. He was born in the Congo, and began work on the Luxembourg railways in 1929, joining the union the following year. The ITF offers its condolences to his family and fellow trade-unionists.

FORTHCOMING MEETINGS

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. 11

Meeting of ITF Executive Board, London, 4-5 November

The ITF Executive Board met in London, at Maritime House, on 4 and 5 November 1968. Business was conducted under the chairmanship of ITF Vice-President Frank Cousins, since the President, Hans Düby, was unwell and unable to attend. There were a number of important items to discuss, especially because this was the first full meeting of the Board since the ITF Congress in Wiesbaden.

Suspension of Greek unions

It was decided unanimously that the Greek transport unions - covering the maritime, dock, railway, road transport and civil aviation industries - should be suspended from membership of the ITF, since the Greek political situation was such that no union could function in Greece with the degree of freedom that an ITF affiliate must enjoy if it is to qualify for membership. Suspension is a step provided for in the ITF Constitution specifically to meet this kind of situation. The suspension of the Greek unions will remain effective until the Executive Board of the ITF is satisfied that the trade union movement in Greece is really able to perform its trade union functions - and not merely to put up an appearance of doing so - and until the trade unions can operate without coercion or interference by any outside body, governmental or otherwise.

The Executive Board also decided to approach the International Confederation of Free Trade Unions (ICFTU) and propose the setting up of a fund to assist Greek trade unionists and their families who were suffering from the oppressive actions of the military regime. A number of unions affiliated to the ITF have already expressed their readiness to make substantial contributions to such a cause.

ITF Activities

In the course of a review of the ITF's regional activities it was decided that the resources at present devoted to the maintenance of the ITF office in Lagos could be better allocated to the intensification of the ITF's organizational and educational activities in the region. The office is therefore to be closed with effect from 1 February 1969.

The Executive Board approved a busy programme of meetings for late 1968 and early 1969.

A number of new appointments were made: Clive Iddon was appointed Secretary of the Railwaymen's and Road Transport Workers' Section, Åke Selander is the new Head of the ITF Research and Information Department, and Ken Golding Head of the Publications Department.

The Executive Board unanimously adopted the following resolution on Czechoslovakia:

Resolution on Czechoslovakia

This meeting of the ITF Executive Board, held in London on 4 and 5 November 1968,

HAVING RECEIVED a report of the action taken by the ITF in response to the invasion of Czechoslovakia in August by the armies of Russia, Poland, Hungary, Bulgaria and East Germany,

ENDORSES those actions and REITERATES its unqualified condemnation of the invasion and of the repressive measures subsequently imposed on the Czech Government and people by a naked show of force;

NOTES that the full extent and nature of those measures and the ability of the Czech people to resist or modify them have still to be ascertained; and

INSTRUCTS the Secretariat to follow developments closely and, in consultation with the Executive Board or, in an emergency, with the Management Committee to initiate and implement whatever steps could be of practical value to the Czech people.
