



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. 1

January 1969

*IN THIS ISSUE*

Page

Transport

<i>Air traffic growth rate slower in 1968</i>	1
<i>Tests for improvement of St. Lawrence River waterway</i>	1
<i>Two-way radio to help combat bus assaults</i>	1
<i>100-knot ships foreseen in the next 10 years</i>	2
<i>US seamen's union challenges move to drop passenger services</i>	2

Trade Unions

<i>New publication for Barbados Workers' Union</i>	2
<i>Four rail unions form United Transportation Union</i>	3

Social and Industrial News

<i>Improved welfare provisions for Belgian railwaymen</i>	3
<i>Danish seamen demand 40-hour week</i>	3
<i>Increased annual leave for German seafarers</i>	4
<i>BEA staff get a 4½% rise</i>	4
<i>Pay rise for London tally clerks</i>	4
<i>Japanese railwaymen continue campaign against rationalization programme</i>	4
<i>Swedish dockers demand guaranteed minimum wage</i>	5
<i>Pay rise for Turkish railwaymen</i>	5
<i>Tentative settlement for New York dock strike</i>	5
<i>Pension gains for US towboat crews</i>	5



Personalia

TRANSPORT

INTERNATIONAL

Air Traffic growth rate slower in 1968

World air traffic broke all records in 1968, but the rate of expansion was slower than in 1967. According to estimates of the International Civil Aviation Organization, the number of passengers carried on scheduled services in 1968 was 261 million, for a total of 191,500 million passenger miles. These figures represent increases of 12 and 13% over 1967, which showed gains of 17 and 19% over 1966. There has been an estimated 19% increase in total ton-miles of freight and excess baggage (which totalled 5,440 million ton-miles). Other ICAO estimates show that airlines flew 3,740 million miles in 1968 - an increase of 14%. Average speeds continued to rise, as the number of hours flown was only 10% higher, at 11.2 million hours. The only reduction shown in ICAO estimates is in the number of passengers per aircraft, which fell 2% to 51 - the same number as in 1966.

CANADA

Tests for improvement of St. Lawrence River waterway

Hydraulic engineers at the National Research Council of Canada are cooperating with Department of Transport employees in improving the St. Lawrence River waterway for its future role in shipping. A giant tidal model of the stretch of the St. Lawrence from Montreal 350 miles downstream is being used in investigations of tidal hydraulics. Such investigations are necessary in the study and development of engineering projects that might form part of the Transport Department's plans for river improvement to meet the growing needs of modern shipping and to permit safe, efficient marine traffic.

GREAT BRITAIN

Two-way radio to help combat bus assaults

London Transport are experimenting with two-way cab radio links between drivers and bus running control. This is one of several measures to combat the increasing number of assaults on staff working late shifts in various parts of London. A radio link would allow the driver to call for police assistance through the route controller in the event of an attack. However, two-way radio would not solve all problems, and local operating and trade union officials, in cooperation with Metropolitan and London Transport police, are drawing up plans to reduce by preventive measures the risk of assault.

### 100-knot ships foreseen in the next 10 years

Hovercraft-type ships operating on the North Atlantic at a speed of 100 knots, and perhaps nuclear powered, should be possible within the next 10 years, according to a brochure published by a firm of British marine engineers, John G. Kincaid & Co. Such a vessel, a contained air bubble (CAB) ship could complete the Europe-US voyage in 48 hours, although weather would restrict operations to a considerable extent. A 5,000 ton CAB ship for container service has been proposed, and the propulsion system suggested is eight marine gas turbines each developing 25,000 hp. The speed of the CAB ship would depend on wave height. The proposed vessel would achieve about 80 knots for 200,000 hp. against a wave height of 10 ft.

### UNITED STATES

#### US seamen's union challenges move to drop passenger services

The ITF-affiliated National Maritime Union in the United States has challenged a move by American Export Isbrandtsen Lines to drop all passenger operations. Following an announcement by the AEIL President that the firm was cancelling the 1969 cruise programme of its last active liner, the Independence, NMU President Joseph Curran declared that the union would fight to block any modification of AEIL's subsidy agreement, under which the firm has a contract with the US Government to maintain passenger operations as well as their extremely profitable freighter operations. He explained, "They cannot be allowed to get away with this raid" which was "an unconscionable attack aimed at the American public as well as American seamen and the American merchant marine."

## TRADE UNIONS

### BARBADOS

#### New publication for Barbados Workers' Union

The ITF-affiliated Barbados Workers' Union has begun publishing a news bulletin entitled the Unionist, the first issue of which appeared in December 1968. The union is providing this service because it is "aware that the national newspapers cannot provide the workers with the news coverage appropriate to their needs. To do this it is essential for the union to carve the avenues of communications for its members and the public."

## NORTH AMERICA

### Four rail unions form United Transportation Union

Rank and file members of four ITF-affiliated North American unions, the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Railroad Trainmen, the Order of Railway Conductors and Brakemen, and the Switchmen's Union of North America have voted 86% in favour of merging the four unions to form the United Transportation Union (UTU). BRT President Charles Luna will become Chief Executive of the UTU, and the heads of the three other unions will be Assistant Presidents. (See also Newsletter No. 9, 1968, p.59). President Luna emphasized that the new union, although at present comprised predominantly of railroad men, would welcome workers in all fields of transport. A joint statement from the chiefs of the four unions says, "We invite cooperation, a joint effort and consolidation with other railroad unions and indeed other transportation unions."

## SOCIAL AND INDUSTRIAL NEWS

## BELGIUM

### Improved welfare provisions for Belgian railwaymen

The ITF-affiliated Railwaymen's Section of the Belgian General Public Service Workers' Centre has won important improvements for railwaymen in negotiations with the Belgian Railways. These include immediate increased state contributions to the railwaymen's medical fund. From 1970 a new welfare fund is to be set up, composed of a medical fund, compensation fund and social security fund. The funds are to be financed by employers' and employees' contributions, and will cover certain medical expenses, sickness benefit, funeral costs, pensions, etc.

## DENMARK

### Danish seamen demand 40-hour week

The Danish seafarers' unions have announced three claims that they will be making when their collective agreement comes up for renewal. They are demanding a reduction of the working week from 42½ hours to 40 hours, a substantial increase in basic pay in line with the increased cost of living, and an increase in overtime pay, which would be calculated on the basis of 1/150 of total monthly pay per hour's overtime on normal working days, and 1/75 on holidays. If time off is taken in lieu of overtime, 6 hours' overtime would count as one free day.

## GERMANY

### Increased annual leave for German seafarers

The ITF-affiliated German Transport Workers' Union (OeTV) has negotiated a new collective agreement for some 45,000 seafarers on cargo and passenger ships, bringing longer leave and increased pay for ships' officers and crews. Agreement was reached on 9 December and went into effect on 1 January. The union had given notice of termination of the former collective agreement in July 1968.

In addition to pay increases of 5%, the following improvements have been won: 50% (66 2/3% from January 1971) of days off for Sundays and public holidays at sea may be taken in conjunction with annual leave; a provision that leave must be granted within the year; if operational reasons make this impossible, leave must be increased by one day for each month from the 13th month, and a bonus of from 10 - 25% of basic pay must be given; from the 16th month, crew members have the right to give immediate notice, to a free return journey, and to an additional month's pay - this deadline is extended by 3 months if the ship is calling at a European port within this period.

## GREAT BRITAIN

### BEA staff get a 4¼% rise

A 4¼% wage increase for British European Airways staff in the United Kingdom is provided in the second stage of the National Joint Council's three-year agreement. The increase has been approved without reference to the Prices and Incomes Board because it is linked with productivity.

### Pay rise for London tally clerks

The British Government has approved wage increases averaging 10% for London's 1,400 tally clerks. The tally clerks' basic rate will rise from £19-1-8d per week to £22, with a further £2 per week modernization bonus. Average weekly earnings will probably rise from about £30 to £33.

## JAPAN

### Japanese railwaymen continue campaign against rationalization programme

Two ITF-affiliated Japanese railwaymen's unions, Kokuro and Doryokusha, are continuing their campaign in protest at the Japanese Railways rationalization plan involving the loss of some 50,000 jobs (see Newsletter No. 10 1968, p.68). During December they carried out a four-stage year-end offensive, using go-slow and work-to-rule tactics.

SWEDEN

Swedish dockers demand guaranteed minimum wage

The ITF-affiliated Swedish Transport Workers' Union has called for the introduction of an up-to-date pay structure for Swedish dockers. A working group composed of employers' and union-side representatives has been studying this problem for nearly a year. The Swedish union is primarily seeking job security and compensation for loss of jobs due to rationalization of cargo handling. A survey carried out by the working group has shown that the level of employment fluctuates considerably, depending on the structure of the port and type of ship. The union is therefore seeking a guaranteed weekly wage, supplemented by unemployment compensation when no work has been available during the week.

TURKEY

Pay rise for Turkish railwaymen

The ITF-affiliated Turkish Railwaymen's Union has concluded a new three-year collective agreement after four months of negotiations. The agreement brings wage increases of 0.30 Liras per hour for the first year, 0.10 for the second and 0.30 for the third. (21.6 Turkish Liras = £1).

UNITED STATES

Tentative settlement for New York dock strike

Tentative agreement on a new contract has been reached for the port of New York and negotiations are in progress for other Atlantic coast ports in an effort to settle the strike of 75,000 longshoremen which started on 20 December (see Newsletter No. 12 1968, p.89 and 90). President of the ITF-affiliated International Longshoremen's Association, T.W. Gleason, has announced that under the terms of the proposed new master contract there is a package wage increase of \$1.60 per hour over a 3-year period, backdated to 1 October 1968; a guarantee of 2,080 hours of work per year; union jurisdiction over the loading and unloading of containerized cargo within a 50-mile radius of any port; plus improved vacations, pensions and medical benefits.

Pension gains for US towboat crews

River boat crews covered by contracts of the ITF-affiliated National Maritime Union with major towboat operators are now entitled to full pensions after 20 years' service regardless of age. Elimination of the age requirement - formerly 65 for full benefits - was made possible by increased employer contributions,

agreed in new three-year contracts. The higher contribution rate will also produce a two-stage increase in pension benefits from the current \$100 per month to \$150 in 1970. The new contracts also provide for an annual \$25 per month increase in basic wages for each year of the agreement (former average wages were \$600 per month). The contracts cover 1,800 employees in 16 countries.

PERSONALIA

George Harrison, who formerly served for 35 years as President of the Brotherhood of Railway Clerks in the United States, died in early December 1968 at the age of 73. His trade union career began early, and he was elected Vice Grand President of his union at the age of 27. Six years later, in 1928, he became President of the union, and played an important role in winning improvements for railway clerks and other railroad workers. In addition, he took on many responsibilities outside his immediate trade union functions, and was adviser to four Presidents of the United States. He was also active on the international scene. He was one of the American delegates to the London conference which saw the birth of the ICFTU, served as Chairman of the AFL-CIO International Affairs Committee and was on the ITF General Council from 1948-50 and 1962-68.

Percy Knight, National Organizer of the British National Union of Seamen from 1942-1956 and NUS Assistant General Secretary in 1955, died this month at the age of 77. He went to sea at the age of 16, and soon took an active part in union activities. His work for the union involved him in a wide range of duties, and, in addition, he was vice-chairman of the Labour Party.

John Slater, an official of the British Merchant Navy and Air-line Officers' Association since 1954, became Acting Assistant General Secretary of the Association this month. He will become the Assistant General Secretary when D. Carmichael, who has held the appointment since 1957, retires in the course of the year.

Jean Jarrigion, former Secretary of the French Railwaymen's Federation, died on 25 December at the age of 88. He was a prominent leader in the French trade union movement before the war, and a determined fighter for decent living conditions for transport workers within a framework of general social progress. He was active in the ITF and a member of the ITF General Council and Executive Committee from 1932-40.

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