



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. 5

May 1970

IN THIS ISSUE

Page

News and Views from the ITF

<i>ITF Civil Aviation Safety Committee calls for urgent measures by governments on hijacking and aircraft sabotage</i>	34
<i>ITF discourages emigration to South Africa following latest decree</i>	44
<i>IMCO Sub-Committee on containers and cargoes meets</i>	44
<i>Swiss public service workers petition the transport minister on new hours-of-service law</i>	46
<i>Public transport workers in the US advocate 'fare-free' transportation</i>	46

Trade Unions

<i>Italian dockers stage six-day boycott of Greek vessels</i>	47
<i>Swedish railwaymen amalgamate</i>	47
<i>Breakthrough for California grape pickers</i>	48
<i>US marine radio officers stress need for inter-union cooperation</i>	48

Social and Industrial News

<i>Shorter working week for Austrian railwaymen</i>	49
<i>German ships' pilots seek introduction of forty-hour week</i>	49
<i>British seamen accept 20% pay offer</i>	49
<i>London's busmen win big increase</i>	50
<i>Maltese transport workers stage sympathy strike in support of government employees</i>	50
<i>Dutch seamen sign new agreement with Shell Tankers NV</i>	51
<i>Norwegian seafarers lead the way in union/management cooperation</i>	51
<i>Settlement imposed on US shopcraft unions</i>	52

PERSONALIA

SUPPLEMENT - ICFTU May Day Manifesto

NEWS AND VIEWS FROM THE ITF

ITF Civil Aviation Safety Committee calls for urgent measures by governments on hijacking and aircraft sabotage

A special enlarged meeting of the ITF Civil Aviation Safety Committee was held on 14 and 15 May in London under the chairmanship of J.K. Post. The meeting was attended by representatives from civil aviation unions in Austria, Canada, France, Israel, Germany, the Netherlands, Sweden, the United Kingdom and the United States. The International Confederation of Free Trade Unions (ICFTU) and the international federations organizing pilots (IFALPA), air traffic controllers (IFATCA) and airline dispatchers (IFALDA) were also represented.

Main purpose of the meeting was to finalize the proposals to be made by ITF representatives to the Extraordinary Session of the ICAO Assembly in Montreal next month, as well as to the ICAO Diplomatic Conference on a new and strengthened International Convention against hijacking which is due to meet in The Hague in December.

The meeting stressed that the main and immediate objective of the ICAO Assembly meeting in June should be to secure the adoption of a binding declaration by all Governments that they will refuse to condone or support any unlawful act directed against civil aircraft and will ensure that the perpetrators of any such act within their own jurisdiction are proceeded against and subject to severe penalties. It considered that, because of the urgency of the problem, such a declaration should precede the working out of any formal international convention dealing with attacks against civil aviation.

The meeting was also of the firm opinion that all Governments should take immediate steps, without waiting for the elaboration of international instruments on the subject, to introduce national legislation aimed at deterring and preventing attacks against aircraft and laying down severe penalties for such offences. Stringent security measures should also be introduced at all airports and off-airport aviation facilities and these should be worked out and implemented through national civil aviation safety committees representative of all interests concerned - including the trade unions organizing civil aviation personnel.

The meeting also recommended a number of specific security measures which should be applied by airlines and airport administrations to deter potential hijackers and saboteurs.

As regards the new Draft Convention concerned with hijacking due to be finalised by the ICAO Diplomatic Conference in December, the meeting considered that this should stipulate that as a general principle hijacking should be considered as an international and extraditable offence and that for deterrent reasons extradition should be to the State of Registration of the hijacked aircraft.

Finally, the meeting emphasized very strongly that if the measures taken by ICAO, Governments and airlines to safeguard airline security at the forthcoming international conferences are considered inadequate by aviation workers or if any Government condones or assists aircraft hijackers or saboteurs, then the affiliates of the ITF will be forced to take appropriate industrial action, together with other international labour organizations, in order to protect the lives of crew members and airline passengers.

SOUTH AFRICA
=====

ITF discourages emigration to South Africa following latest decree

The South African government has taken a further step towards strengthening its official policy of apartheid. A new decree, which came into effect on 3 May, bans all Africans from holding white-collar and all jobs of a skilled nature in urban areas. Africans will be debarred from working as counterhands in shops or cafés, as receptionists in commercial or professional undertakings, and as telephonists or telephone switch-board operators in shops, offices or factories.

It is reported that in the Transvaal alone (mainly in Johannesburg), 10,000 Africans will lose their jobs. The vacancies will be filled by whites, but even before the decree white labour was scarce. In its efforts to remove all Africans from South African cities, the government has launched a vigorous campaign to attract white immigrants from Europe and elsewhere. In 1969, it is believed that 40,000 Europeans from Austria, Belgium, Germany, Great Britain, Italy, the Netherlands and Switzerland emigrated to South Africa. Many more will be needed to fill the vacancies left by the forced removal of Africans.

At the request of the International Confederation of Free Trade Unions (ICFTU) we would bring to the attention of our members that in present circumstances emigration to South Africa inevitably means the denial of a livelihood to Africans. In the light of this, we would join the ICFTU in appealing to you actively to discourage such emigration.

TRANSPORT

INTERNATIONAL
=====

IMCO Sub-Committee on Containers and Cargoes meets

The tenth session of IMCO's Sub-Committee on Containers and Cargoes was held in London from 27 April to 1 May under the chairmanship of Captain Hewlett R. Bishop (USA). In all, some twenty governments and eight international organizations were represented. ITF observer was A.G. Selander, Head of the Research and Information Department.

At this session, which was mainly devoted to discussing container problems, the progress made by other sub-committees in dealing with certain aspects of container traffic was reviewed, and the Sub-Committee expressed the view that more data on casualties involving containers should be sought from IMCO's member governments. The Sub-Committee reached agreement on the final text of a questionnaire to be used for this purpose and requested the Secretary-General to invite member governments to complete the questionnaire on an annual basis. The questions asked cover the following aspects of container transportation: type of ship, type of container, number of voyages covered, number of voyages with any incident, number of incidents, number of containers carried, number of containers damaged, number of incidents involving personnel injuries and deaths and number of incidents involving substantial damage to ship.

The Sub-Committee was also informed of the progress made by other international organizations in the field of container operations. The observer from the Customs Co-operation Council indicated that his organization was about to complete work on a new International Transit Convention (ITI Convention) which would facilitate the through transport of unit loads, including containers, particularly as the draft convention in principle provides for automatic acceptability of containers approved under other international instruments for use in customs transit in accordance with the ITI procedure.

In the course of a discussion on the merits of proceeding with a projected International Conference on Container Traffic, to be held jointly with the UN and other international organizations, it was claimed that the extremely good safety record seemed to disprove the inadequacy of present safety measures and that therefore there was no justification in expediting efforts aimed at calling an international conference. However, as this record might not be maintained in view of the increasingly widespread use of containers on a highly competitive basis and as some governments intended to introduce national regulations covering containers, it was desirable that international co-ordination should be achieved in this regard and that such regulations should contain minimum safety requirements. The Secretary-General was asked to convey these views to the IMCO Council. The question of holding an international conference will be discussed by the twenty-fourth session of the IMCO Council (11-15 May 1970), but the first draft of the full report (composite proposal) by the IMCO Sub-Committee on Containers and Cargoes to the Maritime Safety Committee is not expected until the spring of 1971, which means that the earliest date for an international conference would be the end of 1971, as all documents prepared for such a conference must be circulated to member governments six months beforehand. The composite proposal, the purpose of which is to give formal recognition to minimum safety requirements, covers inter alia the strength, construction and testing of containers, type-testing and certification and stowage and securing of containers on board ship.

The next session of the Sub-Committee on Containers and Cargoes is provisionally scheduled for 26-30 October 1970.

SWITZERLAND

=====

Swiss public service workers petition the transport minister
on new hours-of-service law

The Swiss Föderativverband -- the body which represents public service workers -- has been unable to reach agreement with the commission appointed by the Swiss transport ministry to review the out-dated hours-of-service law. The commission recently approved a new draft hours-of-service law to replace the present law which dates from 1957. The draft legislation fails, however, to take into account certain points which are of considerable importance to public service employees. Areas of disagreement include: the number of hours to be worked; the number of breaks per shift; the rates for night and Sunday work; the annual allocation of rest days; and the granting of supplementary annual leave to staff over a certain age.

On 24 April, the Föderativverband petitioned the Swiss Transport Minister Roger Bonvin with a view to obtaining early satisfaction on the matters still in dispute. The petition calls upon the Minister to convene an urgent conference under his own chairmanship which would include representatives of the federal transport undertakings and the Föderativverband. The conference should, it is suggested, have the authority to come to a preliminary decision on the issues mentioned above.

UNITED STATES

=====

Public transport workers advocate 'fare-free' transportation

In an unexpected departure from traditional union policy, the ITF-affiliated US Amalgamated Transit Union (ATU) has announced that it will advocate in future that all city transit systems should be publicly-owned and operated on a 'fare-free' basis.

The union has realized for some time that urgent measures are necessary to halt the decline in public transportation and thus protect job opportunities in the industry. It was felt that the most effective way to begin the fight to defend the interests of its members was before the US Congress, which is presently considering ways in which federal aid can be given to mass transportation.

In a statement before a House Committee outlining the new union policy, International President John M. Elliott (a member of the ITF Executive Board) said that the proposed legislation now before Congress would only defer the further deterioration or even total abandonment of mass transit in many of America's cities. A long look at the future of the industry called for considerable reductions in the already high levels of passenger fares which were driving people off public transport -- or, alternatively, a tax-supported 'fare-free' transit system based on 'ability to pay' which would spread transit costs and benefits to all sections of the community.

President Elliott made it clear that the union was not opposed to private transit enterprises making a fair return on investment, but this would never come about by increasing fares. Figures for the industry showed that all transit was now operating at a deficit.

Since communities were reluctant to provide tax support for private enterprise, his union was urging that public transportation pass into the public sector. It was, however, imperative that public bodies should provide adequate protection to preserve existing collective bargaining, pension and other employee rights. Otherwise, they would meet with strong union opposition, not least from his own union.

TRADE UNIONS

ITALY
=====

Italian dockers stage six-day boycott of Greek vessels

Italian dockers' unions took part in a six-day boycott of all ships flying the Greek flag at the end of April. Their action was timed to coincide with the third anniversary of the military coup in Athens. Greek ships were immobilized in the ports of Genoa, Trieste, Venice and Naples in a demonstration of solidarity with the Greek people.

In a letter to the ITF-affiliated Italian Dockers' Union, the General Secretary Charles Blyth expressed ITF approval of the dockers' action, demonstrating as it did the sympathy of Italian unions, as representatives of the free trade union movement, for the repressed trade unionists in Greece.

SWEDEN
=====

Swedish railwaymen amalgamate

The Swedish State Employees' Union (Statsanställdas Förbund - SF) was founded at a constituent congress held in Stockholm on 14 and 15 May. The congress was the culmination of five years of discussions among eight unions organizing state employees of various kinds, the largest being the Swedish Railwaymen's Union, an ITF affiliate. Generally recognized in Sweden as being a development of great significance, the amalgamation has brought the new union some 150,000 members, making it one of the largest in the country. The unions involved had for many years maintained a system of close consultation and joint action, out of which the merging of their forces was found to be a logical growth. The special interests of the various branches of state employment will be catered for by five sections, each of which will have its own president. Railwaymen have their own section and their affiliation to the ITF will be maintained.

The SF officially begins life on 1 July, from which date it will take over all the services and obligations of the unions which formed it. Gustaf Kolare, formerly President of the Railwaymen's Union, was unanimously elected as the SF's first President. Evert Svensson, formerly Vice-President of the Railwaymen's Union, becomes President of the railwaymen's section, and Gunnar Weidenfors, formerly Treasurer of the Railwaymen's Union, becomes the SF's Treasurer. The ITF was represented at the constituent congress by Harold Lewis, Assistant General Secretary.

A report on the new union will appear in the next issue of the ITF Journal.

UNITED STATES

=====

Breakthrough for California grape pickers

There has been a "significant breakthrough" in the California grape pickers' strike. At the beginning of April, the first-ever contract was signed between the AFL-CIO United Farm Workers Organizing Committee (UFWOC) and three grape growers in the Coachella Valley. The growers have been refusing for five years to recognise, or negotiate with, the union which is led by Cesar Chavez. The two sides had been brought together by a committee of Catholic bishops and federal mediators.

The three-year contract provides for a six per cent wage increase bringing the minimum hourly rate to \$1.75^x), plus 25 cents per box per picker during the harvest. The employer will contribute 10 cents an hour for each employee towards health and welfare and two cents an hour towards an economic development fund for workers displaced because of age or mechanization of the industry. It also includes a clause which allows for wages to be reviewed annually during its three-year life span. The growers have agreed that they will no longer use "hard" pesticides to spray their fields. In the past, farm workers and their children who go into the fields with them have been disabled or even killed by poison sprays.

The contract is expected to affect some 750 Coachella Valley workers during the peak of the growing season.

In the course of the month, these growers were joined by two further companies and similar contracts were signed with them.

x) \$1 equals \$2.40

Marine radio officers stress need for inter-union cooperation

The ninth convention of the ITF-affiliated American Radio Association has authorized the union's national council to take steps aimed at closer cooperation between all licensed officers' unions.

This action followed a suggestion from Jesse Calhoun, National President of the ITF-affiliated US National Marine Engineers' Beneficial Association, that MEBA would welcome talks with the view of promoting cooperation between the unions.

ARA President W.R. Steinberg expressed himself strongly in favour of such joint action. He believed that unity talks might well be extended to include other unions representing ships' officers, although this lay some time ahead.

SOCIAL AND INDUSTRIAL NEWS

AUSTRIA

=====

Shorter working week for Austrian railwaymen

After years of pressure from the Austrian Federation of Trade Unions (OGB), supported by the Austrian Socialist Party, the introduction of the forty-hour week for Austrian workers is now in sight. A new general collective agreement has been signed which provides for a staged reduction in hours of work. Hours were cut from 45 hours to 43 hours in January of this year. This will be followed by a further reduction to 42 hours in January 1972 and the forty-hour week will then come into operation in January 1975.

The appropriate changes have already been made in the staff rosters of the Austrian Federal Railways. In cases where cuts in hours of duty are not practicable -- for instance in the freight-handling sector -- staff hours will be staggered to provide the required service.

GERMANY

=====

Ships' pilots seek introduction of forty-hour week

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV), which represents the majority of Germany's ships' pilots, is to press for the introduction of a forty-hour week for pilots when the present agreement comes up for revision in July of this year. The pilots are also anxious that they should be adequately provided for upon retirement and are pressing for the introduction of pensions equivalent to 75% of salary.

GREAT BRITAIN

=====

Seamen accept 20% pay offer

Leaders of the British National Union of Seamen -- an ITF affiliate -- accepted a 20% pay offer made them by the British Shipping Federation on 24 April (see ITF Newsletter No. 4, p. 37). Their action was endorsed by the union's annual general meeting which voted in favour of the offer.

When the new rates come into effect on 2 July ABs will receive an extra £2 16s per week without overtime. The AB overtime rate will be increased by 1s 6d per hour. The new scale will apply for a minimum period of twelve months.

Commenting on the offer when it was first made, NUS General Secretary Bill Hogarth said: "I am disappointed as I felt that we would get a larger offer. But I feel that our members would be prepared to accept this as a first step towards closing the gap between the wages of ship and shore workers".

London's busmen win big increase

The ITF-affiliated British Transport and General Workers' Union has successfully negotiated substantial increases in pay for London's 23,000 busmen (see ITF Newsletter No. 3, p.27). The basic rate for drivers and conductors goes up by £2 10s per week immediately and there will be a further increase of £1 later in the year. In addition, the present efficiency payments scheme will be replaced in the autumn by individual bonuses based on receipts, which are expected to average 18s per week.

MALTA

=====

Maltese transport workers stage sympathy strike in support of government employees

Maltese government workers, members of the ITF-affiliated Malta General Workers' Union (GWU), came out on strike on 14 April following government refusal of the GWU claim for a minimum weekly wage for Malta's 2,000 lower-grade government employees of £8 6s with increments of 8s 6d to a maximum of £10. Other claims relating to sick leave and pensions were also put forward.

On 19 April, the Port, Transport and Communication Section of the GWU appointed an action committee to organize support for their colleagues in the Government Section. When the government employed black-leg labour in an effort to break the strike, the section called out its members at the airport and harbour, as well as bus drivers, on lightning sympathy strikes.

At the request of the General Workers' Union, the ITF asked British and Italian affiliates with members employed by BEA and the Italian airline ALITALIA (which operate services to the island) not to undertake work normally performed by the striking aviation workers.

The fifteen-day old strike ended when agreement was reached on the introduction of a minimum weekly wage of £8 1s rising by increments of 8s 6d to a maximum of £9 2s. The settlement came only hours before a national strike scheduled for 30 April was due to begin. The government also agreed to start negotiations on a GWU claim for a cost-of-living increase of £1 on the basic rate. A GWU spokesman said that the union would not have submitted the claim for the additional cost-of-living increase if the government had met its original demand.

NETHERLANDS
=====

Dutch seamen sign new agreement with Shell Tankers NV

Negotiations between the ITP affiliated Dutch Seamen's Union and Shell Tankers NV have recently been concluded. A new agreement signed by both parties came into effect on 1 May 1970 and is valid until 1 May 1972. Its main provisions include:

a five per cent salary increase effective from 1 May 1970, which is tied to the cost-of-living and will be reviewed at six-monthly intervals;

an additional increase of six per cent for all officers who hold a certificate which is higher than that necessary for their rank;

an extra Fl. 50^{x)} per month for cooks holding a ship's cook certificate;

increases in the leave allocation (for example, chief engineers, first mates and second engineers with up to five years' service will have 139 calendar days' leave in 1970, rising to 160 calendar days' leave in the following year);

the granting of leave after six months' service from 1 January 1970 and after five months' service as from 1 January 1972;

payment of a bonus of six per cent of annual income to those on leave, this sum to be a minimum of Fl. 645^{x)};

the reimbursement of all travelling expenses with effect from 1 May 1970;

and the payment of salary to officers studying for a higher certificate, this to cover the whole of the period of study by May 1971.

x) £1 equals Fl. 8,71.

NORWAY
=====

Norwegian seafarers lead the way in union/management cooperation

The ITP-affiliated Norwegian Seamen's Union has negotiated a new collective agreement for seafarers engaged in the foreign trade.

A special feature of the agreement is a clause calling for "the utmost cooperation between the shipowners and the men employed by them on shipboard and between ships' officers and the remaining members of the crew".

In practice, this means that meetings will be held at least every month between the master and the crew representative. These meetings will include discussions on matters such as planning of work, overtime, time off, the operation and maintenance of the vessel, welfare and training.

The union's President, Olaf Karling, said that the provision would benefit both sides of the industry. The crew looked upon this as a welcome development, and the shipowners would find that the measure would enable them to operate more efficiently. Relations between ships' officers and members of the crew are also expected to improve.

UNITED STATES
=====

Settlement imposed on shopcraft unions

The eighteen-month old dispute involving four US shopcraft unions came to an unfortunate end when Congress enacted President Nixon's bill imposing an earlier settlement (see ITF Newsletter No. 3 p.28).

Under the terms of the settlement, all shopmen will receive wage increases for 1969 totalling five per cent (two per cent from 1 January, followed by a further three per cent from 1 July), plus an extra ten cents^x per hour from 1 September.

For 1970, there will be a five per cent increase from 1 January, together with two increases of four cents per hour, effective from 1 April and 1 August.

Over the past three months there have been repeated but unsuccessful attempts at mediation by the Labor Department. Early in April, Vice-President J.W. O'Brien of the Sheet Metal Workers told the Senate Labor Committee that the US railroads were rejecting every attempt at mediation in the hope that Congress would force a settlement on the unions.

x) US \$2.40 equals £1

ERRATA
=====

The Special Session of the ECE Inland Transport Committee which met to revise the European Road Transport Agreement (AETR) was held in Geneva not Genoa as reported in the April issue of the ITF Newsletter (p. 34).

The new agreement for SABENA flying personnel includes a clause reducing hours of work from 42 hours 30 minutes (not 42 hours) to 41 hours 40 minutes (see April Newsletter p. 35).

We should point out that the British Airline Pilots' Association (BALPA) is in fact insisting that the Boeing 747 jet requires three pilots and not a three-man flight deck crew as indicated in the April issue of the ITF Newsletter No. 4, p. 38.

PERSONALIA

Jean Möri, Secretary of the Union Syndicale Suisse until his retirement only a few months ago, died unexpectedly on 30 April at the age of 68. Last year, Möri was unanimously elected to preside over the 1969 International Labour Conference held during the 50th anniversary celebrations of the ILO. This marked the culmination of over twenty years of exceptional service to the ILO.

Wilfred Jenks has been elected to succeed David Morse as Director-General of the ILO. Jenks currently holds the post of principal deputy director-general.

Yujiro Ohno, former special assistant to the Japanese Minister of Labour, has been appointed Assistant Director-General of the International Labour Organization.

Adolphe Graedel, General Secretary of the International Metalworkers' Federation, retired at the end of March. He is succeeded by Ivar Moren, for many years president of the Swedish Metalworkers' Federation.

Wilhelm Burmester, former Hamburg representative of the German Railwaymen's Union, died in Hamburg on 8 April at the age of 77.

Giacomo Bernasconi, a prominent member of the Swiss Federation of Trade Unions (SGB), retired at the end of March.

Walter Hungerbühler, a leading member of the Swiss Railwaymen's Union for many years, recently celebrated his 70th birthday.

Floyd E. Smith, president of the US International Association of Machinists, has been elected chairman of the American Foundation on Automation and Employment.

Frank Noakes, secretary treasurer of the US Maintenance of Way Employees, died recently following a brief illness at the age of 66. Brother Noakes did much to further solidarity between US and Mexican unions.

FORTHCOMING MEETINGS

Executive Board	-	Brissago, Switzerland 3-4 June 1970
Road Transport Section Sub-Committee Meeting	-	Zürich, 8-10 June 1970
Fishermen's Section Meeting	-	Bremerhaven, 15-16 June 1970
Urban Transport Sub-Committee Meeting	-	London, 14-15 July, 1970

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

M A Y D A Y M A N I F E S T O

of the International Confederation of Free Trade Unions

Workers of the world :

The First of May is for us the proudest day of the year - the day when we testify our belief in the solidarity of workers everywhere. At the threshold of a new decade, the International Confederation of Free Trade Unions, on behalf of its members in 95 countries, pledges itself anew to continue the struggle against misery, oppression, the threat of war.

While the seventies open at a time when technical progress is surging ahead faster than ever, we still face a world where economic anarchy reigns as the result of the interplay of remote economic forces, where there is starvation and a glut of food, unemployment and shortage of skilled labour, where rising prices eat up the wage packet. We demand that these forces should be subjected to democratic control, that economic warfare for the sake of profit should be replaced by international cooperation for economic and social progress, that social needs be placed in the forefront of all development planning and that the free trade union movement should have a say in the decisions which shape world monetary affairs and world trade, and which affect living standards and employment. This is more urgent than ever because the traditional pattern of trade and basic economic processes are being rapidly transformed.

More and more decisions concerning the workers are being removed from the national sphere. As banks, institutions and companies increasingly operate internationally, so must the trade union movement strengthen its international links and its international action. In particular, the rapid growth of giant, multi-national corporations, whose real decision-making centre often enough is difficult to trace, presents a special challenge to the trade unions.

The threat of war is still with us, casting fearful shadows into the future. We demand that disputes between nations be settled at the conference table, that causes of tension and dispute be patiently eliminated, that the arms race be halted, and that a general and complete disarmament be brought about under effective and international control at all stages. The resources released by cuts in military spending should be used to feed the hungry, to build up factories, roads and ports, they should be employed for schooling and vocational training, for social services, for houses, for health, for a better environment.

Tyranny and oppression, totalitarianism and colonialism, racial discrimination and political persecution still maintain their sway over huge areas. Human and trade union rights are ignored in many countries. We will continue our fight to see these rights established wherever they are flouted and to defend them where they have been won by the struggles commemorated this day. We stand for freedom and democracy, the mainspring of our movement. Workers must be protected by international measures when needed, such as we are just now demanding for civil aviation workers.

Our strength lies in our number; our weapons are our bonds, our solidarity and the knowledge that the ideals of free trade unionism will prevail. United in these ideals, our movement will go forward to new achievements.

Today we face vast problems, your unions can tackle them only with your help. Your backing, your trust, your active role in the union will make it strong and purposeful; you will have to help to turn the challenge of the time into an instrument that serves mankind.

On the First of May, we dedicate ourselves once more to international solidarity, the unshakeable bond which links the workers throughout the world in their belief in freedom and democracy in social justice and in human dignity.

-----ooo0ooo-----