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NEWS AND VIEWS FROM THE ITF

GREAT BRITAIN

British national dock strike is over

The two-week old national dock strike in British ports is over.[⊛] Dockers resumed work on 3 August after accepting as an interim settlement the proposals made by a committee set up by the government to investigate the causes of the strike. The most important result of the inquiry was a recommendation that dockers should receive a guaranteed minimum weekly wage of £20, whether work was available or not. It was also proposed that the overtime premium for dockers should be raised from the present rate of 5s. 6½d. per hour to 8s. per hour; holiday pay should be £20 per week instead of the current rate of £16. 15s. 7d.; and all dockers should be paid an additional £1 per week "modernization" bonus for their cooperation in increasing productivity.

Jack Jones, General Secretary of the ITF-affiliated British Transport and General Workers' Union, said of the £20 fall-back guarantee: "This will set a pattern for the rest of industry and have great importance for the trade union movement."

The ITF has conveyed to the dockers' unions concerned the grateful thanks of the TGWU for the solidarity action from other European unions which the British union received during the strike.

PERU

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ITF helps build new homes for 'quake victims in Peru

All affiliates will know of the severe earthquake which struck Peru at the end of May, causing appalling loss of life. Following the disaster, the ITF Regional Director in Lima, Peru, cabled the ITF requesting urgent financial assistance for the relatives of the dead, the homeless and the injured who were fighting for survival under the most extreme and difficult conditions. The ITF made an immediate contribution to this relief and subsequently launched a Peruvian Earthquake Appeal.

The response to the appeal has been most generous. We are informed by our Lima Office that the money has been used to provide a total of 71 provisional homes or 'ranchitos' for 'quake victims in Huaráz, Huarmey, Chimbote and Casma - all areas where the ITF has affiliates. Additional 'ranchitos' are to be built shortly in Chimbote.

⊛ See ITF Newsletter No. 7, p. 67

UNITED STATES

Boycott of California grapes will continue until the last contracts are signed

In the last week of July, the AFL-CIO United Farm Workers' Organizing Committee signed contracts on behalf of grape pickers with some 26 table grape growers in the Delano area of California. Included among the growers is the Giunarra Corporation, the largest in the state. The latest contracts provide benefits similar to those of the first agreements reached in April of this year, when the growers undertook to contribute towards a health and welfare plan for their employees and to stop using "hard" pesticides to spray their fields (see ITF Newsletter No. 5, p. 48). The Delano contracts also call for a \$1.80[≠] minimum hourly wage plus twenty cents per box of grapes picked. The original agreements established an hourly wage of \$1.75 and 25 cents a box.

These contracts were followed by widespread reports in the press that the international consumer boycott of California grapes was now at an end. This is, however, untrue. In response to a request for confirmation of the press reports, the UFWOC has cabled the Federation to the effect that the boycott would continue. It would not be called off until the remaining forty per cent of growers in the state were brought under the union label.

TRANSPORT

INTERNATIONAL

Hard going for ITF radio officers at IMCO

The 7th Session of the IMCO Sub-Committee on Radiocommunications was held in London from 6 to 10 July. Representing the ITF as observers were K.A. Murphy, General Secretary of the British Radio and Electronic Officers' Union, and W.R. Steinberg, President of the American Radio Association, together with P. Anselmo (ARA Training Director) and P.A. O'Rourke (ARA Vice-President) as advisers. M.H. Strichartz (USA), S. Bøje-Larsen (Denmark) and G. Hilding (Sweden) represented ITF affiliates on the national delegations.

The discussions centred on two items of the extremely heavy Agenda, namely the Maritime Distress System and Maritime Satellites. A lengthy discussion on Maritime Satellites revealed considerable disagreement in the potential usage and the estimated cost, although it was finally agreed to ask the International Telecommunication Union (ITU) World Administrative Radio Conference for Space Telecommunications (to be held in June 1971) for frequency allocations in the VHF, UHF and EHF bands. During the discussions on various aspects of the Maritime Distress System, a proposal that 2182 kHz radio-telephone should be the sole distress system appeared to gain increasing support which led the ITF observers to make a general statement to the effect that this frequency was subject to intense QRM (interference), that the problem of undisciplined usage of this frequency would be aggravated and that any new regulations regarding restricted usage were unlikely to have any noticeable effect on the untrained radio operator, that there were serious

[≠] £1 = \$ 2.40

propagation difficulties inherent in the 2182 kHz frequency and that language difficulties would abound.

A proposal that the hours of watch-keeping be re-allocated on board ships carrying a Radio Electronics Officer and which were equipped with a selective calling device so that the Officer would be able to carry out maintenance work on electronic equipment outside the Radio Room suffered a narrow defeat when put to the vote, although the actual reference to "Radio Electronics Officer" had been omitted in an attempt to modify the proposal. This caused great disappointment among the ITF observers.

Another proposal, stating that the VHF set might be used from the emergency batteries was carried, although members of national delegations as well as the ITF observers expressed concern regarding the loading that might be put on the emergency accumulators and the resultant possibility of their being flat when required for the MF emergency transmitter.

Finally, during a discussion of amendments to the section of the International Code of Signals which is devoted to on-board communications, the ITF observers pointed out that misunderstandings could arise between ships when on-board communications were used, quoting instances where the wrong ship had dropped anchor as a result of such misunderstandings. Increased power would only lead to a deterioration in the situation and misunderstandings were bound to arise when the equipment was operated by uncertificated personnel, particularly during emergencies.

Due to the length of the Agenda, several items had to left for discussion by the Sub-Committee's 8th Session, which will be held next January. As it was obvious from the way the discussions were going in the Sub-Committee that a large number of shipowners would be quite happy to accept inadequate automation of the safety watch, thus trying to dispense with Radio Officers, the ITF has decided to convene a meeting of all Radio Officer affiliates in London in September this year to formulate a policy on the distress system.

Seven per cent rise in world tanker tonnage

World tanker tonnage rose by just over 9,980,000 tons d.w. - an increase of nearly seven per cent - during the first six months of 1970. World tanker tonnage now stands at 153,382,169 deadweight tons.

CANADA

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Study of container shipping now complete

The Canadian Transport Commission is engaged on two studies which should bring about changes in Canadian government policy on container shipping and the expansion of the deep-sea merchant fleet. The study has the backing of the shipbuilders and the ITF-affiliated Seafarers' International Union of Canada.

The first phase of the container study has been completed and should be available later this year. A catalogue has been compiled of the types of goods which are suitable for transportation by container and the extent of

potential container traffic. The study is expected to recommend standards for containers, perhaps different groups of standards for traffic following different shipping patterns - an urgent problem, as only two-thirds of containers now in use conform to internationally agreed standards.

GREAT BRITAIN

British civil aviation unions express their opposition to plans for new independent airline

On 3 August, the British government announced its plans for a new "second force" independent-flag airline, to be formed by a merger of British United and Caledonian Airways.

The government announcement provoked a hostile reaction from British aviation unions. The ITF-affiliated Association of Scientific, Technical and Managerial Staffs (ASTMS) declared itself opposed to the plan, as did the British Air Line Pilots' Association. The two bodies are concerned that the emergence of an independent airline may lead to redundancies in the industry and that aviation workers in the private sector may not enjoy parity of earnings with the employees of state carriers.

Civil aviation workers meeting at London Airport passed a resolution condemning the government decision that the state airlines BEA and BOAC should hand over certain of their routes to the new independent. A proposal that all work for the new airline should be "blackened" was also discussed at the meeting. A copy of the resolution has been forwarded to the trade union side of the National Joint Council for Civil Air Transport, which is to have talks with the government shortly.

Trade union leaders later met representatives of Caledonian Airways. Referring to the excellent relations between the unions and Caledonian, Clive Jenkins, Joint General Secretary of ASTMS, urged the airline to reconsider its position on the "hiving off" of routes. It is understood that Caledonian reaffirmed a previous assurance that there would be no redundancies following the merger and that pay talks would begin to ensure that workers would not be worse off than those of state airlines.

British pilots concerned at safety of European airports

The British Air Line Pilots' Association (BALPA) is to investigate reports by British pilots that nine European airports have inadequate landing and navigational equipment which might endanger flights at peak periods or in adverse weather conditions. Most of the airfields in question are in mountainous country, which creates its own hazards for low-flying aircraft.

BALPA is hoping to take international action through the International Civil Aviation Organization, an agency of the United Nations. The Association is unlikely to order a boycott by British airlines of the airports which it deems unsafe as unilateral action of this nature would not necessarily improve safety standards and would give other operators an unfair advantage.

New safety code for British merchant seamen

A Code of Safe Working Practices for the Safety of Merchant Seamen was published recently. The Code is the result of three years' work by a steering

committee appointed by the British Board of Trade. The committee was set up in 1967, following the report of the Pearson Court of Inquiry into the Shipping Industry, to look into working practices in the merchant navy and to suggest ways in which these might be made more safe.

The new Code outlines the procedures which should be observed to ensure the safety of operations on shipboard. It covers general precautions, mooring, gangways, ladders, working with winches, derricks, cranes etc., painting, servicing of electronic equipment, work in machinery spaces and workshops. The Code is divided into convenient sections according to job category, i.e. there are sections for owners and masters, officers and ratings.

The report of the committee, which has also been published, gives the recommendations of the committee on other aspects of accident prevention such as injury reporting, the compiling of statistics, safety training, safety equipment and clothing, and the environmental factors of noise, heat and humidity.

R.L. Spruhan, Assistant General Secretary of the ITF-affiliated British National Union of Seamen, was a member of the steering committee.

TRADE UNIONS

INTERNATIONAL

Railwaymen's youth leaders meet in Vienna

Youth leaders from ITF-affiliated railwaymen's unions met for their tenth annual conference in Vienna recently. Present at the meeting were representatives from unions in Austria, Belgium, France, Germany, Italy, Luxembourg, the Netherlands, Switzerland and, for the first time, Turkey. The proceedings were opened by the President of the Austrian Railwaymen's Union, Fritz Prechtl, who spoke about the work that the unions were doing for their younger members. This theme was developed by Ernst Müller, a Section Secretary of the Swiss Railwaymen's Union, who pointed out ways in which young people might be attracted into the trade union movement. The participants in the conference took time off from the serious discussions to explore Vienna and Salzburg. At the invitation of the Dutch union, the next conference will be held in the Netherlands.

ICFTU condemns proposed British arms sales to South Africa

Harm G. Buiter, General Secretary of the International Confederation of Free Trade Unions, has sent a cable to the United Nations deploring the British government's decision to resume the sale of arms to South Africa and demanding action to secure respect for the relevant UN decisions.

The ICFTU, which has always taken a firm line against South Africa's apartheid policy, had previously addressed a letter to British Prime Minister, Edward Heath, urging his government "to refuse all sale of arms to South Africa as well as any other form of economic cooperation which would help a minority retain control..."

International trade secretariats merge

The International Shoe and Leather Workers' Federation has merged with the International Textile and Garment Workers' Federation. The new organization will be known as the International Textile, Garment and Leather Workers' Federation.

KENYA

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Kenyan unions sign new agreement for alleviating unemployment

A new one-year agreement has been signed by representatives of the government of Kenya, the Federation of Kenya Employers and the Central Organization of Trade Unions (Kenya). The tripartite agreement, which is based on the 1962 Industrial Relations Charter initiated by the late Tom Mboya, is designed to reduce the present high level of unemployment in the country.

To this end, the employers have agreed to increase by 10 per cent the number of their regular employees and to abstain from dismissals and lockouts. The workers, for their part, have pledged to undertake no strike action and to allow wages to remain at their current level for the period of the agreement.

A Standing Tripartite Committee will be set up to keep abreast of labour developments and will make the appropriate recommendations. The agreement thus gives the government a breathing space in which to prepare an incomes and wages policy to be introduced when it expires (in July of next year).

MEXICO

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Mexican pilots' hijack appeal

The ITF-affiliated Mexican Airline Pilots' Association (ASPA) has appealed to the governments of Mexico and Cuba to take positive action to stop the growing number of aircraft hijackings. The association made its appeal after a DC-9 jet owned by the Mexican Aeronaves Company was diverted to Cuba by three political refugees from the Dominican Republic and a young Mexican. Five Mexican aircraft have been hijacked to Cuba over the past two years.

SPAIN

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ICFTU condemns shooting of Spanish workers in Granada

The underground system in Madrid was virtually paralysed at the end of last month when its workers came out on strike. The men were acting in support of their claims for a basic wage of £1. 15s. per day for a 40-hour week; speedier negotiations on a collective labour agreement; and the right to form their own free trade union. The strike had to be called off when the government threatened to draft the strikers into the army if they did not return to work.

The Spanish capital is threatened by a strike of municipal bus workers who have said that they will stop work if their demands are not met soon.

The underground strike was just one of a wave of strikes which hit Spain after police in Granada opened fire on striking construction workers who were demonstrating in front of the official trade union building, killing three demonstrators and injuring many others. Numerous arrests were also made. The workers were protesting against the delay by the government-controlled Sindicatos or "trade unions" in concluding a new works contract.

In a statement issued on 22 July, the day after the shootings, the General Secretary of the International Confederation of Free Trade Unions, Harm G. Buitter, expressed the sympathy of the free trade union movement with the relatives of the victims and declared: "These brutal shootings, which amount to cold-blooded murder, show to what lengths the Franco dictatorship is prepared to go in trying to suppress the ever-growing opposition of the working class which manifests itself not only in Granada, but also in the renewed strike movements in Sevilla and in the Asturias."

Recalling the continuous efforts of the international movement to alert world opinion to the conditions of Spanish workers and the repression of trade union freedom in Spain - confirmed by the report of last year's ILO mission to Spain - Buitter concluded: "In the face of the complete uselessness of the official trade unions, the workers, inspired by the underground trade union movement, are fighting to secure their rights. The International Confederation of Free Trade Unions, working closely together with its Spanish affiliate, the UGT, fully supports them in their just struggle".

UNITED STATES

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American pilots urge stiffer penalties for aircraft hijackers

American airline pilots meeting in San Francisco have called for stiffer penalties for aircraft hijackers. Captain Lee Hines, Vice-President of the American Airline Pilots' Association, told the association's annual meeting on air safety that hijackers had been treated too leniently for too long. He recommended a minimum penalty of 20 years' imprisonment for convicted hijackers and even the death penalty in certain instances.

Captain Hines said that the airlines would shortly be introducing new safety measures. Passengers would be screened and a magnetometer used to detect hidden weapons such as knives or guns. Cockpit security would also be tightened up. Larger viewers would be installed in the cockpit so that the pilot would be able to see a much greater area from the cockpit seat and bullet-proof cockpit doors would also be installed.

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA

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Strike at Australia's container ports ends

The strike by workers at container terminals and depots throughout Australia is now over (see ITF Newsletter No. 7, p. 71). The clerks, storemen, packers

and crane drivers who took part in the industrial action decided to go back to work when they were offered a new weekly rate of \$A 63.60[Ⓢ], an increase of \$A 4.10. The men have been granted four weeks' annual leave, plus a loading for annual leave for weekly employees at the ordinary rate of pay plus 17½ per cent. This means that for a 20-day holiday workers will be paid for 23½ days.

The new agreement also provides for general wage increases for the unions involved - the ITF-affiliated Federated Clerks' Union and the Storemen and Packers' Union and the Federated Engine Drivers' and Firemen's Association.

BELGIUM

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Belgian workers to receive higher pensions

The new Belgian Pensions Law of 5 June 1970 embodies a government undertaking to raise Belgian state pensions by 5% from 1 July 1970 and by a further 5% from 1 July 1971. This law supersedes the Pensions Law of 27 June 1969, which stipulated that pensions would be increased by 4% on these two dates.

DENMARK

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Negotiations in Danish fishing dispute reach crucial stage

Details of a settlement reached between the Esbjerg Fishing Shipmasters' Association together with other fishing organizations and the Fishermen's Group of the ITF-affiliated Danish Transport and General Workers' Union (DASF) following the recent fishermen's strike[Ⓢ] are to be submitted to a membership ballot of the fishing organizations. If the settlement is not accepted before 24 August, the DASF has announced that it will call its members in five Danish fishing ports out on strike.

GERMANY

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New OeTV agreement for fishermen on factory ships

A new collective agreement for captains and crews of factory ships has been signed by the ITF-affiliated German Transport and Public Service Workers' Union (OeTV). Under the terms of the agreement:

captains and crew members will receive between six and fifteen per cent more of the catch than at present and certain grades are to have improved allowances;

all crew members, who perform duties during turn round in St. Pierre et Miquelon, in the roadstead and at sea, will be paid at the overtime rate for the first eight hours of each day and at one hundred and twenty-five per cent of the overtime rate for all subsequent

[Ⓢ] \$A 2.15 = £1

[Ⓢ] See ITF Newsletter No. 7, p. 66

hours;

the appropriate leave allocation will be granted for free time lost when frozen fish has to be unloaded abroad so that production can be resumed;

the minimum time off following voyages of more than 85 days is 192 hours (8 days).

In anticipation of the new basic agreement, the following changes apply with effect from 1 August:

members of the crew who are required for work in port during off-duty hours receive one free day for each seven hours worked - free time will be paid at the same rate as leave;

ship's engineers on all fishing vessels work three shifts during journeys to and from fishing grounds. Ships' engineers on fresh fish vessels carrying only two ships' engineers are paid overtime rates for all duty during such journeys in excess of eight hours per day;

crew members who have to wait for their ship in foreign ports receive pay.

German railwaymen will be paid more for duty outside normal hours

The ITF-affiliated German Railwaymen's Union has obtained improvements in the bonus paid to employees of the German Federal Railways for duty outside normal hours. In future, this bonus will be paid for work performed between 20.00 and 06.00 hours on Sundays and public holidays and for work between 13.00 and 20.00 hours on Saturdays. An hourly bonus rate of .65 DM² will apply for periods in excess of thirty minutes over normal duty hours and a half-hourly rate of .33 DM for periods of more than ten and less than thirty minutes. Subject to approval from the German Minister of Transport, this rate will be backdated to the beginning of May and the previous flat rate for such work will be replaced on 1 June by hourly payments.

Higher rates of pay for ships' pilots

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has won higher rates of pay for Germany's ships' pilots. The new rates, which came into effect on 1 July, provide for increases of up to 14%. These include a sum in compensation for shorter hours and an extension to ships' pilots of the 7% bonus already paid to ships' captains for duties other than those laid down by collective agreement.

Discussions on the introduction of a forty-hour week for ships' pilots will be continued when the present agreement comes up for revision at the end of 1970.

GREAT BRITAIN

Lower retirement age for cabin staff with BEA and BOAC

BEA and BOAC cabin staff, members of the ITF-affiliated British Transport and General Workers' Union, staged a twenty-four hour stoppage last month in support of their claim for pension rights similar to those for pilots and flight engineers.

As a result of the strike, the retirement age for cabin crews has been lowered to 55, the present retirement age for pilots. (Cabin crews had previously retired at 63). But cabin staff are still dissatisfied with the rate of return on pension contributions. Pilots receive a pension of £1 15s. 9d. for every pound which they have paid into the pension fund, whereas stewards obtain a lower return of £1. 13s. 4d. Talks on the equalization of the calculator have made no headway and it seems likely that the issue will now go to the National Joint Council for Civil Air Transport, where the pensions sub-committee will be asked to give it priority.

Stewardesses employed by the two airlines are also seeking a higher compound rate of interest on their pension fund contributions. At present, their contributions yield benefits only in the case of sickness, accident or fatality. There is also a gratuity payment.

BOAC and BEA managers win significant pay rise

The ITF-affiliated Association of Scientific, Technical and Managerial Staffs (ASTMS), together with a number of other unions, has negotiated salary increases averaging £1,000 for some 700 middle management staff employed by BEA and BOAC[¶]. The three-year agreement, which provides for an initial increase backdated to 1 December 1969, followed by three further increases on 1 December 1970, 1 January 1971 and 1 December 1971, was welcomed by Clive Jenkins, Joint General Secretary of ASTMS as one of the most advanced deals ever reached for middle management.

~~¶¶~~ BUA strike threat lifted

A threatened strike by 3,500 employees of British United Airways was called off when the company's staff secured the commitment which they had been seeking from management on parity with the state-owned airlines. Under the agreement, BUA workers are to receive immediate increases of between £4 and £8 per week, in addition to a weekly productivity payment of 10s.. Mark Young, Secretary for the trade union side of the National Joint Council for Civil Air Transport, told the meeting which accepted the management offer that as many as a third of BUA workers would still find considerable differences in their pay packets as compared with those of employees of state airlines. It was therefore agreed to accept the deal on a "strictly interim basis".

The unions involved in the BUA dispute include the ITF-affiliated British Transport and General Workers' Union and the Association of Scientific, Technical and Managerial Staffs.

[¶] See ITF Newsletter No. 4, p. 38

~~¶¶~~ See also item on proposed merger between BUA and Caledonian Airways under "Transport, Great Britain".

Seamen seek further pay rise

The ITF-affiliated British National Union of Seamen has submitted a claim for substantial increases in pay for its 54,000 members to the ratings panel of the National Maritime Board. Both the union and the employers have agreed to set up joint sub-committees to start initial investigations into the claim. The committees will examine earnings and hours of work following the recent pay increases which came into effect in July (see ITF Newsletter No. 5, p.49) and will look into the possibility of streamlining the ratings' pay structure.

The union considers that a further pay award is necessary to bring the wages of seafarers into line with those of industrial workers ashore.

Longer shore leave for Hull trawler fishermen

Hull trawlermen are to receive extra shore leave between fishing trips as a result of a settlement negotiated on their behalf by the ITF-affiliated Transport and General Workers' Union. The men now get an extra twelve hours' shore leave after sixteen days at sea, making 72 hours shore leave in all. In addition, the trawlermen, who went on strike earlier this year, benefit from new holiday rates of pay based on the new rate of £19. 0s. 4d. agreed following the strike (see ITF Newsletter No. 4, p. 41).

MALTA

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Public transport workers in Malta stage one-day strike

Bus drivers, conductors, ticket inspectors and booth attendants belonging to the Port and Industry Section of the ITF-affiliated Malta General Workers' Union staged a one-day strike on 30 July in protest against the failure of the Malta government to establish a Public Transport Workers' Board. The union gave warning that the one-day strike would be followed by a series of lightning stoppages if the government did not accede to the union request. The union has been urging the setting up of such a board since the bus-owners' strike of June 1969 (see ITF Newsletter No. 6, 1969, p. 49).

Public transport services operated almost normally on the day of the strike, as the bus-owners, with the approval of the police, operated their vehicles themselves. The police gave the owners permission to run buses without bus conductors and without issuing tickets to passengers. Buses carrying more than the number of standing passengers fixed by the traffic regulations were also allowed to operate.

A union meeting of all public transport workers in the GWU held on the day of the strike called for the establishment of the board in the interest of transport workers. Section Secretary Alphonse Caruana stressed that the strike was not directed against the bus-owners but against the government which had not honoured its pledge.

NORWAY

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Norwegian seafarers in the foreign trade awarded cost-of-living increase

Some 35,000 Norwegian seafarers and officers in the foreign trade benefit from an agreement signed between the Norwegian seafarers' and officers' unions (who are ITF affiliates) and the Norwegian shipowners' association. The agreement provides for a cost-of-living increase of 5.4 per cent on the basic rate and a similar increase in overtime payments and victualling allowances. ABs receive an extra 79kr[⌘] per month on the basic rate as a result of the settlement.

The cost-of-living increase came into effect on 15 July and the remaining increases operate from 1 August.

UNITED STATES

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BRAC strike against Northwest Airlines continues

Northwest Airlines, who are being struck by members of the ITF-affiliated US Brotherhood of Railway and Airline Clerks (see ITF Newsletter No. 7, p. 74), have brought in management personnel to operate some of their international flights, including those to Japan, Korea, Singapore and the Philippines. The ITF has cabled its affiliates in these countries requesting them to demonstrate their solidarity with our US affiliate.

PERSONALIA

Dr. Assad Kotaite has been appointed Secretary General of the International Civil Aviation Organization.

Ria Schärer, the new President of the Swiss Public Service Workers' Union, is the first woman in the history of the Swiss trade union movement to be appointed to such a high office.

Hans Pfeiffer, a Section Secretary of the Swiss Public Service Workers' Union for twenty years, celebrated his 60th birthday on 20 July.

FORTHCOMING MEETINGS

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Meeting on conditions on ships in coastal
and short sea trades

London, 2-3 September 1970

Meeting of Radio Officers

London, 15-16 September 1970

Civil Aviation Section Conference

Miami Beach, USA, 28 September -
1 October 1970

[⌘] £1 = 17.16 Norwegian kroner

Seafarers' Section Conference

Geneva (revised date)

9-10 October 1970

Road Transport Workers' Section
Conference

London, 4-6 November 1970

Executive Board Meeting

London, 27-28 November 1970

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

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