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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

An ITF comment on the recent spate of hijackings appears as a supplement to this issue.

ITF Radio Officers discuss future shape of the international maritime radio safety system

A meeting of ITF-affiliated Radio Officers' organizations was held in London on 15-16 September. Twelve delegates from Denmark, Finland, Germany, Great Britain, Holland, Italy, Norway, Sweden and the United States attended the meeting, which had been called as a result of developments at the recent IMCO Sub-Committee Meeting (also in London, early in July), where a series of attacks on the world-wide radio telegraph sea safety network had been launched by certain governments and international agencies (see ITF Newsletter No. 8, p. 80).

After a thorough discussion of all the developments at IMCO and of other developments in the field of maritime radio safety, the organizations represented adopted a position paper embodying a policy for radio officers' affiliates of the ITF, consistent with the principles laid down in the International Seafarers' Charter.

This paper contained the following main points:

1. The adoption of a proposed amendment to Chapter 4 of the International Regulation 6 (d). The effect of this proposed change would be to reallocate a portion of the 8-hour watch of the Radio Electronic Officer on vessels other than passenger liners exclusively to the repair and maintenance in optimum condition of the electronic equipment used for ensuring safety of life at sea. The Radio Electronic Officer referred to is a Radio Officer with additional qualifications as each government shall determine in line with the authority granted it in regulation 869 of the ITU Radio Regulations. The means by which part of the watch would be reallocated is the interruption of the watch for such repair and maintenance purposes but only when a Radio Electronic Officer is carried.

An additional requirement of this proposal would be the carriage on the vessel of a selective calling device installed and operating as part of the radio telegraph station.

2. Opposition to the too loose interpretation of Regulation 6 (d) now permitted by certain governments in allowing various duties, some of them neither essential for the safety of life at sea nor radio in nature, to be used as a pretext for impairing watches.

3. The repair and maintenance of the selective calling device to be carried out by a Radio Electronic Officer.
4. Comprehensive training to be undertaken by governments to provide the ships with the skilled Radio Electronic Officers needed for the technical repair and maintenance of radio and electronic equipment essential for safety of life at sea and for the safe navigation of the vessel.
5. The introduction of satellite communication as a useful supplement to maritime safety communications modes, which under no circumstances should rely solely on satellites which are especially vulnerable to being inactivated, accidentally or by hostile action.
6. The total rejection of the idea of auto alarm systems.
7. Opposition to the reintroduction of the "area of operations" concept, i.e. the replacement of the existing radio telegraph safety provisions by the inadequate and unreliable radio telephone provisions in what is described as "European waters", as implementation of such a proposal would remove a large proportion of shipping from the protection of the international maritime safety radio telegraph network and place an intolerable burden on other already fully occupied crew members.
8. Total opposition to the replacement of human watchkeeping and to the introduction of a common distress system entailing the replacement of the radio telegraph system by a system relying on the use of radio telephone equipment only, manned by unskilled personnel.

LATIN AMERICA

Latin American Seminar on technological changes in the maritime industry

Thirty-two leaders of seafarers' and dockers' unions in Argentina, Colombia, Venezuela, Costa Rica, Chile, Ecuador and Uruguay attended a seminar on Technological Changes in the Maritime Industry which took place in San José, Costa Rica, from 13 to 18 July. The seminar was organized by the ITF in collaboration with the Friedrich Ebert Foundation. Medardo Gomero, the Director of the ITF office for Latin America and the Caribbean, was responsible for the organization and conduct of the project.

The seminar's deliberations were based on lectures on Technological Change in the Shipping and Dock Industries, which were presented respectively by Douglas Tennant (Chairman of the ITF Seafarers' Section and General Secretary of the British Merchant Navy and Airline Officers' Association) and Roger Dekeyzer (Member of the ITF Executive Board and President of the Belgian Transport Workers' Union). To these, the participants added contributions based on

their own experiences and problems, from which a number of recommendations emerged. These concerned: the creation of machinery within the Latin American and Caribbean Region to give specialized attention to seafarers' and dockers' affairs; the need for effective solidarity among the maritime affiliates; support for the proposals adopted at the Preparatory Technical Maritime Conference in Genoa (September 1969); and a request for action through the ILO on the setting of minimum standards in dock work on matters such as the size of gangs, guaranteed earnings and job security. The seminar also asked the ITF to appeal to the Argentinian Government to restore in full the civil rights of Eustaquio Tolosa, former President of the Argentinian Dock Workers' Union (SUPA) who was presently prohibited from taking an active part in trade union activities.

By general consent, the seminar met an urgent need in providing a forum for the exchange of information on and discussion of the many difficulties faced by maritime affiliates in Latin America, as technical change bears increasingly directly on the lives and working conditions of their members.

TRANSPORT

AUSTRIA

Austrian government approves Tokyo Convention

The Austrian government has approved ratification of the 1963 ICAO Tokyo Convention covering offences and certain other acts committed on board aircraft on international flights.

CANADA

Railwaymen's unions spearhead campaign to save passenger trains in Canada

Four ITF-affiliated unions -- the United Transportation Union, the International Association of Machinists, the Brotherhood of Railway Clerks (which have members in both the US and Canada) and the Canadian Brotherhood of Railway Workers -- have formed an organization for a Sane Transportation Policy (STOP). The organization hopes to persuade the Canadian government to halt further cut-backs in rail passenger services by the railroad companies.

STOP has mounted an intensive publicity campaign, buying advertisement space in Canadian newspapers and urging the public to petition their local MPs, the Canadian Transport Commission and the Transport Minister.

UNITED STATES

National transport policy the only answer to the present crisis on US railroads

Speaking before a House Committee investigating the collapse of the giant Penn Central Railroad, L.E. Dennis, Executive Director of the ITF-affiliated Brotherhood of Railway Clerks (BRAC), endorsed the action taken by the US government to put Penn Central back on its feet.

It will be remembered that earlier this year the Penn Central Railroad filed its petition for bankruptcy when it failed to secure a federal loan from the US Defence Department. Almost immediately after the collapse, the Administration asked Congress to enact a bill making federally-guaranteed loans available to Penn Central and other railroads in serious financial difficulties.

While supporting the government action, Dennis stressed the need to protect the employees of Penn Central. The BRAC was deeply concerned at the inability of the railroad to meet its financial obligations to railroad employees, many of whom had already been refused payment of their pay cheques. Railwaymen, he said, could not be expected to work for nothing. He also drew attention to the fact that the quarterly employers' contributions to railroad retirement, unemployment insurance and supplemental pensions were now outstanding, as were the monthly payments to hospital and medical insurance plans.

Dennis feared that the collapse of the Penn Central might spread to other railroads in the present precarious situation.

"We fear the domino effects of the collapse of the Penn Central. We fear the apparent inability of Penn Central to meet its payroll sometime during the next three weeks. And we fear that there will be several other railroads taking this same course of action in the next few weeks or months."

Dennis added that the "present legislation" is at best only a "holding action" for the development of a "national transportation policy and system". That system might take many forms. "It might be a question of nationalizing railroads like the Penn Central, or just the Penn Central, for that matter ... it is not unthinkable that Congress might decide that it should simply purchase the Penn Central rather than pouring in money which might eventually fall into the hands of the bankers, or might have little or no impact on improving vitally needed services."

Alternatively, he said, "the answer might involve the creation of a quasi-public corporation such as was provided for in Comsat ... or it is not inconceivable that a simple broadening of the functions of the Passenger Train Corporation to include jurisdiction over bankrupt roads would point to a new healthy direction for the industry, and better serve the public interest."

BRAC's Executive Director concluded his testimony by urging an "immediate transfusion of cash as the first and essential step." And, he added, "it is essential to adopt some type of legislation similar to that which passed the Senate, which will assure us of a national railroad passenger system."

Then, he said, "it will be time for Congress to take the second step of investigating railroad finances and ownership in the interest of developing what we might wistfully call a rational national transportation policy."

New York plan to reduce number of attacks on taxi drivers

A new scheme is to be introduced shortly in New York which should reduce the number of attacks on taxi drivers from motives of robbery. There have been 1,550 such incidents this year and eight taxi drivers have died. Taxi-men had threatened to refuse to work late at night if action were not taken to deter would-be attackers.

In future, all taxis will be equipped with a locked cash box, fastened to the vehicle body, which can be opened only at the taxi depot. The taxi driver will carry only \$5 (slightly more than £2) in cash and passengers will be required to tender almost the exact fare for taxi journeys.

Bus passengers in the US have become accustomed to exact fare buses, which were introduced for the same reason in the summer of last year. The scheme has been an outstanding success and attacks on bus drivers have been virtually eliminated (see ITF Newsletter No. 10, 1969, p. 87).

TRADE UNIONS

CZECHOSLOVAKIA

ICFTU statement on the second anniversary of the occupation of Czechoslovakia

On the occasion of the second anniversary of the occupation of Czechoslovakia, Harm G. Buiter, General Secretary of the International Confederation of Free Trade Unions, issued the following statement:

"The two-year-old occupation of Czechoslovakia has been a long drawn out confirmation of the worst fears expressed by a shocked world on 21 August 1968. The International Confederation of Free Trade Unions has special reasons for feeling affliction at the

turn of events in Czechoslovakia: the country's trade unions have a tradition of internationalism and service to genuine trade union ideals going back 100 years, and trade union reform, spurred on by millions of ordinary workers throughout the nation, was a vital element in the larger wave of 1968's spontaneous political spring clean. Those who even a year ago were still hoping that at least some of their achievements might be preserved have had to watch them being systematically dismantled, one by one: all the significant workers' advances -- most recently the setting-up of workers' councils and the recognition of a genuine right to strike -- have now finally been reversed and history rewritten to conceal the fact that they had ever taken place. In the meantime, over 60,000 trade unionists associated with the reforms have been normalised out of their jobs, and more will doubtless follow."

GREAT BRITAIN

TUC Congress calls for higher pay and the expansion of the British economy

In his presidential address at the opening session of the annual conference of the Trades Union Congress, Sir Sidney Greene, General Secretary of the ITF-affiliated British National Union of Railwaymen (NUR), and a member of the ITF Executive Board, warned the Conservative government about the danger of antagonising the trade union movement with its proposed industrial relations legislation. The NUR General Secretary went on to say that the past experience of his own union cast doubts on the efficacy of legislation in bringing harmony to industrial relations.

Speaking of the TUC's own plans for reforming the organization of the trade union movement in Britain, TUC General Secretary Victor Feather stressed the importance of worker participation in the running of the unions. Mr. Feather said that the reform proposals set out in the document prepared by the TUC General Council were a radical attempt to improve the internal democratic procedures of the unions and the place of the working people in the community. The most important single proposal concerned the setting up of industrial committees. (Such a committee is already planned for the transport industry.) These committees would allow individual unions to formulate common policies for their industries, under the auspices of the TUC, and they would be in a position to harmonize recruitment, collective bargaining, inter-union relationships and wages structures.

The report also emphasized the importance of recruiting more members to the TUC and maintaining their membership. In fact, membership of the TUC has risen to the record figure of 9.4 millions, which represents an increase of more than half a million over the past year.

Later in the week, a call for an "offensive strategy" to secure higher pay and shorter hours* together with an expansion of the British economy, dominated the proceedings of Congress. Jack Jones, General Secretary of the ITF-affiliated Transport and General Workers' Union, headed the attack against any possible government proposals to curb wage increases. He moved a resolution, which was passed unanimously, opposing any attempt by the Conservative administration to use the public sector as an "example" to the rest of industry in restraining wages. Victor Feather also made a strong appeal to the government urging an expansionist economic strategy "which steered away from incomes restraint":

At the close of the Congress, Lord Cooper, General Secretary of the General and Municipal Workers' Union, was elected Chairman of the TUC General Council.

SPAIN

Madrid underground workers seek support from Spanish government

Madrid underground workers, who were threatened with military mobilisation when they came out on strike at the end of July**, have addressed a petition to the Spanish government appealing for support in their wages dispute with the privately-owned metro company.

UNITED STATES

End of California grapes boycott

The field workers in the vineyards of California have won through in their historic five-year struggle for union recognition. AFL-CIO President George Meany made the welcome announcement to the biennial convention of the California Labour Federation in San Francisco that the international consumer boycott of California grapes would end officially on 1 September 1970.

The AFL-CIO President paid tribute to the faith, courage and determination of Director Cesar Chavez and his associates in the farm workers' union (UFWOC) who had worked tirelessly for so many years towards this end. Cesar Chavez and the UFWOC Executive Board had, Meany added, asked him to convey the sincere thanks of the farm workers to all who had supported the union drive by refusing to buy non-union produce. To a great extent, it was the

* The TUC recommends a basic minimum wage of £16-10-0 for a forty-hour week

** See ITF Newsletter No. 8, p. 84



solidarity action of the international labour movement which had made victory possible.

Coinciding with the end of the grape strike, UFWOC has signed contracts covering a total of 3,000 workers with Interharvest, the major lettuce grower in the Salinas and Santa Maria valleys of California, and with the strawberry growers Naturipe and the Watsonville Strawberry Cooperative. The new contracts provide for improved rates of pay and give the workers the same benefits as those obtained for grape pickers. UFWOC has called off the strike against these three growers and work has been resumed.

SOCIAL AND INDUSTRIAL NEWS

CANADA

Canadian unions demand better pensions for railwaymen

Canadian unions organizing railway workers -- among them the ITF-affiliated United Transportation Union and Canadian Brotherhood of Railway, Transport and General Workers -- have warned the Canadian government that contract negotiations scheduled for the autumn may be imperilled if the government Transport Committee does not make substantial amendments to its proposed pensions legislation. In particular, the unions have deplored the government's intention to reduce the sum which will be used to fund the pensions scheme. The unions have also charged Canadian National with lagging behind other industries in its treatment of railway employees.

DENMARK

Danish fishermen's strike is postponed

The strike of Danish fishermen has been postponed pending the outcome of an arbitration award (see ITF Newsletter No. 8, p. 86).

GERMANY

German railwaymen win impressive new gains

The ITF-affiliated German Railwaymen's Union (GdED) has negotiated decisive improvements in pay and working conditions for its 160,000 members employed by the German Federal Railways. The

improvements, which will be introduced in three stages on 1 October 1970, 1971 and 1972, will give railwaymen increases over the two-year period averaging well over 15 per cent. This is in addition to any future salary increases which may be negotiated in the intervening period. The new agreement also seeks to bring about an approximation in the earnings of staff and consolidated staff.

In a separate agreement, the GdED has announced that the working week for railwaymen will be reduced by one hour to 42 hours with effect from 1 January 1971. Indicative of the trend towards a five-day week for railwaymen is a further provision stipulating that 26 of the minimum annual statutory rest days for railwaymen must be of at least 56 hours' duration.

OeTV negotiates agreement on seamen's welfare

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has negotiated an agreement on seamen's welfare for the captains and crews of German vessels.

Negotiations on the new agreement took place between the German Shipowners' Association, the German Coastal Shippers' Association, the German Employees' Union and the OeTV. Heinrich Wiemers of the OeTV acted as Chairman.

An association will be set up to look after the interests of German seafarers, particularly during long periods spent at sea or abroad. It will be financed in equal parts by the shipowners who pay DM 1*per month for each person in their employ and by the captains and crews of vessels paying the same amount, deducted at source.

GREAT BRITAIN

Dockers in London and Hull vote to start modernization

Dockers in London's enclosed docks have agreed to the introduction of the second stage of the Devlin modernization programme, which will bring about the decasualization of dock labour. On 21 September, 10,000 men in the enclosed docks, which handle almost one third of Britain's exports, will begin two-shift working and piece work, the root cause of much labour unrest in the past, will be abolished.

In return for a union pledge to abolish restrictive practices

* DM 8.83 - £1

built up in the days of casual labour, the dockers will receive a basic wage of £36 10s to £39 for a 31 $\frac{1}{4}$ -hour week. Overtime earnings are expected to rise by almost fifty per cent.

Dockers in the port of Hull, the third largest port in Britain, have also accepted the modernization terms put forward in the Devlin programme. The port's 3,000 dockers will be paid a basic rate of £36 15s for a 35-hour week, boosted to £41 15s for two-shift working involving slightly shorter hours.

Almost half of the country's 46,000 dockers, most of whom are members of the ITF-affiliated Transport and General Workers' Union, have now accepted fully modernized working as recommended by Devlin.

New minimum rate for British lorry drivers

The ITF-affiliated Transport and General Workers' Union has negotiated a new deal on behalf of Britain's 220,000 lorry drivers, which brings their minimum rate up to £16 10s per week*.

The increases, which come into effect next month, give drivers of the lowest-rated vehicles (up to five tons) an increase of £5 1s 6d on the present rate of £11 8s 6d for a forty-hour week. Drivers of lorries of 21 tons and over will receive £18 17s 6d.

Company and municipal busmen ban overtime working

Provincial bus services in many parts of Britain were dislocated this month after the ITF-affiliated Transport and General Workers' Union (TGWU) called an official overtime ban following the breakdown of talks with municipal and company employers on behalf of 64,000 municipal and 98,000 company busmen. In addition to banning overtime, the provincial busmen will refuse to carry standing passengers and they have also declared that they will no longer cooperate in the introduction of one-man operated buses.

Alan Thomson, National Bus Secretary of the TGWU, is to ask TGWU General Secretary Jack Jones to call the first ever joint meeting of municipal and company busmen's representatives to explore the possibilities of concerted action.

Both the company and municipal bus drivers are seeking pay increases of over 25 per cent to bring their basic wage up to £20 per week. The employers have refused to pay any increase until the expiry of the existing agreements early next year, although they have agreed to two union demands: the granting of three

* See ITF Newsletter No. 4, p. 37.

weeks' annual leave for busmen and improved overtime rates (see ITF Newsletter No. 7, p. 72).

Employees of British state airlines form joint action committee

A joint action committee has been formed by workers at BEA and BOAC to oppose the transfer of routes from the State-owned airlines to the proposed new "second force" airline, to be formed from a merger between British United Airways and Caledonian Airways (see ITF Newsletter No. 8, p. 82).

ICELAND

Icelandic fishermen benefit from new agreements

The ITF-affiliated Icelandic Seamen's Union has reached agreement with the owners of merchant shipping vessels which gives deckhands on these vessels a fifteen per cent increase in monthly salaries and a seventeen per cent increase in overtime premiums, together with certain other benefits totalling an overall twenty per cent increase in monthly rates. The union has also signed an agreement with the owners of deep-sea trawlers providing for a 17.5 per cent increase in monthly rates and various other benefits giving similar rates to those obtained for deckhands on merchant vessels.

The rates of pay for the crews of smaller fishing boats were overhauled at the beginning of 1970. These rates were revised on 1 July and the crews of such vessels were awarded a basic guaranteed monthly salary increase of 17.5 per cent. The minimum wage now stands at 20,283 kr*per month, plus a three thousand kronur food allowance.

INDIA

Strike of Calcutta bargemen

A 66-day long strike of 15,000 Calcutta bargemen ended on 27 July when they were granted an interim wage increase of 20 rupees** per month and were given an undertaking that their grievances would be referred by the Indian Government to an industrial tribunal for arbitration. The strike began when the bargemen were excluded from a pay award that applied to port and dock workers. The men's union, the Calcutta Port Shramik Union, an ITF affiliate,

* 208.30 Icelandic kronur - £1

** 18.04 rupees - £1

maintained that bargemen handled cargo, playing an essential rôle in loading and unloading vessels, and it was therefore completely unjust arbitrarily to place them outside the award's scope.

The strike was the longest the bargemen have ever conducted and remained unbroken despite intense political pressures to end it. The ITF expressed its strong support for the union in the course of the dispute and pressed the authorities to reach a fair settlement.

JAPAN

Japanese seamen may "black" giant tankers

The All-Japan Seamen's Union (AJSU) may recommend its members not to man giant tankers if the Japanese government goes ahead with its plans to construct more vessels over 500,000 tons. The union feels that these large vessels are unsafe. The warning comes after an inquiry into the loss of two such vessels, the Bolivar Maru and the California Maru, failed to establish with any degree of accuracy the causes of the sinkings.

The Japanese government has informed the union that it has no reason to suppose that giant tankers are necessarily more unsafe than smaller vessels.

MALTA

Strike of Malta public transport employees

Public transport employees in Malta, members of the ITF-affiliated Malta General Workers' Union (GWU), came out on strike on 16 August in protest against the failure of the Malta government to establish a Public Transport Workers' Board. The union had already warned that a one-day strike at the end of July would be followed by further stoppages if the government did not accede to the union request (see ITF Newsletter No. 8, p. 89).

The strike, which had been scheduled to end after three days, was extended to other sections of GWU workers when it became clear that the government would not back down without a fight. The GWU instructed its Petrol, Chemicals and General Workers' Section to refuse to supply service stations with petrol to curb the strike-breaking activities of the route bus owners who were operating their own buses. Sea communications with the island were severed when an ultimatum to the government to withdraw the police who had been called in to distribute fuel to pumping stations was ignored and the union issued a directive to the port pilots not to perform any work on vessels entering and leaving the harbour. Tug boat workers also refused to perform their duties unless accompanied by a port pilot.

At the request of the Maltese union, the ITF contacted its affiliates in France and Italy requesting them not to handle vessels and aircraft bound for the island.

As the strike gathered momentum, the government accused the union of putting difficulties in the way of the creation of a transport board. This accusation was promptly refuted by the GWU which pointed out that it was the union itself that had requested the setting up of such a body to protect the interests of public transport workers whose working conditions, although they had improved slightly under the Wages Order of March 1969, were still far from satisfactory. Bus conductors and bus drivers received a mere £6 10s and £7 15s respectively for a 55-hour week.

Under pressure, the government finally agreed to the establishment of the Public Transport Workers' Board. This was followed by a meeting of the Public Transport Wages Council which met to revise the wages and conditions of transport workers. The strike was finally called off after the government gave an assurance that it would set up a Commission consisting of representatives of the government, the GWU and the bus owners to study the transport situation in Malta. The commission will submit its report within three months. Representing the GWU on the commission are: Joe Attard Kingswell (Secretary General) and Alphonse Caruana (Section Secretary of the Port and Industry Section).

UNITED STATES

UTU resumes talks on cab crewing

The ITF-affiliated United Transportation Union (UTU) resumed talks with the railroad management towards the end of August on the number of crewmen necessary in locomotives to ensure their safe operation. The resumption of talks came shortly after a presidential emergency board had urged both sides in the long-standing dispute over firemen-helpers to accept an informal agreement reached in June.

Negotiations broke down again after the June talks and the UTU struck three railroads in an effort to persuade the railroad management to enter into direct bargaining with the union over the size of rail crews. President Nixon then stepped into the dispute and named an emergency board (see ITF Newsletter No. 7, p. 74).

While the UTU does not endorse all the recommendations of the emergency board, it agrees that the report provides the basis for resuming negotiations. UTU Assistant President H. E. Gilbert has commended the board for realizing the need to protect the jobs of all firemen now in employment. He has also stated that the board's recommendation of a "meaningful" distribution of savings between engineers and other crew members, who will be given additional responsibilities, is of "great significance" and a proper application of this is "basic to a final conclusion of this dispute".

US flight engineers win substantial benefits from new contract

The ITF-affiliated US Flight Engineers' International Association (FEIA) has negotiated new contracts for US flight engineers on All American Airlines.

The terms of the AAL agreement include:

a 10% increase in pay backdated to 1 December 1969, with a further increase of 3% with effect from 1 June 1970;

an increase of 25% in expense allowances;

three weeks' annual vacation after five years' service, rising to five weeks' annual leave after twenty years;

a maximum accrual of sick leave to 150 days;

full pay and credit during deadhead time on international flights;

a minimum of 2 hours' flight time pay and credit on international flights for flight engineers who report for duty, but are unable to fly;

and increases of up to 40% in insurance cover for flight engineers.

ADDENDUM

With reference to our recent Newsletter item on the new Safety Code for British Seafarers, the ITF-affiliated Merchant Navy and Airline Officers' Association has asked us to point out that the MNAOA was represented on the Steering Committee of the Board of Trade by its Assistant General Secretary D. Carmichael until his death and thereafter by A. R. Begg. The union has also pressed for the matter to be dealt with on an international level by the ILO.

PERSONALIA

Harry Nicholas, General Secretary of the Labour Party, received a knighthood in the resignation honours list of the British Labour Party. Harry Nicholas is a former member of the ITF Executive Board.

R. W. Buckton has been appointed General Secretary of the British Associated Society of Locomotive Engineers and Firemen (ASLEF). Brother Buckton has been Acting General Secretary since the death of Albert Griffiths.

FORTHCOMING MEETINGS

Civil Aviation Section Conference	Miami Beach, USA, 28 September - 1 October 1970
Seafarers' Section Conference	Geneva (revised date) 9-10 October 1970
Road Transport Workers' Section Conference	London, 4-6 November 1970
ITF Inter-American Regional Conference	Mexico City, 9-14 November 1970
Inland Navigation Section Meeting	25-27 November 1970 (venue to be decided)
Executive Board Meeting	London, 27-28 November 1970

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

ITF demands quick international action on latest hijacking outrages

The ITF moved swiftly following the multiple hijackings organized by the Popular Front for the Liberation of Palestine earlier this month to ensure that immediate action is taken by governments and airlines to protect crew members and passengers by introducing maximum security measures -- however costly and inconvenient these might prove -- and that the international community acts decisively to ensure severe punishment of criminal attacks against civil aircraft and the application of international sanctions against any State which assists or shelters those responsible for them.

The General Secretary, Brother Charles Blyth took immediate steps to meet with officials of the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA) in Montreal on the new crisis and put to them urgent proposals for quick international action. The ITF has also been in touch with the governments concerned regarding the safe release of the crew and passengers of the hijacked aircraft. In addition, the Secretariat has been in contact with both affiliates in the Arab countries and the Arab Federation of Air Transport Unions with a request that they should use their influence to secure the release of the crew members and passengers.

Brother Blyth also attended an emergency meeting of the International Federation of Air Line Pilots' Associations (IFALPA) in Washington, at which it was agreed that the two international federations of airline employees should join forces on this issue and should work out a coordinated policy regarding future action on hijacking and air sabotage. One first result of this has been the drafting of a joint proposal on international sanctions for inclusion in the two draft international conventions which are now being considered on unlawful seizure of and unlawful attacks against civil aircraft respectively. The text of this has already been supplied to ITF aviation affiliates in order that they can approach their governments on the subject, in advance of the two world conferences which are being held within the next few weeks to consider the draft conventions and act upon them.

The ITF, IFALPA and IATA have also made an agreed approach to governments aimed at securing prompt and concerted measures on acts of violence directed against civil aviation, crew members and passengers through the General Assembly of the United Nations Organization. Details of the measures sought have already been supplied to ITF affiliates, together with a request that they should seek the support of individual governments for their implementation.

The problem of hijacking and air sabotage and of further action on it will also be the subject of intensive examination at the ITF's Civil Aviation Section Conference which opens in Miami (Florida) on 28 September. We will be giving details of the decisions taken in our next issue.