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No. 3

March 1971

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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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ITF Fair Practices Committee's Policy Sub-Committee meets in Stockholm

The Sub-Committee elected at the Fair Practices Committee meeting in London on 9-10 February to consider ITF policy on flags of convenience met in Stockholm on 15 and 16 March. Its recommendations will be submitted to the Joint Conference of the Seafarers' and Dockers' Sections to be held in conjunction with the 30th ITF Congress in Vienna later this year.

Turkish and Pakistan governments act on hijackings

Towards the end of last year, a Russian commercial aircraft on a domestic flight was hijacked to Turkey by two Lithuanians. In the course of that hijacking, a stewardess aboard the aircraft was fatally wounded. When it appeared that this act of air piracy, involving the murder of a crew member, was likely to be treated by the Turkish courts as a political offence, with the very real possibility that the hijackers might go unpunished, the ITF immediately made representations, both directly to the Turkish Government and through its civil aviation affiliate in Turkey, pointing out that, although the ITF was not necessarily pressing for extradition of the hijackers if this created problems, they should be put on trial in Turkey for the crimes of hijacking and murder.

These representations were followed up in December last, at The Hague International Diplomatic Conference on Air Law, when the ITF delegation there discussed the matter with the Director General of the Criminal Affairs Department of the Turkish Ministry of Justice. During this, the Turkish representative drew attention to certain legal problems resulting from a precedent set by the Turkish courts as long ago as 1948, when the hijacker of a Bulgarian aircraft to Turkey had been set free, on the grounds that his offence was a political one. Nevertheless, he assured the ITF delegation that the Turkish Criminal Affairs Department was taking all possible steps to ensure that the hijackers were brought to trial and that the Turkish Government was very much concerned to play its part in combatting the hijacking menace.

These efforts by the Turkish authorities have apparently now been successful, as we understand that the Supreme Court of Appeals has reversed a previous court decision that the two hijackers had acted from political motives. The Turkish Government is to be congratulated on the responsible action which it has taken on what was undoubtedly a very complicated and difficult question for it.

The ITF has also taken up with the Pakistan Government the hijacking, on 30 January, of an Indian Airlines aircraft to Lahore and its subsequent destruction by the hijackers. Its initial written representations were followed up earlier this month, when an ITF delegation, consisting of the Assistant General Secretary, Harold Lewis, and K.A. Golding of the ITF Secretariat, had an interview with the Pakistan High Commissioner in London, at which they again stressed the ITF's concern that the hijackers should not go unpunished. It has now been learned that the Pakistan Government is to establish a Court of Inquiry under a High Court Judge to investigate the circumstances of the hijacking.

ITF general secretary presents welfare cheque to Apostleship of the Sea

Earlier this month, ITF General Secretary Charles Blyth presented a cheque for £3,000 to the Apostleship of the Sea in Southampton. The cheque represents the ITF's contribution towards the formation of a new seamen's club. The Federation has made grants amounting to £35,000 to seafarers' welfare during the past two years.

TRANSPORT

GREAT BRITAIN

=====

New move by British government against hijackers

A standing committee of the British House of Commons has accepted an amendment to the Courts Bill which would have the effect of hastening the extradition to Britain of persons accused of hijacking British aircraft. The amendment provides for the issue of a warrant as a first stage in extradition proceedings in such cases.

British government may probe competency of Liberian crews

The British government is considering whether to raise with the Liberian government the question of the standards of competency of crews on Liberian-flag vessels. It has requested a copy of the report of the inquiry by the Liberian government into the collision and subsequent sinking off the British coast of the two Liberian vessels, the Pacific Glory and the Allegro, and will make its decision in the light of the findings of the report.

TRADE UNIONS

SOUTH AFRICA

=====

British unions repulse South African recruiting drive

Attempts by the Johannesburg City Council to recruit British bus drivers to fill vacancies caused by the refusal of the South African government to allow non-white workers to occupy posts of a skilled nature have been rebuffed by the British trade union movement. The British TUC has written to the South African ambassador in London emphasizing the "very substantial opposition" in Britain to the recruitment of workers for South Africa and drawing attention to its 1969 resolution urging TUC-affiliated unions to discourage their members from taking up jobs in the Republic. The ITF contacted its affiliate, the Transport and General Workers' Union, at whose members the recruiting drive is primarily aimed and the union then issued a statement condemning the plan. "We are absolutely opposed", the T&GWU statement said, "to British bus workers being used to fill jobs that the whites in South Africa apparently don't want, and other workers are not allowed to have simply because of the colour of their skins." The International Confederation of Free Trade Unions has now warned the Netherlands trade union federation (NVV) that a similar recruiting drive is planned for Holland.

SPAIN

=====

ICFTU condemns new trade union law in Spain

The ICFTU has issued a statement condemning the trade union law recently enacted in Spain as "nothing but a continuation of the present repressive system".

The statement reads:

"The trade union law, which was adopted by the Cortes (Spanish parliament) on 16 February, amounts to a mere reform of the internal structure of the state-run trade unions. A Minister appointed by General Franco will continue to head the official trade union organization whose membership is compulsory and which groups both employers and workers, as before. While trade union officials may be elected at lower levels, the Government retains the power to dismiss them and to annul the decision of union bodies. Strikes remain banned, penalties for activities considered legitimate trade union action in democratic countries remain in force. The legislation ignores both the repeated appeals and recommendations of the International Labour Organization and of the ILO Study Group

to adapt Spanish trade union legislation and practice to ILO principles and standards. The ICFTU denounces the Spanish Government's deliberate manoeuvre of inviting an ILO Study Group to Spain to help restore trade union rights without the slightest intention of doing so. The ICFTU is determined to keep the issue of trade union freedom in Spain before the ILO and other international bodies."

SWITZERLAND

=====

Swiss public service workers press for an increase in real salary

Following a meeting with the Swiss Public Service Workers' Federation, a deputy of the Swiss Federal Government is to recommend to the Swiss parliament that public service workers should receive an increase in real salary through the introduction next year of a system of thirteen salary payments per year.

SOCIAL AND INDUSTRIAL NEWS

BELGIUM

=====

Belgian public transport workers sign new collective agreement

The ITF-affiliated Belgian Public Service Workers' Union has negotiated a new collective contract for public transport workers. Under the terms of the agreement:

- the salary scale has been restructured to give a more gradual salary curve for workers with up to 14 years' service, workers with more than 14 years' service being paid a seniority bonus in addition to basic pay (In practice, this means that the starting salary of public transport workers is increased by 3.70 Bfr^x per hour, the increase decreasing progressively so that workers with over 14 years' service receive an increase of approximately 2.18 Bfr per hour at each subsequent progression on the salary scale);
- the premium for night work is improved and all work performed after 21.00 hrs and before 6.00 hrs is now paid at an hourly rate composed of the basic hourly rate plus a supplement of 10 per cent of this rate;
- the premium for work performed on Sundays has been increased and is now paid at double the hourly rate (previously 175% of the hourly rate) and includes work performed on legal holidays;

x) Belgian frs. 120.05 = £1

- the bonus for one-man operation is raised from 5.50 Bfr per hour to 6.25 Bfr per hour, with provision for a more rational application of the bonus from the beginning of April. (In effect, this means that the bonus will be paid to bus drivers for the portion of the working day during which they are responsible for the collection of fares in the absence of a conductor);
- the efficiency bonus goes up by 100 Bfr to 3,300 Bfr, divided into four payments of 825 Bfr;
- the fixed monthly bonus is raised to 925 Bfr, an increase of 42 Bfr;
- the working week is reduced by 1 hr 30 mins to 41 hrs 30 mins with effect from 1 September. The reduction in working hours, which is made without loss of pay, is equivalent to a salary increase of 3.61 per cent.

BERMUDA

=====

Strike of Bermuda marine pilots is over

A tentative settlement has been reached by the ITF-affiliated Bermuda Industrial Union and the Bermuda government following a week-long strike of marine pilots for higher pay.

FRANCE

=====

Settlement of French airlines dispute

The three-week-old lock-out of flight personnel employed by the French airlines Air France, Air Inter and UTA is over^{x)}. The air transport unions have reached agreement with the airlines on pay and conditions of service for 2,400 pilots, radio officers, co-pilots and flight navigators over the next five years. Details of the agreement are not yet available but it is understood that the air crews' demands for maintenance of differentials between the pay of flight personnel and ground staff and the calculation of salary on the basis of the speed and size of aircraft have been met. In return for a concession on 'credit time', which the unions have agreed shall be calculated on a monthly rather than a flight-by-flight basis, the flight crews have been assured working rosters which will give them maximum rest days. The agreement also includes a clause banning strikes and lockouts during the period of the agreement.

x) See ITF Newsletter No. 2 p. 14

French port workers' union puts forward basic demands for port employees

The ITF-affiliated French Port and Dock Workers' Federation FO has issued a statement putting forward demands for improvements in the conditions of service of French dock workers. These basic demands are:

- the guarantee of continuity of employment for dock workers;
- the lowering of the retirement age to 60, on a full pension;
- the payment of national insurance contributions on the basis of net and not gross pay as at present;
- vocational training of dockers to be organized and operated under joint employer/union control;
- the application to the ports of the law of 27/12/1968 which guarantees dock workers the freedom to form trade unions and the right to trade union benefits;
- the signing of a basic national agreement for dockers, with provision for separate local agreements.

GERMANY
=====

Warning strike by German coastal pilots

Over nine hundred German coastal pilots -- members of the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) -- staged a warning strike on 13 February in support of a pay claim. The pilots are demanding that their salaries be brought into line with those of the masters of German vessels who received a 15 per cent pay increase in January (see ITF Newsletter No. 2, p. 15). They are also seeking a reduction in the working day which, at present, consists of 10½ hours.

GREAT BRITAIN
=====

British railwaymen are offered nine per cent

British Rail has offered a 9% pay rise to the three British railwaymen's unions (all ITF affiliates) -- the National Union of Railwaymen (NUR), the Associated Society of Locomotive Engineers and Firemen (ASLEF) and the Transport and Salaried Staffs' Association (TSSA) -- who have lodged a claim for substantial pay increases for their 280,000 members.^{x)} This represents an

^{x)} see ITF Newsletter No. 1 p.6.

improvement of 1% on the original proposals made by the board at the end of February. Union negotiators have described the offer as disappointing. There will be a joint meeting of the three union executives at the end of this week to work out a reply.

TSSA negotiates new pensions scheme for salaried staff of the National Freight Corporation

The ITF-affiliated Transport and Salaried Staffs' Association (TSSA) has negotiated a new superannuation scheme for salaried staff of the National Freight Corporation. The new scheme -- to be known as the National Freight Corporation (Salaried Staff) Pension Fund -- was introduced on 1 February 1971. It provides pensions benefits to members related to salary during the last three years of service and automatic benefits for widows and orphans. There is a built-in supplementation to avoid erosion of the pension as a result of rises in the cost-of-living. Members of the scheme pay a standard rate of contribution irrespective of the member's age of entry into the fund. TSSA assistant general secretary David Mackenzie headed the negotiations which led to the scheme.

London busmen win pay increases

London's 26,000 busmen have won pay increases of £2 per week^{x)}. This brings the basic rates of drivers to £24 and that of bus conductors to £23.15 for a forty-hour week. Operators of one-man buses will have £1 of their differential (£5 per week for a single-decker and £6 for a double-decker) consolidated into basic rates in return for greater flexibility of movement from single- to double-decker operation. The new rates operate from 10 April.

x) See ITF Newsletter No. 12, 1970, p. 133

New deal for British Road Services drivers

The ITF-affiliated British Transport and General Workers' Union (TCWU) has negotiated an 8% pay increase for drivers and other employees with the British Road Services group of companies. The deal abolishes the London differential and gives a basic national wage ranging from £18.50 to £22 per week. The new rates give drivers a minimum weekly wage of £20, an increase of £1.95.

Grimsby trawler strike is over

The two-week-old strike of Grimsby trawlermen is over. Direct negotiations are to be held between the ITF-affiliated Transport and General Workers' Union -- which represents the men -- and the owners under the chairmanship of two government conciliation officers.

Shipowners to take a further look at seamen's pay claim

The shipowners' representatives on the National Maritime Board have agreed to look again at the claim for a substantial increase submitted by the ITF-affiliated British National Union of Seamen last July (see ITF Newsletter No. 8, 1970, p.89). A statement from the board said that the British Shipping Federation -- the employers' body for shipowners -- had agreed to give further study to the claim in the light of the latest representations made by the union. A meeting between the employers and the union has been fixed for the beginning of April.

Pay rises are agreed for airline clerical workers in Britain

Pay rises of between 5 and 7½% have been agreed for some 10,000 clerical workers employed by British airlines in the private and public sector. The deal means increases of £1.50 per week for employees earning less than £30 per week, with £1.70 for those earning over £30. The workers are members of the clerical section of the ITF-affiliated Transport and General Workers' Union (TGWU) and of the Clerical and Administrative Workers' Union.

Increases of £1.50 per week on all rates have also been agreed for 6,000 ground staff members of the TGWU.

ICELAND

=====

Icelandic trawler officers end two-month-old strike

One hundred and fifty Icelandic trawler officers called off their two-month-old strike at the beginning of March when they were offered a new agreement. The agreement provides for higher bonuses for catches landed in foreign ports, improved sick pay and better pensions.

INDIA

=====

Indian dockers boycott vessel following death of port worker

Bombay dockers -- members of the ITF-affiliated Bombay Port Trust Employees' Union -- are boycotting all work on a vessel owned by the Great Eastern Shipping Company Limited now lying in the port following the death of a port worker handling cargo in one of the holds.

The President of the All-India Port and Dock Workers' Federation has threatened a boycott of all vessels belonging to the company if it fails to meet certain safety conditions. He alleges that the accident arose because cargo bound for Bombay was not stowed separately to that bound for Calcutta.

Strike of Indian ground staff

The Indian Airlines Corporation has locked out some 14,000 technical and non-technical ground staff following a work-to-rule movement for higher pay now at the end of its second week. The work-to-rule has grounded the carrier's fleet of 70 aircraft.

NETHERLANDS

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Rotterdam tug strike averted

A strike of Rotterdam tugmen was averted when the tugboat owners conceded a union demand for a weekly rise of 45 Guilders^{x)}. The agreement came several hours before the expiry of a cooling-off period imposed by the Rotterdam District Court following a four-day strike of tugmen at the beginning of February (see ITF Newsletter No. 2, p. 18).

The tugmen are members of the ITF-affiliated Dutch Transport Workers' Union (NBV).

x) Dutch Guilder 8.69 = £1.

NIGERIA

=====

Strike of Nigerian airline personnel

The technical ground staff of Nigeria Airways are on strike over a pay dispute. The dispute, which has paralysed all internal flights and has caused international schedules to be rearranged, is to go to arbitration.

SINGAPORE

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Singapore air transport workers concerned about continuity of employment

The ITF-affiliated Singapore Air Transport Workers' Union (SATU) has called upon the management of Malaysia-Singapore Airlines (MSA) -- which has been split by decision of the two governments concerned into separate airlines -- to make every effort to ensure the continued employment of SATU members. It has asked the airline to give serious consideration to a union proposal to freeze the recruitment of new staff until such time as the MSA management has knowledge of definite plans for the future of its employees.

UNITED STATES

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UTU continues contract talks with US railroads

Work rules affecting 180,000 US railroad workers remain the key issue in the contract talks between the railroad management and the United Transportation Union (UTU), which represents railroad trainmen, firemen and enginemen, conductors and switchmen. The union is refusing to accept any settlement of the dispute, now in its seventeenth month, involving the abandoning of work rules, which the carriers have dismissed as 'featherbedding'. In a statement to the press, UTU President Charles Luna accused the railroads of demanding that the union sacrifice hard-won work rules in order to pay for the increases.

The other US railroad unions involved in the contract negotiations -- the ITF-affiliated Brotherhood of Railway and Airline Clerks, the Maintenance of Way Employees and the dining car section of the Hotel and Restaurant Employees -- have already accepted the carrier proposal for a new three-year labour contract backdated to January 1970.

For details of the dispute see ITF Newsletter Nos 11 and 12, 1970 and No. 2, 1971.

LATE ITEM

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US court bans threatened rail strike

A US District Court has ruled that selective strike action called by the United Transportation Union against two US railroads is illegal and has issued a temporary restraining order. The union decided on strike action when it reached deadlock earlier this month in its negotiations for contract improvements^{x)}. It is to appeal against the court decision.

The union's course of action has the full backing of the AFL-CIO. AFL-CIO President George Meany has issued a statement supporting the UTU which, he claims, has acted throughout in accordance with the provisions of the Railway Labor Act. He also accuses the employers of exaggerating a limited-scale stoppage into a national emergency.

x) See item at head of this page

PERSONALIA

This year ITF President Hans Düby celebrates his 65th birthday. The ITF Secretariat and all ITF affiliates join in extending to Brother Düby our heartiest congratulations.

Robert Bratschi, a former president of the Swiss Railwaymen's Union and ITF President from 1950 to 1954, is eighty this year. We join our affiliates in offering Brother Bratschi most sincere congratulations.

Hans Pfeiffer has retired from his post as federal secretary of the Swiss Public Service Workers' Union. Brother Pfeiffer has been closely connected with the ITF Civil Aviation Section.

David A. Ligon, vice-president of the US Brotherhood of Railway and Airline Clerks, has died of a heart attack at the age of 64. Bro. Ligon played an active part in the Miami Beach ITF Civil Aviation Conference last year.

Théo Keller, vice-president of the Swiss Public Service Workers' Union from 1958 to 1970, died suddenly on 8 February of a heart attack.

Anthony E. Matz, president emeritus of the US Firemen and Oilers, has died following a brief illness. Brother Matz was president of the union until his retirement in 1965. He was 68.

Professor Giuseppe Caronia has been elected president of CIRM (International Radio Medical Centre). The centre, which is based in Rome, radios free medical advice to vessels at sea.

FORTHCOMING MEETINGS

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|------------------------------|----------------------------------|
| Management Committee Meeting | - London, 6-7 April 1971 |
| Executive Board Meeting | - Vienna, 26-27 July 1971 |
| ITF Congress | - Vienna 28 July - 6 August 1971 |

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

TRAFFIC SEPARATION SCHEMES, TANK SIZE LIMITATION AND MARINE POLLUTION ARE MAIN TOPICS AT 23rd. SESSION OF IMCO MARITIME SAFETY COMMITTEE

The twenty-third Session of the Maritime Safety Committee was held in London from 15 to 19 March. The ITF was represented by K. Murphy, Radio and Electronic Officers' Union and D. Seaman, Merchant Navy and Airline Officers' Association (both U.K. affiliates) and by A. Selander, ITF Secretariat. H. Strichartz, American Radio Association (an ITF affiliate) was a member of the U.S. delegation.

Owing to the heavy agenda several items due to be discussed at this session of the MSC were carried over to the next session (scheduled for September, 1971), among them the proposed amendments to Regulations 6 and 16 (Listening watch on 500 kHz) of Chapter IV of the 1960 Safety Convention (cf., ITF Circulars 11/S 4 and 12/S 5, 1971).

One of the three major issues to be resolved by the MSC was whether or not the use of any operative traffic separation scheme adopted by IMCO should involve compulsory observance of established directions of traffic flow. Many governments expressed their grave concern over recent incidents in the Dover Strait and as a result the MSC adopted the following proposals with a view to improving safety of traffic in the Strait and other congested areas:

(1) Member governments should make it an offence for vessels on their registries to proceed against the established direction of traffic flow when using operative traffic separation schemes adopted by IMCO, (2) the IMCO Assembly should be asked to revise Regulation 8 (concerning routing), Chapter V of the 1960 Safety Convention on the strength of a revised text adopted by the MSC which would be circulated to contracting governments by the Secretary-General of IMCO and according to which contracting governments would endeavour to secure the appropriate use of adopted routes and to ensure adherence to the measures adopted by IMCO concerning routing and vessels using one-way traffic lanes within traffic separation schemes adopted by IMCO would proceed in the specified direction of traffic flow, (3) the Working Group on Revision of Collision Regulations should examine the inclusion of suitable rules in the draft regulations in order that the observance of approved traffic separation schemes could be made mandatory, (4) the Sub-Committee on Safety of Navigation should urgently consider the safety of navigation in the English Channel and make suggestions as to how it could be improved.

The MSC further noted that countries bordering the Channel and adjacent waters would continue to co-operate on necessary hydrographic and traffic surveys and on the surveillance of passing ships in an effort to identify offending ships in order that they could be reported to the State of registry for action as required.

The MSC further instructed the Sub-Committee on Navigation to consider matters related to routing of deep-draught vessels. It realized the need for unification of the buoyage systems used in international waters, particularly those used to mark wrecks and other hazards to shipping, and instructed the Sub-Committee on Navigation to consider also the question of issuing navigational warnings to shipping and to suggest improvements in the present practice of distribution and receipt of such warnings.

The second major issue at stake concerned the limitation of tank sizes of tankers, which although primarily dealt with from the pollution angle engendered certain important decisions from the point of view of safety. The MSC agreed to adopt the approach involving direct control of the hypothetical oil outflow in the case of collisions and strandings respectively and felt that for practical reasons appropriate requirements should be laid down in the form of amendments to the 1954 Oil Pollution Convention. After a careful examination of two draft Assembly resolutions containing amendments to the 1954 Convention (early implementation of requirements, etc.) the MSC agreed to submit the Assembly resolutions together with a redraft of the scope and requirements contained in these resolutions to the next session of the Assembly. The redraft stipulates inter alia that every tanker covered by the Convention for which the building contract is placed on or after the date of coming into force of the requirements shall be constructed according to these requirements and that in addition every tanker for which the contract is placed on, in the absence of a contract, the keel of which is laid or which is at a similar stage of construction before the date of coming into force of the requirements shall within two years of that date comply with these requirements, provided that such a tanker is either (1) a tanker, the delivery of which is after 1 January 1977 or (2) a tanker to which both the following conditions apply: (a) delivery is not later than 1 January 1977 and (b) the building contract is placed after 1 January 1972, or in cases where no building contract has previously been placed, the keel is laid or the tanker is at a similar stage of construction after 30 June 1972. All tankers concerned shall carry a certificate issued or authorized by the responsible contracting government attesting to such compliance. A contracting government shall not permit such tankers under its flag to trade unless such a certificate has been issued. If a contracting government has good reason to believe that a tanker entering one of its ports does not comply with these requirements and if after having consulted the government with which the tanker is registered or otherwise it is satisfied of the tanker's non-compliance it may deny such a tanker access to ports in its territorial waters or to off-shore terminals under its control.

The MSC further decided to propose to the Assembly that the hypothetical outflow of oil in the case of marine casualties should be limited to 30,000 cu. metres, which in terms of tank sizes corresponds to 30,000 cu. metres capacity for centre tanks and 17,000 cu. metres for wing tanks. In the meantime the present guidelines of 50,000 cu. metres for centre tanks and 30,000 cu. metres for wing tanks are to be observed by the member states.

Finally, under this item of the agenda, the MSC took note of a paper submitted by the International Chamber of Shipping, which indicated that limited progress had been made in the study of explosions in very large tankers and that the ICS proposed to submit a further report on this subject to the next session of the MSC.

Under the heading of marine pollution - the third major item of business - the MSC approved specifications for oily-water separators and oil content meters, expressed the view that governments should be encouraged to implement, nationally, amendments to the 1954 Oil Pollution Convention which were adopted by the Assembly in 1969, noted that a manual concerning practical advice on methods of dealing with oil pollution was being prepared by the competent Sub-Committee, noted further that the United States would soon introduce national regulations concerning sewage disposal aboard vessels and that the ILO was co-operating with IMCO in dealing with this problem generally. It was agreed that the Secretariat should obtain details of any other existing national regulations concerning sewage disposal aboard ships and ask the relevant Sub-Committee to consider this information with the possible issuance of international standards or guidelines in mind. With regard to the U.N. Conference on Human Environment to be held in Stockholm in 1972 and in view of the possible inter-relationship of action in the field of marine pollution between that Conference and the future work of IMCO the MSC agreed that in the technical field IMCO should continue to devote attention to deliberate and accidental pollution from ships carrying oil or other noxious or hazardous cargoes and pollution arising from other equipment operating in the marine environment.

Although most of the time allocated for this session of the MSC was taken up by deliberations on the aforesaid subjects, it was able to deal conclusively with a number of other agenda items. Thus it approved in principle the First Draft of the International Convention for the Safe Intermodal Transport of Containers which is to be discussed by the Joint UN/IMCO Conference on International Container Traffic in 1972. It also approved further amendments to the Dangerous Goods Code, recommendations in respect of the packaging of dangerous goods and a proposed standardized international connection for and a draft resolution on disposal of bilge and ballast waters from ships in port. The MSC also instructed the appropriate Sub-Committee to consider measures at international level for medical examination of crews members of chemical tankers at regular intervals with a view to developing a suitable international instrument. Concerning the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk the MSC,

recognizing the need for further elaboration by the Sub-Committee on Ship Design and Equipment, requested the latter body to proceed with this work. The Recommendation on Safety Measures for Periodically Unattended Machinery Spaces of Cargo Ships Additional to those Normally Considered Necessary for an Attended Machinery Space and the Recommendation on the Steering Gear for Large Ships were both approved by the MSC. In view of the great importance of the ITU World Administrative Radio Conference for Space Telecommunications as regards the allocation of frequencies and the establishing of principles on which the future maritime satellite system would be based the MSC recommended that IMCO should co-operate fully with ITU in the early organization and introduction of such a system.

The Working Programmes of the Maritime Safety Committee and its subordinate bodies were reviewed by a Working Party of the MSC and in the course thereof it was proposed to hold, apart from the meetings of the various Sub-Committees, the following meetings:-

Meetings of the Joint IMCO/ILO Committee on Training in 1972 and 1973;

A Conference on Container Traffic in 1972;

A Conference on the Revision of Collision Regulations in 1972;

A Conference on Marine Pollution in 1973;

An International Conference to revise the 1960 Safety Convention in 1976;

A Preparatory Conference on the Safety of Fishing Vessels in 1974;

Finally, the Working Party proposed the following subjects for international action by IMCO later in the decade: international standards for training and certification (in conjunction with ILO), an international agreement on the SAR system and an international agreement on novel types of craft (air-cushion vehicles, submersibles and other craft operating in the marine environment).

A list of IMCO meetings scheduled for the period from 1971 to 1973 is attached to this supplement.

TENTATIVE PROGRAMME OF MEETINGS 1971

29 March	Sub-Committee on Safety of Fishing Vessels
19-23 April	Legal Committee
26-30 April	Sub-Committee on Fire Protection
3-7 May	Sub-Committee on Containers and Cargoes
10-14 May	Sub-Committee on Marine Pollution
17-21 May	Sub-Committee on Subdivision and Stability
24-28 May	Ad Hoc Working Group on Facilitation
3 June	Working Group on Technical Co-operation
4-5 June	Pre-Council Budgetary Working Group
7-10 June	Council
21-25 June	Working Group on Revision of the Collision Regulations
28 June - 2 July	Sub-Committee on Safety of Navigation
19-23 July	Sub-Committee on the Carriage of Dangerous Goods
6-10 September	Sub-Committee on Marine Pollution
13-17 September	Maritime Safety Committee
20-24 September	Sub-Committee on Ship Design and Equipment
27 September - 4 October	Conference on Special Trade Passenger Ships
5-15 October	Assembly - Council
18-22 October	Working Group on Revision of the Collision Regulations
1-5 November	Working Group of the Legal Committee
8-12 November	Sub-Committee on Fire Protection
15-19 November	Sub-Committee on Safety of Navigation
22-26 November	Sub-Committee on Marine Pollution
6-18 December	Conference on the Establishment of an International Compensation Fund for Oil Pollution Damage (Brussels)

PROPOSED WORK PROGRAMME FOR MSC AND SUB-COMMITTEES

	Number of weeks	
	<u>1972</u>	<u>1973</u>
Maritime Safety Committee	2	2
Sub-Committee on Safety of Navigation	2	2
Working Group on Collision Regulations	1	-
Sub-Committee on Radiocommunications	2	1
Sub-Committee on Life-Saving Appliances	1	1
Sub-Committee on the Carriage of Dangerous Goods	1	2
Sub-Committee on Containers and Cargoes	2	1
Sub-Committee on Fire Protection	1	1
Sub-Committee on Ship Design and Equipment	2	1
Sub-Committee on Subdivision and Stability	1	1
Sub-Committee on Safety of Fishing Vessels	1	2
Sub-Committee on Marine Pollution	<u>2</u>	<u>2</u>
Unallocated meetings	<u>2</u>	<u>2</u>
	<u>20</u>	<u>18</u>