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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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May Day Manifesto of the ICFTU

The May Day Manifesto of the International Confederation of Free Trade Unions appears as a supplement to this issue.

ITF Civil Aviation Safety and Technical Committees meet in Paris

A report on the above meetings is included as a supplement to this issue.

GHANA

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Seminar for Ghanaian transport workers' unions

Together, the ITF and the German Friedrich-Ebert Foundation organized a seminar in Accra from 22 to 27 March for 30 representatives of the ITF's Ghanaian affiliates. The seminar, which dealt specifically with Credit Unions and advanced trade union leadership, was arranged by Ben Udogwu, the ITF's Field Representative, and Kurt Haesemeyer, the Foundation's local representative. The interest it aroused can be measured by the fact that the lecturers included Justice Crabbe of the Ghanaian Supreme Court, who lectured on the Industrial Relations Act, Mr. J. D. Vanderpuye, Ghana's Chief Labour Officer, and leading personalities from the Ghanaian trade union movement, the universities and employers' organizations. In the course of his speech, the Chief Labour Officer took advantage of the occasion to announce that the Ghanaian government were considering an amendment to the present labour legislation so as to provide for voluntary rather than compulsory arbitration, thus conforming more closely, in the government's view, to what are now regarded internationally as good industrial relations practices.

TRANSPORT

INTERNATIONAL

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11th Session of IMCO's Sub-Committee on Safety of Fishing Vessels

The above session was held in London from 29 March to 2 April, 1971. A. Selander, ITF Secretariat, attended as an observer. The agenda included inter alia the draft Part B of the Code of Safety for Fishermen and Fishing Vessels and standards and practices on icing of fishing vessels.

As regards the draft Part B of the Safety Code, the previously appointed Ad Hoc Group, which had produced a third draft for discussion at this session of the Sub-Committee, met concurrently with the Sub-Committee to deal with a number of chapters to be included in a fourth draft, namely the chapters entitled "General Provisions", including surveys, "Hull and Equipment" and "Machinery and Electrical Installations." In view of the limited progress made by the Ad Hoc Group, the Sub-Committee decided that the Ad Hoc Group should meet again in August 1971 in order to complete the fourth draft as far as possible and member governments were invited to submit comments on the draft before 1 December, 1971. The Sub-Committee further decided to refer the existing draft chapters on Fire Protection and Life-Saving Appliances to the relevant Sub-Committees for further comments. Member governments were also asked to submit comments on the chapters redrafted by the Sub-Committees on Radiocommunications and Safety of Navigation. The Sub-Committee on Safety of Fishing Vessels intends to finalize the Code at its next session which is due to be held early in 1972.

Concerning the preparatory Conference on Safety of Fishing Vessels, which is scheduled for 1974, the member governments were invited to submit proposals for consideration at the next session of the Sub-Committee concerning matters which might be incorporated in a safety convention for fishing vessels, especially matters dealt with in the draft Part B of the Safety Code.

As regards the problem of ice accretion on fishing vessels, the Sub-Committee discussed papers submitted by Poland, the Soviet Union and Sweden concerning advice to skippers on how to deal with conditions of icing. The Soviet delegation undertook to draft for consideration at the next session a recommendation based on the comments which had so far been received and which would be submitted in the near future. After having discussed the proposed co-operation with WMO on a previously initiated icing survey, the IMCO Secretariat was asked to send all relevant papers to the WMO and member governments were requested to continue to obtain icing reports during the next winter period and to submit analyses of the same.

Other matters considered by the Sub-Committee were the recommendation on construction of fishing vessels affecting the vessel's stability and crew safety, unified definitions of main particulars and other properties of fishing vessels and freeboard of fishing vessels.

New edition of the International Convention for the Safety of Life at Sea (1960) available from IMCO

IMCO has published a new edition of the Final Act of the International Conference on the Safety of Life at Sea (1960) and the International Convention for the Safety of Life at Sea (1960), revised as at 31 December, 1970, together with a Supplement containing the texts of all amendments to the Convention adopted by the IMCO Assembly between 1966 and 1969.

Both volumes, priced (inclusive of postage) at £2.10 (\$5.05) for the Final Act and the Convention and £1.55 (\$3.75) for the Supplement, may be ordered (with a remittance in sterling or U.S. dollars) from the following address:

Publications Section,  
IMCO,  
104 Piccadilly,  
London, W1V 0AE

GREAT BRITAIN

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Britain asks for inquiry into stranding of Liberian vessel Panther

The British government has formally requested that the Liberian government should conduct an inquiry into the stranding of the tanker Panther off the British coast in March with particular reference to the navigational aids carried by the vessel and to the qualifications and training of the crew in the use of such equipment. The government has also asked that a British representative be allowed to attend the inquiry.

LIBERIA

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Liberian government blames masters for tanker collision

The Liberian government inquiry into the collision of the two Liberian-flag vessels Pacific Glory and Allegro, which took place last October off the British coast, holds the two captains to blame for the accident. The master of each ship has been reprimanded and fined and his licence suspended for one year, followed by two years' probation. The owners of the vessels have also been fined for employing officers who did not hold Liberian licences. (Neither of the third officers on watch at the time of the collision held a Liberian certificate of competence and the third officer aboard the Allegro held no certificate whatsoever.) The report adds that both vessels failed to use their radar for the purpose of plotting the course of the other vessel. It finds the failure of both ships to avoid the accident wholly without excuse.

The collision resulted in a fire and explosion on the Pacific Glory and the loss of fourteen lives.

UNITED STATES

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US Congress asked to ratify Hague Convention

President Nixon has asked Congress to expedite the ratification of the 1970 Hague Convention for the Suppression of Unlawful Seizure of Aircraft. The convention, which is intended to be truly universal, treats hijacking as an internationally recognised

offence regardless of the motive for which it is committed and makes it the obligation of contracting states to prosecute offenders within their territory regardless of whether the actual hijacking took place within that territory.

US railroads admit plan for strike insurance

In the course of a federal court hearing into the legality of strikes which are less than nationwide, it has come to light that American railroads have established a strike insurance programme to protect themselves against losses from selective strikes. The point being fought out in the courts is whether a rail union may use the strike weapon against selected carriers when an impasse is reached in contract negotiations. AFL-CIO President George Meany has called upon Congress to meet the threat to the freedom of action of the unions presented by court orders against selective strikes by passing the Staggers-Williams bill which would authorize selective partial strikes.

TRADE UNIONS

AUSTRIA

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Austrian railwaymen to be paid tax-free bonus for all work performed on Sundays and public holidays

The ITF-affiliated Austrian Railwaymen's Union has realised one of the objectives for which it has been fighting for some years: the introduction of a bonus payment compensating railwaymen for the inconvenience of working on Sundays and public holidays. All employees of the Austrian Federal Railways who are required to perform shift work during such times will be paid a tax-free premium of 10 Austrian schillings (£0.17) per hour.

GREAT BRITAIN

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Scottish Commercial Motormen vote to merge with TGWU

Members of the ITF-affiliated Scottish Commercial Motormen's Union (SCMU) have decided in favour of joining the Transport and General Workers' Union (also an ITF affiliate). Under the merger agreement, which becomes operative at the end of June, the existing 15,000 members of the TGWU Scottish Road Transport commercial group merge with the SCMU's 21,000 members in a single trade group. A Scottish group committee will be set up consisting of the present executive of the SCMU to be joined by an agreed number from the transport union's Scottish trade group. SCMU general secretary Alex Kitson will become an executive officer of the transport union, with national responsibilities, particularly in the commercial transport field.

The ITF's General Secretary, Charles Blyth, participated in the last Biennial Congress to be held by the SCMU from 24-26 April in Dumfries.

TGWU attacks government proposals for longer driving hours

Draft proposals by the British government to relax controls on the driving hours and conditions of bus and coach drivers have met with a firm attack from the ITF-affiliated British Transport and General Workers' Union. In its reply to the Transport Minister, the union states that the proposals, which would effectively increase working hours and reduce rest periods between periods of duty, are retrogressive and could endanger the safety of both vehicle drivers and the general public. The government is proposing to remove the weekly limit on hours of work; to do away with the compulsory rest day for drivers; to reduce the current rest period of 11 hours between working days to ten hours or even to 8½ hours over a three-day period; and to extend spread-over hours to enable drivers of stage carriage vehicles to work a 16-hour day (an increase of 2 hours).

The union maintains that the working hours of drivers of public service vehicles should be governed by industrial agreement rather than national legislation and that where employers refuse to enter into such agreements union members should be free to operate a policy of non-cooperation.

NORWAY  
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Norwegian Transport Workers' Union celebrates its 75th anniversary

The ITF-affiliated Norwegian Transport Workers' Union celebrated its 75th anniversary at the beginning of April. The ITF was represented at the anniversary celebrations of the union, which was one of the earliest unions to affiliate with the ITF -- it has been a member of the Federation since 1899. The union has marked the occasion by publishing a special issue of its publication Transportarbeideren, which traces the union's history and sets its objectives for the future.

SWITZERLAND  
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Swiss parliament approves new draft hours-of-service law

The Swiss Föderativverband -- the body which represents Swiss public service workers -- has expressed its approval of the new draft hours-of-service law which was recently approved by the Swiss Federal parliament. The Föderativverband has been pressing for some years for the current law dating from 1957 to be revised.\* The main points of the new law, which should become law at the beginning of next year, are as follows:

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\* See ITF Newsletter No. 5, 1970, p.45

- the extension of the field of application of the law;
- the introduction of a 46-hour-week when the new law comes into force (if this has not already taken place), followed by a further reduction to 45 hours after one year and to 44 hours two years later;
- improvements in the clauses relating to stand-by duty, maximum hours of work and overtime;
- an extension of one hour in the length of rest breaks;
- the payment of a premium of twenty-five per cent for all night work performed between midnight and 04.00 hours;
- the introduction of a minimum annual leave allocation of three weeks, rising to four weeks at age 40 and five weeks at age 55.

UNITED STATES  
=====

US ships' officers' union to merge with longshoremen

The US International Longshoremen's Association and the International Organization of Masters, Mates and Pilots are to merge. The announcement was made jointly by IIA President Thomas W. Gleason and IOMMP President Thomas F. O'Callaghan. The IOMMP will become the marine division of the IIA. The new organization will have a joint membership of 128,500.

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA  
=====

Australian marine stewards strike for higher pay

Members of the Federated Marine Stewards' and Pantrymen's Association (an ITF affiliate) are currently striking all Australian passenger and cargo vessels in support of their claim for an extra A\$ 24<sup>x</sup> per week. The 800 men, all key ship's personnel, have already rejected an appeal by an arbitration commission that they should return to work.

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<sup>x</sup>Aus. \$2.15 = £1

Tugmen stage series of strikes in Australian ports

Tugmen belonging to the Merchant Service Guild of Australia (an ITF affiliate) and to the Australian Seamen's Union have recently staged a series of strikes which have seriously disrupted the



movement of container vessels in a number of ports in the State of Victoria. The men are seeking a guaranteed annual salary and the introduction of a regulated and extended annual leave system.

BERMUDA

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Strike of Bermuda marine pilots leads to new agreement

The ITF-affiliated Bermuda Industrial Union has forwarded details of the settlement reached with the Bermuda government following a week-long strike of marine pilots for better pay<sup>x</sup>. The agreement gives the marine pilots an increase of approximately 13 per cent and industrial employees and engineers are awarded across-the-board increases of \$.5.00 and \$.8.00 in the second year of the agreement. The government has undertaken to pay marine pilots double time for work performed on rest days between 1 January 1969 and 31 January 1971. It has also agreed to mediation on the controversial issue of overtime pay.

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<sup>x</sup>See ITF Newsletter No. 3, p.25

DENMARK

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New agreement gives considerable improvements in pay to Danish transport workers

Following protracted contract negotiations, unions affiliated with the Trade Union Federation, including those with members in the transport and industry, have accepted an improved arbitration proposal which gives their members considerable improvements in pay during the life of the new two-year contract. Under the terms of the agreement:

- the basic hourly wage of low-paid workers is increased by 1.01 kr<sup>x</sup> to 12.10 kr per hour in 1971 and by a further .60 kr to 12.70 kr per hour in March 1972 for men and the rate for women goes up by 1.12 kr to 10.80 kr per hour in 1971, followed by a further increase of .90 kr to 11.70 kr per hour in March 1972:
- the basic hourly rate for youths under eighteen is increased by a total of 1.03 kr per hour (.53 kr in 1971 and .50 kr in 1972):
- shift workers receive an improved shift bonus (also paid for work performed on Sundays) and a bonus of 25 kr is introduced as compensation for abrupt changes in shift working:

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<sup>x</sup>Danish Kr. 18.09 = £1

- the cost-of-living bonus goes up to .30 kr per hour (previously .20 kr);
- the annual leave allocation is increased by three days to three weeks and three days in 1972/3 and by a further two days to four weeks in 1973/4;
- the holiday bonus goes up by 2.25 per cent to 9.5 per cent with effect from 1 July 1971.

#### New agreement signed for Esbjerg fishermen

Following protracted negotiations,<sup>x</sup> the ITF-affiliated Danish Transport and General Workers' Union (DASF) has concluded a new three-year agreement for Esbjerg fishermen. The agreement, which has been reached with the Danish fishing associations, opens up new ground by giving fishermen for the first time the opportunity to negotiate their own conditions of work. The agreement is in essence a general agreement, the details of which will be filled in at a later date as the result of further negotiations between the two sides. It lays down a guaranteed daily rate for fishermen of 85 kr with provision for later negotiations on the actual size of the catch share percentage.

GREAT BRITAIN

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#### Flight engineers with BOAC accept pay offer

A dispute between BOAC and its flight engineers concerning B 747 pay has been settled. The flight engineers -- members of the ITF-affiliated Merchant Navy and Airline Officers' Association -- have accepted a BOAC offer of a top rate of £5,350 (£550 more than the present maximum). BOAC has also agreed that a board of inquiry should investigate the pay structure of the airline's flight engineers. The new salary rate is incorporated in an agreement which expires at the end of 1971 (or upon the publication of the findings of the inquiry). The dispute had led to the grounding of the new jumbo jet service operating between Britain and the United States.

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<sup>x</sup>For details see ITF Newsletter Nos. 7,8,9 and 11, 1970 and No. 1, 1971.

INDIA

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Indian seafarers strike in support of pay demands

At the end of March, the National Union of Seafarers of India (an ITF affiliate) called out on strike all its members serving on Indian-flag vessels then berthed in the port of Bombay. The strike was in support of union demands for a one month's bonus and other improvements. The striking workers returned to work on 17 April following an agreement that the dispute should be referred to the Indian National Maritime Board.

ISRAEL

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Important new agreement signed for Israeli seamen

The Israeli Seamen's Union (an ITF affiliate) has negotiated an important new agreement providing for substantial improvements in the pay and conditions of ratings, officers, masters and chief engineers organized by the union. The agreement, which came into force on 1 January 1971 and expires at the end of 1972, gives

ratings

- an annual leave entitlement of 30 days, with one additional day per year of seniority up to a maximum of 40 days;
- increases in the consolidated basic pay at the beginning of 1971 and 1972 (the basic rate for an AB is increased to I£450<sup>x</sup> in 1971, rising to I£490 in 1972);
- increases in the overtime rates at the beginning of 1971 and 1972 (the overtime rate of an AB is increased to I£5.55, rising to I£6.00 after one year);
- an increase of 12½% in the tanker allowance and of 6½% in the tramp allowance, calculated on the consolidated basic rate plus the cost-of-living allowance.

officers

- an improvement in global pay in lieu of overtime pay for senior officers on tankers (12 days' pay), cargo vessels (10 days' pay) and bulk carriers (9 days' pay);
- higher overtime rates for 2nd and 3rd officers and uncertificated officers, the highest rate (for 2nd officers) rising to I£ 8 as of 1 January and to I£ 8.40 from 1 January 1972;
- an additional day's pay for night-work performed by senior officers in both home and foreign ports:

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<sup>x</sup>I£ 8.40 = £1

- improvements in the tanker and tramp allowances as for ratings above;
- longer annual leave, senior officers receiving from 25 to 35 days' leave (previously 21 to 32 days); and others 23-32 (formerly 21-30);
- an extra month's study leave for deck officers and engineers.

#### masters and chief engineers

- an increase of 15 per cent in the tanker allowance, plus 30 days' extra leave and 6½ per cent on the tramp allowance, plus 14 days' extra leave;
- an annual leave entitlement of 32 days, with one additional day per year of seniority up to a maximum of 49 days (previous annual leave entitlement 25-35 days);
- improved rates for night duty (1800-0600) and Saturday and holiday work performed by masters and chief engineers on waiting list and at the company's disposal in home ports.

#### Israeli port workers win substantial gains

Dock workers in three Israeli ports have won substantial gains from a 14-point contract providing for increased benefits and improved conditions in the fields of grading, professional increments, premiums and seniority bonuses. The contract, which gives gains totalling 10.6 per cent, marks a first step towards the introduction of uniform conditions of service in all Israeli ports.

#### ITALY

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#### Italian seamen begin 10 days of strike action

Merchant seamen in Italy have begun 10 days of staggered strike action to back their demands for higher pensions. The strike, which is part of a wave of general labour unrest in Italy, has been called by the country's three main trade union confederations.

#### JAPAN

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#### New pay deal for Japanese seamen

Agreement has been reached between the ITF-affiliated All Japan Seamen's Union and the shipowners on a new pay deal for Japanese seamen. Under this, the average monthly rate of ocean-going seamen goes up by 14.4 per cent from 1 April. The agreement also gives the seamen an annual shore leave allocation of 20 days, rising by six days in 1972 and by a further five days in both 1973 and 1974.

SWITZERLAND

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Swiss transport workers' union signs new contract for Rhine dockers

The ITF-affiliated Swiss Transport Workers' Union (VHTL) has signed a new contract for Rhine port workers. The contract gives the men considerable improvements in pay and conditions of employment including:

- an hourly wage of Fr 7.65<sup>x</sup> plus an efficiency payment averaging Fr 2;
- an hourly rate of Fr 7.15 for casual dockers, rising to Fr.7.65 after 100 shifts;
- a premium for dayshift working of Fr 2.50 (previously Fr 1.50) and a shift premium for nightwork of Fr 12 (previously Fr.7.50);
- an annual bonus according to length of service;
- the payment of sickness benefit in the event of an accident in the amount of the guaranteed basic rate plus a child allowance;
- the simplification of the piece-work system.

There is also a clause providing for more effective worker participation in the running of the Rhine ports.

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<sup>x</sup>Swiss Fr 10.40 = £1.

UNITED STATES

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New contract is signed for Lufthansa employees in the US

The ITF-affiliated International Association of Machinists has signed a new contract on behalf of US airline workers with the West German airline Lufthansa. The three-year contract includes the following provisions:

- the hourly basic rate of top airline mechanics goes up by \$0.62<sup>x</sup> to \$5.39, with provision for further increases to \$6.52 on 1 March 1972. The increase is backdated to 1 June 1970;
- maintenance and store employees are paid the same percentage increase;
- improved licence premiums for mechanics range from \$25 to \$80 per month, with an additional premium of \$20 being paid to employees holding a taxiing licence;

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<sup>x</sup>\$2.40 = £1.

- a cost-of-living escalator;
- a new dental insurance plan and improvements in sickness and injury leave;
- a more generous application of provisions regarding days off with pay.

PERSONALIA

Hans Gottfurcht, assistant general secretary of the International Confederation of Free Trade Unions from 1952 to 1960, celebrates his 75th birthday this year.

H.J. Kanne, a former president of the Dutch Transport Workers' Union and ex-member of the ITF Executive recently celebrated his 75th birthday.

J.de Graaff, formerly vice-president of the Dutch Transport Workers' Union, is 65 this year.

Ilse Barca, for many years a freelance translator/interpreter for the ITF and now a regular contributor to the Austrian Railwaymen's Union newspaper, is one of three recipients of the 1970 Josef Luitpold Stern Prize.

The prize is a literary award in the gift of the Austrian Trade Union Federation.

Anton Peham, national secretary of the Austrian Transport Workers' Union, retires this year. He is succeeded by Emil Strasser, a secretary of the union.

Olle Rytterbrant, editor of the Swedish Transport Workers' Union paper Transportarbetaren, has been appointed press officer of the Swedish Trade Union Federation (LO).

Rune Svensson has been appointed a secretary of the Swedish Transport Workers' Union.

Vice Admiral Roy A. Gano, president of the US United Seamen's Service, has died at the age of 68.

Pierre Aragno, a former secretary of the Swiss Transport Workers' Union and for many years the editor of the union's French language newspaper, has died at the age of 84.

George Meany, president of the AFL-CIO, has been awarded the honorary degree of doctor of laws.

Hubert Vomberg, vice-chairman of the German Railwaymen's Union, celebrates his fiftieth birthday on 23 April.

ERRATUM

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Would readers please note the following amendment to p. 3 (line 5) of the supplement to ITF Newsletter No. 3, 1971 (Report on 23rd. Session of IMCO Maritime Safety Committee). The reference to the cubic capacity of wing tanks should refer to a capacity of 15,000 and not 17,000 cubic metres.

LATE ITEMS

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British railwaymen accept improved pay offer

The three British railwaymen's unions -- the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen and the Transport Salaried Staffs' Association (all ITF affiliates) -- have accepted British Rail's improved pay offer to their 280,000 members<sup>x</sup>. The offer provides for increases of between 8½ and 11% and will give railwaymen an extra £1.40 to £3 per week from 3 May.

The settlement follows a 10-day work-to-rule by one of the unions, the Associated Society of Locomotive Engineers and Firemen.

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<sup>x</sup>See ITF Newsletter Nos. 1 and 3.

British merchant navy officers win substantial increases in pay

The ITF-affiliated Merchant Navy and Airline Officers' Association (MNAOA) has negotiated an agreement with the shipowners on the British National Maritime Board. The one-year agreement, which comes into effect on 1 June, gives all officers across-the-board salary increases of 12.5 per cent, which will mean increases of between £150 and £500 per year. The officers are also granted an extra 16 days' shore leave per year with effect from the same date. The settlement has a total value of 16 per cent.

The MNAOA had previously turned down an offer of an 8.5 per cent increase (see ITF Newsletter Nos. 1 and 2).

British seamen to consider 16% pay offer

Negotiators for the ITF-affiliated National Union of Seamen are recommending acceptance of a sixteen per cent pay offer made by the shipowners panel on the National Maritime Board.<sup>x</sup> If it is accepted, the offer will give Britain's 52,000 seamen a fifteen per cent increase in basic pay (putting an extra £2.34 on the basic weekly earnings of an AB); an additional 6½p on the hourly overtime rate; an improvement in seniority pay; and the introduction of overtime rates for work performed at sea on public holidays.

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<sup>x</sup>See ITF Newsletter No. 8, 1970 and No. 3, 1971.

FORTHCOMING MEETINGS

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- |  |                                       |
|--|---------------------------------------|
| Road Transport Workers' Section<br>Sub-Committee Meeting | - Stuttgart, 26-27 May 1971           |
| Executive Board Meeting                                  | - Vienna, 26-27 July 1971             |
| ITF Congress   | - Vienna, 28 July - 6 August<br>1971. |

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

of the International Confederation of Free Trade Unions

Workers of the world !

On this first of May the International Confederation of Free Trade Unions sends fraternal greetings to all of you wherever you may be, and especially those who, living in dictatorship countries, are either not allowed to celebrate the traditional workers' day or forced to join in official celebrations which are a travesty and a denial of all that May Day stands for.

Ever since the workers first claimed this day as their own we have made it an annual occasion for showing our strength and for proclaiming our rights. This year it is the right of every man and woman to be employed which claims priority: let us combine our forces to ensure that they may enjoy this right in dignity and freedom everywhere.

Unemployment and the misery it engenders have always been an all too familiar scourge to the workers' movement. In wide areas of Asia, Africa, Latin America and the Caribbean the present situation ranges from the grave to the catastrophic. Despite the efforts of governments, despite the urgent appeals and exhortations of international bodies, productive jobs continue to multiply more slowly than human beings: hence the army of the unemployed and underemployed is growing larger and larger - frustration and despair are mounting in those regions. Even in some industrialised countries where unemployment was thought to have been contained it is once again growing at an alarming rate - largely as a consequence of a policy of fighting inflation by the wrong means.

We live in a world where technical miracles can be achieved, where enough food can be grown for all, where machines can provide for the needs of mankind. But those in power do not seem to be able to make proper use of all these possibilities. Fantastic sums are wasted on armaments and wars, untold effort is expended to boost the consumption of useless luxury goods. Moreover, we see the bitter consequences of insane racial prejudices and discrimination and we witness the ruthless pursuit of profit to which every other human consideration is sacrificed.

Workers of the world ! The International Confederation of Free Trade Unions issues a call to all to join in the campaign to rid the world of these abuses. The national approach alone cannot solve the problems facing us. Vast and radical

changes are needed. Existing patterns of economic relationship between rich and poor countries - the state of economic dependence - must be replaced by international co-operation for the social and economic progress of mankind. The international division of labour must be based on social justice - this means that we demand fair labour standards everywhere. Custom barriers and other restrictions on trade must be dismantled; active employment and industrial policies must be vigorously pursued to prevent unemployment being caused by market disruptions. Sacrifices will be demanded - we shall insist that they shall not be borne by the workers alone, as in the past. But no change in policies will suffice - basic attitudes must be radically altered: the worship of production for production's sake, of economic development regardless of cost in human terms must be replaced by the conviction that man comes first, that he has the right to full, freely chosen and productive employment.

For let us not forget it: the right to work also entails the right to leisure, the right to work in dignity as a free man, the right if necessary, to strike, the right, finally, to have a say in the planning of work at every level and in the shaping of working conditions. These rights in their fullness can only be achieved in democratic countries - they are absent in dictatorships of all shades where free trade unions cannot operate. The international free trade union movement will continue to fight until the right to work and all other basic freedoms are fully respected in all countries of the world.

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ITF Civil Aviation Safety and Technical Committees meet in Paris

The International Transport Workers' Federation which represents approximately 6.5 million transport workers throughout the world among whom there are some 250,000 civil aviation employees including pilots, flight engineers, cabin attendants, ground personnel, air traffic controllers, etc. held its civil aviation safety and technical committee meeting in Paris on 14 and 15 April 1971.

One of the main items discussed by the civil aviation safety meeting was The Hague Convention for the "Suppression of Unlawful Seizure of Aircraft (Hijacking)" which was approved by 74 States and signed immediately by 50 States of ICAO (a UN body) in December 1970. The ITF was represented at this meeting in an observer's capacity. The meeting, while expressing its satisfaction that the Convention deals effectively in considerable detail with the obligation of States to deter, prosecute and punish those guilty of the crime of hijacking, urged all Governments to ratify the Convention as soon as possible.

The meeting also discussed inadequate aids and facilities at some airports and expressed its grave concern that a number of accidents or near-accidents in the recent past have been attributed to this. The meeting called upon all the Governments and airport authorities that, in the interests of air safety, minimum aids and facilities should be installed without delay and in no case later than 31 December 1974, otherwise the civil aviation personnel would be justified in taking such industrial action, national or international, as may be necessary to achieve this objective.

Another item of importance before the meeting was the subject of international standards of licensing of cabin crew. The ITF has always held that, in the interests of safety in the aviation industry, cabin attendants should be properly trained and licensed by the State of Registry especially because in this age of jumbo jets and high capacity aircraft more and more lives would be dependent on the efficiency and ability of cabin attendants during emergencies. The meeting called upon ICAO to give the matter its urgent attention.

Other subjects discussed by the meeting were modification of aviation fuel, biological hazards of cosmic radiation to SST crews, trade union participation in accident investigation, collision avoidance, improvements in cockpit layout and instrumentation.

The technical committee meeting heard a report on changes in the licensing requirement of flight engineers which had been discussed by ICAO at the PEL/TRG/MED meeting in Montreal in October/November 1970. The Technical Committee, while noting with satisfaction that some of the demands as outlined in the ITF memorandum had been accepted by the PEL/TRG/MED divisional meeting,

instructed the ITF Secretariat to continue its efforts to get further changes incorporated in Annex I. The meeting also discussed the B 747. It was pointed out that while productivity on the B 747 had increased by 2.8 per cent traffic had not increased as expected and that there was consequently a danger of redundancy. It was decided that the ITF Secretariat and the Civil Aviation Section as a whole should take a close look at the possible repercussions on employees of the large-scale introduction of high capacity aircraft. Two other items before the meeting concerned supersonic transport and the Concorde and the Lockheed L 1011. The meeting noted the latest developments in both these fields.

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