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Supplement

Report on Autumn Session of IMCO's Maritime Safety Committee
Cont.

N.B.: Attached to this issue of the ITF Newsletter is the Daily List of Speakers and Decisions for the closing day of the 30th ITF Congress.

NEWS AND VIEWS FROM THE ITF

ITF calls for an end to the policy of internment without trial in Northern Ireland

In a letter addressed to the British Prime Minister Edward Heath, the ITF General Secretary Charles Blyth asked the Prime Minister, in the name of millions of transport workers throughout the free world, to use all his influence with the Northern Ireland Government to ensure the cessation of the policy of internment without trial. "There can be no doubt," the General Secretary wrote, "that such a policy runs counter to everything which is cherished by every freedom loving citizen of any democratic country, particularly the principle of the presumption of innocence until guilt is proven".

The General Secretary also urged that any settlement of the Northern Ireland question should guarantee equal rights for all without discrimination on any grounds whatsoever, either of race, nationality or religion.

ITF gives assistance to crew members of Panamanian vessel Kostandis Fotinos

Following a request for assistance from members of the crew of the Panamanian-flag vessel Kostandis Fotinos stranded in the port of Beirut owing to the owner's inability to meet debts incurred, the ITF arranged towards the end of last month for F. Giorgi of the ITF-affiliated Italian Seamen's Union (FILM) to visit the port in order to assist in reaching a settlement of crew claims. On his arrival, Brother Giorgi found that, although the vessel was under ITF agreement, the conditions of the agreement were obviously not being implemented. The 14 members of the crew had not received payment of wages due to them and were without food. Brother Giorgi was able to meet their immediate needs by making them an advance for the purchase of provisions. After several days of hard bargaining, he also succeeded in obtaining payment in full of back wages due to the crew and the owners agreed to pay their repatriation expenses.

The Kostandis Fotinos was the object of a joint action undertaken by the British National Union of Seamen and the Transport and General Workers' Union in Manchester last December after a similar complaint was received.

Danish seafarers are concerned by threat to their conditions of employment

The ITF-affiliated Danish Seamen's Union is seriously concerned at the threat posed to their conditions of employment by the recruitment policy operated by the owners of the newly-built Danish-flag vessel 'Sigrid S'. It appears that the vessel has been manned by seamen who are not serving under the



conditions laid down in the collective agreement negotiated by the union and that the seamen, who receive lower wages than the minimum rates stipulated in the agreement, can be called upon to work up to sixteen hours per day without overtime being paid.

At the request of the union, the ITF has contacted its dockers' and seafarers' affiliates and has asked them to take what action is possible to ensure that the terms of the Danish collective agreement are implemented on this vessel.

TRANSPORT

ISRAEL
=====

Israeli government introduces legislation to curb strikes

The Israeli government has decided to introduce legislation to curb the present wave of largely unofficial strikes affecting the country. The proposed legislation will give the force of law to negotiated labour agreements in both the public and private sectors, enabling employers to sue unions for damages if they are infringed. The government bill will also make arbitration compulsory if this is stipulated in labour agreements. The move has been welcomed by the employers' association and by the General Federation of Labour in Israel (Histadrut).

UNITED STATES
=====

Liberian registration is withdrawn from tanker Kingsland Trader

One of the first vessels believed to have had Liberian registration withdrawn following the introduction of the Liberian maritime inspection service is the motor tanker Kingsland Trader owned by the Cathay Shipping Company of Hong Kong. According to information reaching us, the Kingsland Trader, which is on charter to the Amoco oil company, was inspected by the Liberian maritime authorities on its arrival in Baltimore (Maryland) to discharge oil. A Liberian maritime inspector found evidence that the vessel was in urgent need of repairs. An inspection of the deck revealed it to be rusty and unsafe and a similar inspection of the lifeboats showed that they had rusted into their davits and that the lifeboat motors were inoperable. In addition, it is reported that none of the officers on board the Kingsland Trader held a valid Liberian certificate and that the vessel was not carrying the navigational charts necessary for safe navigation. Resulting from the inspection, the vessel's Liberian registration was withdrawn, thus effectively preventing the vessel from sailing until its papers are restored.

TRADE UNIONS

AFRICA
=====

First moves towards a West African Seamen's Union

In a joint communique issued in Lagos on 22 July by the Nigerian Union of Seamen (an ITF affiliate) and the Ghana Seamen's Association, the two unions pledge themselves to form the nucleus of a West African Seamen's Union. The communique declares that members from both countries should have equal opportunity to approach the secretariat of either union for assistance and urges Nigeria and Ghana to work together peaceably towards eradicating barriers and racial segregation in the maritime industry.

GREAT BRITAIN
=====

TUC Transport Industries Committee is formed

National representatives from unions in all sectors of the transport industry met in London last month to set up the TUC Transport Industries Committee. It is hoped that the new Committee, which will deal with questions affecting the passenger transport, railway, road haulage, port, shipping and airline industries, will enable transport unions to become more closely involved with issues affecting the industry. Jack Jones, general secretary of the ITF-affiliated British Transport and General Workers' Union, has been elected as the first chairman of the Committee.

TUC backs seamen on Channel safety

The 103rd TUC Congress meeting in Blackpool from 6 to 11 September 1971 unanimously adopted a resolution on Channel safety. The resolution was introduced by Bill Hogarth, general secretary of the ITF-affiliated British National Union of Seamen, who called for a six-point plan for improving the safety of shipping in this area: a two-way traffic flow; mandatory pilots on tankers, chemical carriers and ships carrying dangerous cargoes; police and surveillance services; a coordinated air/sea rescue system; an international priority system of wreck removal; and the "Europeanisation" of the Channel to make the supervision of shipping more effective. Seconding the motion, John Slater, general secretary of the ITF-affiliated Merchant Navy and Airline Officers' Association, pointed out the dangers inherent in a system which required only passenger vessels in the home trade to carry certificated officers. All other vessels, he said, of any size and carrying any type of cargo, could trade all round the UK coast and to the Continent without a single certificated officer on board.

Deadlock is broken in BEA pilots' talks

The deadlock has been broken in negotiations between the British Air Line Pilots' Association (BALPA) and the management of BEA and talks between the two sides on improved pay and conditions of service for the airline's 1,300 pilots are to continue. The pilots had threatened to take industrial action generally believed to involve a work-to-rule after objecting to three conditions imposed by BEA on future negotiations. It is understood that the airline has gone some way towards meeting these objections. Negotiations on the claim began in April.

SOUTH AFRICA

=====

ICFTU urges action against apartheid policy of South Africa

On 30 August, the International Confederation of Free Trade Unions published an appeal to its member organizations in 94 countries in which it asked them to approach their respective governments urging them to apply the resolution concerning apartheid which was adopted at the 56th Session of the International Labour Conference held in Geneva from 2 to 23 June 1971. The resolution, which was adopted on the initiative of the workers' delegates from ICFTU-affiliated organizations, condemns the apartheid policy of South Africa as a specially inhuman and degrading form of racial discrimination "of which abhorrent social and labour policies constitute fundamental elements". It appeals to all member States to ratify and apply the UN Convention on the Elimination of all Forms of Racial Discrimination and ILO Convention No. 111 (on discrimination in employment) in the course of 1971, which has been proclaimed the International Year for Action to Combat Racism and Racial Discrimination. The resolution calls on member States and on employers' and workers' organizations to intensify their efforts during the International Year to promote effective action to secure the elimination of apartheid and its causes and, in particular, to abstain from any policy encouraging or facilitating emigration to South Africa in so far as it tends to consolidate the policy of apartheid. It also charges the ILO Director-General with evolving measures designed to contribute towards restoring fundamental human and trade union rights in South Africa.

UNITED STATES

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US flight attendants oppose proposed changes in FAA regulations

Dwight Dedmon, the chairman of the National Safety Committee of the American Air Line Stewards' and Stewardesses' Association (ALSSA) -- part of the ITF-affiliated Transport Workers' Union of America (TWU) -- gave testimony at an FAA hearing held recently in Washington. The FAA had convened the public hearing for the purpose of listening to evidence from

responsible individuals and organizations on the proposal for an amendment to the Federal Aviation Regulations which, if approved, would increase from 44 to 50 the seating capacity of an aircraft for which one flight attendant is required in passenger-carrying operations.

Dedmon, who appeared on behalf of the TWU, pointed out that, while the proposed change would have little effect upon ALSSA flight attendants, the union felt it necessary to oppose the change as a matter of principle. Dedmon argued that the present high level of safety provided to US airline passengers could only be maintained if the number of passengers per flight attendant remained at 44. Indeed, the goal of ALSSA was one flight attendant for every 30 passengers. The association sought this ratio for two reasons: firstly, in order to be able to provide the service required by the airline carrier and secondly, to further increase the level of safety for the passenger. In the event of an emergency, it was obvious that the more flight attendants there were on board the aircraft to participate in passenger evacuation the faster that evacuation could be accomplished and the more likely it was that lives would be saved. Flight attendants, who were as responsible for the safety as for the comfort of the passengers in their charge, could not be asked to place the lives of their passengers unnecessarily in jeopardy.

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA
=====

Australian radio officers end strike against Australian National Line

The ITF-affiliated Australian Professional Radio Employees' Institute staged a nine-day strike earlier this month against vessels operated by the Australian National Line (ANL). The strike arose out of a dispute with the ANL concerning an exemption granted by the Department of Shipping and Transport which would allow the coastal motor container vessel ECHUCA to use radio-telephony only for communications. Strike action was called off on 16 September after the Commonwealth Conciliation and Arbitration Commission directed the men to return to work. However, the Institute is refusing to lift the coastal radio ban imposed on the ECHUCA until a radio officer is employed for the vessel. For details of the dispute see ITF Newsletter No. 8, p. 93.

COLOMBIA
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Colombian flight attendants seek better working conditions

Some fifteen months ago, the ITF-affiliated Colombian Flight Attendants' Association (ACAV) presented a list of its claims to the management of the Colombian national airline AVIANCA. When negotiation and conciliation sessions with the airline

failed to yield any positive results, the union requested the convening of the Compulsory Arbitration Tribunal. After a considerable delay, the Tribunal issued a decision on 24 July granting the union its minimum demands. However, AVIANCA is now attempting to prolong the dispute by delaying ratification of the Tribunal's decision.

The ITF Lima Office has circularized affiliated unions in the Latin American region requesting them to cable the AVIANCA management protesting at the airline company's anti-labour policy and to express their solidarity with ACAV's membership.

GREAT BRITAIN

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British merchant navy officers to resubmit claim for new leave and salary structure

The ITF-affiliated British Merchant Navy and Airline Officers' Association (MNAOA) has announced that it will shortly resubmit its claim for a new pay and leave structure for merchant navy officers. The association is seeking a complete overhaul of the present leave arrangements which would give officers an average working week of 40 hours. The association also wants a salary scale setting a minimum rate of £0.50 per hour and a change in the tonnage pay structure, under which the rate of pay is determined by the size of the vessel. These claims will be submitted to the shipowners' panel on the National Maritime Board during the next round of negotiations.

For details of the last award made to merchant navy officers see ITF Newsletter No. 4, p.45.

Municipal busmen in Britain demand a shift allowance

The ITF-affiliated Transport and General Workers' Union has lodged a claim for a shift allowance for Britain's 70,000 municipal busmen. The union is demanding a shift allowance of £2.62½ for drivers and £2.55 for conductors, which is equivalent to an extra 15 per cent on basic rates. A claim is also to be made for special payments to compensate crews for working split shifts.

A similar demand for shift pay has already been lodged by the union on behalf of London's 23,000 busmen.

NICARAGUA

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Nicaraguan seafarers press for new collective agreement

In March of this year, Nicaraguan seafarers organized by the Sindicato de Trabajadores de Agencias Maritimas, Oficinas Varios del Puerto de Corinto submitted to the Ministry of Labour a list of claims, in which it called on 21 shipping companies to improve the wages and working conditions of its members. The union also

requested the convening of the Conciliation Court. Three months later, the Ministry claimed to have lost the copy of the union's original demands and, although the union immediately resubmitted a copy of its claims, has since continued to show its bias in favour of the shipowners by maintaining its delaying tactics.

The ITF regional office in Lima has asked its affiliates in the region to cable the Nicaraguan President and the Minister of Labour expressing their support for the seafarers' organization.

SINGAPORE

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Singapore air transport workers condemn new MSA policy

The executive committee of the ITF-affiliated Singapore Air Transport Workers' Union (SATU) has unanimously adopted a resolution condemning the new procedure on recruitment, promotions and postings of Malaysia-Singapore Airlines (MSA). The resolution points out that the airline had discussed the new procedure with all MSA unions with the exception of SATU, although the union represents over 90% of all the employees of MSA in Singapore. It condemns the personnel responsible for the wilful discrimination against and deliberate exclusion of SATU on this important issue and further condemns the airline for nominating representatives within the membership of SATU to sit on selection boards as voting members without any prior consultation with SATU, in an attempt to usurp the authority of the union. The resolution places on record that SATU considers the new procedure a retrograde step in a fast-expanding industry which would be ultimately detrimental to the interests of the employees and the airline and that this invidious procedure could instigate mass discontent among the employees of MSA. The resolution ends by calling upon the management of MSA to rescind the recruitment, promotions and postings procedure recently promulgated and review it together with the representatives of all the unions concerned.

SWEDEN

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Swedish officers' unions reach agreement with the owners

Following eight months of continuous negotiations, the ITF-affiliated Swedish Ship Officers' Association and the Engineer Officers' Association have reached agreement in principle with the shipowners on the terms of a new contract governing conditions on board ferry vessels manned by their members. Under the terms of the three-year agreement, which gives the officers improvements totaling between 27 and 29 per cent:

- all officers receive a basic salary increase of two per cent plus 65 kr^x per month in each year of the agreement. Officers also receive an additional cash increase, which has been calculated in favour of the lower-paid.

^xSwedish kr 12. 48 - £1

- the overtime rate is fixed at 1/135 for work performed on weekdays and 1/75 for work performed on Sundays and public holidays. All officers have the option of taking compensation for overtime working in the form of extra leave, whereby one hour's overtime during the week shall entitle the officer to leave of 1.2 hours and one hour's overtime on Sundays or public holidays shall give officers an extra leave entitlement of 2 hours.
- a new salary grade has been introduced for officers on vessels over 160,000 dwt and the tanker allowance has been extended to cover officers on oil/ore and oil/bulk/ore carriers.
- officers will now be repatriated after six months at sea (previously nine months).
- the requirement for the master to perform watchkeeping duties has been dropped.

For details of the negotiations leading up to the settlement see ITF Newsletter No. 8, p. 95.

PERSONALIA

A.U. Jaakonsalo, general secretary of the Finnish Lokomotivemen's Union, died on 12 September 1971 in Vienna, while attending the Congress of the Austrian Railwaymen's Union. He was 60.

Otto Kersten has been proposed as the official candidate for the post of general secretary of the International Confederation of Free Trade Unions in succession to Harm Buiters. Otto Kersten is at present head of the overseas department of the German Trade Union Federation.

ITF Asian Office -- Change of Address

With effect from 1 October 1971, the address of our Asian Representative will be:

Mr. Donald U'ren,
ITF Asian Representative,
No. 3 Jalan Barat (3rd Floor),
Petaling Jaya,
Selangor - MALAYSIA -

FORTHCOMING MEETINGS

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ITF Fishermen's Section Working Party on Safety	-	Utrecht, 27-28 October 1971
Executive Board	-	London, November 1971
Management Committee	-	London, November 1971.

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

REPORT ON AUTUMN SESSION OF IMCO'S MARITIME SAFETY COMMITTEE

The Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization (IMCO) held its 24th Session in London from 13 to 17 September. Among the observers were N.B. Andersson, Swedish Seamen's Union, K.A. Murphy, British Radio and Electronic Officers' Union, J. Slater, British National Union of Seamen, and A. Selander, ITF Secretariat. H. Strichartz, American Radio Association, formed part of the U.S. government delegation.

As is customary the Maritime Safety Committee reviewed the work of its various Sub-Committees and it was during the discussion of the Agenda Item pertaining to the Report of the Sub-Committee on Radiocommunications that the sustained efforts by the ITF Secretariat and its Radio Officer affiliates -- backed up by other maritime affiliates at national level -- to achieve continued recognition of the Radio Officer as a vital link in the radio safety at sea network met with final success in that the Maritime Safety Committee by considerably more than the required majority adopted the proposed amendments to Chapter IV of the SOLAS Convention (1960) setting new conditions as regards the discontinuance of the listening watch on 500 kHz (see ITF Circular 49/S.15 dated 13th August 1971). The treatment of "radio" items by the Maritime Safety Committee is the subject of a special circular to our Radio Officer affiliates.

Another matter of particular importance to ITF affiliates was the request by the IMCO Council "that the Maritime Safety Committee should give further urgent consideration to the question of internationally accepted standards of training and certification of mariners ... as a preliminary step to further action by the Joint IMCO/ILO Committee on Training." The Committee devoted considerable attention to this question and the views of the various administrations on training requirements and the circumstances surrounding the keeping of a safe navigational watch were sounded out. As a result the Committee decided to set up a new Sub-Committee for this particular purpose which will be known as the Sub-Committee on Standards of Training and Watchkeeping. In view of the bearing which the decisions taken by this Sub-Committee will undoubtedly have on the work of the Joint IMCO/ILO Committee on Training the ITF representative, in appreciating the concern shown by IMCO and its administrations in this matter, indicated the ITF's willingness to participate in the work of the Sub-Committee, expressed the hope that its work would be accelerated and urged the administrations present to seek advice from and to include representatives of the seafarers concerned in their delegations to the meetings of the Sub-Committee, where the IMCO line for the Joint IMCO/ILO Committee would be determined.

Under other items on the agenda the Committee took the following decisions:

- It adopted a number of new or revised traffic separation schemes and asked governments to recommend its ships to observe these schemes;
- It approved a Recommendation on Fire Safety requirements for Construction and Equipment of New Tankers;
- It considered that the second report on explosions in very large tankers prepared by the International Chamber of Shipping was not conclusive enough to warrant action by IMCO and invited the organization to continue its research and to report back to the Maritime Safety Committee;
- It approved Recommendations concerning the Safe Use of Pesticides in Ships;
- It decided that the question of medical examination of crew members of tankers carrying chemicals was not within the competence of IMCO but should be referred to the Joint ILO/WHO Committee on the Health of Seafarers to which IMCO would lend its co-operation;
- It expressed concern at the increasing number of serious deficiencies in vessels as reported by the administrations in conformity with Chapter I, Regulation 19 of the SOLAS Convention and decided to tighten up the reporting procedure with a view to providing further particulars of offending vessels;
- It instructed its Sub-Committee on Life-Saving Appliances to examine all aspects of the safety of pilot ladders and similar equipment;
- It agreed that the Conference on the Revision of the Regulations for preventing Collisions at Sea should be held in October, 1972.
- It unanimously elected Mr. P. Eriksson^x (Sweden) as Vice-Chairman.

The next meeting of the Maritime Safety Committee will be held from 20 - 24 March 1972.

^xMr. Eriksson was also Chairman of the Committee on Crew Accommodation at the 55th (Maritime) Session of the International Labour Conference (Geneva, 1970).

Daily List of Speakers and Decisions

Plenary Session Friday 6 August 9.00 - 12.00

Agenda Item 14: Reports on Section Conferences

The report of the Road Transport Workers' Section Conference, Document No. XXX C-14/Rt/Report, was introduced by H. Ericson (Svenska Transportarbetareförbundet), Section Vice-Chairman and Rapporteur. The report was adopted by Congress on a show of delegates' cards.

The report of the Civil Aviation Section Conference, Document No. XXX C-14/CA/Report, was introduced by J.K. Post (Nederlandsche Bond van Vervoerspersoneel), Section Chairman and Rapporteur. The motion on the forced diversion by the Libyan authorities of BOAC's flight 045 was opened for discussion. The speakers were:

J.L. Jones (Transport and General Workers' Union, G.B.)
S. Mili (Fédération Générale des Transports de Tunisie)
I. Claesson (Handelstjänstemannaförbundet, Sweden)
J. Wahle (Flight Engineers' International Association, USA)
S. Abi-Nahed (Syndicate of Middle East Airlines (MEA)/Air Liban
Airline Employees and Labourers, Lebanon)
J.K. Post, Section Chairman and Rapporteur (Nederlandsche Bond
van Vervoerspersoneel)
S.R. Kulkarni (Transport and Dock Workers' Union, India)

A vote was taken and it was decided by a large majority that the motion and the supplementary amendment should be submitted to the Executive Board. The section report was then adopted by Congress on a show of delegates' cards.

The report of the Railwaymen's Section Conference, Document XXX C-14/Rw/Report, was introduced by S.F. Greene (National Union of Railwaymen, G.B.), Section Chairman and Rapporteur. The report was adopted by Congress on a show of delegates' cards.

The report of the Fishermen's Section Conference, Document No. XXX C-14/F/Report, was introduced by W.J. Hulsker (Nederlandsche Bond van Vervoerspersoneel), Rapporteur. The report was adopted by Congress on a show of delegates' cards.

The report of the Inland Navigation Section Conference, Document No. C-14/IN/Report was introduced by H. Diers (Gewerkschaft Öffentliche Dienste, Transport und Verkehr, Germany), Section Chairman and Rapporteur. The report was adopted by Congress on a show of delegates' cards.

Agenda Item 13: Location of Headquarters

ITF President Hans Düby proposed that ITF headquarters should remain in London. This was agreed.

Agenda Item 16: 31st Congress

It was agreed by Congress that the venue of the 31st Congress should be decided by the Executive Board.

E. Düby announced the presentation of ITF Gold Badges to R.S. Oca, Clorinda Ontaneda, J. Roposs, E. Ulbrich.

Address by P. de Vries, a former general secretary of the ITF.

A. Caruana (General Workers' Union, Malta) invited the Executive Board to hold a future meeting in Malta. ITF President, Hans Düby, replied that the new Executive Board would take note of this suggestion.

Agenda Item 14: Reports on Section Conferences

The report of the Joint Conference of the Seafarers' and Dockers' Section, Document No. XXX C-14/SS/Report, was introduced by T. O'Leary (Transport and General Workers' Union, G.B.), Conference Chairman and Rapporteur. The report was adopted by Congress on a show of delegates' cards.

The report of the Dockers' Section Conference, Document No. XXX C-14/D/Report, was introduced by T. O'Leary (Transport and General Workers' Union, G.B.), Section Chairman and Rapporteur. The report was adopted by Congress on a show of delegates' cards.

Closing address by J. Roposs. Presentation to outgoing president, Hans Düby.

Closing address by president-elect Fritz Prechtel. Presentation to Frau Düby.

Closing address by retiring president Hans Düby.

Congress was declared closed at 12.00.