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ITF Asian Office - Change of Address

Would affiliates kindly note that the new address of our Asian Representative should be:

Mr. Donald U'ren,  
ITF Asian Representative,  
No. 9 Jalan Barat (3rd. Floor),  
Petaling Jaya,  
Selangor - MALAYSIA -

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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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ITF condemns Rhodesian "settlement" as sell-out to racialism

The ITF rejects the so-called settlement which has been reached by the British government with the illegal rebel régime now controlling Zimbabwe (Southern Rhodesia) as a gross betrayal both of the five principles on which successive British governments have based their policies towards the rebel régime and of the interests of the African majority in Zimbabwe.

The agreement which has been concluded runs directly counter to the United Nations resolution of 22 November in which, by a majority of 102 votes to three (Portugal, South Africa and the United Kingdom), the General Assembly declared that there should be no granting of independence before majority rule in Southern Rhodesia and that any settlement relating to the future of the country "must be worked out with the fullest participation of all nationalist leaders representing the majority of the people of Zimbabwe and must be endorsed freely by the people".

Even assuming complete good faith on the part of the Smith régime which, in view of past experience with that régime, is a very dubious proposition, the agreement's proposals regarding improved African voting rights are heavily weighted in favour of the European minority and will, without any doubt, have the effect of delaying achievement of majority rule for many years. In fact, a detailed statistical analysis of this aspect of the agreement published by the highly-respected London "Sunday Times" estimates that the year 2035 will be the earliest date by which majority rule can be expected, assuming "scrupulous honesty from Mr. Smith and his successors".

The agreement also provides no concrete guarantees that discriminatory racial legislation applied by the rebel régime will be abolished. All that can be expected is that such legislation will be reviewed by an "independent Commission" and that any changes proposed by it will be commended to Parliament by the Smith régime subject to "considerations that any Government would be obliged to regard as of an overriding character".

The so-called "test of acceptability", the process by which a British commission will attempt to "ascertain directly for all sections of the population of Rhodesia" whether the proposals agreed to by the British Foreign and Commonwealth Secretary are in fact acceptable to them will, in the present circumstances in Southern Rhodesia, be a completely sham exercise. It will be

carried out under the conditions of a racialist police State in which those parties who oppose the rebel régime are banned and their leaders -- such as Joshua Nkomo, one-time General Secretary of the then ITF-affiliated Railway African Workers' Union -- under detention or restriction. The official text of the agreement reached between Sir Alec Douglas-Home and Smith actually makes it clear that during the period preceding and covering the test of acceptability so-called normal political activities "will be permitted to the satisfaction of the Commission", but that one aspect of this "normality" will be the fact that radio and television time will be allotted only to the political parties represented in the present House of Assembly, thus effectively barring any expression of African nationalist opinion through these mass media.

The British negotiators have attempted to excuse the meagre results of their agreement with Smith by claiming that they were the best that could be achieved in present circumstances and that if such an agreement had not been reached the rebel régime would have moved closer to South Africa and complete apartheid. To the ITF, this appears to be rather like a policeman claiming that he needs to do a deal with a criminal because otherwise the criminal would inevitably go on to commit other and far worse crimes. We prefer the argument of the leader of the British Labour Party that if this really was the best that could be gained in discussion with the Smith régime, then the honourable course would have been to break off the negotiations.

#### ITF appeals for cessation of hostilities between India and Pakistan

Following the outbreak of war between India and Pakistan, ITF General Secretary Charles Blyth has sent a cable to the Secretary-General of the United Nations U Thant in which he calls for an end to the hostilities between the two countries. The cable reads:

"The International Transport Workers' Federation, appalled at the prospect of increased human suffering created by hostilities between India and Pakistan in an area where widespread misery and deprivation already exists as a result of both natural and man-made disasters, urgently calls upon the United Nations Organization and all UN Member States to use their utmost endeavours to bring about an immediate end to the fighting and to seek a political settlement of the differences between the two countries which will ensure lasting peace in the Indo-Pakistani sub-continent. In our view, action should be taken by the Security Council without delay."

TRANSPORT

EUROPE  
=====

ICAO is concerned at the increase in near-misses over Europe

Delegates to the regional air navigation meeting of the International Civil Aviation Organization held in Geneva last month were told that there had been a notable increase in the number of near-misses over Europe involving one civilian and one military aircraft. The meeting recommended that a high-priority system for processing all cases of near-misses should be established as a matter of urgency. It was also suggested that a single air traffic service be set up to deal with both civilian and military aircraft.

ITALY  
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Bologna proposes fare-free plan for city bus services

The municipal council in Bologna, Italy is proposing the introduction of fare-free transportation during certain hours. Under the proposed plan, Bologna's bus services would operate on a fare-free basis before 9 a.m. and between the hours of 5 p.m. and 8 p.m. The plan also includes provision for an increase in the number of bus services, as well as the introduction of bus-only lanes to enable buses to operate more efficiently. It is hoped that these measures will encourage more persons to make use of public rather than private transport and thus reduce urban congestion. The ultimate aim of the measures is to make public transportation services in the city free of charge at all times.

TRADE UNIONS

CANADA  
=====

Canadian unions give valuable support to crew of the 'Amalric'

Members of longshoremen's locals in the port of Vancouver, Canada recently gave valuable support to the Hong Kong crew of the British-registered vessel 'Amalric', berthed in the port. The 37-man Chinese crew of the 'Amalric', which operates a regular run between New Zealand and ports on the western seaboard of the United States and Canada, had walked off the vessel after the owners turned down their request for a 25¢ daily shore-allowance. The seamen had demanded payment of the allowance as their low wages made it virtually impossible for them to meet the high costs necessarily incurred when taking shore-leave in North American ports. The men were supported in their action by longshoremen in the port who refused to crosspicket lines to unload cargo from the vessel.

The men agreed to return to work after pressure from a four-man committee elected by the crew members -- the committee consisted of the seamen's lawyer, together with representatives of the Vancouver locals of the Canadian Brotherhood of Railway, Transport and General Workers, the Seafarers' International Union of North America (both ITF affiliates) and the International Longshoremen's and Warehousemen's Union -- led to the signing of an agreement with the local agents for the vessel's owners, Shaw, Savill and Albion. The owners agreed to pay the men a cost-of-living bonus of US \$ 7.50 per month in view of the frequent calls made by the vessel to ports on the North American continent. They also agreed that these payments should be backdated to 1 November 1970 and that they should continue for the full term of the two-year articles of agreement signed by individual members of the crew. The owners further pledged themselves to take no disciplinary action against the crew arising out of the strike action taken by the men in pursuance of their claim.

GREAT BRITAIN

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Britain follows ILO lead on better conditions for seafarers

The British government has announced that it is to ratify the two Conventions which were adopted at the 55th (Maritime) Session of the International Labour Conference held in Geneva in 1970. The Conventions in question are Convention 133 relating to improved crew accommodation on board ship and Convention 134 concerning the prevention of occupational accidents to seafarers. Britain has also decided to implement the six Recommendations adopted by the same conference. These Recommendations cover:

- vocational training of seafarers;
- seafarers' welfare at sea and in port;
- employment problems arising from technical developments on board ship;
- air conditioning of crew accommodation and certain other spaces on board ship;
- control of harmful noise in crew accommodation and working spaces on board ship; and
- prevention of occupational accidents to seafarers.

Vehicle builders vote to merge with the TGWU

Members of the 82,000-strong National Union of Vehicle Builders have decided in favour of joining the ITF-affiliated British Transport and General Workers' Union. The NUVB represents semi-skilled workers in the motor industry and has important links with skilled workers in passenger and commercial transport,

the aircraft industry and the garage and motor repair trades. The merger brings over two-thirds of all the workers in the motor industry into the TGWU automotive and vehicle-building group. TGWU automotive group secretary Moss Evans is to take on the important liaison post of joint national group secretary for the automotive and engineering trades. The TGWU is also considering the formation of a new committee for the motor industry which would be composed of the nine members of its existing automotive group, together with the 12-man NUVB national executive.

ITALY  
=====

Italian trade union federations are to merge

Italy's three largest trade union federations have announced that they are to merge in the spring of 1973. The announcement came after a meeting last month in Florence at which delegates of the three national bodies voted overwhelmingly in favour of the merger plans. The three federations are the Catholic CISL, the left-wing CGIL and the Social Democrat UIL.

UNITED STATES  
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AFL-CIO Convention supports principle of free public transit

Delegates to the 9th AFL-CIO Convention held last month in Florida adopted an important resolution calling for firm measures to be taken to halt the decline in mass transit services. The resolution -- which was submitted jointly by the US Amalgamated Transit Union and the Transport Workers' Union (both ITF affiliates) and is the most comprehensive resolution on the subject ever adopted by a federal convention -- calls for the enactment of legislation to provide subsidies for mass transit systems from general tax revenues collected by local, state and federal governments. These subsidies would be used to improve services and reduce or even eliminate fares.

The resolution also recommends that all private transit companies should pass into public ownership, while insisting that the existing rights of employees be fully protected. The resolution, which urges the US Department of Transportation to finance and test a 'no-fare' transit system in at least one metropolitan area, stresses the importance for the survival of America's cities of a mass transportation system which is capable of providing a 'reasonable' alternative to the private motor car.

SOCIAL AND INDUSTRIAL NEWS

BARBADOS

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Strike of Barbados dockworkers

Dockworkers in the port of Bridgetown (Barbados) -- members of the ITF-affiliated Barbados Workers' Union -- came out on strike on 5 November in sympathy with two fellow workers who had been dismissed. The men returned to work on 19 November after the employers' federation agreed to reinstate the dismissed workers.

The island of Barbados was hit by two general strikes on 10 and 17 November, which were called in support of the port workers and also of distributive trade workers on strike for higher pay. All basic services on the island were suspended for the period of the strikes.

FRANCE

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French ships' officers reach agreement with the shipowners on higher rates of pay

French ships' officers reached agreement last month with representatives of the shipowners, thus ending a six-month-old dispute over pay and working conditions. The settlement provides for the upgrading of officers' pay in the amount of Fr 100 - 370<sup>x)</sup> per month (according to vessel type and the certificate held) backdated to 1 November 1971. It also includes increases in officers' pay of 4 per cent backdated to 1 May 1971 and of 1.5 per cent from 1 October 1971 (0.5% of which represents the amount needed to maintain the purchasing power of officers' salaries in 1971), together with provision for a further salary increase of 1.8 per cent at the beginning of 1972.

It will be remembered that the officers have been backing up their claim by operating sailing delays of up to six days on vessels leaving French ports <sup>xx)</sup>.

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x) French francs 13.37 = £1

xx) See ITF Newsletter Nos. 6, 7, 10 and 11



GERMANY  
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German seafarers seek higher rates of pay

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has given notice of its intention to terminate the current collective agreement for seafarers. The union is seeking linear increases of 10% for all seafarers with effect from 1 January 1971. It is also asking for increases of the same amount for captains, for whom the union has a separate agreement.

GREAT BRITAIN  
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NUS leader opposes wage deduction plan contained in Merchant Shipping Act

Writing in the current issue of the union publication 'The Seaman', Bill Hogarth, general secretary of the ITF-affiliated British National Union of Seamen, has strongly criticized the 1970 Merchant Shipping Act and in particular Section 9A, which authorizes deductions from a seaman's wages in cases where a breach of his obligations under his agreement is alleged against him. Brother Hogarth asserts that the crudity of this provision and the magnitude of the proposed maximum sum (of £100) which might be deducted from a seaman's balance of wages leaves him 'astounded and aghast'. "No other category of employer", Hogarth charges, "is legally empowered to make deductions on this scale on the strength of a mere allegation."

Bill Hogarth goes on to point out that when the deductions were first mooted in the House of Commons the Minister responsible said that the power to make the deductions would be restricted to small amounts. But it was impossible to regard the sum of £100 (about \$240) as insignificant, least of all in the case of the seaman, who was essentially engaged in casual employment. The NUS general secretary also stressed that the proposals offered very little protection to the seaman against whom an allegation of breach of contract had been made, as the clause guaranteeing the seaman's right to dispute any deduction in a court of law contained certain inconsistencies.

Brother Hogarth made it clear that his union, which had opposed the deductions from the outset<sup>x)</sup>, would bring its views to the attention of shipowners, Ministers and members of the Parliamentary Labour Party.

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x) See ITF Newsletter No. 4, 1970, p. 37

Hull dockers win 6 per cent pay increase

Dockers in the port of Hull -- the men are members of the ITF-affiliated British Transport and General Workers' Union -- have accepted the employers' offer of a 6 per cent increase in basic pay. Under the deal, basic rates are increased by £2.25 to £34 with effect from 22 November. The offer follows the pattern of a similar offer made to dockers in London's enclosed docks earlier this year<sup>x)</sup>.

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x) See ITF Newsletter No. 10, p. 114.

British railwaymen seek substantial increases in pay

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 lodged a claim with British Rail for substantial increases in pay for the country's 290,000 railwaymen. The unions are seeking the increases to offset the steep rise in the cost-of-living since the last settlement reached in April of this year<sup>x)</sup>.

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x) See ITF Newsletter No. 4, p. 45

Containerbase drivers win shorter working week

Lorry drivers with the Containerbase Federation -- the men are members of the ITF-affiliated British Transport and General Workers' Union -- became the first in the country to have a working week of less than forty hours when their hours of work were cut by 2½ hours to 37½ hours under the terms of a recent agreement.

NORWAY  
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Norway ratifies ILO Convention on seafarers' identity documents

Norway has ratified ILO Convention No. 108 on seafarers' identity documents. The convention is intended to alleviate the difficulties and inconveniences attached to seafarers' taking shore leave in foreign ports and to prevent delays connected with their travel in transit or in the course of repatriation. Seafarers who are Norwegian nationals and who are employed in the foreign trade or who serve on foreign-flag vessels will now be issued with an identity document which has a validity of 10 years. The Convention, which has already been ratified by 26 countries, came into force in Norway on 26 October.

Norway is to lower age of retirement

According to a proposal of the Norwegian government, the age of retirement in Norway will be reduced from 70 to 67 years with effect from 1 January 1973. Provision will be made to safeguard the employment of older workers, who will be entitled under certain circumstances to continue working after the age of 67. The payment of pensions to persons between the ages of 67 and 69 will be based on an examination of income.

UNITED STATES

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East and Gulf Coast longshoremen return to work

Striking longshoremen on the East and Gulf Coasts of America -- the men are members of the ITF-affiliated International Longshoremen's Association -- returned to work on 29 November<sup>x)</sup> after a temporary court injunction was obtained against them. Earlier this month, President Nixon invoked the provisions of the Taft-Hartley Act to obtain a federal court injunction ordering a compulsory 80-day "cooling-off" period, during which further negotiations will take place. The central issue in dispute concerns an existing clause providing for a guaranteed annual income for dockers, which the owners are refusing to include in the new contract currently being negotiated.

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x) For details of the strike see ITF Newsletter No. 10, p. 115 and No. 11, p. 125

US seamen's unions fight ship sale bill

American seamen's unions have joined forces in an attempt to defeat a ship sale bill which they claim will "export thousands of jobs of US workers". The bill -- which will permit the sale abroad of certain US-flag passenger vessels -- is being fought by Joseph Curran, president of the US National Maritime Union and Paul Hall, president of the Seafarers' International Union of North America (both ITF affiliates), together with the leaders of three west coast unions, which man the only remaining US-flag passenger vessels in service.

US railroad signalmen win significant contract improvements

13,000 US railroad signalmen -- members of the Brotherhood of Railroad Signalmen -- have ratified a new contract which provides for substantial increases in wages and fringe benefits over the life of the 42-month agreement. Under the terms of the contract, which is back-dated to 1 January 1970, the signalmen are awarded increases totalling 46 per cent, of which some 26 per cent has already been put into effect. (This figure includes interim increases averaging 12.5 per cent for highly-skilled workers, which were awarded following a strike of railroad signalmen earlier this year<sup>x)</sup>.) The remaining 20 per cent, which is payable in four increases of five per cent on 1 January, 1 April and 1 October 1972, and 1 April 1973, is clearly in excess of the US Pay Board's

recommendation of 5.5 per cent annual pay increases for US workers and as such is subject to approval by the Board. The settlement is regarded as a test case, which could set the pattern for other US railroad unions.

x) For details of the signalmen's strike see ITF Newsletter No. 6, p. 76

PERSONALIA

H.J. Kanne, former president of the Dutch Transport Workers' Union (NBV), died in the night of 21 to 22 November at the age of 75. Henk Kanne was elected president of the NBV in 1951 and held that post until his retirement in 1961. Previously, he had occupied the post of general secretary of the union. In the international sphere, Brother Kanne was for many years closely associated with the work of the ITF. He was ITF vice-president from 1958 to 1960 and a member of the Executive Committee (now Executive Board) from 1952 to 1962. He was also an active member of both the Railwaymen's and Road Transport Workers' Sections. Brother Kanne was also a former chairman of the staff council of the Netherlands State Railways and a former member of the executive of the Dutch Trade Union Federation (NVV). The ITF was represented at the funeral by G.J.H. Alink, president of the NBV and a member of the ITF Executive Board.

J. van den Berg, an headquarters official of the Dutch Transport Workers' Union, died in the night of 13 to 14 November. He was 64.

Errol Johnstad has been elected president of the Flight Engineers' International Association in succession to Bill Gill. Johnstad is a former vice-president for international affairs and served as vice-president of the Pan American Chapter for five years.

Jack A. Wahle has been elected to the new post of vice-president for technical affairs and director of air safety of the Flight Engineers' International Association. J. Wahle is a member of the ITF Civil Aviation Section Committee and of its Flight Engineers' Technical Committee.

George Agius, general secretary of the Malta General Workers' Union, has been appointed to the Maltese National Board of Employment.

Anton Benya, president of the Austrian Trade Union Federation, has been elected to the presidency of the Austrian National Assembly.

Harm G. Buiters, former general secretary of the International Confederation of Free Trade Unions, has been awarded the "Grosses Bundesverdienstkreuz" (a high German Federal decoration) in recognition of the significant contribution which he has made to the work of European trade union unity.

LATE ITEM

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Cyprus-flag vessel 'Blue Calypso' is held in Sweden

Yet another seriously substandard vessel flying the Cyprus flag has been tied up in Sweden. The Swedish rescue services, which had previously answered two distress signals from the Cyprus-flag vessel 'Blue Calypso' when her steering gear failed in the Baltic Sea, towed her into the port of Ystad on 29 November. Here, an inspector in the Swedish ship inspection service immediately banned her from sailing until extensive repairs had been made to her hull and safety equipment.

Swedish Seamen's Union officials, Lars Jansson and Erik Andersson visited the vessel and then reported to the ITF Secretariat on the welfare of the crew and the condition of the vessel's safety equipment. The seamen's officials found that the lifeboats were so dilapidated that their hulls could be penetrated by manual pressure and that the life vests were for the most part rotted through. On a launching test, the falls of one of the lifeboats broke and a davit came away from the deck mounting. The engine in the motor lifeboat was also out of order. Further inspection revealed that the deck plating was rusted through and had been 'repaired' in places with sticking plaster and a coat of paint; the windlass was not working; extensive overflows of oil were present in the engine room and water had seeped into the crew accommodation; and that the compass needed adjusting. The only provisions on board for the ten-men mixed nationality crew (Greek, Moroccan, Indonesian and Singalese) were 20 kilos of potatoes, a few bundles of celery and a box of half-rotten onions.

The Swedish Seamen's Union (an ITF affiliate) has ensured that the crew is being properly cared for and it has already signed an ITF custodian agreement with the owner.

The ITF has enquired of Lloyds Register of Shipping how it was that a vessel with equipment in this condition came to be issued with a Safety Equipment Certificate as recently as the middle of November and it is understood that Lloyds inspectors are carrying out an on-the-spot investigation.

FORTHCOMING MEETINGS

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ITF Railwaymen's Section Committee Meeting	-	Istanbul, 1-3 March 1972
Flight Engineers' Technical Committee Meeting	-	London, 13 March 1972 (provisional)
ITF Civil Aviation Section Safety Committee Meeting	-	London, 14 March 1972 (provisional)

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



MEETING OF THE ITF EXECUTIVE BOARD, LONDON 16-17 NOVEMBER 1971

The ITF Executive Board met in London on 16 and 17 November 1971. Present were: F. Prechtl (President), H. Kluncker (Vice President), H. Aasarød, A. Ayoub, G. J. H. Alink, J.R. Baiden, D.S. Beattie, L. Buonaccorsi, W. Cassiers, J. Elliott, L. Gallardo R., S.F. Greene, J.L. Jones, K. Kihata, W. Meier, W.C.Y. McGregor, C. Melgarejo, R.S. Oca, D. Secord, E. Svensson, Y. Yagol, C.H. Blyth (General Secretary), together with Harold Lewis (Assistant General Secretary), M.S. Hoda, C. Iddon, K.A. Golding, B. Laughton, A. Selander (Section Secretaries) and B. Jonckheere (Secretary, Committee of ITF Unions in the EEC). Ph. Seibert was unable to attend. The meeting was chaired by ITF President Fritz Prechtl.

Appointment of ITF Representative in Tokyo

The Board agreed that E. Masuda of the Japanese National Railway Workers' Union should be appointed ITF Representative in Tokyo as from 1 January 1972 in succession to Brother Kawazoe who retires at the end of this year.

Relations with International Organizations

ITF General Secretary Charles Blyth said that the ITF was bringing constant pressure to bear on the ILO for more frequent meetings of its Industrial Committees as it was felt that the long intervals between meetings rendered them almost ineffective. The ITF had received an understanding from the ILO that there would be a meeting of the Joint Maritime Commission in October 1972 and a full Maritime Session in either 1974 or 1975. There was also a prospect that a Tripartite Meeting on Civil Aviation might now be held. A meeting of the Inland Transport Committee would take place in 1972, at which road transport matters would be the main agenda item, and there was a special item on the agenda of the next International Labour Conference on the Social Repercussions of New Methods of Cargo Handling.

Applications for affiliation

It was agreed to accept the following applications, provided any remaining formalities were satisfactorily completed:

Association of Aircraft Technicians of Nigeria Airways Company

Federación de Sindicatos Profesionales de Bahía de Chile-FEBACH

Sindicato Empleados de LACSA (Costa Rica)

Sindicato Unico de Trabajadores LAN-CHILE-LIMA (Peru)



Sindicato Nacional de Choferes (Colombia)

National Association of Transport Employees (Republic of Ireland)

Unions in arrears

It was agreed to reinstate the following unions previously suspended by the Board for the non-payment of affiliation fees:

Asociación de Capataces Estibadores Portuarios (Argentina)

Asociación de Personal Aeronautica (Argentina)

Korean Seamen's Union

Resolution on Fishing Limits

The Executive Board adopted a resolution submitted by K. Kihata of the All-Japan Seamen's Union. The resolution called upon the United Nations to recommend its member governments to include in their delegations to the Third Law of the Sea Conference bona fide representatives of fishermen's unions and requested that the ITF be granted observer status at the Conference. (The text of the resolution is attached to this report.)

It was agreed that the next meeting of the ITF Executive Board should be held 3-5 May in Malta.



RESOLUTION ON FISHING LIMITS

This meeting of the ITF Executive Board, held in London on 16 and 17 November 1971,

RECALLS that the ITF has paid considerable attention in the past to the question of fishing limits and that in 1967 the Conference of its Fishermen's Section adopted a resolution (which was reiterated in 1970), noting that an international settlement of the question of fishing limits had become increasingly urgent in view of the need to maintain food supplies for the rapidly increasing world population and to minimize friction between nations for the promotion of world peace and renewing a previous appeal to the United Nations to hold a Third Law of the Sea Conference as soon as possible for such a purpose;

NOTES that fishing limits commonly designed by the United Nations for the protection of all workers who are greatly dependent on the living resources of the sea for their livelihood have been unilaterally and, in some cases, unreasonably extended during the period subsequent to the adoption of the aforesaid ITF resolution, such action being detrimental to the peaceful and profitable pursuit of their employment;

RENEWS, in view of the need to achieve a lasting and harmonious settlement of the question of fishing limits, previous appeals by the ITF to the United Nations in the hope that the latter organization shall be able to settle the issue when the Third Law of the Sea Conference meets in 1973;

IS OF THE FIRM OPINION that the views of the parties most immediately affected by any decision taken by the Law of the Sea Conference should be given due attention;

REQUESTS therefore that the United Nations grant observer status to the most representative international fishermen's organization, namely the International Transport Workers' Federation,



in respect of the Third Law of the Sea Conference; and

FURTHER REQUESTS that the United Nations recommend its member governments to enter into consultations in a constructive manner with the respective fishermen's organizations of their countries and to include, where possible, representatives of these organizations as advisers to the national delegations to the Third Law of the Sea Conference.

Supplement to Newsletter No. 12

TANK-SIZE LIMITATION PROVES STUMBLING-BLOCK AT 7th IMCO ASSEMBLY

The 7th Assembly of the Inter-Governmental Maritime Consultative Organization (IMCO) met recently in London under the chairmanship of Mr. J.S. Tarka, Federal Commissioner for Transport, Nigeria. Regular sessions of the Assembly, which is the supreme governing body of IMCO, are held every two years. Prominent among the many agenda items were the following: consideration and adoption of proposed amendments to international maritime conventions, technical co-operation, limitation of tank-sizes of tankers, and routeing of ships.

A proposal by IMCO's Maritime Safety Committee to amend the Prevention of Pollution of the Sea by Oil Convention with regard to the limitation of tank-sizes of tankers ran into heavy weather and, despite the fact that most of the world's major shipping nations - with the exception of France, Greece and the USSR - supported it, very narrowly failed to obtain the required two-thirds majority. However, following a compromise proposal put forward by Japan, the Assembly adopted the Maritime Safety Committee recommendations as modified in terms of the hypothetical oil outflow. The new Assembly regulations set the limit of hypothetical oil outflow at 30,000 cubic metres or  $400\sqrt{DW}$ , whichever is the greater, but subject to an absolute maximum of 40,000 cubic metres. Under this formula the 30,000 cubic metres limit will apply to tankers of up to 422,000 dwt., whereupon the limit will gradually increase to 40,000 cubic metres in the case of tankers of 1,000,000 dwt. and above. The above values refer to centre tanks. The limits for wing tanks are half those for centre tanks. The new rules will formally apply twelve months after they have been accepted by two thirds of the governments which are parties to the relevant convention, but the Assembly adopted a special recommendation urging implementation of the amendments to the convention as soon as possible.

On the subject of technical co-operation, the ILO representative recalled the excellent co-operation in the past between IMCO and the ILO, particularly in the field of seafarers' training, where a standing Joint Committee on Training had been set up, and in the area of safety of fishermen and fishing vessels, and expressed the wish that, "despite such an impressive record of fruitful co-operation, an even closer working relationship should be developed between the ILO and IMCO, in view of their common interest in the development of a safer and more efficient mercantile marine and in the proper training and certification of crews". Finally, he urged that the two organizations should pool their resources in these areas for the benefit of developed and developing maritime nations alike.

The Assembly also adopted a number of amendments to the SOLAS Convention relating to the mandatory observance of any traffic separation schemes approved by IMCO and sanctioned the holding of an international conference on marine pollution in 1973 with a view to achieving the elimination of intentional pollution of the sea by oil and other noxious substances and the minimization of accidental spills.

The long-term work programme of the organization for the period of 1974-78 was reviewed and among the subjects included in the programme were the following: safety of fishing vessels, standards of training and certification, an international agreement on search and rescue systems, wreck removal and salvage, and a convention on novel types of craft including air-cushion vehicles.

Next year IMCO will be holding two international conferences, one on the revision of the International Regulations for Preventing Collisions at Sea (London in October) and the other (jointly with the UN) on the subject of International Container Traffic (Geneva in November).

The following countries were elected to the IMCO Council, Algeria, Australia, Belgium, Brazil, Canada, France, Germany, Ghana, Greece, India, Italy, Japan, Netherlands, Norway, Poland, United Kingdom, United States, and the USSR. Liberia, which boasts the highest figures as far as registered tonnage is concerned, again failed to convince the Assembly of its "rightful" claim to a seat on the Council on all three counts, viz. as one of the governments with (1) the largest interests in providing international shipping services (tonnage basis), with (2) the largest interests in international seaborne trade (most heavily trafficked ports basis) or, if not elected under (1) and (2), with (3) special interests in maritime transport or navigation (geographical basis).

S.E. Nylund (Finnish Navigating Officers' Association), E. Ottersen (Norwegian Seamen's Union), A. Toft (Federation of Danish Seafarers' Organizations) and S. Wall (National Maritime Union - United States) attended the Assembly as advisers to their respective national delegations. The ITF was represented by A. Selander in an observer capacity.

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Supplement to Newsletter No. 12

SEAFARERS' WAR RISK AGREEMENTS FOR INDIA - PAKISTAN WAR ZONE

Following the outbreak of hostilities between India and Pakistan, a number of European seafarers' unions have reached agreement with the shipowners in their respective countries on the introduction of a war risk bonus for ships sailing to the war-affected areas. Details of agreements reached to date are given below.

GREAT BRITAIN

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The National Maritime Board has two agreements covering the war zone. The first is dated 1 December and relates to the sea area between 89°E and 92°E and north of 21°N, including any port in East Pakistan and all anchorages off such a port, as well as rivers in the Ganges delta within East Pakistan. The agreement entitles the master and crew of all vessels covered by NMB agreements to a war risk bonus of 100% of basic pay (including allowances and increments). This allowance is payable for the day of arrival and for all subsequent days during which the vessel is in the sea area, and on the day of sailing from the said area, with a minimum of five days.

A similar agreement, effective from 8 December, is now in force with regard to West Pakistan. The sea limits for this bonus are 18°30'N to 20°N at 65°E, down to the border with India.

NETHERLANDS

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The Dutch Seafarers' Federation has reached agreement in principle on the introduction of a war risk bonus, comparable with the NMB agreement (see above). The agreement provides for the payment of a bonus of 100% of basic pay and covers a similar zone to that applying to British vessels.

NORWAY

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The war risk bonus negotiated for Norwegian seafarers is equivalent to 200 per cent of normal rates, including where applicable seniority increments, competency and qualification allowances, and foreign trade allowance (vessels under 2,000 g.r.t.). It covers periods spent in all West Pakistan and Indian ports north of and including Bombay, together with all East Pakistan and Indian ports in the Bay of Bengal north of 20°N. Rivers and canals used as entry points are considered in the same way as ports. The bonus is payable from the time that a vessel enters a circle with a radius of 60 nautical miles from the perimeter of the port or entry point and continues in effect until the ship leaves the circle on its return voyage. It came into effect on 3 December and is payable for a minimum of five days, with a minimum daily rate of Norwegian kr. 120 (approx. £7). The agreement is subject to re-negotiation if hostilities extend beyond the area presently covered.

A war risk agreement on broadly similar lines to that negotiated by the Norwegian seafarers' unions has been reached for seafarers' unions in Denmark.

SWEDEN

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The war risk agreement for Swedish seafarers applies to the area north of 22° N on the west and 20° N on the east coast. The bonus is calculated at 100% of the basic wage used for the calculation of holiday pay and covers periods of twenty-four hours, commencing twelve hours before the vessel reaches port or anchors and ending up to twelve hours after the vessel leaves port. The bonus was introduced on 3 December and is payable for a minimum of five days, at a minimum daily rate of Swedish kr 65 (approx. £5.25). Provision is also made in the agreement for the payment of compensation to dependants if a crew member loses his life within the above-mentioned area (the total amount payable in this instance being Swedish kr 75,000) and compensation for invalidity caused by such service.

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