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25th Session of IMCO's Maritime Safety Committee

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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24-hour aviation demonstration stoppage

The 24-hour stoppage organized jointly by the ITF and the pilots' international, IFALPA, on 19 June was a world-wide success and has already borne some practical fruits in actions by international organizations and national governments. The UN Security Council has condemned actions directed against the safety of aviation and called upon States to take measures to prevent them and to deal with those who commit such acts. More significantly, the Council of the International Civil Aviation Organization (ICAO), a UN specialized agency, has agreed to amend the ICAO constitution so as to permit the application of sanctions against countries encouraging, helping or harbouring hijackers and saboteurs of civil aviation. Sanctions might include the withholding of financial and technical assistance to such States. The ICAO Legal Committee has also been directed to resume work on the preparation of an international convention - shelved last year - to establish appropriate multinational procedures for determining the need for concerted joint action (sanctions) in a specific case, and the nature of such action.

From press reports and direct notifications by affiliated organizations it now appears that the call for a 24-hour protest stoppage was followed with complete success in countries throughout the world. In Europe, aviation was virtually at a standstill, with no flights being operated by Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Norway, Spain, Sweden, Switzerland and Turkey. In the Americas the shutdown was effective in Argentina, Bolivia, Canada, Chile, Colombia, Costa Rica, Ecuador, Mexico, Panama, Peru, Uruguay and Venezuela. In the rest of the world, Ghana, India, Israel, New Zealand, Nigeria, Pakistan and South Africa ceased aviation operations for the day.

Both the ITF and IFALPA are convinced that the action was worthwhile; it achieved its immediate objective of focussing world attention on the grave problems of hijacking and sabotage and it has demonstrably jolted governments into recognizing their responsibility for taking the necessary action to eliminate the menace.

Liberia reports on ships inspection system

It was announced in London on 22 June that, since it came into operation in August 1971, the Marine Inspection Division of the Liberian Bureau of Maritime Affairs^x has established a world-wide network of nautical inspectors and has already inspected some 1500 ships representing about 75 per cent of the Liberian fleet required to undergo annual inspection by the Division. Of this total, 30 vessels had been served with detention orders for violation of applicable laws and regulations and a further 15 were subjected to follow-up inspections to ensure rectification of minor deficiencies. These fine-sounding statistics were accompanied by expressions of optimistic confidence of continuing success in achieving a higher standard of operational safety on board Liberian ships. However, information received from ITF-affiliated maritime organizations throughout the world raises doubts whether any ships were actually detained, ie. prevented from leaving port.

Belated as it was, the establishment of the Liberian ship inspection service was a step in the right direction taken only after years of agitation by the ITF. Whilst the Liberian inspection service must be given more time to prove its worth, in the ITF's view its effectiveness and independence are bound to be limited as long as it is financed by the owners of Liberian-registered ships.

^xSee ITF Newsletters No. 5, 1971, p. 48
No. 7, 1971, p. 87

ITF urges implementation of Japanese railwaymen's pay settlement

On 20 June, ITF General Secretary Charles Blyth cabled the Japanese Prime Minister urging him to ensure implementation of the arbitration decision of 27 May on the Japanese railwaymen's pay claim. Bro. Blyth stressed that compliance with the arbitration decision was imperative in securing good relations in the railways industry. The cable was sent after the ITF's Japanese railwaymen's affiliates, the National Railway Workers' Union and the Nippon National Railway Motive Power Union, asked the Federation for an expression of its solidarity with their pay demands.

Second meeting of ITF Fishermen's Safety Sub-Committee

Fishermen's representatives from the countries constituting the ITF Sub-Committee on Safety of Fishermen and Fishing Vessels met in Oslo on 19-20 June to continue consideration of the proposed Part B of the International Code of Safety (ILO/IMCO/FAO). The discussion centred on the chapters on crew accommodation, life-saving appliances and protection of the crews generally. Other subjects under consideration were radiocommunications, an IMCO

questionnaire concerning a future instrument on safety of fishing vessels, and ITF representation on the Joint Meeting of Consultants (ILO/IMCO/FAO) which is to finalize Part B of the Code. Also, the Sub-Committee adopted a statement on Medicare Training along the lines suggested by the ITF contingent at the 1970 Maritime Session of the International Labour Conference. A report of the Sub-Committee meeting will be sent to participants in due course.

EUROPE

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Unsafe fishing attacked by EEC fishermen

The EEC Commission's Bipartite Committee on Social Problems in the Fishing Industry held a number of meetings during the first half of 1972, to which observers from the four countries which have applied for membership of the Common Market were invited. Among the observers participating were representatives of ITF affiliates in Denmark, Norway and the United Kingdom and of the ITF Secretariat.

On 20, 21 and 22 April a Colloquium on Safety in the Fishing Industry was arranged in Ostend (Belgium), at which a review was undertaken of the work at present being carried out by IMCO and the ILO in order that the EEC attitudes might be co-ordinated and duplication of efforts avoided. Eight introductory papers were read on the following subjects: existing regulations and work of IMCO, navigational and radio equipment, accident prevention and safety of fishing vessels from the point of view of construction (by F. Annerl, German Transport and Public Service Workers' Union), the work of the ILO in the field of accident prevention and on-board safety, possible and desirable action in the same field, achievements with regard to assistance at sea (two papers by Germany and the Netherlands) and possible action with regard to such assistance. At the close of the colloquium, conclusions were adopted, which contained statements to the effect that the fishing industries of the EEC should become familiarized to the largest possible extent with the work on safety at present being carried out by the ILO, IMCO and the FAO in view of the application of community provisions with regard to accident prevention and safety of fishing vessels; that the Bipartite Committee should continue to pay special attention to professional training for fishermen to back up such provisions; that an appropriate questionnaire on accident prevention had been addressed to all fishing vessels by the Committee's group of experts with a view to improving the prevention of accidents, and that, hopefully, the common use of this questionnaire would receive support from the EEC Commission; that the organization of assistance at sea should be co-ordinated within the EEC; that civilian support vessels were to be preferred to naval ones and that in view of this and of the fact that fishermen had the same right to medical attention as workers ashore the Committee's experts felt that a sufficient number of support vessels should be introduced and co-ordinated

on a community basis as it was argued that such a measure would probably pay its way in view of the high charges on society of fatal accidents at sea. The group of experts would attempt to make a comparison between the cost of such a service and the total "social cost" of fatal accidents.

On 5, 6 and 7 June the Bipartite Committee on Social Problems in the Fishing Industry met at La Rochelle (France) to discuss progress reports from its working parties on social harmonisation and safety in the fishing industry as well as the improvement of the training and social position of fishermen. As a result it was decided to embark on a long-term programme of an upward harmonization of the social and working conditions of fishermen in the fishing industries of the EEC. The parties also agreed to review the state of realization of this programme at regular intervals, particularly in view of the social progress made in the fishing industries of member states.

R. Dekeyzer, Belgium (former Chairman of the ITF's Fishermen's Section) has retired as Chairman of the EEC Bipartite Committee. F. Annerl (Germany) is the new Vice-Chairman of the Committee.

RHODESIA
=====

Meetings ban imposed

The Rhodesian regime has issued orders banning political gatherings in designated "black" areas and forbidding open-air political meetings elsewhere. The African National Council has accused the regime of mounting a campaign to persuade black Rhodesians to tell the British Government that they now accept the "settlement" proposals, and sees the meetings ban as an attempt to keep ANC leaders from having contact with Africans. It is also reported that about forty ANC members have been detained by police in the Mtoko area in connexion with the alleged holding of illegal meetings. Six ANC officials were also detained recently at Mrewa, about 50 miles east of Salisbury, for questioning under the terms of the state of emergency.

TRANSPORT

INTERNATIONAL
=====

Pollution in the forefront at IMCO's Sub-Committee on the Carriage of Dangerous Goods

The 20th Session of IMCO's Sub-Committee on the Carriage of Dangerous Goods was held in London from 24 to 28 April 1972. The ITF was represented by J.H. Slater (National Union of Seamen, United Kingdom).

The Sub-Committee devoted some considerable time to the preparatory work required before the 1973 international conference on marine pollution and decided to include in its terms of reference the question of environmental hazards resulting from the carriage of dangerous goods in packaged form and the possibility of recovering the same intact. It also produced a revised text of Annex IV of the draft International Convention for the Prevention of Pollution of the Sea from Ships and invited members to provide statistical information concerning accidents to ships carrying dangerous and noxious cargoes in packaged form which had resulted in marine pollution.

Other questions discussed by the Sub-Committee included portable tanks, carriage of dangerous goods on ro-ro ships and dangerous goods in port, on which draft conclusions were adopted. A number of amendments were also adopted with regard to the substances listed in the IMCO Dangerous Goods Code. (21 countries have so far adopted the Code or are basing their national regulations on it.) The question of basic regulations for the carriage of dangerous goods in freight containers will be discussed at the next session of the Sub-Committee which is scheduled for 11-15 September, 1972. Finally, the Sub-Committee instructed the IMCO Secretariat to publish the IMCO/WHO Medical First Aid Guide without undue delay.

TRADE UNIONS

DENMARK

=====

Danish drivers are fined by industrial court

The 26 Esso tanker drivers belonging to the ITF-affiliated Danish Transport and General Workers' Union (DASF) who went on strike in April^x have each been fined 800 kr by the Danish industrial court and ordered to pay costs of 1,000 kr. The court found that the drivers were unjustified in claiming that the management of the depot had encouraged the activities of a rival union member at their expense. The chairman of the court said that he had been forced to impose a heavy fine on the men because they had not obeyed the court's instruction to resume work immediately after the preliminary court hearing on 2 May.

^xFor further details see ITF Newsletter No. 6, p. 81

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA

=====

Australian Arbitration Commission upholds dockers' agreement

The Australian Arbitration Commission has upheld the agreement negotiated between the ITF-affiliated Waterside Workers' Federation of Australia and the waterfront employer groups earlier this year^x. The Australian government, which has been delaying implementation of the agreement, intervened before the Commission in opposition to the inclusion in the agreement of a 35-hour week for dock workers, the introduction of which, it argued, was against the public interest. The Arbitration Commission's decision in favour of our affiliate has given new impetus to the current trade union campaign for a 35-hour working week for all Australian workers.

^xFor details of the agreement see ITF Newsletter No. 5, p. 69.
 See also ITF Newsletter No. 6, p.82

BELGIUM

=====

New agreement for inland navigation workers

With effect from 1 April 1972, Belgian inland navigation workers benefit from new pay scales, automatically linked to the cost-of-living index, negotiated by the ITF-affiliated Belgian Transport Workers' Union. The rates for motorboats, effective 1 May 1972, which include one index adjustment, are as follows:-

	Inland Waterways	Rhine Navigation	Tankers
Skippers - min ^x - max ^x	9,942 BFr 13,530	10,250 13,530	11,275 14,350
Mates - vessels up to 1000 t. - " over 1000 t.	All classes	with certif.	without certificate
		9,943 10,148	9,635 9,738
Boatmen			
" up to 500 t.	6,970	7,688	8,098
" 500-750 t.	8,200	8,200	8,200
" 750-1000 t.	8,508	8,508	8,508
" over 1000 t.	8,713	8,713	8,713

Boys (after 1 yr.)	6,663	7,585	7.585
- min ^x			
- max ^x	7,585	7,585	7,585
Women	7,278 or the rate applicable to the work performed, whichever is the higher		

^xDepending on size and weight of vessel.

Agreement has also been reached on increased annual leave in stages so that all will have 4 weeks' paid leave by the year 1975.

DENMARK
=====

Danish coastal shipping dispute enters critical stage

The ITF-affiliated Danish Seamen's Union has decided to issue notice of all-out action to the shipowners of the Danish coastal fleet. This follows failure to persuade the owners to enter into agreement with the union, applying the terms of the current basic agreement which exists between the union and the Danish Shipowners' Association. The application of this agreement would more than treble the wages paid to ABs serving on board the coasters and would give seafarers a 41 $\frac{3}{4}$ hour week as against their present 16 hours per day.

A meeting was held last month under ITF auspices at which representatives of seafarers' and dockers' affiliates in Belgium, Denmark, Germany and the Netherlands, together with a representative of the Scandinavian Transport Workers' Federation, discussed the situation and agreed on the following course of action in support of the Danish union:

- The ITF General Secretary should make a formal protest to the Danish Shipowners' Defence Association (the body representing owners in the coastal trade);

- A list containing the names of vessels which the Danish union intends to "black" should be circularized to ITF-affiliated seafarers' and dockers' unions with a request to them to do whatever is possible to assist in promoting agreement between the owners and the Danish Seamen's Union.

A considerable degree of support from affiliates has already been indicated and it is confidently expected that the campaign will succeed.



Radio Officers' dispute over conditions in Greenland

The ITF-affiliated Danish Radio Officers' Association has been unable to reach agreement with the Danish Ministry for Greenland on renewed contracts for Radio Officers and Radio Sonde personnel and new contracts for Telecommunications Technicians stationed in Greenland. The Association has therefore given notice of strike action from 0001 hours (Greenland time) on 1 August 1972. From the same moment an embargo is to be placed on all positions in Greenland as Radio Officers, Radio Sonde personnel and Telecommunications Technicians and the ITF has requested its radio officer affiliates to ask their members not to accept any such position during the period of the embargo. Meanwhile, the state mediator has been called in to try to promote a settlement.

GREAT BRITAIN

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Attempts to settle container disputes

London dockers who picketed the Chobham Farm container depot in East London and "blacked" transport firms using the depot later won agreement that the work of stripping and stuffing the containers should be performed by registered dock workers. The present Chobham Farm depot workers are, under the terms of the agreement, to be employed on supervisory, security, driving and other non-dock work, and 30-40 dockers are being brought in during July to perform the dock work. In this case, agreement was reached only after the issue had been taken to the National Industrial Relations Court, which ordered an end to the "blacking" and, when the order was defied, was on the point of having three dockers' leaders arrested. Only intervention by the Official (government) Solicitor prevented the arrests which had threatened to provoke a national sympathy stoppage.

Further picketing by dockers at another London Depot, Midland Cold Storage, is now being challenged in the NIRC and the High Court.

Meanwhile, a Committee headed by Jack Jones, of the ITF-affiliated Transport & General Workers' Union, and Lord Aldington, Chairman of the Port of London Authority, is conducting a two stage inquiry into the effects of container use on dock work. The first phase, due to be completed with the issue of an interim report by 26 July (the date to which the national dock strike has been deferred), will suggest arrangements for those in the industry for whom there is currently no work (i.e. those on the temporary unattached register). Phase two will tackle the longer-term problems of the port industry, including retirement age, severance arrangements, retraining and alternative work.

JAPAN

=====

Seamen's strike ends.

The ITF-affiliated All-Japan Seamen's Union have informed us by cable that they and the owners in the foreign trades have accepted mediation proposals for the settlement of their dispute put forward by the Japanese Minister of Transport, and that the strike has therefore been terminated. The proposal offers a monthly increase of 11,550 yen. The strike had recently entered its third month and was having a serious effect on the Japanese economy. At its height more than 1200 vessels were tied up at over 50 ports throughout the country.

NETHERLANDS

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Conflict threatens in docks

The ITF-affiliated Netherlands Transport Workers' Union is claiming a 2% pay increase for its docker members in Rotterdam and Amsterdam, which the employers have refused to grant. It had been agreed earlier in the year that the two sides would see if the 2% increase was possible by 1 July, but the employers now claim that they cannot afford it. This claim is contested by the union side, which may take action to enforce its demands.

RHODESIA

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Strike of African bus drivers in Rhodesia

African bus drivers in Salisbury and Bulawayo went on strike last month in support of their claim for an increased allowance for one-man operation. The drivers are demanding a bonus of one Rhodesian dollar per shift. Bus drivers in Salisbury returned to work after the Smith regime brought in the army to maintain the capital's essential public transport services. Normal bus services were also restored in Bulawayo. 67 Bulawayo bus drivers have been arrested and remanded for sentence after being found guilty of taking part in illegal strike action, and legal proceedings are also threatened against the city's remaining bus drivers.

Bro. Bango, general secretary of the drivers' union, the ITF-affiliated Rhodesian Transport Workers' Union, said that the strike had been forced on his members after the drivers' claim for a one dollar bonus, which had already been accepted by the Industrial Board for the Transport Operating Industry, was reduced to 45 cents by the Rhodesian Minister of Transport. Bro. Bango has asked for a full commission of inquiry into the busmen's grievances.

SCANDINAVIA

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SAS cabin attendants win new three-year agreement

Following protracted negotiations, agreement has now been reached between the ITF-affiliated Commercial Employees' Union (HTF) and the SAS management on a new three-year agreement for cabin staffs. The settlement narrowly averted a SAS cabin staff strike scheduled for 17 June.

Salaries (1.1. 1972 to 31.12.1972) - monthly figures

<u>Stewards and stewardesses</u>	<u>Denmark</u> Dkr	<u>Norway</u> Nkr	<u>Sweden</u> Skr
6 months' probationary period	2,900	2,740	2,000
after six month's service	3,125	2,950	2,155
after 1 year's service	3,530	3,335	2,435
after 5 years' service	4,055	3,835	2,800
after 12 years' service	4,515	4,265	3,115

<u>Pursers</u>			
6 months' probationary period	3,905	3,690	2,695
after 6 months' service	4,225	3,990	2,915
after 1 year's service	4,760	4,495	3,285
after 5 years' service	5,440	5,140	3,755
after 15 years' service	6,115	5,775	4,220

The above salary figures will be increased by 200 Skrin 1973 and by a further 260 Skr in 1974. In addition all allowances are increased by 6% in 1973 and by 8% in 1974.

Pursers

20 new posts for pursers will be created in April 1973 and a further 25 posts in April 1974.

Annual leave

The number of annual leave days which may be taken during the period from 13 May to 15 September is increased from 18 to 21 days.

Promotion

Air stewardesses are to be given equal opportunity for promotion to purser.

Accident and life insurance

Cabin attendants are insured under a group accident scheme which pays hospital costs and maximum compensation of 200,000 Skr in the event of incapacity. The group life insurance scheme pays 150,000 Skr in the event of death. Cabin attendants have the right to cash part of their life insurance policy up to the age of 60, in which case the sum of the encashed policy and the death benefit shall be not less than 150,000 Skr.

Stationing

C/As who on being employed by SAS are assigned to a certain base within Scandinavia cannot be moved to another base without their permission. After 2½ years with SAS, Scandinavian personnel who have been stationed in a country other than their home country have the right to return to the main base in their home country.

Early retirement

During the period of the agreement, the two sides are to discuss the possibility of assigning C/As who are unable to continue flight duties until the normal retirement age to ground duties. Talks will also be held on retiring certain C/As early and paying them compensation on leaving SAS.

The current agreement expires at the end of 1974.

SWEDEN

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Pay settlement for Swedish petrol station attendants

A strike of Swedish petrol station attendants was avoided when the ITF-affiliated Swedish Transport Workers' Union approved the arbitration commission's proposed agreement with the employers' association. The settlement gives approximately 6,000 attendants of 4,000 petrol stations increases totalling an average of 11,000 Skr. over the life of the agreement. The pay increases are backdated to the beginning of the contract year 1971, and the agreement expires at the end of the contract year 1973.

UNITED STATES

New two-year agreement for employees of Aerolineas Argentinas

The ITF-affiliated Transport Workers' Union of North America has signed a new two-year contract on behalf of Aerolineas Argentinas staff employed in the United States and Canada. Under the terms of the agreement, which is backdated to 1 September 1971, employees of the airline receive pay increases of six per cent in the first year, followed by a six per cent compounded increase in the second year. Other gains include: an improved sick leave allowance of 120 days; a severance allowance of up to 14 weeks' pay for 12 years' service; an improved health and life insurance plan; and an additional day's leave

on the employee's birthday. The agreement covers dispatchers, mechanics, and clerical and stores staff.

New agreements for maritime workers

The ITF-affiliated National Maritime Union has negotiated new three-year agreements, effective from 16 June 1972, for its members serving aboard deep-sea dry cargo and tanker vessels. The agreements provide for three annual increases of 5% on basic pay rates; those working aboard automated vessels get an additional 5% from 16 June this year and a further 5% in a year's time. Overtime is payable at one and a half times the basic rate and further improvements include better pension provisions and extra vacation pay.

Representative examples of the new monthly basic rates applicable from 16 June 1972 are as follows:

Dry Cargo		Tanker	
Boatswain (10,000 GT and over)	\$805.76	Boatswain (25,500 DWT and over)	\$777.61
Carpenter	727.30	Carpenter	717.70
Able Seaman	554.88	Able Seaman	561.40
Ordinary Seaman	433.19	Ordinary Seaman	444.96
Electrician	857.93	Electrician	858.24
Engineman	631.55	Engineman	631.55
Oiler	554.88	Oiler (diesel)	603.83
Fireman	554.88	Fireman	548.35
Chief Steward (10,000 GT & over)	805.76	Chief Steward (25,500 dwt and over)	780.71
Chief Cook	647.96	Chief Cook	674.49
Second Cook	572.71	Assistant Cook	584.03
Messman	430.12	Messman	430.11

Marine Engineers get 6% rise

The ITF-affiliated National Marine Engineers' Beneficial Association has obtained new three-year agreements with major shipowners providing an increase in basic pay and allowances for the first year of 6%. Increases for the second and third years of the contract will be negotiated at the time, depending on the economic situation of the industry.

NEWS IN BRIEF

Air traffic controllers at Brussels Airport staged a go-slow on 30 June to back up their demands for an improved "responsibility" bonus.

Chilean railwaymen throughout the country, and bus workers in the capital, Santiago, have been on strike in support of claims for increased pay. Military personnel have been brought in to provide a skeleton service.

Finnish seamen (officers and crew members) have agreed with the shipowners that pay rates in the foreign trade are to be increased by 1% from 1 July 1972, in compensation for the effective devaluation of the Finnish mark. (Contracts include a "devaluation clause", but this only comes into effect with official devaluation of the currency.)

Ground staff of Air Inter (French domestic airline) staged a one-week strike at the beginning of this month in support of their demands for improved salaries and working conditions.

French air traffic controllers are continuing their one-month-old work to rule. The air traffic controllers' union (SNCTA) is demanding a restructuring of controllers' salaries to take account of the responsibility of the job. SNCTA also claims that due to cutbacks in staff its members are unable to handle the growing volume of air traffic and that as a result controllers are overworked and millions of flight hours are lost each year.

Air traffic controllers in Germany reimposed their go-slow on 26 June. In an effort to obtain a lasting settlement of the controllers' grievances, the German government has set up an inter-ministerial committee to make recommendations for a permanent solution on the status of flight controllers. The Committee is expected to report in September. The Committee has also been asked to suggest an interim solution which would give flight controllers improved benefits backdated to the resumption of normal duties following the end of the go-slow. Air traffic operations in Germany are now returning to normal.

Union leaders have turned down an 8.4 per cent pay offer for London Transport workshop staff and are to press for an improved deal. The unions are claiming increases of not less than 12.5 per cent.

The three central trade union organizations in Italy - the UIL, the CISL and the CGIL - have agreed on the basic framework of a temporary federation agreement as a preliminary step towards their eventual aim of unification. The federation will devise joint policies on national contract negotiations, social and economic policies and international trade union matters.

Pilots of Alitalia and the two Italian domestic airlines SAM and ATI are currently staging a series of walkouts. The pilots are demanding a resumption of negotiations for a new national contract to replace the previous contract which expired at the end of January. The Italian airline pilots' association (ANPAC) has warned that if Italian airline operators do not accede to the pilots' demands the strike will be extended to flights operating from countries outside Italy. At present, the walkouts are limited to domestic flights and international flights out of Italy.

El Al maintenance engineers staged a two-day work to rule earlier this month in protest against delays in their pay negotiations. The work to rule caused delays of several hours to outgoing flights.

A new three-year collective agreement has been signed on behalf of 1235 pilots and navigators with Scandinavian Airlines. The trade union side was represented by the pilots and navigators' associations in the three SAS countries -- Denmark, Norway and Sweden.

In the US pilots of Northwest Airlines struck on 30 June following the breakdown of contract talks, which have been continuing for sixteen months. The strike has halted flights in the west of America as well as Northwest's overseas services and has resulted in the laying off of the majority of Northwest's employees. Meanwhile, officials of the US Air Line Pilots' Association have resumed negotiations with Northwest on the pilots' claims.

PERSONALIA

Anker Jørgensen, president of the Danish Transport Workers' Union, celebrated his 50th birthday on 13 July.

Hoyt S. Haddock, executive director of the AFL-CIO Maritime Committee and co-director of the Labour-Management Maritime Committee, retired on 30 June.

FORTHCOMING MEETINGS
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- ITF Asian Airline Workers' Conference - Tokyo, 1-10 August 1972
- ITF Management Committee - Nuremberg, 16 September 1972
- International Cabin Attendants' Conference - Dublin, 26-27 September 1972
- ITF Civil Aviation Section Conference - Dublin, 28-29 September 1972
- Conference of ITF European Affiliates - Salzburg, 9-10 October 1972
- ITF Management Committee - London, 30 October 1972
- ITF Executive Board - London, 30-31 October 1972
- ITF Seafarers' Section Conference preparatory to ILO Joint Maritime Commission - Geneva, 17-18 November 1972

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

FIRST SESSION OF IMCO'S NEW SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING HELD IN LONDON

The new IMCO body entrusted with the task of attempting to lay down basic principles to be observed in keeping a safe navigational watch and to formulate minimum international standards of training and certification of the seafarers concerned held its first meeting in London from 8 to 12 May, 1972. Mr. W.J. Madigan (United Kingdom) was elected chairman of the Sub-Committee. The ITF was represented directly and indirectly by the following persons:

E. Udby-Hansen and K. Mols Sørensen (Denmark), S-E. Nylund (Finland), W. Paasch (Germany) J.E.P.M. Gerritse (Netherlands), O. Tennfjord (Norway), N.B. Andersson (Sweden), J. Slater, E. Nevin and D. Seaman (United Kingdom), E. Shepard, J.B. Gaier and C. Mollard (United States) together with A. Selander (ITF Secretariat).

In determining its Agenda the Sub-Committee decided that the question of operational guidance for officers of the watch at sea should be given urgent consideration at the first meeting and that the discussion of operational guidance for officers of the watch in port should be deferred until the next meeting. As regards the item on international standards of training and certification of mariners, the Sub-Committee agreed to limit the initial discussion to masters and deck officers. After having considered the basic principles to be observed in keeping a safe navigational watch, the Sub-Committee adopted a set of provisional principles, in which it was stated, among other things, that it is the responsibility of the master to ensure that the watchkeeping arrangements are adequate for maintaining such a watch; that an effective continuous look-out should be kept at all times when the vessel is at sea; that the look-out should give his undivided attention to the task of keeping a look-out; that the duties of the look-out and the helmsman are separate and that the officer of the watch should not undertake any duties which would interfere with the safe navigation of the vessel or with keeping a proper look-out; that the officer of the watch should be aware of the serious effects of pollution of the environment and should attempt to prevent such pollution; and that masters should decide the composition of the navigational watch on the basis of a number of specified circumstances.

The Sub-Committee further drafted a document on provisional operational guidance for masters and deck officers of the watch for later consideration. In this document it was suggested, among other things, that the officer of the watch, as the master's representative, is primarily responsible at all times for the safe navigation of the vessel; that he should keep his watch on the bridge until properly relieved; that the efficiency of

relieving watchkeeping personnel must not be jeopardized through the influence of fatigue, alcohol or drugs; that watch relief should not occur until preventive action taken in the face of an immediate navigational hazard has been completed; that the officer of the watch should make regular checks of the navigational equipment; that a proper record of the movements and activities of the vessel should be kept during the watch; that the officer of the watch should notify the master at once under a given set of circumstances; and that the presence of a pilot on the bridge does not reduce the responsibility of the officer of the watch.

Concerning the item on international standards of training and certification of mariners the Sub-Committee took note of the fact that the outcome of its discussion of this matter, together with that on training and qualifications of seafarers serving in vessels carrying hazardous chemicals in bulk, would constitute the IMCO position in the Joint IMCO/ILO Committee and drafted a preliminary proposal regarding the certification of officers in charge of a navigational watch to the effect that masters and officers in charge of a navigational watch in vessels of 200 g.r.t. or more shall hold an appropriate certificate of competency issued or recognized by the Administration. It is envisaged that the Sub-Committee will elaborate further on this preliminary draft; that consideration be given to the question of revalidation of certificates under certain circumstances and to the question of refresher and updating courses; and that additional mandatory requirements be laid down for certain categories of personnel and vessels, such as vessels carrying hazardous cargoes.

Other matters deferred or proposed for future consideration include the use of a common language for navigational purposes, a standard marine-navigational vocabulary, training and certification of engineer officers, qualifications of ratings forming part of a navigational watch, qualifications of engineer ratings forming part of a watch, and standards of training and certification of radio officers.

Finally, the Sub-Committee agreed that, in view of the pending Joint IMCO/ILO Committee on Training (1973), its next meeting should take place towards the end of January 1973.

25th SESSION OF IMCO's MARITIME SAFETY COMMITTEE

The Maritime Safety Committee of IMCO met in London from 20-24 March, 1972. Twelve non-governmental organizations were represented by observers, among them the ITF. E. Shepard (Seafarers' International Union of North America) was an adviser to the U.S. delegation.

The Committee considered, as is usual, the reports of its various Sub-Committees and in the course of its deliberations:

- decided to defer publication of a new edition of the publication on ships' routing until the schemes under review had been reconsidered;
- approved a Recommendation on performance standards for radar reflectors;
- agreed to consider further the limits of noise levels at listening posts in ships;
- approved, in principle, a revised draft text as a basis for discussion at the Conference on the Revision of the Collision Regulations;
- amended and approved a recommendation on the Safe Stowage and Securing of Containers on Deck on General Cargo Vessels;
- adopted a resolution concerning measures designed to ensure the enforcement of the Oil Pollution Convention; approved a draft Manual regarding means of dealing with oil spillages; and agreed to extend the existing reporting procedures for oil spillages to include spillages of other pollutants, such as dangerous chemicals.
- agreed that the scope of an "Ocean Dumping" Convention should be defined in relation to the Oil Pollution Convention; and that, failing the adoption by the UN Conference on the Environment of an appropriate convention, IMCO should develop a draft convention for consideration at its 1973 Conference on Marine Pollution;
- agreed that a separate code should be developed for the construction and equipment of vessels carrying liquefied or compressed gases in bulk in preference to the inclusion of appropriate provisions in the existing bulk chemical code;

- decided to transmit a document on the training and qualification of seafarers serving in ships carrying hazardous chemicals in bulk to the new Sub-Committee on Standards of Training and Watchkeeping;
- agreed that a joint meeting of the FAO/ILO/IMCO Consultants on Safety on Board Fishing Vessels should be held not later than 1974 to finalize the draft Part B of the International Safety Code; and requested its Sub-Committee on Safety of Fishing Vessels to prepare a draft instrument on the safety of fishing vessels as a matter of urgency;
- approved a recommendation on emergency position-indicating radio beacons as an aid to the framing of national regulations; approved a draft recommendation listing subjects for consideration at the ITU Maritime World Administrative Radio Conference (1974); instructed its Sub-Committee on Radiocommunications to give urgent consideration to the establishment and operation of a maritime satellite system; agreed to set up a Panel of Experts (on which the ITF will be represented) to study various aspects of such a system; and instructed the IMCO Secretariat to name in future reports the Governments which have granted exemptions from the SOLAS radio requirements and asked the Secretary-General again to invite Member Governments to state how they interpreted the conditions laid down in SOLAS with regard to such exemptions;
- approved a number of amendments to SOLAS with regard to its provisions on life-saving appliances; approved a recommendation concerning the strict compliance with the SOLAS provisions on Pilot Ladders (Chapter V, regulation 17); and, on a majority decision, agreed to allow Administrations a relaxed life-boatage under certain conditions;

The next session of the Maritime Safety Committee will be held from 30 October to 3 November, 1972.

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