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Supplement

ITF Civil Aviation meetings in Dublin

NEWS AND VIEWS FROM THE ITF

ASIA

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ITF-affiliated Civil Aviation Workers meet in Tokyo

The ITF, in collaboration with its Japanese affiliates and the US Brotherhood of Railway and Airline Clerks (BRAC), organized an Asian Civil Aviation Workers' Conference in Tokyo from 2 to 9 August.

Delegates from Australia, Fiji, India, Japan, Korea, Malaysia, Pakistan, the Philippines and Singapore attended the conference, together with delegations from the USA and Canada, whose airline unions have a keen interest in establishing close cooperation with their Asian colleagues. The main purpose of the conference was to explore the ground for intensifying unity of action in the Asian region on matters of common concern; issues discussed included hijacking, technological change, training, collective bargaining and international solidarity.

The conference affirmed its full support for the steps taken by the ITF at international level to combat hijacking and other forms of violence and expressed its conviction that the international conventions recently adopted on these matters should be universally and effectively applied, irrespective of political considerations. Full support was given to proposals being considered within ICAO to apply sanctions against any state which directly or indirectly encouraged or condoned acts of violence.

The conference also came down firmly in favour of protecting airline workers against any adverse effects which might flow from technological changes, especially with regard to job opportunities. The conference called for maximum job security and demanded that the airline workers' unions should be given a voice, as of right, in the planning and operation of any measures which had a bearing on their present conditions and future prospects. As for professional training, the conference considered that there was room for an increased degree of standardization based on ICAO Recommendations and that the unions, through the ITF, should maintain a vigilant interest in the airlines' training plans and programmes. Finally, the participants pledged themselves to work through the ITF to establish a continuing contact in Asia on all matters of importance and particularly in the field of collective bargaining. They expressed their determination to stand together at international level and to help each other whenever an ITF airline union found itself involved in an industrial dispute.

The conference was organized and coordinated by Donald U'ren (ITF Asian Representative) and E. Masuda (Director of the ITF Tokyo Office) and was also attended by Harold Lewis (ITF Assistant General Secretary) and M.S. Hoda (Secretary of the ITF Civil Aviation Section).

ICELAND

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ITF urges tripartite talks on fishing limits

At its meeting in Nuremberg on 16 September, the ITF Management Committee expressed its serious concern at the deteriorating situation in the dispute over Icelandic fishing limits. The growing tensions among the nations concerned, the danger to life and limb to working fishermen and the broader economic problems involved required, in the Committee's view, the most urgent action to promote an interim arrangement pending the holding of the Third UN Law of the Sea Conference.

The ITF has therefore appealed to the parties to avoid conflicts and confrontation and called once again for a tripartite conference of governments, employers and trade unionists at which the essential interests of the working people concerned can be taken fully into account. The ITF has urged the governments of Iceland, Great Britain and Germany to take the initiative in convening this conference immediately in the knowledge that the major trade unions representing fishermen are fully in support of this course of action.

The British and German governments have sought talks with Iceland but the latter has rejected multilateral discussions, offering instead to meet each government separately.

NETHERLANDS

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Seafarers' president opens new swimming pool at International Seamen's Centre 'De Beer'

On 16 August, W. Ch. van Zuylen, president of the ITF-affiliated Dutch Seafarers' Federation, opened the new swimming pool at the International Seamen's Centre 'De Beer'. The swimming pool was built with the assistance of a grant from the ITF Welfare Fund.

TRANSPORT

CANADA

=====

Seafarers' union demands exclusion of foreign-flag vessels from Canadian coastal trade

Leonard J. (Red) McLaughlin, president of the ITF-affiliated Seafarers' International Union of Canada, is insisting that the activities of foreign-flag operators in the Canadian coastal trade should be curtailed and that trade in the Atlantic coastal region should henceforth be reserved for Canadian vessels manned by Canadian crews operating under Canadian rates of pay and conditions. In a submission to the Canadian Minister of Transport, McLaughlin has urged the speedy implementation of the Darling report, which last year put forward a number of measures designed to improve job prospects for Canadian seafarers in the Atlantic region. Delay in implementing the report, he charges, has meant that a number of services in the Atlantic coastal trade have been taken over by foreign-flag operators. The union is also concerned that Canadian-flag vessels should play a major role in future trade arising from the recent finds of natural gas and oil off the Canadian coast.

The union is supported in its demands by the Canadian Labour Congress, which has likewise deplored the government's delay in introducing the recommendations of the Darling report.

GREAT BRITAIN

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Transport union calls for control over unregistered ports

In its evidence to the National Ports Council inquiry into the future of the smaller, unregistered, ports, the ITF-affiliated Transport and General Workers' Union has urged the creation through amalgamation of major port authorities with extended areas of control to include all dock work within their vicinities. The Union says: "It is essential that when the areas that the major ports will have control over are agreed, these in total will cover the entire coastline of the British Isles and that there will be no 'gaps' left unallocated in which future dock developments could take place that would repeat the dangers and mistakes of the past." The union has been particularly concerned at the growth of ports outside the national dock labour scheme, part of whose commercial attraction has been their ability to employ casual labour at lower rates than applied in the rest of the industry and also without having to make any payments to meet the industry's social obligations in a period of technological change.

The Union is also calling for one employer of dock labour in each of the enlarged port authorities. However, where employers were permitted to continue to operate in small ports under the overall control of the larger port authority, they should employ registered dockworkers by an arrangement with an existing port employer to supply registered dock workers on a contract basis.

TRADE UNIONS

GREAT BRITAIN

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TUC suspends unions registered under Industrial Relations Act

At its annual Congress in September, the Trades Union Congress voted to suspend from membership 32 unions which, contrary to TUC policy, have remained registered under the terms of the Industrial Relations Act. Among these is the ITF-affiliated National Union of Seamen whose reasons for registration include its desire to take advantage of the Act's provisions regarding the application of the closed shop. Unions which cancel their registration by the end of the year can be readmitted to the TUC, but if they do not their expulsion will be recommended to next year's Congress.

The seat formerly occupied by Bill Hogarth, General Secretary of the Seamen's Union, on the TUC General Council has been taken over by John Slater, General Secretary of the ITF-affiliated Merchant Navy and Airline Officers' Association.

Union's complaint on container judgment rejected

The Lord Chancellor has rejected the objections of the ITF-affiliated Transport & General Workers' Union - transmitted by the TUC - to the judgment of the Law Lords in the case involving the blacking of container lorries. (See Newsletter No. 9, page 122.) He has suggested that the TUC and the T & GWU reconsider their decision to protest.

NAMIBIA

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ICFTU demands inquiry into reported killings

The ICFTU General Secretary has appealed to the United Nations to set up a commission to inquire into the fate of large number of people who have disappeared in Namibia and the alleged killings in connexion with the widespread strikes against contract labour last December. According to reports received by the ICFTU, in the period between 15 December 1971 and 31 January 1972, seven Africans were shot dead in Windhoek, four in Okahandja, 10 in Tsumeb and over 50 in Ovamboland. In addition, large numbers of people

were unaccounted for and had either disappeared or been arrested. There were reports of mass graves in Omundaungilo, Eastern Ovamboland. Many women had approached the churches in Namibia, asking for help in tracing their husbands.

The ICFTU also reiterated its appeal to the UN to ensure concerted international action to terminate the oppression of the Namibian people by the racialist South African regime.

UNITED STATES
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US maritime unions launch campaign against use of "sub-standard" vessels in grain cargo movements

American seafarers' organizations last month launched a concerted two-week campaign against the use of "substandard" foreign-flag vessels in grain cargo movements. A spokesman for the unions, which picketed vessels in ports throughout the US, said that their action was not directed against the ships' cargo but against the inferior pay scales and the poor working and living conditions of seafarers aboard such vessels, as these posed a serious threat to the high standards of pay and conditions of US maritime workers.

The unions involved in the campaign, all of which are ITF affiliates, were the National Maritime Union, the Seafarers' International Union of North America, the National Marine Engineers' Beneficial Association, and the American Radio Association. Picket lines were also observed by the ITF-affiliated International Longshoremen's Association.

SOCIAL AND INDUSTRIAL NEWS

BELGIUM
=====

Antwerp dockers get cost-of-living increase

Following a rise in the cost-of-living index, dockers in the port of Antwerp receive pay increases with effect from 6 September 1972. These increases are 17 Fr. for the day shift, 17.85 Fr. for the morning shift, 18.70 Fr. for the afternoon shift and 25.50 Fr. for the night shift, bringing the wages for these shifts to 773 Fr., 811.65 Fr., 850.30 Fr. and 1159.50 Fr. respectively. The latter rate also applies to Saturday shifts and the rate for Sundays and public holidays (all shifts) is 1546 Fr.

COLOMBIA
=====

Strike of airline workers continues

The strike of three ITF-affiliated unions organizing employees of Colombia's state-owned airline Avianca is still on, with solidarity action and financial assistance being offered by ITF

member unions throughout the world. (For causes of the dispute, see ITF Newsletter No. 9, page 120.) The Colombian government has restored the three unions' legal recognition and unfrozen their funds, but Avianca management refuses to reinstate 15 union officials and the government is threatening to withdraw legal recognition once again unless the strike is called off.

The ITF Civil Aviation Section Conference which met in Dublin at the end of September (see Supplement) adopted a Resolution condemning the anti-labour attitude of Avianca and the Colombian government, demanding the immediate reinstatement of the union leaders and calling upon all ITF Civil Aviation affiliates to maintain maximum solidarity including both industrial and financial support.

DENMARK

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More coastal owners negotiate as strike continues

The ITF-affiliated Danish Seamen's Union, with the assistance of solidarity action by members of the ITF, especially those in the Scandinavian Transport Workers' Federation, is making steady progress towards its objective of bringing all owners of Danish coastal vessels to the negotiating table^x. On 1 September, the union began its blockade against those coasters whose owners still refused to negotiate collective agreements with the union for the seafarers employed on their vessels. The blockade, now into its fifth week, is proving effective and only 31 owners are still holding out against the union.

^xFor details of the background to the dispute see ITF Newsletter Nos. 7, 8 and 9.

Improved rates of pay for Danish radio officers

Following increases in the retail price index, certain adjustments have been made to the current agreement (dating from 11 November 1971) for members of the ITF-affiliated Danish Radio Officers' Association. The following shows: 1) the basic monthly rate; 2) the new effective rate corresponding to 109% of the basic monthly wage plus seniority pay; 3a) and 3b) the new hourly overtime allowances; and 4) the new additional allowances. The improved rates apply from 1 October 1972.

	1.	2.	Copenhagen, Arhus elsewhere	
			Nø's 3a	3b
After 1 yr's service	3,168	3,453.12	28.64	28.29Dkr.
" 2 yrs' service	3,248	3,540.32	29.34	28.99
" 3-4 yrs' "	3,343	3,643.87	30.17	29.82
" 5-6 yrs' "	3,417	3,724.53	30.82	30.47
" 7-8 yrs' "	3,708	4,041.72	33.37	33.02
" 9-10 yrs' "	3,807	4,149.63	34.24	33.89
" 11-12 yrs' "	3,906	4,257.54	35.11	34.76
" 13-14 yrs' "	3,985	4,343.65	35.80	35.45
" 15-16 yrs' "	4,091	4,459.19	36.73	36.38
" 17-18 yrs' "	4,197	4,574.73	37.66	37.31
" 19-20 yrs' "	4,411	4,807.99	39.53	39.18
" 21 yrs' "	4,614	5,029.26	41.31	40.96
4. additional allowance				
Copenhagen, Arhus, Nordsjaelland			109.00	Dkr.
elsewhere			65.40	

Cost-of-living rise for Danish mates

The tables given below set out improvements to the collective agreement of 30 June 1971 between the ITF-affiliated Danish Mates' Association and the Danish Shipowners' Association. The new figures are based on an upward movement of nine points in the cost-of-living index since 1 January 1971. The revised rates of pay came into operation on 1 September 1972.

^xG = basic monthly rate

^{xx}H = basic monthly rate plus cost-of-living increase (in Danish Kr.)

Chief Mate

Class	g.r.t.		Less than 2 yrs.	after 2 yrs.	after 3 yrs.	after 5 yrs.	after 8 yrs.	after 10 yrs.	after 12 yrs.
I+II	under 1400	G ^x	3171	3346	3463	3624	3681	3740	3857
		H ^{xx}	3456	3647	3775	3950	4012	4077	4204
III	1400-2000	G	3257	3432	3549	3710	3767	3826	3943
		H	3550	3741	3868	4044	4106	4170	4298
IV	2000-2500	G	3404	3579	3696	3857	3914	3973	4090
		H	3710	3901	4029	4204	4266	4331	4458
V	2500-3500	G	3536	3711	3828	3989	4046	4105	4222
		H	3854	4045	4173	4348	4410	4474	4602
VI	3500-5000	G	3798	3973	4090	4251	4308	4367	4484
		H	4140	4331	4458	4634	4696	4760	4888
VII	5000-6500	G	3929	4104	4221	4382	4439	4498	4615
		H	4283	4473	4601	4776	4869	4903	5030
VIII	6500-8500	G	4133	4308	4425	4586	4643	4702	4819
		H	4505	4696	4823	4999	5061	5125	5253
IX	over 8500	G	4426	4601	4718	4879	4936	4995	5112
		H	4824	5015	5143	5318	5380	5445	5572

1st Mate

Class	g.r.t		Less than 2 yrs.	after 2 yrs.	after 3 yrs.	after 5 yrs.	after 8 yrs.	after 10 yrs.
I-VI	under 5000	G	3098	3273	3347	3463	3508	3536Dkr
		H	3377	3568	3648	3775	3824	3854
VII	5000-6500	G	3112	3287	3361	3477	3522	3550
		H	3392	3583	3663	3790	3839	3870
VIII	6500-8500	G	3419	3594	3668	3784	3829	3857
		H	3727	3917	3998	4125	4174	4204
IX	over 8500	G	3709	3884	3958	4074	4119	4147
		H	4043	4234	4314	4441	4490	4520

2nd Mate

I-IX	-	G	3098	3259	3332	3463	3493	3522Dkr
		H	3377	3552	3632	3775	3807	3839

Overtime rate (including cost-of-living bonus) - per half-hour.

Class	Chief Mate		1st Mate		2nd Mate	
	Weekdays	Sundays & Public Holidays	Weekdays	Sundays & Public Holidays	Weekdays	Sundays & Public Holidays
I+II	12.41	15.75	12.13.	15.39	12.13	15.39 Dkr
III	12.75	16.18	12.13	15.39	12.13	15.39
IV	13.32	16.91	12.13	15.39	12.13	15.39
V	13.84	17.57	12.13	15.39	12.13	15.39
VI	14.87	18.87	12.13	15.39	12.13	15.39
VII	15.38	19.52	12.18	15.46	12.13	15.39
VIII	16.18	20.53	13.38	16.99	12.13	15.39
IX	17.32	21.99	14.52	18.43	12.13	15.39

GERMANY

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Pay claim for dock workers

The ITF-affiliated German Union of Transport and Public Service Workers has submitted, on behalf of its members employed in the German ports industry, claims for an increase in the basic hourly wage from DM 6.63 to DM 7.55 (i.e. an increase of 14%) and improvements in shift allowances.

GREAT BRITAIN

=====

Pay and conditions improved for flight engineers

Flight engineers employed by British Overseas Airways Corporation receive a pay increase of 8% with effect from 1 April 1972 for the period up to 31 December 1972, under the terms of an agreement negotiated recently on their behalf by the ITF-affiliated Merchant Navy and Airline Officers' Association. Negotiations are currently in hand for a general revision of conditions of service laid down in the collective agreement.

ASLEF ban on high-speed train continues in force

The ITF-affiliated Associated Society of Locomotive Engineers and Firemen is continuing its ban on operating trials with British Rail's new 125 mph passenger train until BR agrees to new manning and training arrangements for the train, as well as modifications to the design of the cab. ASLEF is also demanding a new pay structure for foot-plate staff which would take account of the increased responsibility and productivity involved in the acceptance of the new high-speed trains. The ban has also halted experimental runs of the 150 mph advanced passenger train.

JAPAN

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Japanese railway workers protest against harsh disciplinary measures

Japanese railway workers belonging to the ITF-affiliated Nippon National Railway Motive Power Union (DORO) and the National Railway Workers' Union (KOKURO) staged a one-week work to rule last month in protest at disciplinary action (including dismissals, suspensions, wage cuts and reprimands) taken against 38,772 of their members by the Japanese National Railways. The disciplinary measures arose from strike action taken by the two unions during their "spring wages offensive" earlier in the year. At the request of the unions, the ITF sent strongly-worded cables to the Japanese Prime Minister and the JNR condemning the mass punitive measures and urging their cancellation.

Shortly after the end of the go slow, the JNR announced that it would undertake a review of the disciplinary measures taken against DORO and KOKURO members. It was further reported that a tripartite committee consisting of government, JNR and union representatives would be set up to examine the right to strike of railway workers. However, unions in the public sector, becoming increasingly concerned by the restrictions placed on the right to strike, are to go ahead with plans to submit a renewed complaint on this subject to the ILO Committee on Freedom of Association.

Our Japanese railwaymen's affiliates have also informed us that the government has approved monthly wage increases of ¥ 10,162 recommended by the Arbitration Board on 27 May. These increases will be backdated to 1 April 1972.

SWEDEN

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Swedish officers' unions in dispute with Neptun salvage company

The ITF-affiliated Swedish Ships' Officers' Association and the Swedish Ships' Engineers' Union have issued strike notices and placed an embargo on the positions held by their members (masters, navigating officers, chief engineers and engineer officers) on board the four salvage vessels Ajax, Mercur, Neptun and Poseidon belonging to the Swedish salvage company Bergnings- och Dykeri AB Neptun. The embargo took effect on 16 September, when members of the two ITF unions gave notice of termination of their contracts of employment. Upon expiration of the period of notice (which varies from individual to individual) the officers will be free to sign off when the vessels call at Swedish ports. The strike notice was issued following the breakdown of negotiations with the shipowners' association. (The shipowners had been attempting to change the working conditions of these officers by reclassifying the salvage vessels as harbour tugs, which would have involved the officers accepting reduced rates of pay and inferior working conditions.)

Following reports that the Neptun salvage company was expected to transfer its vessels to another flag during the period of the dispute, the Scandinavian Ships' Officers' Congress (SSOC) -- the body to which all Nordic deck officers belong -- instructed its members, at a meeting on 1 September, not to seek employment on salvage vessels owned by the company. The ITF has also circularized its navigating and engineer officer affiliates requesting them not to accept any positions on board the four vessels as long as they are affected by the dispute.

Meanwhile, the state mediator is attempting to promote a settlement of the dispute and has called for a resumption of negotiations.

UNITED STATES

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Mates win container manning agreement

Following a strike of the ITF-affiliated International Organization of Masters, Mates and Pilots against over 30 container ships of the Sea-Land company, which lasted from 22 to 30 September, the union won agreement from the company on manning scales. The SL-7 container ships will now carry a master and six licensed deck officers as against a master and four licensed deck officers which

the company tried to impose. In announcing the agreement, Captain Thomas F. O'Callaghan, President of the IOMM &P, stated: "This precedent-making agreement on SL-7s establishes a priority for accident prevention, safety of ship, crew and cargo by assuring adequate manning by having two mates available to stand watch; an essential requirement to safeguard lives and property."

New agreement for United Air Lines machinists

A new contract between the ITF-affiliated International Association of Machinists and United Air Lines has recently been ratified by a membership vote. It runs for 20 months from 1 January 1972, covering 16,000 mechanics and ground service employees, and provides wage increases ranging from 5.5% to 6.9% in two stages and improved pension benefits.

Tentative agreement has also been reached with National Air Lines for 1,200 members and new contracts remain unsettled with Trans World, Eastern, Northwest, Braniff and Continental.

NEWS IN BRIEF

Dockers on the West Coast of Canada, on strike since 23 August, went back to work at the beginning of September in compliance with emergency legislation passed by parliament which extends their contract to the end of the year. Negotiations with the port employers are continuing on the claim of the International Longshoremen's and Warehousemen's Union for a pay increase of 50 cents per hour and improved fringe benefits, and any settlement reached will be retroactive to 31 July 1972 when the contract was originally due to expire.

The ITF-affiliated German Union of Transport and Public Service Workers has decided to give notice of termination, with effect from 31 December 1972, of pay agreements covering local, regional and national government employees. Specific claims for new pay rates will be worked out by the end of the year, in the light of price movements, etc.

Pilots of BOAC have obtained cost-of-living pay rises of 5.3% with effect from 1 July 1972 and a further 3% from 1 April 1973.

The Government of the Republic of Equatorial Guinea has deposited its acceptance of the IMCO Convention with the Secretary-General of the United Nations.

Dock workers in the port of Calcutta called off a strike due to begin on 23 September when a settlement was reached of their disputed bonus claim of 8.3%.

Italy's 215,000 railway workers staged a nationwide 24-hour strike from 21.00 hrs on 4 September. A series of staggered strikes planned for the second week of September was called off after the unions reached agreement with the government on their demands. In a statement, the unions said that the government had agreed to accelerate its plan for a massive injection of capital into the railways over the next ten years. The unions claimed that their demands for an across-the-board increase of 15,000 lire per month had also been met.

Italian port workers staged a one-week boycott of all Spanish vessels in September as a gesture of solidarity with Spanish political prisoners.

Karachi port trust workers won pay increases following a two-day strike last month.

A widespread strike movement was triggered in Vigo, in the Spanish province of Galicia, when 5,000 employees of Citroen Hispania stopped work in protest against the dismissal of five works committee members following an earlier stoppage for a reduction in the working week from 48 to 44 hours. Solidarity demonstrations and strikes involving up to 20,000 workers in the province, including public transport workers, have led to clashes with the police and wholesale dismissals, lockouts and arrests.

A settlement has been reached in the dispute between Northwest Airlines and the US Air Line Pilots' Association, ending a strike which lasted 95 days. The settlement provides for pay increases averaging 29.5% over three years. (The ITF Asian Civil Aviation Workers' Conference in August this year issued a statement attacking the labour relations record of Northwest Airlines - see Newsletter No. 9, page 118.)

Following six months of intensive union pressure, the US Pay Board has approved payment of the 6% 1972 pay increase negotiated by the ITF-affiliated Transport Workers' Union of America and the Amalgamated Transit Union for New York bus and underground workers at the beginning of this year (see ITF Newsletter No. 1, p. 12). The unions are now urging that the increases, which form part of a 27-month contract, should be paid as soon as possible.

PERSONALIA

Giacomo Bernasconi, former secretary of the Swiss Trade Union Federation and for many years a member of the ICFTU Executive Board, died recently after a short illness, aged 72. Early in his trade union career he was active in the organization of railway waiters, leading a strike in 1930 which led to the conclusion of their first collective agreement.

Constant Frey, former vice-President of the Swiss Railwaymen's Union and editor of their magazine, died on 2 September on the eve of his 80th birthday. He had been an official of the Union since 1921, joining the secretariat just over a year after its foundation.

Anker Jørgensen, President of the Danish Transport and General Workers' Union, and a leading member of the Social Democratic party, has been chosen as the new Danish Prime Minister following the resignation of Mr. Jens-Otto Krag. The ITF has sent him a telegram of congratulations and good wishes on his appointment.

Mohammad Arab Khatib, Secretary General of the All-Pakistan Confederation of Labour, died on 9th July in Karachi aged 61. Khatib first became active in the trade union movement in India in 1928, spending a year in prison in 1932-33 for his activities in the railway workers' union. In 1937 he took up dock work in Karachi, and organized both dockers and seafarers in the port, branching out later into other industries but for many years retaining the leadership of the dockers' and seamen's unions. He was a prominent figure in the national labour movement by the 'forties and after the war represented his country's trade unions both within the ITF and the ICFTU.

John Svenningsen has been appointed General Secretary of the Scandinavian trade unions' joint organization which began operating in Stockholm in September. He was formerly employed in the international department of the Danish trade union centre LO.

Evert Svensson (Swedish State Employees' Union) has been elected President of the Scandinavian Railwaymen's Union, in succession to Onni Koski.

FORTHCOMING MEETINGS
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ITF Management Committee	- London, 30 October 1972
ITF Executive Board	- London, 30-31 October 1972
ITF Latin American Conference of Seamen and Dockers	- Lima, 6-10 November 1972
ITF Inland Navigation Section Committee	- Stuttgart, 14-15 November 1972
ITF Radio Officers' Conference	- Geneva, 16 November 1972
ITF Seafarers' Section Conference preparatory to ILO Joint Maritime Commission	- Geneva, 17-18 November 1972

It is with deep regret that we report the death on 11 October of Ted Downing, former Research Officer of the ITF. He was 65. Bro. Downing worked for the Federation from 1952 until 1969 when he was obliged to retire early because of ill health. He leaves Ilse, his wife, and Eileen, his daughter.

ITF CIVIL AVIATION SECTION CONFERENCE, DUBLIN,

28-29 SEPTEMBER 1972

(81 delegates, 13 observers from 20 countries)

On the question always paramount now at any gathering of civil aviation workers, hijacking and sabotage of aircraft, the Conference heard a report from the ITF Representative at a recent ICAO Legal Subcommittee Meeting, Bro. Errol Johnstad of the US Flight Engineers' International Association, on the latest moves towards some form of international sanction against states which fail to live up to their obligation to protect the safety of the industry. A full meeting of the ICAO Legal Committee is to consider, in January 1973, a proposal of the Subcommittee on enforcement measures against such states. ITF affiliates would, the Conference agreed, seek maximum advance support for the ITF position from their own governments. The Conference also passed a resolution on unlawful attacks against civil aircraft announcing the intention of ITF-affiliated civil aviation unions to take industrial action against the airlines of states supporting, assisting or giving sanctuary to hijackers and saboteurs, this policy to go into force on 1 January 1973 in the absence of any effective worldwide governmental enforcement action.

The Conference expressed concern at the development of non-union charter airlines with substandard employment and safety conditions and adopted a policy of applying selective boycotts to such companies. In another problem area, the delegates agreed to match growing inter-airline collaboration with positive international solidarity on the trade union side. The meeting also agreed on the need for more regular representation at ICAO and asked the ITF General Secretary to seek a special additional financial contribution from civil aviation affiliates for this purpose.

A two-day International Cabin Attendants' Conference preceded the main Section Conference. This meeting updated the 1969 policy statement on cabin attendants' working conditions, adding new material on wide-bodied jets; flight and duty time limitations; and licensing of cabin attendants. Delegates also requested early meetings of organizations within the KSSU and ATLAS airline groupings to discuss the problems arising for cabin staff from closer employer cooperation. It was finally agreed to establish a Cabin Attendants' Technical Committee to meet on an ad hoc basis, and 9 members were elected to serve on the committee.

A meeting of ground staff affiliates is being planned to take place in the new year.

A summary of decisions of the Section and Cabin Attendants' Conferences, together with the texts of Resolutions, etc., and attendance lists, are being sent to civil aviation affiliates.