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We apologize for the late appearance of this issue of the ITF Newsletter due to sickness at the ITF Secretariat

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country's status as a major world economic power with the necessary resources substantially to improve the living standards of the working people and would be in accordance with generally recognized international standards.

The letter went on to point out the contribution which such a system would make to harmonious industrial relations and the procedures which should be followed in the event of a serious conflict of interests between management and employees:

"It is our conviction, based on experience in other countries, that industrial relations founded on mutual respect between management and trade unions and on a broad conception of the scope of collective bargaining, would very substantially reduce the areas of possible conflict, and hence of the likelihood of industrial action, on the part of the trade unions.

"Provision has however to be made for the fair settlement of disputes that may arise. Arbitration, which should be voluntary, ought to be fair and independent, which makes it imperative for instance, for the composition of any arbitration board to have the agreement of the unions concerned."

The letter added that the cornerstone of such a policy was 'unequivocal recognition of the right to strike'. This automatically excluded the imposition of disciplinary sanctions arising from industrial action and the Prime Minister was urged, as an indication of his government's intention to grant this right, to make immediate redress for all such sanctions imposed in the past.

The letter also included a reference to attempts on the part of the management of the Japanese railways and the postal department to restrict the right of employees to join the union of their own choice. Such practices, it said, were clearly contrary to the provisions of ILO Convention 98 (right to organize) and should be brought to an immediate end.

The letter also drew attention to the Resolution on the Violation of Japanese Public Employees' Trade Union Rights adopted by three of the signatory organizations -- the PSI, PTI and the IFFTU -- at the recently convened Asian Conference of Public Services Unions.

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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ITF Cabin Attendants' Technical Committee holds its first meeting in London

The first meeting of the Cabin Attendants' Technical Committee, which was formed during the Dublin Conference, was held in London on 23 and 24 January 1973. 10 members from 9 countries attended the meeting and, in the absence of Brother R.R. Smeal, the Chairman of the Committee, Mick Martin of the UK Transport and General Workers' Union was elected Chairman.

The meeting discussed the growing incidence of hijacking and sabotage and the ITF's efforts to form a joint ITF/IFALPA Committee to deal with the situation.

In the light of the fact that in many airline companies air stewardesses are required to search female passengers, the meeting decided that it could be very dangerous for female Cabin Attendants to perform such a task without proper training in this field and, therefore, a "Code of Practice" for the guidance of Cabin Attendants all over the world should be prepared by the ITF. The meeting was of the opinion that a Policy Statement should be issued urging all air stewardesses to refuse searches and to encourage their unions to press for representation on Airport Security Committees in their respective countries.

The meeting considered the recommendations made by the National Transportation Safety Board of the USA arising from the Pam-Am accident in San Francisco on 30 July 1971 and noted with concern the failure of safety equipment and the lack of proper training for Cabin Attendants.

The meeting also examined in depth the ICAO Training Manual on Cabin Attendants and made several suggestions in order to improve upon the existing text and these will be submitted to the ICAO Secretariat. It was suggested that 'understanding of behavioural profile and psychological aspects' should be included in the syllabus for the training of Cabin Attendants and that, included in the safety equipment installed in aircraft, there should be some device (such as handcuffs and/or strait-jackets) to restrain violent passengers.



With regard to the licensing of Cabin Attendants, the meeting asked the Secretariat to pursue this question more vigorously and urged all Cabin Attendants' unions to approach their governments in the meantime to enlist their support for the proposal that ICAO should make it a standard practice for Cabin Attendants to be licensed by the State of Registry.

ILA holds special conference on containers

The ITF-affiliated International Longshoremen's Association (ILA), which organizes dockers on the Eastern seaboard of the United States and Canada, convened a special conference in Dublin from 26 to 29 January. The participants were drawn from the ILA's International Executive Board and from the Boards of its Atlantic Coast, Great Lakes, South Atlantic and Gulf Coast Districts. Management was represented by members of the Council of North Atlantic Shipping Associations (CONASA) and, at the ILA's invitation, observers attended from the British Transport and General Workers' Union, the Irish Transport and General Workers' Union, the French Dockers' Federation, the German Transport and Public Service Workers' Union, the Belgian Transport Workers' Union, the Dutch Transport Workers' Union and the Italian Dockers' Federation. The ITF was represented by Harold Lewis, Assistant General Secretary.

The main purpose of the Conference was to discuss problems which have emerged in the implementation of the comprehensive agreements reached between the ILA and the employers on the handling of containers and other unit cargoes, such as those transported by the LASH method.

DENMARK

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ITF deplores granting of exemption to Danish vessel M/S Marie Maersk

The 1972 annual conference of the ITF-affiliated Danish Radio Officers' Association adopted a firm statement calling on the Danish government to withdraw an exemption granted in September to the owners of the 21,628 grt tanker M/S Marie Maersk, which plies between a drilling platform in the North Sea and a refinery in Denmark. The exemption allows the tanker's radio officer to be taken ashore by helicopter for approximately three weeks while the vessel is at anchor in the middle of the North Sea (some two hundred nautical miles off shore) and for all radio communications made during this period to be handled by a navigating officer holding an R/T certificate. The exemption has been made possible because the Danish administration regards the tanker as being in port whilst it is moored off the drilling platform and thus in a safe mooring place, where the presence of a radio officer is not considered essential. This position is strongly contested by the union which holds that, as the drilling rig is of the type with an open steel structure, it does not provide a safe harbour for

the vessel and that therefore the members of the crew are subject to all the usual perils of navigation in open sea.

The above situation with regard to the Marie Maersk was the subject of a letter addressed to the Danish Minister of Trade in which the ITF Seafarers' Section pointed out that the vessel, which was equipped with an R/T station, was apparently not being operated in accordance with the relevant regulation of SOLAS, which clearly stated that "Each ship which in accordance with Regulation 3 or Regulation 4 of this Chapter is fitted with a radiotelegraph station shall, while at sea, carry at least one radio officer.... (Chapter IV, Regulation 6 (a)).

The letter went on to state that the Radio Officer panel of the ITF Seafarers' Section at its latest meeting had deeply deplored the granting of the exemption to the Marie Maersk and had instructed the ITF Secretariat to bring the case to the attention of the Danish authorities because it felt that, arising from the exemption, the safety of the crew on board the tanker itself had been endangered and the general radio safety of the area concerned put at peril, as the latter was dependent on all vessels making full use of their 500 kHz facilities.

In conclusion, the ITF urged the minister to reconsider the case of the exemption granted to the owners of the Marie Maersk with a view to its withdrawal in order that full radio safety might be restored to the vessel and the area in which it traded. The ITF had always regarded the full application of the radio regulations of SOLAS as reasonable and necessary. Any ill-considered deviation from these regulations, such as exemplified by the Marie Maersk exemption, could only be regarded as a dangerous experiment with the radio and overall safety of life at sea.

JAPAN
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ITSS support reform of industrial relations in Japanese public sector

The ITF, together with three other ITSS representing workers in various sectors of public service -- the Public Services International (PSI), the Postal, Telegraph and Telephone International (PTTI) and the International Federation of Free Teachers' Unions (IFFTU) -- recently addressed a joint open letter to Mr. K. Tanaka, Prime Minister of Japan. The letter recommended that the newly-elected Prime Minister, as part of his plan for legislative and administrative reform during his term of office, should view with urgency the replacement of the present antiquated system of industrial relations in the public sector by a modern system based on full trade union freedom and unhindered collective bargaining. Such a policy change, the signatories argued, would match the

SOCIAL AND INDUSTRIAL NEWS

CANADA

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Canadian stewardesses strike for better pay and conditions

The ITF-affiliated Canadian Airline Flight Attendants' Association (CALFAA) began strike action against the Wardair charter company on 12 January after negotiations for an agreement with the company broke down over the latter's refusal to accept proper limitations on the duty day worked by its stewardesses. CALFAA has proposed a maximum scheduled duty day of 14 hours (as enjoyed by the majority of North American cabin staff), with an absolute maximum of 16 hours to take account of unscheduled delays, mechanical problems etc. At present Wardair stewardesses have no limitation at all and evidence submitted by CALFAA to a Canadian Conciliation Board showed that scheduled duty days of 23 and 24 hours are not uncommon.

In reply to the union claim, Wardair has stated that "this company finds it impossible to accede to such a restrictive provision for it would be impossible for us to expand our operations under such terms". It proposed only a duty day "that would not be scheduled for revenue flying in excess of 15 hours and would be increased by not more than 5 hours for deadheading and positioning".

In addition to realistic flight and duty time limitations, Wardair stewardesses are also seeking an increase in their salaries, which at present lag far behind those paid to employees of other Canadian operators. The following tables, submitted by CALFAA in evidence to the Canadian Conciliation Board, show wide discrepancies between the rates paid to employees of Wardair, Canada's largest charter operator, and those of stewardesses of the national carrier Air Canada.

COMPARISON OF MONTHLY GUARANTEES

I IN-CHARGE CATEGORY

<u>Years of service</u>	<u>AIR CANADA</u>	<u>WARDAIR</u>	<u>% DIFF. between</u> <u>AC and WA</u>
1st 6 months	\$637.65	\$441.45	44.4%
2nd 6 months	666.25	441.45	50.9%
3rd 6 months	683.80	456.55	49.8%
4th 6 months	702.65	456.55	53.9%
3rd year	759.85	477.55	59.1%
4th year	787.15	492.60	59.8%
5th year	812.50	516.65	57.3%
6th year	872.30	516.65	68.8%
7th year	917.80	516.65	77.6%

II STEWARDESS CATEGORY

<u>Years of service</u>	<u>AIR CANADA</u>	<u>WARDAIR</u>			<u>%DIFF between AC and WA</u>
		<u>Second</u>	<u>Third</u>	<u>Fourth</u>	
1st 6 months	\$560.30	\$393.50	375.65	363.00	42.4% ^X
2nd 6 months	590.20	393.50	375.65	363.00	
3rd 6 months	607.75	408.50	391.00	378.25	
4th 6 months	626.60	408.50	391.00	378.25	
3rd year	672.75	429.55	411.90	399.60	
4th year	702.65	444.55	426.15	414.85	
5th year	731.90	468.55	451.25	439.25	
6th year	765.70	468.55	451.25	439.25	
7th year	798.85	468.55	451.25	439.25	81.9% ^{XX}

^XDifference between Air Canada rate and Wardair second stewardess rate

^{XX}Difference between Air Canada rate and Wardair fourth stewardess rate.

Points conceded by Wardair during negotiations, which still leave room for improvement, include the company's offer to pay the full cost of a stewardess's first uniform but only half the cost of subsequent uniform and braid requirements and its undertaking to pay 50% only of the cost of a winter coat for its stewardesses. Wardair stewardesses are also known to be dissatisfied with certain aspects of their working conditions during flight, including a company requirement that service shall be from trays and not from trolleys (normal practice on most airlines), the extra work entailed contributing considerably to stewardess fatigue.

CALFAA has appealed to the ITF for international solidarity action in support of the striking stewardesses. In response to this request, ITF civil aviation unions in the United States have declared the airline 'black' and are respecting union picket lines. In Britain, ground staff at Gatwick (near London) refused all services to a Wardair B 707 flight into the airport on 16 January. The aircraft took off and was subsequently diverted to Amsterdam using a hastily-trained substitute cabin crew, despite the fact that it had been neither serviced nor refuelled at Gatwick.

DENMARK
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Danish coastal blockade; an outstanding success

The blockade of Danish coastal vessels organized by the ITF-affiliated Danish Seamen's Union in the autumn of 1972 has proved an outstanding success^X). Of the union's original target of 500 vessels, only seven coasters still remain on the union's list of coastal tonnage not covered by proper collective agreement.

^X For further details see ITF Newsletter Nos. 7, 8, 9 and 10 of 1972.

GERMANY

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New agreement is signed for German seafarers

Following a difficult round of negotiations, the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has signed new one-year agreements giving captains and ratings, including those in the coastal trade, linear pay increases of eight per cent. During the course of 1973, a committee of representatives from both sides of the industry will look into ways of improving the basic agreement and will also discuss the possible introduction of an agreement affording German seafarers protection against redundancy -- a measure demanded by the OeTV.

Significant gains for German railwaymen

After intensive negotiations, the ITF-affiliated German Railwaymen's Union (GdED) has signed a new agreement which gives Germany's 190,000 railwaymen substantial salary increases and other benefits. All railwaymen receive a 6 per cent increase in pay and a flat rate increase of DM 40. Other gains include improvements in the allowance paid to apprentices, who now receive DM 270 per month (1st year), DM 320 (2nd year), DM 370 (3rd year) and DM 425 (4th year); and an average rise of DM 3 per month per child in the children's allowance.

Improved rates of pay for KLM ground staff in Germany

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has successfully negotiated the 1973 contract for KLM ground staff based in Germany. Under the terms of the agreement, KLM employees receive a 5.5% pay increase plus a flat rate increase of DM 50, effective 1 January 1973. The amount set aside for asset formation (vermögenswirksame Leistungen) has also been raised by DM 13 to DM 52 per month.

GREAT BRITAIN

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Equality dominates new scheme for British merchant seamen

A new wages agreement for ratings organized by the ITF-affiliated British National Union of Seamen is to be introduced shortly by the Merchant Navy Establishment. The most significant feature of the agreement is that it abolishes the distinction between established and unestablished seamen, an objective long sought for its members by the union. In practical terms, the change means that present established and unestablished ratings will now be known as 'registered' seafarers, who will have equal opportunity in the matter of job allocation and will receive establishment benefit when they report themselves

available for employment, a payment previously made only to established ratings and company contract personnel.

The agreement also grants the seafarer the right to state a preference for a particular type of vessel or trade and enables him to take additional unpaid leave, provided the necessary advance notice is given. The enhanced rate of establishment benefit included in the scheme and available for up to 15 weeks per year will be based on the industry's current rates of pay dating from 2 July 1972 and on the rating's particular rate of pay on his last vessel. The rates for monthly- and weekly-paid ratings have been based on three broad pay bands and two grades are available, the higher rate for the first two weeks of unemployment (see A below) and the lower rate for the third and subsequent weeks when higher state benefits are available (see B below).

<u>Monthly wage rate</u>	A	B
not exceeding £79.95	£4.80	£2.40
not exceeding £97.35	£9.60	£4.80
over £97.35	£12.60	£6.30

<u>Weekly wage rate</u>	A	B
not exceeding £18.48	£4.80	£2.40
not exceeding £22.57½	£9.60	£4.80
over £22.57½	£12.60	£6.30

ASTMS withdraws strike threat against Horizon Holidays

The ITF-affiliated Association of Scientific, Technical and Managerial Staffs (ASTMS) last month called off strike action scheduled for 1 January when the company agreed to reinstate four union members dismissed for taking part in a one-day protest stoppage over the company's refusal to recognize the union. Announcing the union's decision before the National Industrial Relations Court, ASTMS General Secretary Clive Jenkins said that he had had friendly discussions with the chairman of Horizon and he and the chairman had agreed to allow themselves to be guided by the Commission on Industrial Relations, to which the court had referred the union demand for recognition, in order that the matter might be settled in the best interests of both Horizon's staff and those of its customers.

ASLEF lifts ban on high speed trains

The ITF-affiliated Associated Society of Locomotive Engineers and Firemen (ASLEF) last month lifted its ban on British Rail's high speed train and the advanced passenger train when the BR management agreed to meet the footplatemen's original demands^x. The high speed train, which is capable of speeds up to 125 mph, will be restricted to 100 mph during trial runs; there will be two

locomen in the cab at all times; further consultations will take place on the cab design with which the men are dissatisfied; and drivers changing to the high speed trains will undergo a three-week training period. It is expected to be some weeks before trials begin on the advanced passenger train, currently in British Rail's Derby workshops.

xSee ITF Newsletter No. 10, 1972, p. 137 and No. 12, 1972, p. 164.

JAPAN
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Japanese municipal transport workers stage warning strike

Members of the ITF-affiliated Japanese National Federation of Municipal Transport Workers' Unions staged a warning strike on 20 December 1972 in 37 cities, including the capital Tokyo. The strike was called to back up a union demand that the government should reestablish the financial viability of the public transport system by granting large subsidies. It would appear that the union is especially opposed to the findings of a body set up to look into the financing of Japanese municipal transport, which has suggested that the government, in addition to making good part of the existing financial deficit, might also investigate the possibility of making cuts in the pay and reducing the number of public transport employees. The union has declared its intention of staging a further large-scale stoppage if measures of this sort are implemented.

NETHERLANDS
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Amsterdam dockers win new agreement

The ITF-affiliated Dutch Transport Workers' Union (NBV) has negotiated a new agreement for Amsterdam dock workers, effective 1 January 1973.

Wages: The hourly rate is increased by 9% from 1 January 1973 (comprising an 8% cost-of-living increase plus an increase of 1% in the salary paid from 1 January 1972).

Port workers also receive an increase of 0.30 fl in the hourly rate.

Cost-of-living: No upper limit has been fixed beyond which rises in the cost-of-living index for 1973 may not be compensated. (The index figure at the beginning of 1973 was 124.9.)

Hours of work: These will be reduced, with effect from July 1973, by 1 1/4 hrs to 38 3/4 hrs per week.

Holidays with pay: The annual leave allowance is increased by one day in 1973 and holiday pay has been increased accordingly. Dockers receive one extra day's leave on reaching the age of 50, 2 days at 55 and 3 at 60 years of age. Dockers are also allowed to take three weeks consecutive leave during the period of school holidays (1 July - 15 August).

Early retirement: Dockers who retire voluntarily at 64 receive 80% of the day rate, inclusive of the relevant inconvenience allowance and the transport allowance.

Public holidays: The obligation to work on public holidays has been abolished.

<u>Category</u>	<u>Hourly rate</u>	<u>Weekly rate</u> (including transport and inconvenience allowance ^x)
Dockworker I (2 years)	7.16 fl	326.90 fl
Gangleader I (certificate, 2 years)	7.66	346.90
Forktruck driver (certificate, 1 year)	7.80	332.50
Crane driver (18 months)	7.94	358.10
Supervisor (certificate, 2 years)	7.62	345.30

^xTransport allowance 29.60 fl
Inconvenience allowance 10.90 fl.

UNITED STATES
=====

New contract for East Coast deck officers

The ITF-affiliated US International Organization of Masters, Mates and Pilots (IOMMP) has reached agreement with the shipping companies on new contracts for its East and Gulf Coast members^x.

^xSee ITF Newsletter No. 11, 1972, p. 155 for further details.

NEWS IN BRIEF

Pilots with the two Australian domestic carriers Ansett and Trans-Australia Airlines called off a two-day strike on 9 December after accepting a settlement giving them an immediate pay rise of 16 per cent followed by a further 6 per cent rise early in 1973.

On the recommendation of Histadrut, Israel's port workers have accepted pay increases of 40 per cent payable part in 1973 and the remainder in 1974. Acceptance of the settlement brought an end to a go slow by the country's dockers, who have been demanding substantial pay increases in order to keep abreast of recent steep rises in the cost-of-living.

Some 6,000 ground staff at Italian airports have decided to resume normal working after being offered pay increases of 20,000 lire per month under the terms of a provisional agreement reached at the beginning of December. Meanwhile, 1,800 stewards and stewardesses with Alitalia and its associated airlines staged a 48-hour stoppage on 5/6 December in support of their demand for a new labour contract.

Dockers in the port of Genoa staged a 24-hour boycott on 19 December of all Spanish shipping in protest against the detention of political prisoners in Spain.

The Professional Air Traffic Controllers' Organization has won an outstanding victory in its bid to become the exclusive representative of air traffic controllers in the United States. PATCO President John Leyden says that official recognition of the organization should make it possible for PATCO to negotiate the first-ever nationwide contract for controllers.

ADDENDUM
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Gunnar Karlsson, president of the ITF-affiliated Swedish Seamen's Union, has requested us to point out in connexion with the item 'Important new agreement for Singapore seamen in the Far East trade' (ITF Newsletter No. 12, 1972, p. 166) that all working hours in excess of 40 hrs (i.e. up to the maximum of 56 hours) per week are paid at overtime rates. It is also understood that if the rates of pay stipulated in the ITF Collective Agreement are improved, the enhanced rates will also be paid to members of the Singapore Organization of Seamen in the Far East trade.

ERRATUM

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We wish to draw the attention of our readers to an error in the item 'New agreement for Norwegian seafarers in the foreign trade', which appeared on page 165 of the December Newsletter. The agreement mentioned in this item applies to foreign-going members of the Norwegian Seamen's Union and not to members of the Norwegian Mates' Association and the Norwegian Ships' Engineers' Union as stated. We apologise to the unions concerned for this error and outline below the present state of negotiations existing between the latter two unions and the employers.

Norwegian Mates' Association

The contract for Norwegian foreign-going mates expired on 31 October 1972. Talks between the union and the shipowners on the union's proposals for a new contract broke down on 2 November and mediation discussions held during the month proved inconclusive. The union called strike action scheduled for 8 December but the Norwegian government intervened and passed special legislation making the strike illegal and submitted the dispute to compulsory arbitration. The arbitration court is expected to begin its deliberations on 24 January 1973.

Norwegian Ships' Engineers' Union

Following the breakdown of negotiations for a new contract, the union called a strike of its foreign-going members for 13 December 1972. However, mediation talks held during November resulted in agreement on most of the union's demands, with the exception of a demand that the chief engineer should receive the same rate of pay as a ships' officer and that the 1st, 2nd and 3rd engineer should be paid the same rate as the chief mate, 1st mate and 2nd mate respectively. These demands are now the subject of voluntary arbitration, and the union's strike notices have been withdrawn.

PERSONALIA

Ilse Barea, for many years a freelance translator/interpreter with the ITF, died on 1 January 1973 in Vienna. She was 70. Ilse had been active in the Austrian trade union movement since the days of the First Republic. More recently, she had been a regular contributor to the Austrian Railwaymen's Union newspaper and had organized many education courses for trade union leaders. Ilse was also a gifted writer and translator. She has written a social history of Vienna and is well known for her remarkable translations into English, to her a foreign language, of the works of her husband, Arturo Barea, the distinguished Spanish writer, who died in 1957.

D.H. (Danny) Lamb, assistant general secretary of the British Radio and Electronic Officers' Union from 1965 until his retirement in 1968, died on 6 November 1972.

Laurits Thorup, former treasurer of the Danish Railwaymen's Union, died on 20 December at the age of 80. Bro. Thorup was a member of the executive of his union for 34 years and was made an honorary member at the union's 1961 Congress.

Arne Hagen, former vice-president of the Norwegian Building Workers' Union and general secretary of the International Federation of Building and Woodworkers from 1951 until his retirement in 1966, died on 12 January in Oslo. He was 67. During his lifetime, Bro. Hagen devoted much of his energies to building up an effective trade union movement in the developing countries and he was also concerned to promote the cause of free trade unionism in countries such as Spain, Greece and Portugal.

Bruno Frank has left his post as head of the transport section of the German Transport and Public Service Workers' Union (OeTV) in order to take up the position of Director of Personnel with the Berlin Transport Authority (BVG). Bro. Frank has acted as spokesman for the trade union side on the joint committees of the EEC Committee on the Harmonization of Working and Social Conditions in the Transport Industry and has also represented the union in the federal and regional parliaments on these matters. He has also been active in the ITF for many years and was elected vice-chairman of the ITF Road Transport Workers' Section at the Vienna Congress.

FORTHCOMING MEETINGS
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ITF Management Committee	- London, 1 March 1973
Meeting of European members of ITF Executive Board	- London, 1-3 March 1973
Flight Engineers' Technical Committee	- London, 21-22 March 1973
Asian Seamen's Conference	- Singapore, 7-9 May 1973
Allied Industries and Services Section Conference	- London, 8 May 1973.

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

DISCUSSION ON OECD STUDY ON FLAGS OF CONVENIENCE DEFERRED BY THE
MARITIME SAFETY COMMITTEE

IMCO's Maritime Safety Committee decided at its 26th Session (30 October - 3 November, 1972) to discuss the OECD Study on Flags of Convenience further at its next session (March, 1973) and to seek additional information on the subject in the meantime. The Committee, as is customary, dealt in the main with reports from its various Sub-Committees and in the course of its deliberations took inter-alia the following decisions;

- to recommend that states which intend to become parties to the new Convention on the International Regulations for Preventing Collisions at Sea (1972) should deposit the relevant instruments at an early date and until then implement the Assembly resolution concerning observance of traffic separation schemes;
- to approve amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk as proposed by the appropriate Sub-Committee and to approve a model form of a certificate of fitness for the carriage of dangerous chemicals in bulk;
- to approve the Recommendation on Safe Access to and Working in Large Tanks and the Recommendation on Safe Access to and Working in Large Cargo Holds of Bulk Carriers as proposed by the appropriate Sub-Committee;
- to approve the inclusion in the International Maritime Dangerous Goods Code of a new sub-section on Portable Tanks and a new section on the Carriage of Dangerous Goods on ro-ro ships as proposed by the appropriate Sub-Committee;
- to approve for submission to the Assembly a revised Recommendation on Fire Safety Requirements for Construction and Equipment of New Tankers (including combination carriers);
- to endorse the terms of reference for the Panel of Experts on Maritime Satellites, stressing the importance of the work of the Panel and that operational requirements for maritime satellites should include the transmission of navigational warnings;
- to instruct the Sub-Committee on Safety of Navigation to examine the question of a common language for navigational purposes;
- to instruct the Sub-Committee on Radiocommunications to consider the question of self-supporting lifeboat antennae.

IMCO's SAFETY OF LIFE AT SEA EXPERTS RECOGNIZE VALUE OF RETRO-REFLECTORIZATION

An important contribution towards the furtherance of safety of life at sea was made at the 6th Session of IMCO's Sub-Committee on Life-Saving Appliances (London, 8-12 January) when the Sub-Committee decided to recommend its principal body, the Maritime Safety Committee, to advise Contracting Governments to encourage owners of all vessels under their flags to fit retro-reflective tapes on life-saving appliances as an additional aid to search and rescue operations. The Administrations and Organizations concerned were also recommended to report to IMCO on their experience with regard to the use of such material in order to facilitate the elaboration of any further directions by IMCO on the subject as may be required, for example with regard to the long-term durability of the material. Guidelines concerning the application of retro-reflective tapes to life-saving appliances were also proposed, largely based on existing regulations in a number of countries and incorporating a recommendation that the specifications for such material laid down by the United States Government (LS-300-A of January 1970) should be used until further notice. The ITF and the government of Finland had produced discussion papers on the subject and the ITF representative acted as spokesman for the Drafting Group which was responsible for the Draft Recommendation. The advantages of retro-reflectorization were highlighted not so long ago in an article in the ITF Journal (Vol. 32 No. 1. pp. 15-17).

The Sub-Committee, which was faced with an exceptionally voluminous agenda, also discussed in more or less detail the following items: ratio of lifeboats and liferafts on cargo ships; location, accessibility, arrangement and disposition of survival craft in large ships; man overboard rescue boats; equipment in survival craft (including retro-reflective tapes); survival craft in tankers, gas carriers, chemical tankers and combination carriers; marking of life-saving appliances; pilot ladders and mechanical pilot-hoists; life-saving appliances in new tankers and combination carriers; and safety requirements for special purpose ships.

In the course of its deliberations on the various agenda items the Sub-Committee concluded among other things that in dry cargo ships lifeboats could be substituted by a combination of liferafts and a rescue boat, provided that the arrangement was to the satisfaction of the administration concerned; that for the time being the period of twelve months between surveys of inflatable liferafts should not be extended; that members should be invited to submit recommendations concerning location, installation, maintenance and testing of emergency position-indicating radio beacons (EPIRBs) for future consideration; that Regulations 20, 21 and 22 of Chapter III of SOLAS (marking of life-saving appliances) need not be amended; that the existing provisions concerning pilot ladders in Regulation 17 of Chapter V of SOLAS be enlarged to include more detailed requirements as regards construction, operation and access; that only general provisions be included in

the aforesaid regulations with regard to pilot hoists and that performance standards be prepared in respect of such hoists; that Regulation 36 (c), Chapter III of SOLAS should be amended inter alia to the effect that lifeboats and liferafts for which approved launching devices are required be positioned as close to accommodation and service spaces as possible on new tankers and combination carriers; that the publication of the list of servicing stations for inflatable liferafts be ceased in view of the problems inherent in the keeping of the publication up to date.

One important feature of this session of the Sub-Committee was the realization by the overwhelming majority of participants that the nature of some ideas put forward during the discussion of the items of business raised the question of whether serious consideration should not be given to a full-scale revision of Chapter III of SOLAS along completely different lines than hitherto. As a result and after considerable discussion the Sub-Committee, in the interest of maintaining consistency between the various provisions of Chapter III, came to the conclusion that a new philosophy must be introduced into these regulations and decided to recommend that the Maritime Safety Committee should approve a general revision of Chapter III, to instruct the Sub-Committee to give the matter a high priority and to establish a permanent working group with the task of preparing concrete proposals. The ITF intends to participate in the work of such a working group as and when it is established.

An interesting feature of this session of the Sub-Committee was the showing of a film by the Federal Republic of Germany on the subject of an impressive new type of self-bailing lifeboat which it intended to make compulsory for German-registered ships under certain conditions. The German delegation also supplied information concerning a twin-tube lifeboat, which could be launched fully manned and equipped in a very short time and which it had already prescribed for German fishing vessels.

Captain A. Aspelin of Finland chaired the meeting. The ITF was represented by A. Selander (ITF Secretariat) and Captain E. Udby-Hansen (Danish Masters' Association - an ITF affiliate) attended as part of the Danish delegation.