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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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ITF dockers' and seafarers' unions act against flag-of-convenience vessels

ITF dockers' and seafarers' unions have carried out the following actions against flag-of-convenience vessels during February and March. The Swedish Seamen's Union has signed an agreement for the Panamanian-flag FIVE LAKES; the Canadian Brotherhood of Railway, Transport and General Workers (CBRT&GW) has held up the Cyprus-flag ARMAR; the British National Union of Seamen has delayed the Cyprus-flag DIMITRAKIS in Manchester and the Liberian-flag GAY FORTUNE in London; and the Waterside Workers' Federation of Australia has lifted bans on the British-flag RHEXENOR, and the Singapore-flag vessels MALAYSIA and GOLDEN LION pending an inquiry into the wages and conditions of their Singapore crews. Full details of these actions will be given in the April issue of the ITF Newsletter.

EUROPE

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Trade unions oppose plans for European Railway Company

The Trade Union Committee for Transport in the EEC (ITF) (the "Brussels" Committee), at a meeting in Berlin on 12 and 13 February, studied the situation arising from the plans of seven railway administrations (those of Great Britain, Luxembourg, Germany, Italy, Netherlands, Belgium and France) for creating a European Railway Company within the EEC, with the future participation of railways of countries outside the Community.

The Committee confirmed that it remains in favour of the creation of such a Company; on condition that it fulfils the democratic, economic and social objectives pursued by the free trade union movement in the development of Europe.

The proposal drawn up by the seven railway administrations is however, in the Committee's opinion, fundamentally opposed to trade union views in that it would systematically separate the major economic and social forces of Europe - and notably employee representation - from the administration and control of the new Company. Such a structure would prevent the railways from playing their essential part in the economy of the EEC and represents a substantial step backwards in the social and democratic sphere.

The Brussels Committee plans to protest against this development at Community level and will invite its railway affiliates to make representations to their own Ministers and railway administrations with a view to preventing the implementation of these plans.

RHODESIA

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UN inquires into sanctions-busting

The United Nations Secretary-General has asked nine countries, whose vessels have been used to transport Rhodesian cargoes to the United States, to supply information to the UN Security Council's sanctions committee on action being taken to prevent participation by their nationals or by vessels registered in their territory in activities contravening the Security Council's 1968 sanctions decision. The committee has released a list of vessels which made a total of 30 calls at US ports between April and December 1972 with chrome, nickel and other materials from Rhodesia. The vessels involved flew the flags of the United States, Great Britain, Greece, Norway, Netherlands, Liberia, Italy, South Africa and Germany.

SOUTH AFRICA

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British firms' low wages to Africans revealed

A major scandal concerning the payment of substandard wages to their African employees has been revealed with the publication of details of a confidential report prepared by the South African Productivity and Wage Association for the UK South African Trade Association. The report shows that a majority of British companies operating in South Africa pay large numbers of their African workers wages which do not even reach the so-called poverty datum (subsistence) level of £10-£11 per week for a family of five. As was to be expected, the publication of the report has generally met with stonewall responses from the companies involved, but British public and parliamentary opinion will almost certainly force an upward review of wages. It is clear that publicity and pressure of this kind on foreign companies operating inside South Africa can be of substantial help in raising African living standards.

TRANSPORT

BELGIUM

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Legislation on dock employment

Legislation has been adopted in Belgium which makes it an offence for a port employer to employ anyone who is not a recognized dockworker. The legislation precisely defines a dockworker, dock work and the dock areas and a Joint Committee is set up to administer the law. An employer found guilty of infringing its provisions can be fined between 26 and 500 B.Fr. for each offence (i.e. for each unauthorised worker engaged) up to a maximum of 50,000 Fr. These amounts can be doubled if the offence is repeated within a year of a previous conviction.

FRANCE
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Air traffic controllers' dispute halts flights over France

A strike of air traffic controllers in France began on 20 February in support of claims for improved pay and for the restoration of the right to strike; it was originally intended to last four days, but has been extended until the time of writing. Military air traffic control personnel were brought in to provide a replacement service with effect from 24 February, and the ITF appealed to its members on 26 February, at the request of its French aviation affiliates, not to fly into or over France on safety grounds until civilian ATC was resumed.

Following the fatal midair collision over France on 5 March between an Iberia DC-9 - whose 68 passengers and crew were all killed when the aircraft crashed near Nantes - and a Spantax Coronado, which is widely believed to have been caused by faulty ATC in the area, many airlines have suspended flights into or over France until they are satisfied that normal air traffic control has been restored.

"Unofficial" talks have taken place between the controllers' union and the government, but the strike continues. The men are seeking regrading in recognition of their qualifications and responsibilities, including the consolidation of productivity bonuses which for some of them represent one-third of their pay but which are not taken into account for pension purposes nor subject to cost-of-living increases.

TRADE UNIONS

INTERNATIONAL
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ILO to study multinational corporations

The relationship between the activities of multinational corporations and social policy is to be the subject of a programme of fact-finding studies by the International Labour Office. The aim of the programme is to provide the information needed to identify problems which may be specific to multinational corporations as opposed to national firms. The investigation will take two directions: one series of studies will be into wages, working conditions, employment implications, training policies and collective bargaining; the other will gauge the usefulness of international principles and guidelines on social policy relating to the activities of multinational corporations.

EUROPE
=====

Foundation of European Trade Union Confederation

Seventeen national trade union organizations - all members of the ICFTU - from 14 European countries met in Brussels on 9 February for the founding Congress of the European Trade Union Confederation. This new body replaces two others representing unions within the EEC and those within EFTA respectively.

The Confederation's Chairman will be Vic Feather, General Secretary of the British TUC, and it will represent some 29 million workers. Its Executive Committee is composed of one representative of each member trade union centre, with the exception of the German DGB and the British TUC, each of which has two representatives. The founder members are: Belgium FGTE; Denmark LO; Germany DGB; France FO; Great Britain TUC; Italy, CISL, UIL; Luxembourg CGT; Netherlands, NVV; Norway, LO; Switzerland SGB; Finland TVK; Sweden LO, TCO; Austria OGB; Spain UGT.

The ITF was represented at the meeting by Charles Blyth, General Secretary and Harold Lewis, Assistant General Secretary.

JAPAN
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Demonstrations for right to strike in public service

Eleven unions representing public service workers in Japan participated jointly in a half-day national strike on 10 February in support of their campaign for recovery of the right to strike. Among them were the ITF-affiliated railwaymen's unions DORO and KOKURO and the All-Japan Federation of Municipal Transport Workers' Unions. The railway unions also staged work-to-rule campaigns on 8 and 9 February as a prelude to the stoppage. The ITF has consistently supported its Japanese affiliates in their determination to obtain basic labour rights, which have been repeatedly upheld by the ILO and equally often refused by the government.

NETHERLANDS
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Federation of transport workers' unions

Three transport workers' unions - the ITF-affiliated Seafarers' Federation; Transport Workers' Union and the Catholic Transport Workers' Union - have agreed to set up a joint organization under the name of the Federation of Transport Trade Unions. A provisional federal executive has been set up consisting of the Chairmen, Secretaries and Treasurers of the three unions, with the three Chairmen acting as the Presidium. A provisional headquarters office has been established in Utrecht with A.de Bruin of the ITF-affiliated Transport Workers' Union as acting Secretary. Working groups have been formed to make recommendations

on how the three organizations can cooperate in various fields and to draw up a constitution and work programme. It is expected that an inaugural Conference formally establishing the Federation will take place in the second half of this year, and it is hoped that eventually the three founding unions will be joined by two Christian (Protestant) organizations, so that the whole field of transport trade unionism is united.

SOCIAL AND INDUSTRIAL NEWS

DENMARK

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General strike threat suspended for mediation

A threatened strike by thousands of Danish trade unionists on 5 March in support of claims put forward by the national centre LO was prevented by the intervention of the state mediator. Negotiations had earlier broken down and an initial attempt at mediation had failed. Foremost among those who were due to strike were transport workers belonging to the ITF-affiliated Danish Transport & General Workers' Union (DASF), whose spear-heading of the industrial action had been expected to have the most immediate and conspicuous effect on the employers.

The unions' main claims are: equal pay for equal work for all groups to whom this does not yet apply; solution of the problem of low wages; reduction of working hours to 40 per week (from 41 $\frac{3}{4}$) and a considerable hours reduction for shift workers; increased holiday pay; and improved provisions for cost-of-living adjustments.

Severance pay agreement for non-established railway workers

The ITF-affiliated Danish Transport & General Workers' Union (DASF) has negotiated an agreement on behalf of its members employed as non-established staff by Danish Railways - mainly as drivers - for severance pay benefitting both those who left the industry during the course of 1972 and those who may in future be made redundant by rationalisation measures.

The scale of payment is as follows:

Age 45-49: with consecutive service in the last 12 years or 15 years' service altogether: 1 month's pay; over 12 years consecutive and over 15 years altogether: 1 $\frac{1}{2}$ months' pay; Age 50-54: with 12-16 years consecutive or 15-20 years altogether: 2 months' pay; over 16 years consecutive or over 20 years altogether: 2 $\frac{1}{2}$ months' pay; Age 55-59: 12-16 years consecutive or 15-20 years altogether: 2 $\frac{1}{2}$ months' pay; over 16 years consecutive or over 20 years altogether: 3 months' pay; Age 60-66: 12-16 years consecutive or 15-20 altogether: 3 $\frac{1}{2}$ months' pay; over 16 years consecutive or over 20 years altogether: 4 months' pay.

Railway hostesses obtain improvements after strike threat

Two hours before hostesses on Danish Railways express and mainline trains were due to go on strike, agreement was reached between the railway's management and the ITF-affiliated Danish Transport and General Workers' Union (DASF) on a 15% pay increase, effective from the beginning of the year, which gives an average of 2.24 kr. per hour increase on the hourly rate. No agreement has yet been reached on compensation for evening and weekend work, but the hostesses retain their right to receive 4% of the proceeds of sales on board trains.

Health insurance for Danish seafarers

New legislation has recently been introduced in Denmark giving health insurance for seafarers abroad. This provides free medical and hospital treatment abroad (for a period of up to 18 weeks), two-thirds of any dental costs incurred abroad, and free medicines in connexion with the above treatment. Cover is also provided for continuation of treatment in Denmark and the cost of repatriation if the seafarer is signed off from his ship while away from home as the result of sickness or injury.

FRANCE
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New agreement for inland navigation workers

A two-week strike by river workers ended on 31 January in the successful negotiation of a new pay and conditions agreement by the ITF-affiliated FO Union of Inland Navigation Workers. (The strike was prolonged in certain areas in order to obtain local improvements on the basic agreement.) The agreement, effective for approximately 4,500 workers from 1 February 1973, provides for pay increases of 4% and stipulates that a 5% rise in the cost-of-living index before the end of the year will bring an equivalent increase in pay rates.

Also from 1 February, paid leave for accidents at work will be at the same rate as for sickness, and from 1 July there is to be a minimum monthly guarantee for sickness and accident pay based on real earnings instead of in the form of fixed daily payments as in the past. From 1 July the working week is to be reduced, and further reductions will be made at six-monthly intervals until the 40 hour week is achieved. Finally, the Union has established the principle of equal time off for time spent on board - this to be negotiated in detail at local level.

FRANCE

=====

Settlement of Air France flying staff dispute

As reported in Newsletter No. 2 of 1973, a settlement of outstanding differences has been reached between Air France and the ITF-affiliated unions of pilots (SNPL) and flight engineers (SNOMAC). The following are the major points on which agreement in principle has been reached; a timetable for effective implementation of new provisions is being worked out and on these conditions strike notices were withdrawn. Joint discussions are thus to be held on: use of flight recorders; lowering of landing minima; incident reporting; aircrew recruitment from EEC countries; application of the new F/E licence provisions; a systematic review of subsistence allowances; standards for layover accommodation; the F/E B-747 type rating; implementation of the existing agreement on the proper recruitment of F/Es.

In addition, talks are to be held on improved crew scheduling for the summer season on an experimental basis in order to reduce flight and duty times. The results of this experiment will be used as the basis for a new agreement on hours and scheduling to be applied with effect from 1 January 1974.

A formula is to be worked out for compensating Flight Engineers on Caravelles who have been bypassed by more junior F/Es trained directly on higher equipment (B-707s).

On the vexed question of the use of a "general purpose" relief man (a pilot with some F/E training) on long-range B-747 and B-707 flights - a practice strongly opposed by both French unions and the ITF - a temporary solution for this year has been agreed under which the B-747 Paris/Los Angeles service makes a layover at Chicago, and the Paris/Houston service carries 2 Flight Engineers, one relieving the other. However, this matter still requires to be dealt with at Ministerial level as it is governed by a decree introduced (at Air France's request) in March 1971. It is thus high on the agenda for union action in the near future.

Finally, a procedure for disciplinary actions is to be worked out with the management, incorporating in particular an appeals procedure.

Paris transport workers get increases

Following difficult negotiations, the ITF-affiliated FO Union of employees of the Paris transport network RATP have obtained an agreement on the movement of wages and pensions in 1973. The following are the main points of the agreement:

1. Increase of wages and pensions by 6% in stages as follows:
1 March 1.8%; 1 September 2.2%; 1 December 2%.
2. Guaranteed increase in purchasing power of 2% by application of a safeguarding clause linked to the movement of the prices index.
3. Additional increase to the total wages based on a national rise in productivity.

GERMANY

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Agreement for Lufthansa flying staff

The ITF-affiliated German Transport & Public Service Workers' Union (OeTV) has negotiated a new three-year basic contract on behalf of its flying staff members employed by Lufthansa and Condor. The agreement gives improved duty time and rest period provisions, together with three extra days off per quarter and (according to age) between 3 and 5 more days' annual leave. The union was however unable to obtain its full demands for lower flight time limits on short-haul operations. Although the basic contract is for three years, the flight time and rest period provisions expire on 31 December 1974.

Negotiations are now under way for a new pay agreement for flying staff. The Union is seeking increases, based on the impact of higher living costs, of between 10 and 15% - the higher rises to go to the lower-paid categories. In addition, for cockpit crew members the Union wants the employer to take over the employee's portion of contributions for supplementary retirement provision, and for cabin attendants the contributions for insurance against incapacity for flying duties.

New basic agreement for German ground staff of BEA

Among the improvements in conditions of service negotiated into a new two-year contract, effective 1 January 1973, by the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) on behalf of its members employed by BEA are the following: two extra days annual leave for all staff; for night shift workers, one additional day's leave for every 25 night shifts in 1973, and for every 23 night shifts in 1974. Notice periods for all categories of employees are now the same, and after 25 years' service security of employment is guaranteed. In case of incapacity to perform shift work, shift allowance will continue to be paid for one year. Paid sick leave is extended to 39 weeks (formerly 26) and children's allowance doubled from 25 DM to 50 DM. All employees are entitled to one week's paid leave for training purposes during the year.

Established railwaymen demand equal treatment

The ITF-affiliated German Railwaymen's Union (GdED) is demanding that the increases recently granted to lower-grade railwaymen (6% plus a flat rate increase of 40 DM per month) should also be awarded to 216,000 established employees, to be effective from 1 January 1973. The union argues that the same cost-of-living factors apply and that there should be no discrimination against established staff who are often working side by side with other grades. The increases would rectify the current anomalies under which in some cases railwaymen who have been taken into the established grades have lost pay; for example, a locomotive driver may have take-home pay 150 to 200 DM a month less than his "second man" who is not in the established class.

Job protection agreement for Hamburg overhead railway workers

The ITF-affiliated German Transport & Public Service Workers' Union has reached agreement with the Hamburg overhead railways, effective 1 January 1973, on measures to protect staff in case of rationalisation. The employer is now obliged to ensure that any workers affected by rationalisation measures are offered equivalent alternative employment, or retraining. In the latter case, the worker is given the necessary time off, at holiday pay rates or, if the training takes place outside normal working hours, equivalent time off or pay in lieu. If neither of these solutions is possible and employment is terminated by mutual agreement, the worker receives severance pay at the rate of one month's pay for each full year's service.

GREAT BRITAIN
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National stoppages and work-to-rule by locomen

Members of the ITF-affiliated Associated Society of Locomotive Engineers and Firemen (ASLEF) have staged two one-day national strikes (on 28 February and 8 March), together with a ban on Sunday working, withdrawal of cooperation and a renewed ban on training and trials for the high speed and advanced passenger trains, in support of their claim for a revised pay structure for footplate staff. The restructuring was promised as part of last year's general pay settlement and ASLEF want agreement on this (which they claim falls outside the scope of the government's pay freeze) before entering on the 1973 round of pay talks. (The other railway unions, the National Union of Railwaymen and the Transport Salaried Staffs Association, have already submitted claims for negotiation and application during Phase Two of the pay and prices policy.)

ASLEF are seeking partial consolidation of mileage and bonus payments into basic pay and a new bonus in recognition of the increased skill and responsibilities required of footplate staff operating new equipment.

British Road Services drivers strike

A five-week strike by British Road Services drivers in the Midlands ended on 27 February when their union - the ITF-affiliated Transport & General Workers' Union - obtained an offer from the employer of a £45 "hardship payment" for loss of earnings during the dispute together with the promise of negotiations on a review of productivity bonus payments averaging £2.50 per week. The date of implementation is subject to government pay policy.

ICELAND

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Fishermen on strike

Icelandic fishermen have been on strike since 23 January having had no satisfaction of their claim for substantial increases in wages and shares of the catch. On behalf of its affiliate, the Icelandic Seamen's Union, the ITF has appealed to other fishermen's affiliates for their support of the strike, as there is no sign yet of any progress towards a settlement.

ITALY

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Cabin attendants' dispute with Alitalia

Members of the ITF-affiliated Italian Cabin Attendants' Union FILAC-CISL staged a token protest for a limited period on 5 March following a breakdown in negotiations with Alitalia on a new contract. The dispute escalated when, after the stoppage, Alitalia management refused to allow cabin attendants who had struck at foreign stations to resume their duties there, insisting that they return to home base (Rome) at their own expense and withdrawing hotel facilities. Many cabin attendants thus found themselves stranded abroad, and the ITF appealed to its affiliates to give all possible assistance. This issue has now been resolved to the union's satisfaction, with management agreeing to pay hotel bills and costs of transport home. The primary contract issue remains unsettled.

JAPAN

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Travel bureau workers' dispute

The ITF-affiliated Japan Travel Bureau Workers' Union is in dispute with the company following the latter's disregard of agreed conditions for opening a new travel centre in Sapporo. Prior agreement had been reached with the union on two points: a) that the centre should be treated as a separate business unit with working conditions to be negotiated at local level; and b) that the centre should be closed on Sundays and Public Holidays. Nevertheless, when the centre came to be opened

these points were disregarded and the union was obliged to instruct its members throughout Japan to operate an overtime ban with effect from 22 January, supplemented by a strike ballot.

NETHERLANDS

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Improved agreement for road haulage workers

On 23 January the ITF-affiliated Netherlands Transport Workers' Union reached agreement with the employers on the terms of a new master contract for 1973. The main improvements are as follows:

Pay: consolidation of 4.3% cost-of-living increase awarded in 1972; consolidation of 6% productivity bonus; advance cost-of-living increase for 1973 of 2.75%; increase in real wages of 3%. Cost-of-living adjustments will continue to be made on the basis of movements in the official prices index.

Annual leave: pay is increased from 6.8% to 7.2%, and workers will now be able to take three weeks' leave consecutively if they wish. Increases have been agreed in the rates of compensation for working irregular hours and overtime pay goes up from 5.85 Guilders to 7.25 G. for drivers and to 130% of normal pay for other workers.

Working hours are reduced by one hour to 42 per week. Sick pay provisions are improved, so that for example a worker with one year's service is entitled to 26 weeks' paid sick leave, and with two years' service, 52 weeks.

NORWAY

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Agreements for seafarers

New agreements have been negotiated recently for masters, radio officers and ratings in the foreign trades. For the masters, new salary scales are to be based on the rises achieved by other seafarers' organizations whose disputes are being settled by arbitration. Otherwise, improvements have been achieved in the allowance for watchkeeping masters on smaller ships; subsistence allowance while on leave or days off; uniform allowance; and the system of adjustments for cost-of-living/productivity increases.

The Seamen's Union agreement for the foreign trades is effective retroactively to 1 November 1972. New pay rates are as follows for selected grades:

	Dry Cargo				Tankers			
	under 2000 grt		over 2000 grt		under 2000 grt		over 2000 grt	
	min	max	min	max	min	max	min.	max
Radio Offs.	3004	3169	3153	3320	3141	3306	3295	3461
Work organizer			2546	2989			2671	3113
Carpenter, bos- sun, combined AB/motorman	2310	2746	2436	2877	2418	2858	2552	2994
AB/motorman	2138	2567	2265	2698	2237	2669	2367	2805
Ord. seaman	1555		1631		1631		1712	
Electrician	2781	3205	2931	3355	2915	3366	3071	3521
Steward	3713	3767	4056	4491	3898	3955	4254	4714
Cook	2237	2718	2410	3241	2341	2828	2523	3378

At the annual meeting of the Mates' Union, a resolution was passed objecting to the use of compulsory arbitration to settle their wages dispute, and authorising the union's executive to organize a demonstration protest strike.

PERU
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Merchant marine officers' dispute settled

A strike of members of the ITF-affiliated Peruvian National Merchant Navy Officers' Association, which began on 16 February in support of claims for improved pay and conditions following the breakdown of negotiations with the Peruvian Steamship Corporation, ended on 24 February with a satisfactory settlement. One of the union's conditions for agreeing to the settlement was the unconditional release of three leaders imprisoned and held incommunicado during the strike when a "state of mobilization" was declared. The ITF sent messages of support and cabled the Peruvian President and Ministers of Transport and Labour urging them to promote a rapid solution of the dispute.

Other points of the settlement are: a Study Committee will report on the administration of the company within 30 days (the union had claimed irregularities in management); pay rise of 16.5%;

UNITED STATES
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Cooling-off period in Long Island strike

Members of 12 non-operating unions went back to work on the Long Island railroad - which serves commuters into New York City - after a strike which had lasted 50 days since the beginning of December, following the intervention of US Labour Secretary designate, Peter Brennan. The unions agreed to a return-to-work during a 90 day cooling-off period; meanwhile the men will receive an interim pay increase of 6% backdated to 1 January 1972 pending a final settlement. Negotiations between the unions and the company will be assisted by a three-man mediation panel.

The strike began when the unions rejected a Presidential Emergency Board recommended settlement of two 6% increases at annual intervals, which the company refused to improve upon in subsequent talks. The non-ops are seeking an increase similar to that won by trainmen earlier, of 36% over a three-year period.

NEWS IN BRIEF

Argentina has passed legislation banning all foreign trawlers from fishing within her territorial waters, which were extended to 200 miles in 1967. Since that date, foreign vessels have been allowed to fish the waters on payment of a fee, but now only trawlers belonging to companies established in Argentina may operate freely within the 200-mile limit.

Belgian railwaymen received a 2% cost-of-living increase with effect from 1 February 1973 based on movements of the retail prices index during November and December.

Belgian air traffic controllers operated a work-to-rule from 28 February to 5 March in support of claims for improved pay and conditions. Normal working was resumed when the authorities agreed to reopen discussions on the issues in dispute.

Requests for government mediation services to be supplied in negotiations for new contracts have been made by Canadian unions representing railway operating (contract expires 1 March), non-operating and shopcraft workers (contracts expired 31 December).

The government of Canada has announced the implementation of the technological change provisions of the Canada Labour Code on 1 March 1973. These require employers to inform the unions in advance of technological changes affecting their members and give the unions the right to bargain on the effects of such proposals during the life of a contract.

The Government of the Peoples' Republic of China has joined the Intergovernmental Maritime Consultative Organization (IMCO).

Aircraft hijackers face jail sentences of up to 15 years in Colombia under legislation recently adopted.

The Danish Associations of Masters and Mates (both ITF affiliates) have agreed to cooperate by means of a joint navigators' organization which, after a period of about four years, will replace the two associations.

ITF-affiliated unions representing British merchant navy ratings, officers and radio officers have all recently submitted claims for substantial pay increases to the shipowners' side of the National Maritime Board.

London dockers in the enclosed docks have voted to accept an offer of £2.60 increase - within the government's pay policy formula - but to withdraw flexible working practices from 1 April. Other sections of the port of London's labour force - tally clerks and riverside dockers - have accepted unconditionally offers of £2.70 and £2.82 a week respectively.

Air India employees went on strike from 7 to 10 March in protest against the suspension of 15 people, including cabin attendants, following an incident in which three stowaways successfully travelled from Bombay to London.

Italian seamen employed by the public company Finmare have been staging a series of staggered demonstration strikes in support of contract claims.

Italian trade unionists staged a general strike on 27 February, the second this year. Among 14 million workers who participated were transport workers in aviation, railways and road passenger transport, who stopped work for varying periods during the day. The stoppage is an attempt to press the government to adopt a programme of economic and social reforms.

Rotterdam dockworkers benefit from a new agreement in which the major provisions are identical to those already reported for the port of Amsterdam (see Newsletter No. 1 of 1973).

PERSONALIA

On the retirement from office of Joe Curran, National President of the US National Maritime Union since its foundation 37 years ago, Shannon Wall has been elected to succeed him.

Heinrich Jacobi, Deputy General Secretary of the German Transport and Public Service Workers' Union, celebrated his 60th birthday on 4 March.

Joe Riordan was elected to the Australian Federal Parliament in January this year, and resigned from his post as Federal Secretary of the Federated Clerks' Union.

Capt. Mauro Gómezperalta Damirón, General Secretary of the Mexican Air Line Pilots' Association, has been elected Chairman of the Mexican Congress of Labour, for the period from 1 January to 30 June 1973.

FORTHCOMING MEETINGS

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ATLAS Group Meeting	- London, 12 April 1973
KSSU Group Meeting	- London, 13 April 1973
Asian Seamen's Conference	- Singapore, 7-9 May 1973
Allied Industries and Services Section Conference	- London, 8 May 1973
ITF Management Committee	- Innsbruck, 6 June 1973
ITF Executive Board	- Innsbruck, 6 - 8 June 1973

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

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