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ILO adopts Convention and Recommendation on New Methods of Cargo Handling

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

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Protests mount against French nuclear tests

Response to the ITF Executive Board's recommendations for protest actions against the proposed series of nuclear atmospheric tests in the Pacific by France has been immediate and widespread. Notifications of action, ranging from boycotts of French shipping and aircraft through public demonstrations and letters of protest to French diplomatic missions, have so far been received at ITF headquarters from affiliates in Australia, Austria, Belgium, Canada, Fiji, France itself, Ghana, Great Britain, Ireland, Israel, Japan, Netherlands, New Zealand, Nigeria, Sweden, Switzerland, Turkey and the United States.

ITF dissatisfied with Liberian inquiry into collision

Making representations to the British Minister for Aerospace and Shipping for a formal British Court of Inquiry into the disastrous collision in the River Plate between the Liberian-flag tanker "Tien Chee" and the British - flag refrigerated cargo liner "Royston Grange", the ITF General Secretary, Charles Blyth, states that the Federation is extremely dissatisfied with many aspects of the Liberian Board of Investigation. Among the factors which the ITF finds unacceptable were the non-judicial nature of the Board, the fact that its inquiries were held in private and dependants of those who perished in the disaster were not, as far as is known, invited to be represented. In particular, however, the Board's report itself the ITF finds superficial, unconvincing and generally of very low quality indeed.

Among the discrepancies and inconsistencies discovered by the ITF in the report are those relating to the draught of the "Tien Chee" at various stages of its voyage; the related matter of the amount of cargo it was carrying; the question of whether it was possible for survivors to be interviewed; the fact that the "Tien Chee" was apparently not adequately manned by certificated officers; and the Board's recommendation, unsupported in fact by any evidence in the report, that it should be proposed to IMCO that owners, agents and charterers should be discouraged "from bringing any commercial pressure for delivery deadlines to bear upon shipmasters so as to avoid interference with the primary considerations of maritime safety."

The ITF ends by contending that Liberia has a very great deal of leeway to make good before it can rightfully claim that Liberian-registered ships are adequately manned, that its own and international maritime regulations are strictly enforced and that the fleet is responsibly, conscientiously and efficiently administered by qualified and competent officials.

MOZAMBIQUE

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ICFTU protests to UN at Portuguese massacre revelations

The International Confederation has sent the following cable to the United Nations in immediate response to the allegations of brutal massacres of civilians by the Portuguese colonial army in Mozambique, published recently in "The Times" of London on the evidence of Portuguese and other missionaries in the area:

"International Confederation of Free Trade Unions expresses profound shock and horror at revelations of brutal massacres of more than 400 people including women and children in Wiriyamu and other villages in Mozambique by Portuguese military, accompanied by torture and subjecting the African population to the most inhuman suffering. ICFTU has drawn attention time and again to the appalling injustices inflicted on Africans in Portuguese African territories. Vigorously condemning the cruel massacre of innocents, ICFTU strongly reiterates that full independence should be given to the African territories under Portuguese colonial domination and human rights be restored. Request immediate investigation into reported systematic genocidal massacres and strongest pressures to be brought to bear on Portuguese government to comply with UN resolutions."

TRANSPORT

GERMANY

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Union demands conditions for State shipbuilding subsidies

The ITF-affiliated German Transport & Public Service Workers' Union (OeTV) has welcomed the statement of the Shipping Minister that new vessels will no longer be permitted, as previously, to undertake bare-boat charters under cheap flags for two years. The OeTV has long been demanding that new vessels which register under foreign flags must lose state subsidies.

On the wideranging measures of assistance for the German shipping industry announced by the government, the OeTV has commented that it is not opposed to help for shipbuilding and tax relief for shipowners, since these measures in the end also create employment opportunities for German seafarers. However, the union does not consider it right that the government, in granting subsidies, makes no distinction between shipowners which fulfil their social obligations to their seafarers and those which refuse to conclude collective agreements or avoid German legislative conditions by the use of foreign flags. The union therefore repeats its demand that state help for the shipowners should be

made to depend upon their fulfilment of social obligations and in particular that no further assistance should be given to those which have placed parts of their fleets under foreign flags.

GREAT BRITAIN

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British Rail presents its plans for the future

In its recently-published Railway Policy Review, British Rail proposes the retention of "somewhere near" the present track network of 11,500 miles, an increase in passenger miles travelled from 18,700 million to 24,500 million, chiefly through expansion of the inter-city routes, and the introduction of high speed diesel trains and advanced passenger trains; these improvements would be achieved by doubling investment over recent levels to around £200 millions a year. In addition, the labour force is expected to be reduced by 40,000 up to 1981 (about 2% a year), the cutback to be accomplished by means of natural wastage.

The railway unions have given the plans a conditional welcome; certain aspects give rise to concern, but in general they welcome the recognition in the Review that the answer to the railways' problems does not lie in further reductions in service. Union leaders are seeking discussions with the Transport Minister on the subject, in order to discover whether the government plans any major alterations to the plan and to urge the need for amendments in certain areas. The National Union of Railwaymen has produced its own review on the future of Britain's railway network for submission to the Minister.

ICELAND

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Iceland and Norway agree on fishing limits

An agreement has been concluded between the Icelandic and Norwegian governments on fishing rights for Norwegian vessels inside Iceland's claimed 50-mile fishing limit.

About 45 Norwegian fishing vessels up to a size of 125 feet will be allowed to fish in the area between the 12-mile and 50-mile limits. The Norwegian government will apply to Iceland for licences to fish, no limits are to be placed on the size of catches, but half-yearly reports on catches will be supplied by the Norwegian government.

Meanwhile the German government is seeking renewed negotiations with Iceland in the hope of reaching a compromise agreement on access for German fishing vessels within the 50-mile limit.

SWEDEN

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Engineer Officers press for improved safety regulations

During its Congress in May, the ITF-affiliated Swedish Engineer Officers' Union passed a resolution demanding that the national committee currently reviewing industrial safety legislation should have its terms of reference widened to include safety on board ship, so that the principles of any revised protective regulations for shore workers should also be applied at sea. Conditions on board ship were such, the Congress considered, that they presented serious risks to the health and safety of seafarers and this, combined with the acute pressures of an ever-increasing work rate and the artificial situation where 24 hours a day for possibly months on end were spent actually in the work environment meant that seafarers were especially susceptible to accident and other physical and psychological health risks.

Any consideration of safety on board ship should include not only the technical safety of the vessel but the total working environment, i.e. the effects of noise, temperature, vibration, dangerous cargo, pressure of work, accommodation and food standards, provision of recreational facilities, etc., and the inspection services should be extended to cover not only seaworthiness but these other environmental and social factors as well.

TRADE UNIONS

INTERNATIONAL

=====

Cooperation between ICFTU and WCL

The possibility of closer cooperation in a number of important fields of international trade union action was discussed at a joint meeting of representatives of the International Confederation of Free Trade Unions and the World Confederation of Labour which took place in Geneva on 19 June 1973.

The exchange of views covered a very wide area, including trade union developments in Africa, Asia, Europe and Latin America, the situation in the International Labour Organization and activities in connexion with multinational companies. It was agreed that a further meeting should be held early in 1974.

URUGUAY

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Right to strike suppressed

In an attempt to break popular opposition to his military backed coup dissolving parliamentary government, expressed in the form of a national strike which began immediately following the army

take-over, President Bordaberry of Uruguay has suppressed the right to strike, and given employers authority to dismiss strikers and workers operating work to rule actions.

SOCIAL AND INDUSTRIAL NEWS

AUSTRIA

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Railwaymen to get service bonus

The ITF-affiliated Austrian Railwaymen's Union has negotiated an agreement granting a service bonus for all railwaymen from 1 October 1973 consisting of a flat-rate sum of 475 Schilling. This bonus is paid fourteen times a year, is counted with pay for pension purposes and is subject to cost-of-living adjustments.

BELGIUM

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Increased annual leave for seafarers

Improvements in annual leave provisions for seafarers over the next three years have been negotiated by the ITF-affiliated Belgian Transport Workers' Union. For 1973 this means that senior officers (1st, 2nd, 3rd and 4th deck officers, 1st, 2nd and 3rd engineer officers, 1st and 2nd engineers) are entitled to leave ranging up to a maximum of 28 days after 320 days or more worked; for junior officers, a maximum of 25 days after 320 days worked; and for ratings a maximum of 22 days after 320 days worked. Holiday pay is 15.34%, 14.34% and 13.34% respectively for the above groups, based on gross pay during 1972. Supplementary leave at the rate of 1 day's leave for every 30 days spent away from Belgium is granted to crews of tankers and bulk carriers.

New agreement for inland navigation workers

Workers in inland-, Rhine- and tanker navigation benefit from a new agreement negotiated on their behalf by the ITF-affiliated Belgian Transport Workers' Union. The agreement, effective for one year from 31 March 1973, provides:

- A flat-rate pay increase for all workers of 500 Fr. per month, except for women and boys who receive 400 Fr. per month;
- An end-of-year bonus at the end of 1973 equivalent to 40% of the average basic monthly pay (including allowances), payable to all employees with one complete year's service. An undertaking has also been obtained that the full thirteenth month's pay will be achieved by the end of 1976.

- A radar ticket allowance of 300 Fr. per month is payable to those concerned aboard vessels carrying radar equipment.

Examples of the new pay rates are given below:

| | Inland Waterways | Rhine Navigation | Tankers |
|-----------------------------|--|------------------|---------------|
| Skippers - min ^x | 11,698 BFr. | 12,044 | 13,197 |
| - max ^x | 15,734 | 15,734 | 16,656 |
| Mates - vessels up to | All classes | with certif. | without cert. |
| 1000 tons | | 11,698 | 11,352 |
| - vessels over | | | |
| 1000 tons | | 11,929 | 11,468 |
| Boatmen | | | |
| - vessels up to 500 t. | 8,354 | 9,161 | 9,623 |
| - " 500-750 tons | 9,738 | 9,738 | 9,738 |
| - " 750-1000 tons | 10,084 | 10,084 | 10,084 |
| - " over 1000 tons | 10,315 | 10,315 | 10,315 |
| Boys (after 1 year) | | | |
| - min ^x | 7,906 | 8,943 | 8,943 |
| - max ^x | 8,943 | 8,943 | 8,943 |
| Women | 8,598 BFr., or the rate applicable to the work performed, whichever is the higher. | | |

x)

Depending on size and weight of vessel.

DENMARK

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Officers' unions reach agreement

After threatening strike action during June, the ITF-affiliated unions of Danish merchant marine officers reached agreement with the shipowners on 22 June, the settlements being ratified by the boards of the respective unions a week later. The unions involved are the Mates, the Engineer Officers and the Radio Officers.

The main points of the agreement are as follows:

- Pay increases of 5% with effect from 1 April 1973
- 2% with effect from 1 March 1974
- 2% with effect from 1 September 1974.

Time Off is granted at the rate of 7 days for every month spent at sea, irrespective of whether work has been performed on Saturdays, Sundays and holidays (the criterion on which time off was previously based). This provision is effective from 1 October 1973, and rises to 8 days per month at sea with effect from 1 December 1974. Time off so earned is in addition to 4 weeks' annual leave, and no officer is obliged to take time off in a foreign port.

To compensate for Saturday, Sunday and holiday duty, an allowance of 7 kr. per hour is to be paid from October 1973 (8 kr. per hour from 1 December 1974); also from December 1974, the standard working week goes down to 40 hours (5 days x 8 hours), after which overtime compensation is payable.

Other improvements in the new contracts include an increase in the proportion of salary on which pension is based to 60% of pay inclusive of seniority allowance and cost-of-living element. Officers are also entitled to a free trip home after 6 months' service with the same owner. Subsistence allowances, shift bonuses and watchkeeping allowances are all increased and the cost-of-living clause has been brought up to date so that a 3 point rise in the index published in January or June brings a 3% increase in pay.

GERMANY

=====

Seafarers' campaign successful

The campaign being waged by the ITF-affiliated German Transport & Public Service Workers' Union to bring under agreement the vessels of a number of German shipowners who have left the German Shipping Federation in an attempt to avoid their obligation to negotiate, has met with striking success since it came into operation on 21 June. With the active assistance of ITF affiliates in Europe and Israel, many of these "blacklisted" vessels have been stopped until their owners agreed to sign contracts for their fleets. The ITF has continued to keep its affiliates informed of the current stage of the campaign, issuing up-to-date lists of vessels against which action should be taken where possible. Over half the vessels appearing on the first of these lists have now been brought under agreement.

GHANA

=====

Merchant Navy Officers' dispute

The ITF-affiliated Ghana Merchant Navy Officers' Association are in dispute with the management of Black Star Line over claims for increased pay and agreed conditions of service. For years the Association has been attempting to negotiate collective conditions of service for officers with this company, but without success. On this occasion, although strike action is illegal in Ghana, the Association threatened to take industrial



action to press its claims, which was due to begin on 11 June; however, this was suspended following the intervention of the Commissioner for Transport who ordered the Black Star Line and the Association to come together for the purpose of reaching a negotiated settlement within a total period of 28 days.

GREAT BRITAIN

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Pay Board allows improved seamen's leave provisions

Following joint representations by the shipping employers and the ITF-affiliated National Union of Seamen, the government's Pay Board has decided that seamen may receive 2 additional days' annual leave; this means that 6 extra days have been approved (bringing total up to 54 days), although 8 days were agreed between the Union and the shipowners. This decision reverses an earlier Pay Board ruling that more than 4 extra days' leave would be in violation of the government's pay policy.

LUXEMBOURG

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Demonstrations by public service workers

On 27 June 1973 a large public demonstration of employees in the public service took place to protest against the government's policy of delaying revision of pay scales and to demand that the government empower the Minister for Public Services to engage in genuine negotiations with the trade unions. One of the organizations involved is the ITF-affiliated Luxembourg Railwaymen's Union.

MALTA

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Pension scheme and other improvements for port workers

With effect from 1 March 1973, Maltese dock workers who retire after age 63 will be eligible for a pension of £5 per week; in addition, those who have retired during the past year also receive the pension and those who retired during the past five years get a pension based on their length of service. The scheme, negotiated between the government and the ITF-affiliated Port and Transport section of the Maltese General Workers' Union, is based on the national old age pension scheme, and dockers' pensions will be increased to the same extent as the state pension. With effect from 1974 pension age goes down to 62 years, and down to 61 the following year.

Other improvements in dock workers' conditions, also effective from 1 March 1973, include a 75 cents per week cost-of-living increase and a reduction in the working week from 50 to 44 hours. The government has also promised that when its employees go on to a 40-hour working week, the hours of work of port workers will be reduced accordingly.

UNITED STATES

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Transport Workers' Union members strike against KLM

In its dispute with KLM Royal Dutch Airlines over contract negotiations for 400 ground staff members at Kennedy International Airport, New York, which culminated in strike action beginning at 7 a.m. on 1 July 1973, the ITF-affiliated Transport Workers' Union has requested the support of ITF affiliates in action against KLM whenever possible throughout the world. Solidarity is being coordinated by the ITF, and a number of successful sympathy actions have already taken place, notably in the United Kingdom and in Sweden.

Agreement with REA Express ratified

A long-standing dispute between the ITF-affiliated Brotherhood of Railway and Airline Clerks and REA Express came to an end in June when the union's members voted to ratify a provisional agreement reached earlier between the two sides.

During the dispute two strikes had occurred, and the agreement was reached on 2 May at the end of marathon negotiations after the start of the second strike.

The agreement provides for a 15% wage increase, effective 30 April 1973, a further 10% from 1 July 1974 and 10% again effective 30 September 1974. Other improvements include a cost-of-living adjustment clause, improved pension arrangements, more paid holidays and annual vacation.

Eastern Airlines' stewardesses' agreement

After strike action in April this year, stewardesses of Eastern Air Lines, organized in the Air Line Stewards' and Stewardesses' Association (affiliated to the ITF through the Transport Workers' Union), obtained an agreement which has now been ratified by a membership vote. The main provisions of the new agreement are as follows:

Pay (effective 1 July 1973) rises from a starting rate (after six months) of \$525 per month (plus incentive pay of \$9.20) to \$781 (plus \$13.83) in the 9th year. Incentive pay becomes operative after 65 hours per month have been worked, with effect from 1 July 1974.

Minimum duty free time at home is increased to 12 hours; expense allowance is increased to 70 cents per hour from 1 November 1973, hotel rooms and transport paid for by the employer; entitlement to paid sick leave accrues at the rate of 4½ hours per month, with a maximum of 400 hours; annual leave increased to 21 days after 5 years' service; 30 days after 15 years' service; and 35 days after 20 years' service.

Other improvements concern life insurance cover provided by the company, together with medical and dental insurance; retirement age reduced from 65 to 62 without loss of benefits; crew complement on DC-9s increased to 3 flight attendants if a meal is to be served in both first class and tourist sections.

NEWS IN BRIEF

A new Danish shipping act, adopted by parliament at the end of May 1973, provides among other things for the right of seafarers to a free trip home after six month's service aboard a Danish vessel; this was one of the major demands raised by seafarers' organizations.

East Germany has a new air piracy law providing imprisonment for terms of from three years to life for aircraft hijacking; life sentences would be imposed in cases where death was caused, either intentionally or unintentionally, or where the lives of a large number of people were threatened.

The Finnish dock strike was officially settled on 27 June, and work resumed the same day.

The work-to-rule by German air traffic controllers is causing serious disruption to air traffic movement over Germany; the industrial action is continuing despite government efforts to bring it to a halt by court action for damages against the union's leaders. Losses so far are estimated at DM 100 million.

Port workers in Bombay, India, called off a strike threatened for 11 July on reaching agreement with the port employers on the payment of cash bonuses.

A three-day strike at Lagos port, Nigeria, by members of the ITF-affiliated Railway and Port Workers' Union ended on 3 July when agreement was reached with the port management on the issues in dispute - the filling of vacancies and the payment of certain allowances.

The Swedish government is proposing legislation under which long distance lorry transport (over distances of more than 150 to 180 miles) would be banned where rail transport can be used as an alternative.

PERSONALIA

O. Anfinen, Chairman of the Norwegian Locomotivemen's Union, celebrates his sixtieth birthday on 13 August 1973.

Unto Keijonen and Sulo Koskela have been elected new Chairman and General Secretary respectively of the Finnish Railwaymen's Union. Onni Koski, former Chairman, retired on reaching the union's age 60 limit.

Karl Kirchner, Deputy President of the Austrian Railwaymen's Union, celebrated his sixtieth birthday on 29 June 1973. On the same day, Ludwig Rosenberg, former Chairman of the German Trade Union Federation DGB, celebrated his seventieth birthday.

FORTHCOMING MEETINGS
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ITF Management Committee

- London, 24 August 1973

Flight Engineers'
Technical Committee

- London, 25 and 26 October
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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ILO ADOPTS CONVENTION AND RECOMMENDATION ON NEW METHODS OF CARGO HANDLING

The International Labour Conference of the ILO, held in Geneva from 6 to 28 June 1973, adopted a Convention and a supporting Recommendation on the social repercussions of new methods of cargo handling.

These instruments, to be known as the Dock Work Convention 1973 and the Dock Work Recommendation 1973, are the outcome of strenuous efforts made by the ITF's Dockers' Section over recent years to lay down internationally the principles and practices which should be applied universally to safeguard the interests of dockers in the face of the technical innovations, notably containerization, which have so radically transformed dockers' life and work.

The Convention, containing the basic principles, applies to all dockers who are defined as such by national law or practice. Article 1 also lays down that employers' organizations and dockers' unions have to be consulted in establishing or revising national definitions of this kind and that, at the same time, account has to be taken of new methods of cargo handling and their repercussions. This requirement of consultation is regarded by the ITF as having great significance in view of the serious disputes that have arisen in many countries when the authorities or employers have tried to take from dockers work that they had traditionally regarded as being theirs.

The Convention then states that it shall be national policy to encourage the introduction of permanent or regular employment for all dockers and that in any case all dockers should be guaranteed minimum periods of employment or a minimum income. To this end, registers of dock workers must be established and dockers on those registers must have priority of engagement for dock work. The strength of the registers is to be periodically reviewed but any reduction in the strength of the register has to be accompanied by measures designed to prevent or minimize detrimental effects on dockers.

In order to secure the greatest social advantage from the introduction of new methods of cargo handling, the Convention requires governments to make it their policy to encourage cooperation between employers and unions in improving the efficiency of dock work. Where appropriate, governments themselves are to join in this cooperative effort.

Governments are also required to make sure that appropriate safety, health, welfare and vocational training provisions are applied to dockers.

The Recommendation is designed to give guidance in detail on the implementation of the principles and requirements of the Convention. It advocates, for example, that the impact of changes in cargo handling methods should be regularly and systematically assessed and that any action that is called for should be considered by bodies in which unions and employers participate, together as appropriate with the authorities. In adopting new methods, each country should take account of its particular social and economic circumstances.

Where it is not possible, for the time being at least, to have permanent or regular employment, dockers should be guaranteed employment for an agreed number of hours or shifts and should be paid attendance money when they present themselves for work but find there is none for them.

Registers should be designed both to prevent the use of supplementary labour when there is not enough work for dockers and to regularize employment and stabilize earnings. The strength of the registers should be periodically reviewed so as to achieve levels adequate, but not more than adequate, to the needs of a port. Where the need for certain kinds of dockers decreases, every effort should be made to keep the workers concerned in the port industry by retraining them for other duties. If that is not possible, then they should be given the chance to train for other employment. In any event, any reduction in a register should be made gradually and termination of employment should only be contemplated if it has not been possible to meet the problem by such means as natural wastage, cessation of recruitment, the exclusion of workers who do not have dock work as their main means of livelihood, a reduction of the retirement age or the transfer of dockers (subject to the docker's agreement) to another port.

Where permanent or regular employment has still to be achieved, each docker should be given a fair share of the work available and every effort should be made to reduce to a minimum the need to attend calls and the time spent in doing so.

The Recommendation lays great emphasis on the need for dockers' unions and dock employers not merely to settle grievances over wages and working conditions but to make comprehensive arrangements for meeting the problems that arise from technical innovations. To this end, unions should be free to organize and bargain and there should be appropriate channels of communication between the employers on the one hand and the dockers and their unions on the other.

Finally, the Recommendation proposes that, where possible, dockers' earnings should be improved as a result of the introduction of new methods and that their standards generally should be no less favourable than those applied to a majority of workers in industrial undertakings. Furthermore, safety, health, welfare

and vocational training provisions should be effectively applied in ports and their application should be supervised by adequate and qualified inspection services. Where pension and retirement schemes do not yet exist, they should be introduced.

The great majority of the workers' representatives on the Conference Committee which produced the final drafts of the Convention and Recommendation eventually adopted by the Conference as a whole were drawn from the ITF's affiliates. Tim O'Leary, Chairman of the ITF Dockers' Section, was Vice Chairman of the Committee and Chairman of the workers' side, for which Harold Lewis, Assistant General Secretary of the ITF, acted as Secretary.

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THE HIJACKING OF THE JAL BOEING 747

In connection with the above hijacking, the ITF issued the following statement to the Press on 24 July:

"The hijacking of the Japan Air Lines jumbo jet and its subsequent destruction underlines in dramatic fashion points which airline employees organized in the International Transport Workers' Federation (ITF) have consistently been making on this form of criminal activity. Firstly, it demonstrates the enormous risk to innocent human beings -- crew members, passengers and possibly also those working and living on the ground-- which can result from forcing crews suffering from over-fatigue and stress to fly giant aircraft around the world at the whim of a hijacker.

It also illustrates once again that these incidents, which could so easily end in major tragedy, will continue to take place so long as hijackers know that it is still possible for them to find a safe haven somewhere in the world. Governments who provide such refuge and assistance to the air criminals bear a heavy share of responsibility for their acts.

It is to be hoped that such governments will face up to this responsibility when they take part in the international diplomatic conference which opens in Rome next month to discuss measures of enforcement against air piracy. Equally, it is to be hoped that all other governments will now finally accept the urgent need for States which do not live up to their obligations as members of the international civil aviation community to be excluded from that community without further delay. The ITF believes that they should not wait for a new tragedy before acting."

At the same time, the ITF sent the following cables to the President of the Libyan Arab Republic, Colonel Gadafy, on whose territory the jumbo jet finally landed before being destroyed by the hijackers, and to the International Civil Aviation Organization (ICAO):

"President Gadafy
Tripoli,
LIBYAN ARAB REPUBLIC

INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF) REPRESENTING
INTERNATIONAL INTERESTS OF CIVIL AVIATION WORKERS UNIONS
THROUGHOUT WORLD CALLS ON YOUR GOVERNMENT TO TAKE STRONGEST
PUNITIVE ACTION AGAINST HIJACKERS OF JAL AIRCRAFT STOP ONLY
EXEMPLARY ACTION BY GOVERNMENTS SUCH AS YOURS CAN PREVENT
RECURRENCE OF SUCH OUTRAGES
CHARLES BLYTH GENERAL SECRETARY ITF

"ICAO
INTERNATIONAL AVIATION BUILDING
1080 UNIVERSITY STREET
MONTREAL 3 PQ

INTERNATIONAL TRANSPORT WORKERS FEDERATION REPRESENTING
INTERNATIONAL INTERESTS OF CIVIL AVIATION WORKERS UNIONS
HAS CALLED ON LIBYAN GOVERNMENT TO TAKE STRONGEST PUNITIVE
ACTION AGAINST JAL HIJACKERS STOP LATEST OUTRAGE UNDERLINES
DIRE NEED FOR EARLY AND EFFECTIVE MEASURES THROUGH ICAO TO
PREVENT SUCH CRIMES
CHARLES BLYTH GENERAL SECRETARY

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