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*Supplement: Joint ILO/WHO Committee on the Health of Seafarers,
17-21 September 1973*

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

ITF condemns complete failure of ICAO meetings on air terrorism

At the close of the meetings held from 28 August to 21 September by the International Civil Aviation Organization (ICAO) in Rome to discuss questions relating to air terrorism, ITF representatives - together with representatives of IFALPA and IATA - bitterly criticized the failure of governments to agree on a single positive proposal aimed at effective international action against air piracy and air sabotage or against States supporting or providing sanctuary to air criminals.

The meetings - an international diplomatic conference on air law and a special meeting of the ICAO Assembly - were called to take decisions on international measures of enforcement designed to supplement the provisions of the existing Tokyo, Hague and Montreal Conventions. In fact, the meetings failed to agree on any proposal before them, ranging from the extremely weak working paper submitted jointly by the Nordic countries to the stronger UK/Swiss/French proposals for incorporation of the essential elements of the Hague and Montreal Conventions in ICAO's basic constitution, the Chicago Convention, together with proposals by the USSR and Bulgaria aimed at giving preference to extradition as a primary deterrent against air terrorism.

The ICAO meetings also voted down a Greek draft protocol to the Montreal Convention which would have provided workers employed at airports, as well as passengers passing through the embarkation and disembarkation phases, with international legal protection against violence by terrorists. Also voted down was a proposal by Nicaragua that air criminals should always be treated as common offenders. Both of these proposals were strongly supported by the ITF delegation in Rome, as were also the UK/Swiss/French and USSR proposals.

The meetings were nothing short of a disgraceful waste of time and taxpayers' money. The reasons for their failure are to be sought in the point-blank refusal by the majority of countries represented to accept any limitation of their national sovereignty for the good of the international community or to agree with any proposal which appeared to conflict with national political interests. In addition, it has to be said that certain national delegations had clearly come to Rome with instructions to wreck the two meetings by continually obstructing their work through raising of endless minor points of order on procedural questions. The conferences, in fact, demonstrated the complete lack of political will on the part of most governments to take any effective action against air terrorism.

In its final statement to both the Assembly and the Conference, the ITF delegation - which consisted of M.S. Hoda (Secretary, Civil Aviation Section); K.A. Golding (Secretary, Research and Publications Department); and, for part of the sessions, Jack H. Wahle (US Flight Engineers' International Association) - strongly criticized the failure

of the meetings and warned that both ICAO and governments were now in real danger of losing all credibility in the eyes of airline employees.

In a statement issued to the world press shortly before the sessions ended, the ITF said:

"The ITF is bitterly disappointed at the meagre results achieved by the ICAO Conference on air hijacking and sabotage which has been meeting in Rome for the last four weeks.

"The ITF delegation has been deeply disturbed by the dominant rôle played by national politics and questions of national sovereignty at the Conference on problems which are, and should be, the concern of all the world's peoples and of the governments which claim to represent them.

"In our opinion, some of the positions adopted by governmental representatives in Rome have reflected neither the views of the airline industry nor of the employees working in it, who are expected to endure unnecessary risk to their lives as a result of the failure of world governments to take the kind of effective international action which is demanded by both sides of the industry.

"Nor does it believe that these governmental positions reflect the strong views of international public opinion on the problem of air terrorism. It is to be hoped that public opinion will take careful note of the decisions which have been taken in its name and of the complete failure of the Conference to face up to the task of providing real protection to the industry and to air travellers through effective collective action."

ITF protests against coup in Chile and shooting of South African miners

In a statement issued on 14 September 1973, the ITF expressed its views on the military coup in Chile and the shooting of African mineworkers at Carletonville, South Africa:

"In their different contexts the military coup in Chile and the shooting of South African miners both represent the arrogance of armed force and the negation of basic principles which the ITF has long and staunchly upheld.

"Whatever problems Chile faced, the brutal imposition of a military dictatorship is intolerable. The ITF therefore demands the immediate restoration of constitutional government and the full protection of all civil liberties.

"Equally, the shooting of South African miners is an outrageous response to South Africa's deep-rooted and ever growing industrial troubles. Nothing short of universal freedom of association and the right to bargain will bring peace and justice. The ITF extends its profound sympathy to those bereaved."

TRANSPORT

INTERNATIONAL

New IMCO members

The Republic of Zaire, the Republic of Kenya and the Republic of Iraq have deposited their acceptance of the Inter-governmental Maritime Consultative Organisation Convention with the UN.

IMCO now has 80 members.

TRADE UNIONS

FRANCE

Resolution on international cooperation

At its recent Congress at Montrouge, the ITF-affiliated FO Railwaymen's Federation adopted a resolution on international solidarity, the text of which is reproduced below:

Link in an international chain

At the present time the defence of the working class, the growth of its income and full and better employment are taking on an ever more international aspect.

Force Ouvrière refuses to underwrite a commercial war in which the workers of all countries would be the first appointed victims.

The necessary exchanges between nations and peoples must be a decisive factor in social progress.

The Congress declares that, even though the FO Railwaymen's Federation naturally has a primary responsibility to the interests of its own members, it intends now more than ever to continue to express its close solidarity with international free trade unionism which should have sufficient weight in the coming trade negotiations to safeguard the interests of workers throughout the world, with regard to ways and standards of life and conditions of work, full employment and personal and professional advancement.

In this struggle, the trade unionists of the European Economic Community, now enlarged, have a decisive rôle to play.

These policies will constitute a test of the Community's will to use expansion in the service of its peoples and to progress towards economic, social, monetary and political union.

To this end, the new European Trade Union Confederation, established in Brussels on 9 February 1973, and comprising all the trade union organisations of Europe affiliated to the ICFTU, must pursue its own actions with vigour and tenacity.

Acting with determination for the achievement of these objectives will give Europe a fine example for the defence of workers, liberty and peace.

The FO Railwaymen's Federation appeals for the membership of all railwaymen who will recognise in this resolution the proper path to be followed in order to obtain an improvement in the conditions of life and work of all those who contribute in the railway transport sector to the provision of one of the world's chief requirements: communication.

GERMANY

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Union wins test case on works committee

The ITF-affiliated German Union of Transport and Public Service Workers has won a court case against British European Airways for the establishment of a works committee within BEA in Germany. BEA had refused the union's request on the grounds that it was not bound by German legislation on the matter as its headquarters were not in Germany. The court ruled, however, that BEA in Germany, including West Berlin, was subject to German legislation. The Union has welcomed the decision since it guarantees to employees of foreign firms operating in Germany the same rights as are enjoyed by employees of German companies with regard to their entitlement to information concerning the employer's economic circumstances.

JAPAN

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ITF protests at disciplinary measures against railway unionists

In cables to the Japanese Prime Minister, Mr. Tanaka, and the President of Japan National Railways the ITF has stated that it deplors and protests at the severe punitive actions taken by the JNR authorities against members of two ITF-affiliated railway unions who participated in strikes earlier in the year. Repeated actions of this kind, the ITF continued, could only prejudice future industrial peace; the authorities concerned were therefore urged to cancel the disciplinary actions immediately and to restore full trade union rights.

8,115 members of the National Railway Workers' Union have been subject to discipline, of whom 28 are dismissed; in the locomotivemen's union 22 are dismissed out of 4,272 disciplined. The unions' immediate reaction has been to call for a work-to-rule and limited strike action in protest against the punitive action, which is a tactic employed often by management in the past in attempts to "control" union activity on the railways.

SOCIAL AND INDUSTRIAL NEWS

AUSTRIA

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Improvements for private bus drivers

The ITF-affiliated Austrian Transport and Commercial Workers' Union has obtained improvements for its bus driver members employed by private companies. With effect from 27 August, pay rises went into effect giving a basic rate of 26 Sch. per hour (previously 22 Sch.); similar rises also apply to other categories. In addition, on scheduled services payment will now be made for up to 5 hours waiting- or turn-around time (previously 4 hours). Bonus payments for drivers of high capacity buses and one-man drivers are also increased.

CANADA

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Bitter opposition by railwaymen to anti-strike legislation

When no progress was made in negotiations following the series of regional 48-hour strikes by Canadian non-operating railwaymen, a national strike of all 56,000 employees was called on 24 August, which immediately closed down the whole of the country's railway network. As a result the government pushed emergency legislation through Parliament, which came into effect on 1 September, making minimum pay awards not only to the non-operating employees but also to the operating and workshop employees who were currently negotiating, and imposing compulsory arbitration on the parties to settle any further pay increases and other issues in dispute, notably job security provisions. The minimum pay increases awarded are: 34 cents per hour from 1.1.73 (8.25% for operating and workshop staff); 6.5% from 1.1.74 and 1.5% from 1.7.74.

Bitterness at this governmental action was so great among many of the railwaymen that the ITF-affiliated Canadian Brotherhood of Railway, Transport and General Workers recommended a return to work only after the anti-strike legislation had already been in effect for 48 hours, as a protest against the imposition of compulsory arbitration, and many militants, especially in British Columbia, kept up their industrial action in defiance of the law for over a week after that.

Machinists' strike against Canadian Pacific Air settled

Four days of talks between the management of Canadian Pacific Air and representatives of the ITF-affiliated International Association of Machinists, with the assistance of a Federal mediator, resulted in a settlement of the two-month strike in support of claims for pay and conditions. Details of the settlement are being put to the membership for ratification before being published.

GREENLAND
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Radio staff dispute settled

The ITF-affiliated Danish Radio Officers' Association has reached agreement with the Danish Ministry for Greenland on the terms of three collective contracts - for radio officers, radio technicians and radio sonde personnel respectively. The embargo on these radio posts imposed by the ITF, which successfully prevented the recruitment of blacklegs, has therefore been called off, and the Danish union has expressed its gratitude for the prompt and effective assistance from other ITF affiliates.

The new contracts, which run from 1 April 1973 to 31 March 1975, provide substantial improvements including the following:

Radio Officers receive an increase of 0.69% on basic rates, effective 1.4.73; the chief watchkeeper's allowance is raised to 196 kr. per month, and the allowances for station chiefs and chief telegraphists are also increased.

Radio technicians receive an increase of 1.13% on basic rates from 1.4.73, and radio sonde personnel an increase of 1.27%; the latter also receive an extra allowance for work on radio masts: 10-25 m. high, 3.50 kr. per hour, over 25 m. high, 5 kr. per hour.

Also with effect from 1.4.73, and applicable to all personnel, a monthly station allowance ranging from 125 kr. to 200 kr. (depending on station) replaces the former fuel allowance.

Extra leave of $\frac{1}{2}$ day per month is granted to those with more than two years' Greenland service and for this purpose all service in Greenland can be counted, even if it is not continuous. A free trip home each year is allowed to all those with four years' Greenland service. The employer now undertakes to pay the cost of any necessary dental treatment for personnel who have been unable to receive dental care while serving at a one-man station. Compulsory overtime without special compensation is reduced from 12 to 9 hours per month, and time off without loss of pay of up to 4 weeks may be granted for training and refresher courses.

With effect from 1.10.74, further improvements come into force: Overtime pay is increased from time and a third to time and a half; 6 hours free of all duty are granted after a period during which an employee has performed 44 hours duty between the hours of 1700 and 0600. In addition, extra compensation becomes payable for night and weekend work; previously the station allowance was supposed to provide compensation for working inconvenient hours. From 1.12.74 the working week is reduced from 41 $\frac{3}{4}$ hours to 40 hours, with a commensurate improvement in the hourly rate for overtime purposes. With effect from 1.1.75, finally, the annual free trip home is extended to all with 2 years' Greenland service.

FRANCE

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Agreements for cabin attendants in Air France and UTA

The ITF-affiliated French Flying Staff Union has informed us of agreements recently negotiated on behalf of its members in Air France and UTA.

In Air France, Boeing 747 crews receive a 4% differential over B-707 and DC-8 crews on the flying hour rate on services of 3 hours or more; this applies with retroactive effect from 1 January 1972.

In addition, arrangements have been agreed under which all foreign nationals employed by Air France will, with effect from 1 January 1974, be based in Paris, and be covered by the French collective agreement on exactly the same terms as French nationals. No restrictions are now placed on the employment of EEC nationals, but the following limitations have been set for the engagement of other than EEC nationals:

- their total number should not exceed 10% of the French and EEC cabin attendants;
- on each aircraft, their numbers will be restricted to:
 - 1 where crew complement is of 4 cabin attendants maximum;
 - 2 where crew complement is between 5 and 8 cabin attendants;
 - 3 where crew complement is more than 8 cabin attendants.

Foreign nationals already employed by Air France and based in Tokyo (52), Rio de Janeiro (10) and Frankfurt (18) will be transferred to Paris at the end of this year on transfer conditions (or redundancy compensation terms for those not wishing to transfer) negotiated by local unions.

In UTA, the practice of giving air hostesses short term contracts has been discontinued, after the threat of industrial action earlier in the year. Individual contracts are now of indefinite duration and hostesses may choose, on reaching age 40, either to continue flying until age 50 (pensionable age) or to retire from flying duties and receive substantial compensation.

Crew complement, with effect from 15 October 1973, will be as follows:

DC-10 (capacity 22 first class and 247 tourist class passengers):
11 cabin attendants including 2 pursers, the most senior of whom being "purser in charge".

DC-8-63 (capacity 16 first class and 183 tourist class passengers):
8 cabin attendants, including 1 purser; (capacity 12 first class and 191 tourist class passengers): 7 cabin attendants including 1 purser.

DC-8-62 (capacity 16 first class and 136 tourist class passengers):
7 cabin attendants including 1 purser; (capacity 12 first class and 142 tourist class passengers): 6 cabin attendants including 1 purser.

The company has also agreed to provide a crew rest area on board DC-10 aircraft, consisting of 3 economy seats curtained off to ensure privacy.

Railwaymen receive bonus

Agreement has been reached between the French National Railways (SNCF) and the ITF-affiliated FO Railwaymen's Federation on the payment at the end of September of special bonuses for all employees. The amounts are 120 F. for non-operating staff, 160 F. for operating employees, 200 F. for supervisors, and 350 F. for technicians.

GERMANY

=====

Public transport workers obtain 13th month's pay

The ITF-affiliated German Railwaymen's Union and the Transport and Public Service Workers' Union have both succeeded in negotiating the payment of a full thirteenth month's wages on behalf of their members in the manual and clerical grades.

PANAMA

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Canal pilots' dispute ended

A settlement was reached on 27 August in the month-long dispute between the Panama Canal Company and the Panama Pilots' Association, in which a "report sick" campaign by the latter had brought the canal virtually to a standstill. The pilots were seeking improved pay and conditions, and have now obtained a satisfactory agreement.

UNITED STATES

=====

Transport Workers' Union dispute with KLM settled

The ITF-affiliated Transport Workers' Union of America has reported the satisfactory settlement of its dispute with KLM Royal Dutch Airlines over the dismissal of commissary staff and the employment of an anti-union firm of contractors to replace them. Details of the settlement have not yet reached ITF headquarters, but the TWU has requested that its profound appreciation for solidarity action by ITF affiliates should be conveyed to all concerned.

NEWS IN BRIEF

The work-to-rule campaign by German air traffic controllers continues; it completed its one hundredth day on 6 September, with no sign yet of a settlement.

The British locomotivemen's union has rejected proposals drawn up in talks between British Rail and the three railway unions on the restructuring of drivers' pay, aimed at consolidating bonus and mileage payments into basic rates and other adjustments to technological innovations.

In a resolution passed at its recent annual conference, the ITF-affiliated Norwegian Engineer Officers' Union called for parity in salaries between deck and engine-room officers, as had been achieved in practically all other maritime nations.

The four Norwegian seafarers' organisations - masters, mates, engineers and seamen, all but the first ITF-affiliated - have called on the Norwegian government to include personnel aboard drilling ships and rigs in the pension insurance scheme for seafarers with retirement at age 60.

PERSONALIA

J. Buchan retired from his post as an assistant general secretary of the British Merchant Navy and Airline Officers' Association at the end of September after 33 years' service with the MNAOA and its predecessor the Navigators' and Engineer Officers' Union.

Ray Buckton, General Secretary of the British Associated Society of Locomotive Engineers and Firemen, has been elected to the General Council of the Trades Union Congress.

Sture Jönsson, vice-chairman of the Swedish Transport Workers' Union, has been appointed to a post with the National Association for the Promotion of Traffic Safety, with responsibility for the commercial traffic sector.

Willi Murche has been appointed as the new head of the Transport Section of the German Transport and Public Service Workers' Union; he was formerly responsible for Flying Staff in the union's Aviation Section.

S. Nakagawa has resigned on grounds of ill health as President of the Japanese National Railway Workers' Union. He is succeeded by Y. Murkami, a former Vice-President.

Other appointments are: Vice-Presidents: I. Sakai (former General Secretary) and T. Oyamada; General Secretary: M. Tomizuka.

In the Japanese National Railway Motive Power Union, I. Tomita (former vice-president) has been elected President in succession to K. Meguro who has retired in order to stand as a socialist member of the Upper House. The new Vice-President is S. Soda and his place as General Secretary is taken by M. Nakae.

Lars Sandberg has been elected Chairman of the Swedish State Employees Union in succession to Gustav Kolare, who has retired on health grounds, and Lars Eric Nicklasson becomes Vice-Chairman.

FORTHCOMING MEETINGS

- ITF Road Transport Workers' Section Conference - London, 23 and 24 October
- ITF Flight Engineers' Technical Committee - London, 25 and 26 October
- ITF Management Committee - Paris, 30 October
- ITF Executive Board - Paris, 30 and 31 October
- ITF Civil Aviation Ground Staff Conference - Amsterdam, 12-13 November
- ITF ATLAS and KSSU Group Unions (civil aviation) - Amsterdam, 14 November
- ITF Cabin Attendants' Technical Committee - London, 4 and 5 December

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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Supplement to Newsletter No. 10, 1973

JOINT ILO/WHO COMMITTEE ON THE HEALTH OF SEAFARERS,

GENEVA, 17-21 SEPTEMBER 1973

The Fifth Session of the Joint ILO/WHO Committee on the Health of Seafarers was held at the International Labour Office in Geneva from 17 to 21 September 1973. K. Mols Sørensen (Denmark) and G. Gerdes (Germany) represented the Seafarers, the former acting as one of the two Vice-Chairmen. A. Selander and Dr. H. E. Grewe acted as Advisers to the seafarers' side on behalf of the ITF.

The Agenda consisted of the following items:

1. Medical and first-aid training for ship personnel.
2. Preventive care of teeth and mouth and emergency dental facilities for seafarers in port.
3. Medical examination of crew members on tankers carrying chemicals in bulk.

In addition, information reports were presented on:

4. Existing medical centres for seafarers.
5. General survey of problems connected with immersion hypothermia.

After reviewing technical reports prepared on the agenda items by the ILO and the WHO, the Committee adopted the following substantive resolutions. This report does not attempt to summarise discussion, since the main arguments are contained in the resolutions themselves.

RESOLUTION ON MEDICAL AND FIRST-AID
TRAINING FOR SHIP PERSONNEL

The Joint ILO/WHO Committee on the Health of Seafarers,

NOTING that in most countries in respect of which information is available to the Committee neither doctors nor full-time medical or medical-nursing personnel are carried on cargo vessels;

NOTING that doctors normally serve in ships carrying more than specified numbers of passengers/crew, outside specified geographical limits;

NOTING ALSO that in a number of countries training in first-aid care is given either to all personnel or to deck officers or to masters, and that in a number of countries training in advanced medical treatment and refresher training is also given;

NOTING FURTHER that there is a need for further action, in some countries, as to the medical/first-aid training for ship personnel;

NOTING ADDITIONALLY that in most countries medical advice by radio is available to ships at sea, but is not always effectively used owing to deficiencies in training;

CONSIDERING that there are medical problems peculiar to seafarers, which call for special training measures to ensure that medical care and attention is developed to, and maintained at, a satisfactory level - in the light of modern standards and practices which are generally applicable;

RECOMMENDS that the attention of member States should be drawn to the following points:

1. All seafarers, during their vocational training, should receive instruction on the immediate action that should be taken on encountering an accident or other medical emergency.
2. The need for vocational training leading to appropriate qualifications for specified crew member(s) to include:
 - (a) elementary training, which will enable them to take immediate effective action in the case of accidents or illnesses that are likely to occur on board ship;
 - (b) more advanced medical training based on the International Medical Guide for Ships and/or similar national guides, and the IMCO/WHO/ILO "Medical First-Aid Guide for Use in Accidents Involving Dangerous Goods", which will enable the seafarer concerned to participate effectively in co-ordinated schemes for medical assistance to ships at sea, and to provide the sick or injured with a satisfactory standard of medical care for the period during which they are likely to remain on board. This training should be provided under the supervision of a physician with a thorough knowledge and understanding of the medical problems and circumstances relating to the seafaring profession,

including expert knowledge of radio-medical services. The desirability and practicability of an adequate part of the training affording practical experience in a hospital, polyclinic or similar establishment, should be borne in mind.

3. The need to ensure that radio medical services now available to ships in most parts of the world are made universally available.
4. The need for vocational training for new entrant seafarers to include basic instruction in healthy living and personal hygiene.
5. The need to ensure that training arrangements should provide for the knowledge imparted to be maintained and brought up to date as required.
6. It is recommended that the services of the WHO, in regard to the formulation of training programmes and the provision of training aids, should be enlisted as appropriate.

RESOLUTION ON PREVENTIVE CARE
OF TEETH AND MOUTH AND EMERGENCY DENTAL
FACILITIES FOR SEAFARERS IN PORTS

Preamble

Having noted with concern the inadequacy of arrangements for regular dental examinations and of facilities for dental care available in many countries, in particular the arrangements for emergency dental treatment for seafarers in ports;

Recommends that the attention of member States should be directed to the following:

I. Prevention

Health education should be initiated and continued throughout the seafarers' vocational training as well as on board ship, so that they may be fully aware of the need to maintain and promote dental health and of their own responsibility in that connection.

Attention should be given to dietary aspects which will maintain an adequate state of dental and oral hygiene.

Attention should also be given to dental examination of seafarers prior to their entering the service and throughout their career.

Provision should be made at the international and national level for the regular dental examination of seafarers in conjunction with the issuing and/or renewal of the certificate of fitness.

A fitness certificate should be issued to seafarers only after adequate dental treatment has been obtained, with due regard however to the possibility of allowing embarkation if the necessary treatment can be administered after the end of a voyage.

II. Emergency Treatment in Ports

It should be internationally accepted that priority should be given to emergency dental treatment ashore of seafarers, particularly in view of the fact that they may have a limited time available in ports of call.

III. Financial Aspects

Adequate arrangements should be made concerning the cost of dental treatment to seafarers so that financial aspects may not discourage the seafarers from seeking the necessary dental treatment in ports.

IV. WHO Assistance

It is recommended that the World Health Organisation should assist in promoting the use of audio-visual aids on dental health education, especially designed for seafarers, in various languages.

RESOLUTION ON MEDICAL EXAMINATION OF CREW MEMBERS ON TANKERS CARRYING CHEMICALS IN BULK

The Joint ILO/WHO Committee on the Health of Seafarers;

NOTING the valuable guidance provided in the IMCO "Code for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk" and in the International Chamber of Shipping's "Tanker Safety Guide" (chemicals) as to the equipment to be used, and procedures to be adopted, and also the valuable advice given in the ILO/WHO/IMCO "Medical First-Aid Guide for use in Accidents Involving Dangerous Goods", for the safe handling of chemicals carried in tankers in bulk;

NOTING further the provisions as to the training of seafarers serving in ships carrying dangerous chemicals in bulk, contained in the ILO/IMCO "Document for Guidance - 1970";

CONSIDERING THAT seafarers employed on tankers carrying dangerous chemicals in bulk are at risk of being exposed to the toxic and other harmful effects of such cargoes;

RECOMMENDS that special medical examinations should be given to all crew members serving on such ships. These examinations should include clinical, laboratory and other tests, as appropriate;

AND FURTHER RECOMMENDS the following:

- (a) before seamen enter employment on a ship of this type, examinations should be carried out in order to carefully assess the health and fitness for this particular employment;
- (b) a special certificate of fitness (or a corresponding endorsement on a valid fitness certificate, in accordance with national procedures) should be issued in respect of seafarers entering such employment.

- (c) periodical medical examinations should be made for tanker crew members of such ships, at appropriate intervals, according to the particular risks to which they are exposed;
- (d) in conformity with existing requirements and practice concerning the provision of information on health hazards of chemical substances in question, the master should ensure that such information is passed to the medical officer responsible for carrying out the above examination.

RESOLUTION ON HYPOTHERMIA

It is recommended that the attention of all seafarers, during their vocational training, be drawn to the problems of hypothermia following immersion, and in particular to methods of mitigating its effects and the treatment of those affected.

It is further recommended that the following guidance be incorporated in the "International Medical Guide for Ships".

I. Information on procedures to adopt when immersion is imminent

- (i) put on warm clothing;
- (ii) cover hands and feet if possible;
- (iii) take anti-seasickness pills of a non-hypnotic character, if available;
- (iv) be prepared to float gently and only swim when absolutely necessary.

II. Treatment of hypothermia is an emergency and must not be delayed because of other apparent injuries.

In severe cases, even when the condition of the victim appears hopeless, it should include:

- (i) rewarming by immersion in hot baths (40-44°C), and artificial respiration by mouth-to-mouth method if there is respiratory failure; and external cardiac massage in case of cardiac arrest;
- (ii) avoid the use of alcohol;
- (iii) give pain-killing drugs if necessary and available according to the relevant instructions, - but only after rewarming;
- (iv) after recovery patient must rest in bed for at least 24 hours.

In mild cases rewarming by use of blankets etc. may be sufficient.

RESOLUTION ON THE FURTHER WORK
OF THE JOINT COMMITTEE

The Joint ILO/WHO Committee on the Health of Seafarers recommends that:

1. WHO in co-operation with the ILO should review the recommended contents for the ships' medicine chest in the light of the increasing employment, and presence, of women in cargo ships; and in the light of the increased number of chemical carriers coming into service. WHO should submit proposals for any amendment to the recommended contents of the ships' medicine chest to the next session of the Joint ILO/WHO Committee on the Health of Seafarers.
2. WHO should consider what additional pediatric medicaments would be appropriate to be carried in the ships' medicine chest in ships where children are regularly carried as members of seafarers' families. In this connection it should be noted that where children are so carried they are normally above infancy.
3. The subject of medical recording of seafarers, which was deferred at the 1965 session of the Joint Committee, should have priority on the agenda for the next session of the Joint ILO/WHO Committee. WHO should put forward a revised draft of the "International Medical Guide for Ships", to bring it up to date, for consideration by a further session of the Joint Committee.
4. The next session of the Joint ILO/WHO Committee on the Health of Seafarers should be held as soon as is possible, taking into account the preparatory work necessary for it. The Joint Committee draws attention to the fact that as many as eight years have elapsed since its last session.