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GREETINGS TO ALL OUR
READERS

No. 12

December 1974

IN THIS ISSUE

Page

News and Views from the ITF

Meeting between SAS and the ITF	112
ITF representatives refused permission to carry out mission in Chile	112
ITF holds seminar for Ghanaian railway and ports workers	113
ITF helps organize seminar for Portuguese dockers	114

Transport

Danish union attacks reduction in radio safety watch	114
Union attacks policies of the German Federal Railways	115
British union demands special investigation into gas leak aboard Asiafreighter	116

Trade Unions

Finnish experiment in shipboard representation	116
Proposed legislation on trade union rights in Portugal	117
Scandinavian civil aviation unions opt for the ITF	117
Two American marine officers' unions affiliate with IOMMP	119

Social and Industrial News

Canadian railway unions combine to present claims	119
Dispute over contract for Conair employees (Denmark)	119
Danish railwaymen get forty-hour week	120
Danish seamen's union draws up contract claims	120
German seafarers present claims	120
German railwaymen decide on claims for 1975 contract	121
Settlement for British bus workers	121
Pay increases for staff of Thomas Cook in London	121

<u>IN THIS ISSUE (Cont:d)</u>	<u>Page</u>
More British lorry drivers get increases	121
Italian cabin attendants win case against TWA	122
Agreement for Norwegian mates in foreign trades after strike threat	122
Recommended settlement for Norwegian seamen in foreign trades	122
Protection for pensions of US railway workers	122
 <u>Flag of convenience campaign</u>	
New flag of convenience registry to be set up in Oman	123
 <u>News in Brief</u>	123
 <u>Personalia</u>	124
 <u>Supplement No. 1 - Advances made in the Training and Qualifications of Seafarers</u>	
 <u>Supplement No. 2 - ITF Radio Officers Discuss Maritime Satellites</u>	

NEWS AND VIEWS FROM THE ITF

EUROPE
=====

Meeting between SAS and the ITF

For some time it has been the policy of the ITF civil aviation affiliates in Europe to attempt to arrange discussions at international level with airline members of the ATLAS and KSSU groups on matters such as harmonisation of hours and other employment conditions and the possibility of establishing machinery for regular consultations on subjects of mutual concern. Positive approaches to this end by the ITF and its affiliates have, however, met with disappointingly - and uniformly - negative responses from the airlines, with the exception of the Scandinavian Airlines System (KSSU) whose representatives met ITF delegates in Stockholm on 6 November 1974. This meeting afforded a chance for a useful exchange of views and information about the details of KSSU cooperation. SAS repeated the standard management doctrine that since regular consultations took place at national level between airlines and unions and since the airline companies were autonomous with respect to the implementation of group policies, little purpose would be served by group level meetings between airlines and unions. However, SAS was open to further representations on this subject and it may be that further pressure on the airlines concerned will produce progress towards the achievement of the ITF's policy.

CHILE
=====

ITF Representatives refused permission to carry out mission in Chile

The international trade union mission comprising members of the ITF Executive Board has been refused permission to investigate the present situation of transport workers and their trade unions in Chile.

On arrival at Santiago airport on Monday, 25 November, the mission was taken directly to Air Force General Diaz, Minister of Labour, to be told that the Head of the Junta had ordered that the Mission could not be allowed to carry out its programme because this would prejudice the planning and conduct of the work of the ILO Mission due to arrive in Chile on 28 November.

The ITF Mission strongly protested against this decision, the ostensible reason for which was quite unacceptable, but failed to obtain any change in the government's refusal to admit it. General Diaz was pressed to state his views on a number of disturbing developments in the Chile labour situation, such as

the suspension of the right to strike and to negotiate freely and the increase in the working week. The General replied that these were temporary measures which his government were planning to lift. The Mission also handed him a list of transport workers thought to have been killed or imprisoned; the Minister promised to investigate each case and report his findings to the ITF.

The Mission left Santiago on 26 November for Lima, where it met the head of the ILO Mission, then assembling for its visit to Chile.

A more detailed report on this matter is being made to the ITF Executive Board due to meet in January. The ITF will continue to watch the situation in Chile very closely, particularly to see if the promises made by General Diaz, with regard to reporting on the deaths and imprisonment of trade unionists, free trade union elections and the reduction in the working week, are carried out.

The members of the ITF Mission were: Jack Jones, ITF Vice President and General Secretary of the British Transport and General Workers' Union; Henrik Aasarød, President of the Norwegian Seamen's Union and member of the ITF Executive Board; Jelte Post, Vice-President of the Netherlands Transport Workers' Union and member of the ITF Executive Board; Donald Secord, National President of the Canadian Brotherhood of Railway, Transport and General Workers and member of the ITF Executive Board; Harold Lewis, ITF Assistant General Secretary; and Joan Goodin, Assistant to the Director of the International Affairs Department of the US Brotherhood of Railway and Airline Clerks, who acted as Interpreter to the Mission.

GHANA

=====

Seminar for Railway and Ports Workers

A residential seminar was organized by the ITF for thirty national and branch officers of the Ghana Railway and Ports Workers' Union in Kumasi from 8 to 14 September, as a follow-up to the leadership course organized for the union in 1971. The main items on the agenda were the study and interpretation of the union's Constitution, adopted in 1973 when a splinter group finally rejoined the union, and the provisions of the Collective Agreement signed with the Management of the Ghana Railway and Ports Authority in July 1974 after the Authority had been made a Statutory Corporation. In addition, the seminar dealt with trade union leadership, administration, communication and finance; collective bargaining; grievance handling at shop-floor level; labour economics; social security; the international trade union movement; and the rôle of the ITF. Lecturers included J.O. Tettah of the Ghana TUC Economic and Research Department; C.R. Amartey of the Ghana Labour College; T.L. Lamptey, Ashanti Regional Manager of the Social Security and Insurance Trust; P.K. Dadson, Senior Personnel Officer of the Ghana Railway and Ports Authority; A.E. Forson (General Secretary of the Railway and Ports Workers' Union); and B.R. Udogwu.

On the third day of the seminar, a mass rally attended by over 1,000 members of the Kumasi branch of the union was organized as part of the seminar in order to introduce the participants and the ITF's African Representative to the rank-and-file members of the union. The rally was addressed by B.T. Narh (President of the Union); A.E. Forson (General Secretary), who reported on his attendance at the ITF's Stockholm Congress; and B.R. Udogwu.

PORTUGAL
=====

ITF Seminar for Portuguese Dockers

A seminar, organized jointly by the ITF and the Uniao dos Sindicatos de Trabalhadores do Porto de Lisboa (Federation of Lisbon Dock Workers' Unions) was held in Lisbon from 4 to 8 November 1974 at the National Vocational Training Centre. The Portuguese Dockers were represented by 27 delegates from 7 ports on the mainland and in the Azores. Among the invited guests who attended were the Secretary of State for Communications and Transport and members of the Administrative Board of the Lisbon Port Authority (AGPL). The ITF was represented by Tim O'Leary, National Secretary of the British Transport and General Workers' Union, Martin Devolder, Secretary of the Belgian Transport Workers' Union, and Graham Brothers of the ITF Secretariat.

The agenda of the seminar had been chosen by the Portuguese Dockers and the principal subjects discussed were: 1) Registers of dock workers, guarantees of employment and guaranteed pay; 2) Vocational training of dock workers; 3) Efficiency of port operations; 4) Manning and gang sizes; 5) ILO Conventions and Recommendations concerning port work. The delegates were also given information on the ITF's campaign against flags of convenience and the seminar concluded with a discussion on the development of Dockers' trade unions and their organizational structures.

One day of the seminar was devoted to a visit to the Lisbon port installations and the ITF representatives also visited the headquarters of COOMAPOR, the Lisbon dockers' co-operative.

TRANSPORT

DENMARK
=====

Union attacks reductions in radio safety watch

The Danish Radiotelegraphers' Association has protested to the government over reductions ordered by the DFDS shipping company in radio safety watches aboard its vessels Winston Churchill, England and Dana Regina sailing on the Esbjerg-Harwich route.

The company has cut the radio safety watch to 12 hours, even though the government regulations lay down 16 hours. The DFDS has abolished radio safety watch between midnight and 0600 hours GMT so that there is now no form of personal watch by a radiotelegrapher during a period when there are few if any ships' radio telegraph stations open. The North Sea has almost no ships' radio watch on 500 khz during the period between 2200 and 0800 GMT and it is therefore, in the Association's view, of the greatest importance that safety should not be subject to any further reductions. The International Safety of Life at Sea Conventions of 1948 and 1960 both prescribe radio safety watches and it is therefore a serious breach of these provisions that the DFDS is abolishing night radio safety watch and partially replacing it by day watch even where there is no requirement for it.

The Association is also protesting at the lack of radio-telegraphy facilities aboard Danish oil platforms in the North Sea, in contrast to all Norwegian and British drilling and production platforms which are equipped with 500 khz and manned with radiotelegraphers.

GERMANY

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Union attacks railway policies

The ITF-affiliated German Railwaymen's Union has attacked various aspects of the policies being operated by the German Federal Railways, which are to some degree dictated by the Federal Government. The railways began on 7 November a policy of "nil recruitment" with the aim of reducing staff by a total of 10,000 by means of natural wastage. However, the introduction of the 40-hour week on 1 October 1974 is expected to result in a staff shortage - estimated at 10,900 - although this factor is simply being ignored in current staffing policy. The outcome will be that more work will fall on fewer and fewer shoulders; overtime and yet more overtime will be the order of the day.

The union considers that the policy of cutbacks in the parcel goods service will further reduce the profitability of that sector and the suspicion cannot be avoided that the eventual intention is to abandon it altogether.

Finally, the refusal of the Federal Railways to extend their local passenger transport networks is the result of a political decision by the government to discontinue support for unprofitable services. The result of pushing this policy to its logical conclusion will be that sooner or later the major German cities will be completely choked with motor cars. The union considers that the railways, as a public service, has a duty to supply the commuter needs, and if they cannot be run economically there must be government financial support.

GREAT BRITAIN

=====

Special investigation sought into shipboard gas leak

The ITF-affiliated Merchant Navy and Airline Officers' Association has demanded a special government inquiry into the escape of highly toxic gas aboard the containership Asiafreighter. The leakage of the gas, arsine, from a canister in a container resulted in more than half of the crew being hospitalised and the Association wants an inquiry which will be able to demand the presence of all relevant witnesses, establish the facts of all stages of the incident and arrange for changes in regulations and procedures which will prevent seafarers from being subjected to unnatural hazards arising from the shipment of chemicals.

(Normally such an investigation would only be held if there is damage to a ship or a death has occurred.)

The gas leak became apparent after the vessel had left the port of Falmouth; fortunately the ship was able to return immediately so that the affected crew members could obtain immediate treatment.

TRADE UNIONS

FINLAND

=====

Experiment in shipboard representation

An experiment in shipboard representation agreed between the ITF-affiliated Finnish Ships' Officers' Union and the shipowners went into effect on 1 November following the recommendations of a joint working party set up when the 1974 collective agreement was concluded. The experiment covers eight shipowners, five belonging to the Shipping Employers' Federation and three belonging to the Aland Shipowners' Federation. Members of the union employed on the vessels of these companies are engaged during November in the process of nominating (1 candidate per vessel) and electing (1 representative per owner) shipboard representatives from among their own number. These representatives, when elected, will be responsible for seeing that the collective agreement is adhered to and that any disputes over its interpretation are settled amicably; they will also pass information between the owners and the Union or its members. For this purpose they will be allowed 24 days free from duty during the year for union activities and will as far as possible be given office facilities. They are guaranteed security of employment during their term of office and the union has undertaken as far as it can to provide them with suitable training for their duties.

PORTUGAL

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Proposed legislation on trade union rights

Delete in lines 7, 8 and 9 the sentence - They may form federations and confederations and these "may belong to international organizations of workers".

Insert -

Trade unions, federations and confederations of trade unions may maintain relations with international organizations of workers. The General Confederation of Trade Unions (i.e. the national centre) may affiliate to international organizations of workers.

PORTUGAL

Proposed legislation on trade union rights

A Bill has recently been published setting out proposed new legislation on freedom of association and the right to organize. It states that "workers have the right to form trade unions for the promotion and protection of their interests" and that "these trade unions have the right to adopt their own rules, freely elect their officers and conduct their own affairs". They may form federations and confederations and these "may belong to international organizations of workers". With regard to the exercise of trade union activities within undertakings, "workers and trade unions have the right to undertake trade union activities on the premises". They may meet at their place of work outside normal working hours, provided that one day's notice is given of such meetings.

The bill also provides for shop stewards to have at least five hours per month for trade union activities in undertakings with less than 50 workers, and at least eight hours where there are more than fifty workers. An undertaking may not dismiss a shop steward, or a worker who has been a shop steward within the previous five years, without just cause. In addition, a shop steward may not be transferred from his place of work without his agreement or the agreement of the union officers. Finally, any employers who prevent trade union activity or place difficulties in its way may be subject to a fine of from 5,000 to 50,000 escudos.

SCANDINAVIA

Civil aviation unions opt for the ITF

Unions from all five Nordic countries -- Sweden, Norway, Denmark, Finland and Iceland -- with members in the civil aviation industry took part in a conference held in Lysebu (Norway) from 11 to 13 November. The conference was organized by the Nordic Trade Union Coordinating Council (NFS) in cooperation with the Scandinavian Transport Workers' Federation (STF), the Scandinavian Metal Workers' Federation (NMF), and the Norwegian Federation of Civil Aviation Unions (Norsk Luftfartskartell). Among those attending the meeting were ITF-affiliated unions from Sweden, Norway, Denmark and Finland, as well as organizations as yet unaffiliated with the ITF from all five Nordic countries. The ITF was represented at the conference by K.A. Golding, Secretary of the ITF Research and Publications Department, who addressed the meeting on the work of the ITF and also took part in discussions at both the full conference and the national group meetings which were held during it.

The main purpose of the conference -- in addition to considering plans for the introduction of industrial democracy within SAS and future trends in the civil aviation industry on the basis of a talk given by Gunnar Sandberg, Vice-President of SAS -- was to discuss three questions. These were: how could Nordic unions best cooperate at (a) national level (b) Nordic level and (c) internationally. Each of the national groups represented considered these three questions individually and then reported back to the main conference in order that an overall viewpoint could be achieved.

The conclusions of the conference, which was also addressed by Thor Aspengren (Norwegian LO); Sven Lundgren (Swedish Transport Workers' Union); Ove Johansson (Swedish Commercial Workers' Union); and Jan Balstad (Norwegian Metal Workers' Union) -- were summarized in the following statement issued at the conclusion of its work:

"Civil aviation employs many different categories of workers who from a trade union point of view are members of different organizations. Those employed in the industry are, perhaps to a greater degree than is the case in other industries, subjected to pressures resulting from the operations of their enterprise on an international basis, rationalization, and rapid technical development.

"The potential which ~~these~~ employees have to defend their interests can be realised through membership of strong and effective trade union organizations. In an era of multinational enterprise it is additionally desirable that these organizations should work together on both the national and international level.

"In order to discuss questions of cooperation against this background, Nordic trade union organizations with membership in the civil aviation industry took part in a conference held in Lysebu, near Oslo, from 11 to 13 November. Those arranging the conference were the Nordic Trade Union Coordinating Council, in collaboration with the Scandinavian Transport Workers' Federation, the Scandinavian Metal Workers' Federation, and the Norwegian Federation of the Civil Aviation Unions.

"The conference emphasized the need to develop cooperation between the affected organizations at national, Nordic and international level. It was established that the International Transport Workers' Federation (ITF) represents a strong trade union International which well meets the demands which can be made for a cohesive and effective organization.

"In addition, the delegates of all participating countries expressed their determination to develop at national level forms of cooperation between the trade unions whose central organizations are members of the Nordic Trade Union Coordinating Council.

"The same determination and unity were expressed in respect to the necessity for cooperation at the Nordic level between the trade unions concerned. The integration which exists at undertaking level in the Nordic civil aviation industry as well as the need for a common Nordic forum in respect to activity within the ITF underlines the desirability of Nordic trade union cooperation in this field. Discussion on the form which such collaboration should take will now be continued within the trade unions and trade union coordinating bodies of the countries concerned, as well as within the existing Nordic trade union organizations which include unions representing civil aviation personnel."

UNITED STATES
=====

Two officers' unions affiliate with IOMMP

Two maritime officers' unions have recently decided to sign affiliation agreements with the ITF-affiliated International Organization of Masters, Mates and Pilots (IOMMP). They are the Jersey Standard Tanker Officer Association, representing more than 300 licensed deck and engineering officers employed on vessels of the Exxon US flag fleet (this agreement is subject to ratification by a vote of the membership); and the Brotherhood of Marine Officers, on behalf of more than 300 marine engineers.

The IOMMP is itself the International Marine Division of the ITF-affiliated International Longshoremen's Association.

SOCIAL AND INDUSTRIAL NEWS

CANADA
=====

Railway unions combine to present claims

Ten unions representing 75,000 railway workers have got together to present joint claims for negotiation with eleven railway companies. In the past bargaining has been in four separate groups, the non-operating unions, the workshop craftsmen, the United Transportation Union and the Brotherhood of Locomotive Engineers. The claims presented cover wages, pensions, job security and other important fringe benefits.

DENMARK
=====

Dispute over contract for Conair employees

The Danish Commercial Workers' Union has started a "blockade" on recruitment against the charter airline Conair in support of attempts to obtain a collective agreement. It is being supported in this campaign by other Danish unions with members working

for Conair, and strike action may go into effect on 17 December if no settlement is reached. During the course of the dispute Conair sacked four union members without good cause; this led 16 other members to demonstrate against both the sackings and the refusal to conclude an agreement by a half-day strike - whereupon they were dismissed on the spot. This high-handed behaviour has strengthened the union's resolution to force the company to recognise it, and has made certain the collaboration of the other unions concerned.

Railwaymen get forty-hour week

When the state employees' contract negotiations of April 1973 were concluded it was agreed that the forty-hour week would be introduced with effect from 1 December 1974. A joint working group has been preparing recommendations on how this reduction in hours (from 41 $\frac{3}{4}$ per week) should be implemented and these have now been adopted.

As far as the new provisions on working hours affect railwaymen, the ITF-affiliated Danish Locomotivemen's Union and Railwaymen's Union have obtained the following arrangements for their members: the principle of the five-day week has been recognized, the maximum working day being set at 8 hours and every employee being entitled to 52 free periods of 2 days each per year; secondly, although it was not possible to achieve acceptance of the principle of weekends off, this will frequently occur in practice with the introduction of the "long" free periods; negotiations are still in progress on the question of higher pay for night and weekend work, but it is expected that this will be achieved; and finally, maximum compulsory overtime is set at 20 hours per month.

Seamen's Union draws up contract claims

The ITF-affiliated Danish Seamen's Union has prepared its claims for contract negotiations due to commence shortly. These include demands for a pay increase of 25%, a 36-hour working week (32 hours on watch at sea), 15% holiday bonus and increases in various allowances.

GERMANY

=====

Claim for seafarers' 1975 agreement

The ITF-affiliated German Union of Transport and Public Service Workers has decided on its claims on behalf of seafarers in negotiations for the 1975 pay agreement. These are: increase in monetary fringe benefits such as subsistence allowances of 15%; and various adjustments to wage scales, etc.

Railwaymen's claims

The ITF-affiliated German Railwaymen's Union has decided on claims on behalf of its 200,000 members employed by the Federal Railways. These are for a pay increase of 6% plus 50 DM per month, and holiday bonus of 300 DM.

GREAT BRITAIN

=====

Settlement for bus workers

Agreement has been reached on behalf of London busmen by the ITF-affiliated Transport and General Workers' Union for pay increases of about £4 per week, bringing basic rates to a range from £35 to £41 per week. The union also provisionally accepted an offer for 70,000 municipal busmen, subsequently endorsed by a delegate conference, giving basic rates of from £30.60 to £39.07. Claims on behalf of 90,000 provincial busmen have been met by an offer which will be put to a delegate conference shortly; some Scottish and Northern Ireland bus workers have been conducting unofficial strikes in support of their demands.

It has been agreed that London Transport employees (bus and underground workers) will continue to receive cost-of-living threshold increases after the expiry of the previous threshold arrangements at the end of November.

Pay increases for travel agency staff

The ITF-affiliated Transport Salaried Staffs' Association has obtained a new pay and conditions agreement for its members employed by the travel firm Thomas Cook. This involves a pay increase of 7½%, exclusive of cost-of-living threshold payments, with effect from 1 November 1974; an improved London allowance of £400 per year for those in Central London and £200 per year for those in Greater London, effective from 1 July 1974; a revised salary structure to be introduced on 1 January 1975; overtime pay at time-and-a-half for Mondays to Saturdays and double time for Sunday work; and significant improvements in pension arrangements.

More lorry drivers get increases

The ITF-affiliated National Union of Railwaymen has obtained pay increases for 16,000 of its members employed as lorry drivers by the National Freight Corporation bringing them up to a minimum of £40 per week for vehicles of 30 tons and over, effective from 1 December 1974. (The NUR represents these workers because most of them were employed by British Rail until the National Freight Corporation was formed in 1969.)

ITALY

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Cabin attendants win case against TWA

The ITF-affiliated Italian Flight Attendants' Union has won its court case against Trans World Airlines. A Rome court has ruled that the company may not declare its Rome-based cabin staff redundant - 85 of whom were laid off at the end of Oct.- unless it declares itself bankrupt. The ruling states that they must be rehired immediately.

The union has been waging a campaign on this issue with the support of the ITF.

NORWAY

=====

Agreement for mates in foreign trades after strike threat

Following the breakdown of talks on pay for members of the ITF-affiliated Norwegian Mates' Union, and the failure of mediation, the union gave notice of strike action. However, the parties to the dispute met at the request of the labour minister, and on 12 November reached agreement on a two-year contract effective from 1 November 1974. This provides for an increase of 195 kr. plus 10% on all rates, plus a "pool" of 2% which will chiefly be applied in order to raise the lower wage levels. With effect from 1 November next year there will be an increase of 100 kr. plus 7.5%; cost-of-living adjustments will also be made during the life of the contract.

Recommended settlement for seamen in foreign trades

The ITF-affiliated Norwegian Seamen's Union and the Shipowners' Federation have reached agreement on a new pay contract, the terms of which are being put to a membership ballot. This would give a general increase of 200 kr. plus 10% on basic monthly rates with effect from 1 November 1974 and a further 100 kr. plus 7.5% from 1 November next year. Overtime rates would be increased proportionately and the two-watch allowance would be increased by 50%.

UNITED STATES

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Protection for railway workers' pensions

The US Congress has overridden President Ford's veto of railroad retirement legislation needed to protect the earned benefits of railway workers, pensioners and survivors. The retirement fund had encountered financial problems because of complicated arrangements linking it to the social security system and restrictions on its freedom to invest, together with the decline in railway employment meaning that a smaller number of active workers were supporting benefits for a larger number of retired workers.

The new legislation establishes a two-tier system of benefits with a bottom layer provided through social security topped up by a supplementary railway pension. The government will contribute additional financial support to the fund for a period of 25 years.

FLAG OF CONVENIENCE CAMPAIGN
=====

New flag of convenience to be set up in Oman

An Omani flag of convenience will be possible from next April, when a new maritime law comes into effect which would enable foreign-owned as well as local vessels to register in Oman, exempt from income tax.

The ITF has expressed strong reservations about the level of Omani competence to administer such a scheme. Charles Blyth, ITF General Secretary stated: "In general these convenience flag countries do not have the inspection and administration departments necessary to implement such operations. We cannot deny their freedom to set up their own fleet but if they are setting up a flag of convenience operation along the usual lines then we deplore it. If their aim is to attract shipowners seeking to avoid paying taxes and recognised crew wages then we are most certainly against it."

NEWS IN BRIEF

The International Labour Office has inaugurated its new Headquarters in Geneva. It will go into service section by section over the next three months. The original ILO building, dating from 1926, has become too small.

Australian pilots with the domestic airlines Ansett and Trans Australia Airlines have been on strike in support of pay claims, which have now gone to arbitration. Earlier, flight crews of Qantas, the international airline, were awarded a 29.5% pay increase backdated to 1 June 1974.

The Republic of Colombia has become the eighty-eighth member of the Inter-governmental Maritime Consultative Organization.

French railways, buses, underground transport and civil aviation were disrupted on 19 November by a general strike in support of claims for pay rises to keep pace with inflation. There were also a series of regional railway stoppages throughout the month of November.

The crew of the liner "France" have now ended their strike in protest against the decision of the government to take the vessel out of service.

The German Union of Transport and Public Service Workers has decided to recommend the following claims for its members in the public service in negotiations on new contracts for 1975: pay increase of 6% plus 50 DM per month; 300 DM holiday pay plus 50 DM for each child.

Greece has rejoined the Council of Europe which she left in 1969 under the weight of pressure from democratic countries after the military take-over. The new government has ratified the European Human Rights Convention and promised full co-operation with all European institutions.

The government of India has introduced legislation to ratify the Tokyo Convention on Offences Committed on Board Aircraft.

Employees of Norwegian private bus companies are to have their working week reduced from 42.5 to 40 hours with effect from 1 February 1975. Agreement has also been reached on wage compensation for the reduction in hours.

15,000 members of the US Amalgamated Transit Union employed by Greyhound have struck in support of contract claims; negotiations on the renewal of the contract which ended on 31 October 1974 failed to produce agreement on pay issues.

PERSONALIA

Thomas W. Gleason, President of the US International Longshoremen's Association, and ITF Vice-President has been presented with the Admiral of the Ocean Sea award for 1974 for his "pioneering of the maritime industrial revolution and for his bringing about an historic partnership on the waterfront of men and machine."

Sir Sidney Greene, General Secretary of the British National Union of Railwaymen, has been made a life peer.

Gustav Klang's title of Secretary of the Swedish Seamen's Union has been changed to Vice-President.

Karl Klus, who from 1947 to 1953 was Deputy President of the German Railwaymen's Union, died on 13 November. Klus was active in German railway trade unionism from 1918 and gave distinguished service in the resistance to nazism.

Oscar Schellenberg, Secretary of the Swiss Railwaymen's Union until his retirement in 1969, celebrated his 70th birthday on 1 November.

Philipp Seibert, President of the German Railwaymen's Union and ITF Executive Board member, and his wife escaped with minor injuries when they were among the passengers of the Lufthansa B-747 which crashed in Kenya on 20 November 1974.

Ernst Ulbrich, general secretary of the Austrian Railwaymen's Union since 1959, died on 5 December 1974, at the age of 59. Bro. Ulbrich was a life-long member of the Austrian Social Democratic Party as well as a member of the Austrian Parliament for the past nine years. On learning of his untimely death, the General Secretary cabled ITF President Fritz Prechtl expressing the deep sorrow of the Federation at the passing of one of its dearest friends.

FORTHCOMING MEETING
=====

ITF Executive Board

- London, 21-22 January 1974.

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

---oooOooo---

ADVANCES MADE IN THE TRAINING AND QUALIFICATIONS OF SEAFARERS

On 4 and 5 November 1974 ITF seafarer affiliates concerned in Denmark, Finland, Netherlands, Sweden, United Kingdom and United States met in London under the chairmanship of the ITF Seafarers' Section Chairman, K. Mols Sørensen, (Denmark) to consider a number of aspects of the training and qualifications of shipboard employees, primarily to co-ordinate the line to be taken by ITF affiliates at the November session of IMCO's Sub-Committee on Standards of Training and Watchkeeping.

The meeting adopted a number of proposals relating to the agenda of the IMCO Sub-Committee and decided to submit working papers on training and qualifications of officers and crews of ships carrying liquefied gases in bulk; operational guidance for engineer officers in charge of a watch; and qualifications of ratings forming part of an engine-room watch. Some considerable discussion also took place with regard to procedural and preparatory arrangements in connection with future meetings of the IMCO Sub-Committee and the ILO/IMCO Joint Committee on Training of Seafarers and the meeting recommended, among other things, that preparatory ITF meetings should be held at least 45 days prior to meetings of the IMCO Sub-Committee and that the seafarer membership of the ILO/IMCO Joint Committee should be expanded in order to achieve maximum representation for all categories of seafarers concerned.

A second preparatory ITF meeting was held in London on 24 November (on the eve of the IMCO meeting) to co-ordinate ITF positions on last-minute developments. Consultations within the ITF group also took place between sessions of the IMCO Sub-Committee.

The 5th session of IMCO's Sub-Committee on Standards of Training and Watchkeeping - held in London from 25 to 29 November 1974 - was attended by 23 representatives of ITF affiliated organizations representing seafarers in Denmark, Finland, Netherlands, Norway, Sweden, United Kingdom and United States, 9 of whom constituted the ITF observer delegation. Whilst the number of seafarer representatives on the Sub-Committee at this session matched that of the ship-owners it is to be regretted that a considerable number of administrations still do not favour the inclusion of seafarer representatives in their delegations to IMCO - in some cases despite the fact that representation is afforded to shipowner organizations.

The Sub-Committee adopted a preliminary draft proposal on mandatory minimum requirements for masters and chief mates of ships of 200 grt or more; a draft proposal on qualifications of chief and second engineer officers; a revised preliminary draft recommendation on training and qualifications of officers

and crews of ships carrying liquefied gases in bulk; a preliminary draft recommendation on operational guidance for engineer officers in charge of a watch; and a preliminary draft text of an engineers' section for inclusion in the Document for Guidance. It also agreed to ask IMCO's Maritime Safety Committee for advice as to whether the IMCO Sub-Committee on Radiocommunications should be asked to formulate minimum standards of training and qualifications of radio officers and draft recommendations on the keeping of a safe radio watch. At the outset of the Sub-Committee meeting the ITF delegation made a statement deploring a suggestion made at the previous session of the Sub-Committee by the International Shipping Federation (ISF) to the effect that less stringent provisions regarding training and qualifications of seafarers would help to overcome the present shortage of seafarers without reducing safety standards. Also, at the suggestion of the ITF delegation, the Sub-Committee agreed to include among the subjects to be considered at the first opportunity an item on safety training for masters, officers and crews of vessels in the event of collisions with tankers.

The Sub-Committee unanimously elected Mr. T. Madsen (Denmark) as Chairman Designate to succeed the Sub-Committee's first Chairman, Mr. W. Madigan (United Kingdom) who would not be available for re-election when his term of office expired.

ITF RADIO OFFICERS DISCUSS MARITIME SATELLITES

Radio officer affiliates of the ITF met in London on 5 and 6 December 1974 to prepare, inter alia, the stand which the ITF radio officer representatives should take at the International Conference on the Establishment of an International Maritime Satellite System which is scheduled for April 1975 in London and to co-ordinate views on the subject of radio officer training and qualifications. As a result of their deliberations existing ITF policy positions on radiocommunications were updated in a policy statement issued at the end of the meeting for submission to the ITF Seafarers' Section for approval.

The statement, among other things, recommends that affiliates should work for the implementation of a recently adopted amendment to the SOLAS Convention, permitting masters on vessels carrying radio electronic officers to allocate part of the radio watch for technical repair and maintenance duties for safety only; oppose any relaxation of the present SOLAS exemption requirements (either by amendment or in practice); press for the inclusion in the projected international standards concerning maritime training, qualifications or certification of sections on qualifications, training and certification of radio officers and radio electronic officers (based on existing ITU, IMCO and ILO provisions and supplemented by appropriate provisions for updating of knowledge and continued proficiency); welcome a maritime satellite programme on condition that the ship's terminal is located in the radio room and can be integrated with existing terrestrial telecommunications facilities, that it is designed for maximum reliability and maintainability, that adequate technical documentation and facilities are provided for maintenance and repair at sea, that radio officers receive additional technical training and that a regular comprehensive programme of preventive maintenance is established; and insist on radio representation on national delegations to IMCO, ITU and ILO meetings where radio matters are dealt with.

A thorough review of radio officer representation on various international organizations was also undertaken and a scheme involving cost-sharing arrangements proposed. It was further agreed that all radio officer affiliates should approach their respective administrations with regard to representation at the aforesaid International Conference on Maritime Satellites to which an ITF working paper would be submitted. The meeting also deplored the current practice of the Danish Government which had allowed the radio safety watch to be reduced to an unsafe level on three Danish passenger vessels plying between Denmark and the United Kingdom thus creating a radio watch "vacuum" from 00.00 to 06.00 GMT.

The meeting was attended by representatives of radio officer affiliates in Denmark, Finland, Netherlands, Norway, Sweden, United Kingdom and United States. K.A. Murphy, General Secretary of the British Radio and Electronic Officers' Union, acted as Chairman.