



In case of reproduction, please mention source (ITF) • En cas de reproduction, veuillez mentionner la source (ITF) • Nachdruck bei Quellenangabe gestattet (ITF) • Var god ange källan vid eftertryck (ITF)

No. 4

April 1975

*IN THIS ISSUE*

Page

News and Views from the ITF

<i>ILO proposals to deal with sub-standard shipping</i>	26
<i>German seminar on EEC Transport Policy</i>	26
<i>Rhodesia boycott intensified at Rotterdam</i>	27

Transport

<i>New seafarers' training regulations in Germany</i>	27
<i>New British flight duty time limitations</i>	27

Social and Industrial News

<i>Austrian bus workers' settlement</i>	28
<i>Agreement for Belgian ocean-going tugmen</i>	29
<i>Mediation offer for Canadian St. Lawrence port workers</i>	29
<i>Government steps in to avert major Danish conflict</i>	29
<i>Standard wage for Danish drivers</i>	30
<i>Dispute over Air Canada-France proposals</i>	31
<i>New agreement for German dock workers</i>	31
<i>British railway pay offer rejected</i>	31
<i>British rail workshop supervisors end work-to-rule</i>	32
<i>British officers and seamen reject pay offer</i>	32
<i>Shipping unions protest at Irish Sea ferry closure</i>	32
<i>Insurance benefits for British trawler crews improved</i>	32
<i>Pay rise for Greek seafarers</i>	33
<i>Warning strike by Greek airline mechanics</i>	33
<i>Negotiations break down over Japanese seamen's claim</i>	33
<i>US machinists ratify TWA agreement</i>	34
<i>More US rail unions sign agreements</i>	34

Flag-of-convenience Campaign

<i>ITF Fair Practices Committee meets in London</i>	34
---	----

News in Brief

35

Personalia

36

Forthcoming Meetings

37

Supplement No. 1: ICFTU May Day Manifesto 1975

Supplement No. 2: IMCO and ILO discuss seafarers' questions

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

=====

ILO proposals to deal with sub-standard shipping

The International Labour Organization has produced a series of proposals for discussion at the forthcoming meeting of the Preparatory Technical Maritime Conference (October 1975), which would bring under effective international control vessels operated under substandard conditions with respect to safety and crew conditions. In order to identify these ships, whether or not they are operated under flags of convenience, the ILO is proposing a world survey dealing with safety, the living and employment conditions of crews, and certificates of competency of officers. This would be conducted by government-authorized surveyors boarding ships to carry out the survey using an agreed standard international questionnaire.

Any proposals made by the October meeting would have to be ratified by the 1976 maritime session of the International Labour Conference.

GERMANY

=====

Seminar on EEC Transport Policy

The ITF-affiliated German Union of Transport and Public Service Workers recently organized a 4-day Seminar in Berlin. Among the speakers were: Hubert Resch, of the Union's Transport Policy Division; Baudouin Jonckheere, Secretary of the ITF Brussels Committee; Karl-Heinz Hoffmann, deputy President of the Union; Dr. Diers, of the Federal Transport Ministry; Jurgen Erdmenger, of the EEC Transport Directorate; Maurice Vanistendael of the EEC Social Affairs Directorate; and Johann Hauf, ITF Section Secretary.

The ITF representative, in his contribution on the Federation's aims in transport policy, stated that the principle of the free market economy was incompatible with a meaningful transport policy. It was impossible to conduct a viable policy without distributing traffic between the various branches of the industry, by means of direct or indirect taxation measures and guided investment. The main aim of transport policy should not be capital effectiveness but social and economic usefulness.

The reports on EEC transport policy were critically discussed and the representatives of the Commission had some difficulty in explaining the discrepancies in this area. It was stated that neither the objectives nor the individual measures of the Community transport policy met the basic requirements of the trade union movement. There was therefore an urgent need for the unions to face up to the EEC bureaucracy with greater determination and solidarity.

RHODESIA  
=====

Economic boycott being intensified at Rotterdam

The ITF-affiliated Netherlands Transport Workers' Union is participating in an intensified campaign against the clandestine import and export of goods from and to Rhodesia through the port of Rotterdam. Dockers are being asked by means of leaflets to be on the lookout for any suspect cargoes, particularly emanating from or destined for South Africa, which may in fact be breaking the United Nations economic sanctions imposed on Rhodesia after that country declared unilateral independence from the United Kingdom. Suspect goods include tobacco, chrome, nickel, cathodes and copper.

TRANSPORT

GERMANY  
=====

New seafarers' training regulations adopted

The West German parliament has approved new regulations for the training of merchant seamen which should make seafarers serving aboard the 1,700 vessels flying the German flag proficient in all aspects of seamanship. In future all seamen will be expected to be able to steer the ship, give commands, delegate duties, recognise all types of vessel and log them, be proficient in oceanography and meteorology, give signals and handle anchors and towing lines. A basic proficiency in woodwork, plastics and metalworking as well as a theoretical knowledge of the structure and working of the ship's engines, and familiarity with maritime legislation and labour and social welfare regulations will also be expected of them.

GREAT BRITAIN  
=====

New flight duty time limitations adopted

The British Department of Trade and the Civil Aviation Authority have issued new regulations concerning flight time limitations to be applied to flight deck and cabin crews, based upon the

recommendations of a consultative committee which reported in June 1973. The new regulations go into effect on 1 May 1975.

The new limits are centred on the concept of the "flying duty period" which includes preparation time and any time after the flight before the crew is released from duty, and also includes any pre-flight positioning. This period varies according to time of day, number of sectors flown, time-zone crossings etc. Under the most favourable circumstances, i.e. single sector flight departing between 8.30 and 12.59 a.m. from a time-zone to which the crew is accustomed, the maximum flying duty period is 14 hours. On the other hand, a three-sector flight departing during the period between 10 p.m. and 5.59 a.m. would mean a flying duty period reduced to 9½ hours. Cabin attendants' hours may be slightly longer than those of flying staff, and are now regulated for the first time.

Limits are also set for flight deck crew over any period of 28 days (100 hours) and any period of 12 months (900 hours).

#### New safety regulations for fishing vessels

The British Department of Trade has issued new regulations, which will come into effect progressively from 1 May 1975, covering safety requirements for some 2,300 fishing vessels. These vessels, i.e. all craft of 12 metres and over in length, will be subject to a statutory survey for the issue of a UK fishing vessel certificate, showing that it complies with all relevant construction rules in addition to carrying necessary life-saving appliances, radio direction-finding equipment and radionavigational aids. Owners will be liable to fines of up to £400 or imprisonment for up to two years if they put to sea without a certificate.

The first vessels to become subject to the new regulations will be those built before 1947, gradually working up to the more modern vessels by 1981.

### SOCIAL AND INDUSTRIAL NEWS

#### AUSTRIA

=====

#### Bus workers' threatened strike brings settlement

Following the threat of a 24-hour warning strike by its members, the ITF-affiliated Austrian Transport and Commercial Workers' Union reached agreement with the bus employers on a new contract which contains numerous significant improvements. Wages are substantially increased: a driver now receives a starting rate of 32 S. per hour, corresponding to 1280 S. per week, rising to 1340 S. after ten years' service. The allowance paid for particularly strenuous duties goes up from 2 to 3 S. per hour and work performed between midnight and 5 a.m. is paid for at double the basic rate. Meal and overnight stay allowances are also increased. Normal working hours are now set at 80 per two-week period. Improvements have also been obtained in death benefits

and pay during absence from work for special reasons, e.g. while attending for outpatient treatment, while undertaking official public duties and for certain specified private reasons.

BELGIUM

=====

New agreement for ocean-going tugmen

A new collective agreement has been concluded by the ITF-affiliated Belgian Transport Workers' Union for its members employed by the Tugboat Owners' Federation. Effective from 1 January 1975 for one year, the contract provides for a flat-rate increase of 600 fr. on the pay as at December 1974 and the new pay rates thus arrived at form the basis for any cost-of-living increases which may be applied. A further flat-rate increase of 400 Fr. is to be applied on 1 July 1975, again as a basis for index-regulated adjustments. In addition, the 40-hour week is introduced with effect from 1 July 1975. Stand-by pay is set at 2,100 Fr. from 1.1.75 and other improvements have been obtained in fringe benefits.

CANADA

=====

Mediation offer for St. Lawrence port workers

Following the breakdown of direct negotiations between the ITF-affiliated International Longshoremen's Association and the Maritime Employers' Association, the conciliation commissioner has recommended wage increases for a new contract to run from 1 January 1975. This would give pay increases in four stages, producing basic rates of: \$6 per hour from 1 January to 30 September 1975; then \$6.40 to 1 January 1976, \$7.40 to 31 December 1976 and \$8 from 1 January 1977 for the final year.

Instead of the current guaranteed 40 hours pay a week for 37 weeks of the year, the commissioner recommends that guarantees be placed on a seasonal basis, with the employers being required to make up each longshoreman's pay to 1,600 hours a season, i.e. \$17,040 per season in the final year of the contract. In winter the men are guaranteed \$123 per week for 12 weeks by the Federal Government from unemployment insurance.

The parties are considering whether to accept the recommended settlement.

DENMARK

=====

Government steps in to avert major conflict

The Danish government has given the force of law to mediation recommendations made in a dispute involving about 140,000 privately-employed workers throughout Denmark. The recommendations had been rejected by both parties to the dispute, and the government stepped in to avert a major strike/lockout.

The settlement provides that:

- collective agreements are extended by 2 years;
- the increase in compensation for reduced working hours by 35 øre per hour, which had been agreed between the parties, is to be introduced with retroactive effect from 1 March 1975;
- apart from this, there are to be no general pay increases during the first year of the agreement;
- during the second year an increase on standard and low pay rates of 40 øre per hour will be applied with effect from 1 March and 1 September 1976;
- with effect from 1 January 1976 the employers' contribution to industrial training schemes will go up from 1 to 3 øre per hour;
- the cost-of-living index is to be re-set at 100 and the two "lost" index points are to be compensated by an increase of 30 øre per hour from 1 September this year;
- cost-of-living compensation in sectors covered by agreements under the LO (national trade union centre) goes up from 40 to 60 øre and the same system will now apply to other sectors where percentage increases have hitherto been applied;
- pensions will continue to be linked to the index by a percentage system, and because of the re-setting of the index at 100 there will be no general increases this year, except for a rise of 300 kr. for each married pensioner and 496 kr. for single pensioners, effective 1 October 1975, in compensation for the "lost" index points. In 1976 pensions will increase in line with the industrial average wage, and taxation of pensions will be practically eliminated

#### Standard wage for drivers

The ITF-affiliated Danish Transport & General Workers' Union (SID) has negotiated with the employers an agreement which provides for "equal pay for equal work" for drivers throughout

the country. This agreement is designed to eliminate the numerous wage situations where drivers performing essentially identical jobs were paid different rates - chiefly differences between those working in Copenhagen and those outside the capital. The latter will now receive increases to bring them into line with their Copenhagen colleagues, ranging from 50 øre to 2.45 kr. per hour. The agreement applies to hire-car drivers, removal workers, tourist drivers, tanker drivers and tanker depot workers.

FRANCE  
=====

#### Dispute over Air Canada-France proposals

The ITF-affiliated Public Service and Transport Workers' Union FO, whose civil aviation section represents foreign companies' employees, is vigorously opposing plans by Air Canada-France to reduce its staff by declaring 47 men redundant (50% of the total staff complement, of which 82% are airport workers). The union points out that the company is not planning to reduce its operations, but to turn over many of its operations to sub-contractors. This the union regards as totally unacceptable and has already organized one "warning" strike on 5 April in order to make clear to Air Canada-France management that it will oppose any redundancies.

GERMANY  
=====

#### New agreement for dock workers

The ITF-affiliated German Transport and Public Service Workers' Union has obtained an arbitrated new agreement with the port employers following the breakdown of direct negotiations between the two parties. This provides for an increase in the basic rate to 8.83 DM per hour, effective 1 January 1975. The night work bonus (weekdays) is now 7.49 DM for the second shift and 1.87 DM times the number of hours worked for the third shift. The bonus for work on Sundays and Public Holidays is 16.05 DM for the first and second shifts and 25.68 DM for the third and fourth shifts.

In addition, the arbitrator ruled that by the end of 1975 the dock worker must be graded as a skilled worker.

GREAT BRITAIN  
=====

#### Railway pay offer rejected

The three ITF-affiliated British railwaymen's unions - the National Union of Railwaymen, the Transport Salaried Staffs' Association and the Associated Society of Locomotive Engineers and Firemen - have jointly rejected a pay offer made by the British Rail board amounting to 20%. The unions consider that they need an increase of about 30% to maintain their position by comparison with other groups of workers in industry.

### Workshop supervisors' work-to-rule settled

Disruption caused to rail services by a work-to-rule and overtime ban by railway workshop supervisors belonging to the National Union of Railwaymen and the Transport Salaried Staffs' Association, ended with agreement on 9 April. The men were protesting against the failure of British Rail to meet their complaints about the effect of last year's pay restructuring exercise on their differentials. The unions had rejected the management's offer to take the dispute to arbitration, and a satisfactory settlement was reached after further talks.

### Officers and Seamen reject pay offers

British merchant navy unions including the ITF-affiliated National Union of Seamen, the Merchant Navy and Airline Officers' Association and the Radio and Electronic Officers' Union - have rejected pay offers from the shipowners amounting to about 20%.

### Shipping unions protest at ferry closure

The ITF-affiliated National Union of Seamen, the Merchant Navy and Airline Officers' Association and the Radio and Electronic Officers' Union have agreed on joint action to black the two British Rail ferries formerly operating on the Heysham-Belfast route; the blacking took effect after 6 April, the date on which British Rail closed the service. The unions had earlier staged a 48 hour strike on this and other British Rail Sealink ferry services in protest against the closure decision. The blacking means that British Rail will be unable to move the two vessels - the "Duke of Argyll" and the "Duke of Lancaster" - to another port. The unions are demanding an independent inquiry into the operation of British Rail's shipping division, but union pressure has failed to persuade the Prime Minister to reverse the closure decision.

### Insurance benefits for trawler crews increased

Maximum life insurance cover for fishermen in Grimsby has been increased by £4,000 following talks between the ITF-affiliated Transport & General Workers' Union and the trawler owners. This means that the families of men who die at sea receive £6,000 instead of the previous figure of £2,000.

Compensation for permanent disability, loss of a limb or an eye as a result of a shipboard accident is now £3,000 for men over age 18, and £1,500 for those under 18. The fishermen pay half the cost of the premiums, the owners the other half.



GREECE

=====

Pay rise for seafarers

Negotiations between the ITF-affiliated Greek Seamen's Federation (newly readmitted to the ITF following suspension during the regime of the Colonels) and the shipowners have resulted in agreement on a new collective agreement for crews aboard ocean-going vessels of over 4,500 dwt. Negotiations are expected to start shortly on agreements for crews of passenger ships, coasters and other vessel types.

The ocean-going contract, which runs for two years with effect from 1 January 1975, gives a 30% increase for this year and a further 35% - on the 1974 rates - applying for 12 months from 1 January 1976. In addition the £20 cost-of-living allowance will continue to be paid out on top of the basic rate in 1975, but for 1976 £10 of the allowance will first be incorporated into the basic before the 35% increase is applied.

This gives a new basic rate in 1975 for an able seaman of £105.43 plus the £20 allowance, and in 1976 £138.43 (including the allowance). Wage rates, traditionally calculated in sterling, have also been protected against any future devaluation of the pound by a clause which establishes the drachma exchange rate as in no case inferior to that applying on the day the agreement was signed.

Warning strike by airline mechanics

The two ITF-affiliated Greek licensed mechanics' unions representing 1300 members conducted a 48-hour warning strike commencing on 28 March following failure to reach agreement with the management of Olympic Airways on the solution of matters which had been in dispute for three months. These related to promotion procedures; income adjustments to compensate for the rise in the cost of living; and other monetary and personnel management issues.

JAPAN

=====

Negotiations on seamen's contract break down

Talks between the ITF-affiliated All-Japan Seamen's Union and the shipowners on a new contract have broken down, since the employers have refused to make any counter-proposal to the union's claim for pay increases and other improvements in conditions. The union is preparing to take a strike vote of its members if no progress is made.

UNITED STATES

=====

Machinists ratify TWA agreement

Members of the ITF-affiliated International Association of Machinists have voted to approve a new 26-month contract with Trans World Airlines; the agreement is retroactive to 1 September 1973, when the previous contract expired, and gives a new maximum rate of \$7.77 per hour with effect from 1 May this year. This is expected to go up a further 10 cents per hour with effect from 1 September when another cost-of-living adjustment is made.

In addition the agreement provides for improvements in retirement benefits; increased dental and major medical benefits; higher bonuses for licensed (certificated) mechanics; more annual leave; and increased severance pay.

More rail unions sign agreements

Three more railway unions - the Train Dispatchers, the Machinists and the Locomotive Engineers - have reached agreement with the railway companies on new wage and conditions contracts. These are three-year agreements, the terms of which are similar to those already signed by other unions with members in the industry (see Newsletter No. 2, 1975, page 13).

However, the Brotherhood of Railway and Airline Clerks has failed to reach agreement and has called a ballot of its members on strike action, which could come into effect on 18 April. Negotiations on behalf of shopcraft unions have broken down and mediation is awaited; others are still engaged in talks.

FLAG-OF-CONVENIENCE CAMPAIGN

=====

ITF Fair Practices Committee meets in London

The ITF Fair Practices Committee met in London on 19 and 20 March 1975. It was chaired by C. Fitzgibbon of the Australian Waterside Workers' Federation and attended by over 60 delegates. The meeting began by discussing and adopting the Report on Activities for the period since the last meeting. Of particular interest to delegates was the definition of the Far East Only Trading Area, which is to be circulated to all affiliates. It was agreed that the pay scales and cash benefits of the ITF agreement would in future be expressed in US dollars; new rates are to be drawn up, to come into effect from 1 September 1975.

From Scandinavia it was reported that Professor Folke Schmidt had investigated the legal situation in Norway and Denmark and had devised a programme of action which all national organizations had adopted.

The meeting approved grants from the Seafarers' International Assistance, Welfare and Protection Fund made during the period from August 1974 to January 1975 and agreed on further grants totalling £70,000.- for various projects in Australia, Italy, United Kingdom, Canada, Denmark, Finland and Germany, among others, benefiting seafarers of all nationalities.

Under the heading of Future Activities, the meeting adopted an amended procedure for defining a flag of convenience. The ITF will draw up a list of flag-of-convenience countries, to be reviewed periodically. Any owner, charterer or agent claiming that a particular vessel is not sailing under a flag of convenience will be required to supply satisfactory and fully acceptable proof of his claim. Where the beneficial ownership of a vessel lies in a country in which the ITF-affiliated seafarers' unions have negotiated a national collective agreement on a par with or superior to the ITF agreement, the national union concerned will be free to take action to ensure implementation of that agreement. Where action is taken outside the country of beneficial ownership, the ITF agreement will apply unless a specific request is made by the national union in the case of each individual vessel for its own agreement to be implemented.

The committee welcomed the ITF General Secretary's assurance that steps would be taken to cope with the extra workload created by the expansion of the campaign, specifically by requesting affiliates to second further officials for this work, which had proved its success in practice. Finally the meeting urged the need for every effort to be made for the policies on flags and crews of convenience adopted by meetings of ITF affiliates to be endorsed by national trade union centres so that the wider labour movement could be directly involved in the campaign.

The day before the Fair Practices Committee meeting an informal meeting was held of union officers acting as ITF Inspectors in the flag-of-convenience campaign. This was primarily for the purpose of exchanging views and experiences on common problems encountered when implementing the campaign.

NEWS IN BRIEF

A five-week strike by Canadian West Coast longshoremen was ended by government legislation recently; a settlement will be imposed by arbitration. No further strike action is permitted until 31 December 1976.

The unofficial strike of British dock workers in the port of London has been called off following a membership vote to return to work.

In Ireland, women members of the Irish Transport and General Workers' Union have adopted a Women's Charter of Rights to eliminate discrimination against women. This is expected to be incorporated into union policy and campaigned for vigorously during International Women's Year.

The United States Marine Engineers' Beneficial Association celebrated the one hundredth anniversary of its foundation in March.

PERSONALIA

Dr. Abbas Ammar, formerly ILO Deputy Director-General, has died in Khartoum on 15 December 1974. He had a leading rôle in the development of the ILO's World Employment Programme.

Irving Brown, AFL-CIO European representative, has been appointed to the ILO Governing Body. He replaces Bert Seidman who has given up the post in order to devote more time to his job as AFL-CIO Social Security Director.

Staf De Wilde, former Chairman of the Rhine and Inland Navigation Section of the Belgian Transport Workers' Union, died recently, aged 85.

Claude Jodoin, President of the Canadian Labor Congress from its foundation in 1956 until incapacitated by a stroke in 1967, died on 1 March. He was 61.

Jayant Dayaram Randeri, General Secretary of the Maritime Union of India, died on 25 March, aged 64. For many years Randeri had been a stalwart trade unionist and it was entirely due to his efforts that Indian ships' officers enjoyed some of the best conditions in the Asian region. He was always a firm supporter of the ITF and will be sorely missed by his many friends and colleagues.

Captain Laurie Taylor, former chairman of the British Air Line Pilots' Association, has been appointed Executive Secretary of the International Federation of Air Line Pilots, in succession to C.C. Jackson who retires on 1 June this year.

SPECIAL NOTICE

=====

John Gorman, the author of a book on trade union banners ("Banner Bright"), is now engaged in collecting material for a pictorial history of the British organized working class over the past century from the albums and snapshots of ordinary working people. If any readers can supply Mr. Gorman with material of this type he would be grateful to receive it; any material loaned will be carefully copied, safely returned and the source credited if used. His address is: John Gorman, Galley Wood House, Aimes Green, Waltham Abbey, Essex, England.

FORTHCOMING MEETINGS

=====

Ground Staff Committee	- London, 13-14 May 1975
European Conference	- Zurich, 17-18 June 1975
Road Transport Steering Committee	- Zurich, 19 June 1975

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

\_\_\_\_\_oooo0oooo\_\_\_\_\_



ICFTU MAY DAY MANIFESTO 1975

May Day 1975. Are we really in the mood, have we any reason for joyful celebrations? The day is overshadowed for many of us by grave doubts and anxieties about the future. Mounting unemployment and spiralling inflation endanger the livelihood of workers in all countries, but worst of all in the developing world. None of us can be sure these days of keeping his job, and all the trade unions' past and present efforts to raise the workers' living standards seem futile in the face of constantly rising prices.

But it is not only in our struggle for bread that we do not seem to make much headway, but also in our efforts for peace and freedom. Fighting in Vietnam and Cambodia has reached a new climax and the hopes for a peaceful settlement in the Middle East and in Cyprus seem as precarious as ever. Oppression of freedom and violations of human and trade union rights continue, and indeed increase in many parts of the world. Organized terrorism endangers not merely individual lives, but all civilised values and the structures of society.

Altogether, the world does not present a happy picture on this first of May. Yet, all this does not give us cause for despondency, but for sober and searching reflexion and for assuming our responsibilities. The international free trade union movement must act in view of the evident inability of national governments and intergovernmental organizations to master present difficulties and to prevent an even graver crisis overtaking the world. Conventional means have failed, as the mere addition of national egoisms cannot create a new international order. Moreover, the capitalist system, represented in its most extreme form by the great multinational corporations, itself produces and aggravates that economic disequilibrium which is one of the main causes of our present troubles: it is merely adding insult to injury if representatives of this system try to mislead world opinion by putting the blame on the workers and their organizations.

What is needed to stop the rot is not merely international legislation to curb the worst excesses of a profit oriented society, but nationally and internationally coordinated economic planning which will tackle unemployment and inflation in their global context. This means that such planning will have to cover all related problems such as the unequal distribution of wealth and the fruits of productivity, the population explosion, the industrialisation of the Third World and the removal of trade barriers.

These tremendous tasks cannot be solved without the active participation of the working class. In several cases, the workers have proved themselves capable of saving and successfully running plants and enterprises which had been ruined and abandoned by their former owners or managers. The results of these experi-



ments must be very seriously considered by the free trade union movement in the context of its demand for the worldwide extension of industrial democracy: the workers must be fully represented at all stages and on all levels in national and international planning bodies. This is the only way to make sure that economic policy is not dictated by the profit motive, but serves the interests of the world community.

The international free trade union movement is not only sure that the world's present difficulties can be mastered, but has repeatedly made practical suggestions for doing so - suggestions which would of course have to be developed and perfected within the framework of a global policy. However, it is not enough to know the remedies: we must also have the possibility to apply them. During past years it has been a most frustrating experience to find that carefully prepared plans and arguments which we submitted to international conferences have often found scant attention. The workers' movement must no longer be content to play the role of a supplicant: we must ensure that our voice is heard and that our policies are given a fair trial.

But this requires really determined and concerted efforts by trade unions everywhere in the spirit of international solidarity. The stronger our movement is the more influence will it have. If we are to play that part in national and world affairs that we claim to be ours by right we must make sure that we really speak on behalf of all the workers. The International Confederation of Free Trade Unions calls all democratic trade union organizations which are still outside its ranks to join the world movement; it appeals to all its affiliates to start massive campaigns for enlisting the unorganised workers and urges them once again in this International Women's Year to ensure the full and responsible participation of women workers, not only for their own sake, but also for the benefit of our whole movement.

In October 1975, the ICFTU will hold its Eleventh World Congress in Mexico. At this great parliament of labour, delegates from all continents will work out strategies for the next three years, strategies for dealing with economic problems, but also for achieving our other great aims: a better, fairer and more secure world for the working men and women. It is up to all of us to see to it that their labours will have a lasting and positive effect. Forward with the ICFTU for Bread, Peace and Freedom.

IMCO and ILO

IMCO and ILO make progress towards international standards of training for maritime personnel

Earlier this year experts in the field of maritime training assembled in Geneva, for the 4th session of the Joint IMCO/ILO Committee on Training. K. Mols Sørensen, General Secretary of the Danish Merchant Navy Officers' Association and Chairman of the ITF Seafarer Section was appointed Chairman of the session. ITF affiliates provided an unparalleled all-category back-up of no less than 21 representatives and advisers (in addition to the Chairman) from Finland, India, Netherlands, Norway, Sweden, United Kingdom and United States. The ITF Secretariat was represented by the Seafarers' Section Secretary. The Session was preceded by separate and joint preparatory meetings of seafarer and shipowner representatives.

The Joint Committee, which met at the new headquarters of the International Labour Office, adopted draft proposals (emanating from IMCO) concerning mandatory minimum requirements for the certification of officers in charge of a navigational watch; mandatory minimum requirements to ensure the continued proficiency and updating of knowledge for masters and deck officers; mandatory minimum requirements for certification of engineer officers in charge of a watch in a traditionally manned engine room or the designated duty engineer in a periodically unmanned engine room; and mandatory minimum requirements to ensure the continued proficiency and updating of knowledge for engineer officers. The Joint Committee also amended the 1970 Document for Guidance to include new sections and appendices for engineer officers and amended a draft proposal for mandatory minimum requirements for the certification of masters and chief mates of ships of 1600 grt and over and a draft recommendation on principles and operational guidance for deck officers in charge of a watch in port which had been submitted by IMCO. On two issues, namely the proposed mandatory minimum requirements for junior ratings forming part of a navigational watch and for certification of chief and second engineer officers there was considerable discordance. As regards junior ratings the seafarer members demanded that a "junior rating" be defined so that it could be established, whether he could be the sole rating on a navigational watch or one of several ratings in a navigational watch. In their view it was essential to define the duties of a junior rating before any professional training requirements were determined. Concerning the second issue the seafarer members were unhappy with the provision relating to approved seagoing service and the proposal that the Administrations should be able to vary the examination requirements for ships trading in designated near coastal waters, The seafarers were also



disatisfied with the provision that the requirements for certification of chief and second engineer officer in seagoing ships with propulsion machines of between 746 and 3000 kW shaft power should be equated with the IMCO Mandatory Minimum Requirements for Certification of Engineer Officers in Charge of a Watch in a Traditionally Manned Engine Room or the Designated Duty Engineer in a Periodically Unmanned Engine Room.

The Seafarers endeavoured to amend the IMCO Recommendation concerning the Training and Qualifications of Officers and Crews of Ships Carrying Hazardous and Noxious Chemicals in Bulk by asking that both curricula and instructors for the training to be given to officers and ratings should be approved by Administrations and that some of the training should be given ashore. They further suggested that the depth of knowledge required as between ratings responsible for handling cargo and officer could be varied. Following opposition from the shipowners to the first suggestion of the seafarers the Joint Committee agreed that the seafarers' proposed amendments be discussed further by the appropriate IMCO body.

Some considerable discussion took place under other business on the agenda. For example, the seafarer members proposed that any future international standards which may be adopted on maritime training and certification should include sections covering qualifications, training and certification of radio officers; mandatory minimum requirements to ensure the continued proficiency and updating of knowledge for radio officers; and operational guidance on radio watchkeeping and technical maintenance and repair of radiocommunications equipment by radio officers. On manning the seafarers made out a strong case for the inclusion of the issue in the discussions on training and qualifications of seafarers pointing out that the work of establishing proper training standards for particular crew members had been suffering from a lack of any international standards which specify the scope of the job which those crew members perform. The seafarer members also expressed concern at the fact that whilst several international instruments regulated the safe stowage of cargo within containers no knowledge had been imparted concerning the existence of any training requirements for the personnel responsible for the contents of containers. This lack of training could well have been the cause of several serious incidents involving dangerous chemicals in containers in recent years.

In conclusion the seafarer members stressed the need for priority attention to the question of qualifications of ratings forming part of an engine room watch as well as to the need for attention to be given to the maritime safety aspects of training in international law.

### IMCO Sub-Committee on Radiocommunications

The 14th session of IMCO's Sub-Committee on Radiocommunications was held in London from 24 to 28 February 1975. Radio officer affiliates of the ITF in Denmark, Finland, Italy, Netherlands Norway, Sweden, United Kingdom and United States were represented at this session as was the ITF Secretariat. A full report on the proceedings have been sent to all radio officer affiliates of the ITF.

The Sub-Committee considered a joint IMCO/IHO draft plan for the establishment of a world-wide navigational warning system and during the discussion of this subject the ITF participants stressed the need for preserving wireless telegraphy as a means of transmitting navigational and meteorological warnings under the various regional plans.

With regard to radio requirements for fishing vessels attempts were made to redefine the terms "radio officer" and "radio operator" but again the ITF succeeded in maintaining status quo. The Sub-Committee decided that as a general rule the draft chapter on radio requirements for fishing vessels intended for the proposed convention on safety of fishing vessels should follow as closely as possible Chapter IV of the 1974 Safety Convention.

A proposal to allow exemptions from SOLAS radio regulations for ships of any tonnage which were fitted with VHF and traded exclusively within an area covered by VHF coast stations was successfully countered by the ITF who warned against any fragmentation of the present distress system. Following this the Netherlands' administration asked that a previous Dutch submission, in which exemptions for ships of up to 75 m in length (approximately between 2000 and 2500 grt) were suggested, should again be discussed. The Swedish administration indicated that they would be proposing exemption rules for the North and Baltic Seas. After a discussion as to whether guidelines should be produced at all the Sub-Committee agreed to discuss the matter at its next session.

The next session of the Sub-Committee on Radiocommunications will be held from 15 to 19 September 1975 when among other things actions to be taken as a result of the World Maritime Administrative Radio Conference, Geneva 1974 (a discussion of which had to be postponed at this session) will be considered.

### IMCO's Maritime Safety Committee act on Sub-Standard Vessels

IMCO has now initiated action designed to improve the control of vessels which are sub-standard from the point of view of safety. At the 32nd session of the Maritime Safety Committee (held in London from 17 to 21 March) delegates agreed to set up an ad hoc working group on sub-standard ships with the

following basic terms of reference:

"To consider within the purposes of the organization proposals for making more effective and strengthening existing arrangements for identifying ships which are substandard in relation to international conventions enforced and for taking appropriate action including making deficiency reports to IMCO with a view to implementing any improvements in the system considered necessary as soon as possible and progressively extending it as new standards are adopted."

The first meeting of the ad hoc group will be held from 28 to 30 July 1975 for the purpose of preparing a report on the subject for submission to the 33rd session of the Committee.

The ITF joined efforts with several administrations, notably that of the United Kingdom, as well as the OECD in demanding that a system should be developed under which sub-standard vessels could be identified and controlled. The ITF seafarers' section secretary stressed the importance of closer port-state control, international manning standards and crew competency; asked that greater publicity be given to deficiency reports; and offered ITF support both in the channelling of complaints regarding sub-standard vessels and for the ad hoc working group.

Among the decisions taken by the Committee on other matters were the following:

The Committee agreed that sub-committees seeking to modify the SOLAS Convention should whenever possible draft texts which comply with the 1974 Convention which it was hoped would be ratified very soon as the Committee did not consider it practical to amend the 1960 Convention in view of the fact that because of the long-winded amendment procedure of that Convention such amendments would be superseded by the 1974 Convention;

- The Committee supported the contention by its sub-Committee on Radiocommunications that the standard form for reporting exemptions from the radio requirements of SOLAS did not allow for a satisfactory analysis of the exemptions granted and asked the Sub-Committee to prepare a new form;

- The Committee approved the Code for the construction and equipment of ships carrying liquefied gases in bulk as proposed by its Sub-Committee on Ship Design and Equipment and noted that the question of the treatment of ships not covered by the Code had still to be resolved;

- The Committee approved the Recommendation concerning safety regulations for periodically unattended machinery spaces of ships; instructed by Sub-Committee on Fire Protection to review the recommendation; and requested its Sub-Committee on Ship Design and Equipment to give particular attention to the requirement of the proper crew for overall safety of the ship when continuing work on unattended machinery spaces in accordance with the appropriate resolution adopted at the 1974 SOLAS Conference.

- The Committee asked its Sub-Committee on Radiocommunications to formulate minimum safety standards of training and qualifications of radio officers for inclusion in the draft convention for training and qualifications of seafarers and to draft recommendations on safety watchkeeping provisions for the radio watch in preparation for further consideration and processing of this work by its Sub-Committee on Standards of Training and Watchkeeping.

- The Committee approved several proposals concerning maritime training and qualifications which had previously been discussed by its Sub-Committee on Standards of Training and Watchkeeping and adopted by the Joint IMCO/ILO Committee on Training & Watchkeeping (including amendments to the Document for Guidance - 1970); and asked the Sub-Committee to reconsider the following subjects: mandatory minimum requirements for certification of chief and second engineer officers; mandatory minimum requirements for junior ratings forming part of a navigational watch (pending the outcome of the Committee's reconsideration of the manning issue); and mandatory minimum requirements for ratings forming part of an engine room watch;

- The Committee requested member governments to provide information on current and planned national manning requirements for use at future discussions on the matter;

- The Committee requested the Secretary-General of IMCO to seek the co-operation of the ILO on the question of training of persons responsible onshore for the stowage of cargoes in containers;

- The Committee asked its Sub-Committee on Standards of Training and Watchkeeping to study the question of training in international law.

- The Committee approved draft recommendations on establishment of fareways through offshore exploration areas and dissemination of information, charting and manning of drilling rigs, production platforms and other similar structures for submission to the IMCO Assembly. (The ITF suggested that the first recommendation should be expanded to include safety requirements relating to manning and standards of training and watchkeeping and regulations concerning the protection of the environment for drilling units and supply craft.)

The ITF observer delegation included representatives of maritime affiliates in the United Kingdom and United States. The ITF Seafarers' Section Chairman attended as chairman of the Joint IMCO/ILO Committee on Training. In addition ITF affiliates were represented on the United Kingdom delegation.

The next session of the Maritime Safety Committee will be held from 22 to 26 September 1975.