



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. 1



January 1979

## IN THIS ISSUE

Page

### News and Views from the ITF

ITF Travel Bureau Section committee records encouraging increase in membership	1
ITF Transport Policy Sub-Committee asks: what is happening to the railways?	1
ITF inland navigation workers seek ways of improving employment security	2
First ITF African Regional Civil Aviation Conference held in Nairobi	2

### Transport

Danish train drivers' leader suggests novel idea for reducing fatal accidents at stations	3
New regulations on training of German road tanker drivers to be introduced shortly	3
Eastern bloc shippers urged to charge fair and compensatory rates (United States)	4

### Trade Unions

Danish travel couriers seek union representation	4
American unions defer proposed boycott of Chilean goods	4

### Social and Industrial News

Canadian cabin staff union signs agreements with three major carriers	5
Agreement for German dock workers, but seafarers' talks break down	6
Scottish "hire and reward" drivers' strike spreads south	6
British train drivers stage series of one-day national rail strikes	7
Oil tanker drivers in Great Britain accept improved pay offer	7
Seafarers' unions seek improved job security in British sector of North Sea oilfield	8
Spanish railwaymen strike over contract demands	8
First-ever strike of Iberia cabin staff (Spain)	8
Madrid haulage men strike for collective agreement	9
US rail clerks settle dispute with Norfolk and Western	9
Improved rates in Amtrak and Conrail pacts (United States)	9

Z 2776

<u>News in Brief</u>	10
<u>Obituaries</u>	12
<u>Personalia</u>	12
<u>Forthcoming Meetings</u>	13

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

=====

Travel Bureau Section records encouraging increase in membership

The meeting of the ITF Travel Bureau Section Committee held in London on 31 October 1978 recorded an encouraging increase in Section membership following the decision of the Transport Workers' Federation of UGT (Spain) to affiliate its travel bureau section to the ITF and the recent merger of the Japan Travel Bureau Workers' Union with KANKO-ROREN, the industry's national federation, which has now affiliated its entire membership.

Committee members gave the meeting details of the level of organization of travel trade workers in their respective countries and also agreed to set up a three-man sub-committee to draw up the programme for the seminar which the Section will be holding in October 1979. Travel Bureau Section Secretary M.S. Hoda will assist the sub-committee in its preparations.

Lars Hellman, Section Chairman, who conducted the meeting also suggested that the Section might profitably devote time in the future to an examination of the impact of the multinationals on the travel industry.

K. Fukudome of Kanko-Roren was elected vice-chairman of the Section.

Transport Policy Sub-Committee asks: what is happening to the railways?

The Transport Policy Sub-Committee of the ITF Railwaymen's Section met in London on 14 November 1978 to put the finishing touches to the text of a transport policy booklet entitled "What is happening to the railways?". Translation work on the booklet will be completed in time for it to be submitted to the forthcoming Section Conference. The Secretariat has undertaken to prepare a draft paper on urban transport problems for submission to the sub-committee.

ITF inland navigation workers seek ways of improving employment security

A meeting which discussed ways of achieving increased security of employment for inland navigation workers was held at ITF headquarters in London on 15 and 16 January 1979. The meeting was chaired by Peet Mol (Netherlands), Section Chairman, and the ITF Secretariat was represented by Johann Hauf, Assistant General Secretary.

AFRICA  
=====

First African Regional Civil Aviation Conference held in Nairobi

The first ITF African Regional Civil Aviation Conference was held in Nairobi from 11 - 15 December 1978. The Conference was organized by the African Regional Office of the ITF with the support of the ITF-affiliated International Association of Machinists and Aerospace Workers (USA). About 30 participants from Zambia, Zaire, Nigeria, Togo, Sudan, Ghana and Kenya attended.

The Conference examined in depth the special factors which affect the job security, trade union rights and occupational health and safety of African civil aviation workers and considered the various measures which might be taken by the ITF and other international organizations to protect their interests. The meeting's detailed conclusions will be submitted to the ITF Civil Aviation Section.

There was also an exchange of information on conditions of employment in civil aviation and flight and duty time limitations.

The meeting spent considerable time in discussing hijacking and other forms of attack against civil aviation and was of the unanimous view that every possible step should be taken to improve security measures at airports, particularly those in Africa.

A resolution was also adopted by the conference deploring the repressive measures adopted by the Tunisian government in imprisoning various trade union officials, including a member of the ITF Executive Board, and demanding their immediate release.

The Conference was chaired by Ms. Helen Kramer (IAM) and the lead speakers at the Conference were Frank Wardner (also of the IAM), ITF Civil Aviation Secretary M.S. Hoda and Ben Udogwu, ITF African Representative.

TRANSPORT

DENMARK

=====

Train drivers' leader suggests novel idea for reducing fatal accidents at stations

Accidents involving persons falling under trains at stations could be greatly reduced by the simple expedient of painting a broad white line the length of the platform at a safe distance from the platform edge. This is the idea of K.B. Knudsen, president of the Danish Locomotivemen's Union, who recommends that passengers be forbidden to cross the line into the danger area when a train alongside the platform is in motion. He points out the two-fold advantage of such a line: persons would be prevented from accidentally falling under a train because they had unwittingly stepped too close to the platform edge and it would also make it possible for passengers to try to restrain individuals who deliberately stepped over the line with the intention of committing suicide under the train wheels. Approximately 50 people each year commit suicide in this way in Denmark alone and most of these incidents take place in the winter months when the driver's already limited ability to halt the train in time is further hampered by poor visibility.

The idea, which has the added bonus of costing very little to introduce, has been greeted with enthusiasm by the general manager of the Danish State Railways and is under active consideration.

GERMANY

=====

New regulations on training of road tanker drivers to be introduced shortly

The German Federal Republic has reacted to the many accidents in recent months involving road tankers spilling dangerous cargoes by introducing plans for strict new regulations on the training of road tanker drivers. According to a proposed amendment to the relevant Ministry of Transport regulations, drivers -- it is anticipated, with effect from mid-1979 -- will have to have two years' hgv experience (class 2) and be in possession of a Board of Trade certificate proving that they have successfully undergone an approved course of instruction before being allowed to take the wheel of a road vehicle whose tanks contain a dangerous substance. The 30,000 tanker drivers who are expected to seek training will be taught to recognize the various Hazchem symbols, as well as being instructed in accident prevention measures, and will be made familiar with the pertinent regulations. Hauliers will be held responsible for ensuring that their drivers have received the necessary instruction.

UNITED STATES

=====

Eastern bloc shippers urged to charge fair and compensatory rates

The US National Maritime Council, which represents major shipbuilders, operators and dockers' and seafarers' unions in the United States, has written to senior executives from major shipping lines in eight leading maritime nations<sup>x)</sup> advising them that the Controlled Carriers Act of 1978 -- the Act gives the Federal Maritime Commission the power to demand that state-controlled fleets trading with the United States charge fair and compensatory rates -- has entered into law and urging them to put pressure on their respective governments to take similar steps to deal with the serious threat to western national economies from the unfair trading practices of the Eastern bloc nations. The letter points out that the Soviet Union in particular has been operating vessels in the United States trades from some years now at rates which are so low that American shipping lines are totally unable to compete.

The union representatives on the Council have asked the ITF to pass on to its seafarer affiliates its request that they too lend their powerful support to the battle to ensure that fair and compensatory rates are charged by all carriers.

-----  
<sup>x)</sup> France, Germany, Great Britain, Hong Kong, Japan, Netherlands, Norway and Sweden

TRADE UNIONS

DENMARK

=====

Travel couriers seek union representation

A Section for travel couriers was formed late last year within the ITF-affiliated Danish Salaried Employees' Union. Some 200 out of an estimated 500/600 Danish couriers have already applied for membership.

UNITED STATES

=====

American unions defer proposed boycott of Chilean goods

The US Federation of Labour-Congress of Industrial Organizations has decided to defer implementation of the proposed boycott<sup>x)</sup>

-----  
<sup>x)</sup> see ITF Newsletter No. 12, 1978, page 148

of Chilean goods, due to begin on 1 January 1979. A similar boycott -- which would have been extended to include Cuba and Nicaragua -- planned by the Inter-American Regional Labour Organization (ORIT) has also been called off for the present.

SOCIAL AND INDUSTRIAL NEWS

CANADA

=====

Cabin staff union signs agreements with three major carriers

The ITF-affiliated Canadian Airline Flight Attendants' Association cancelled a strike by Air Canada's 2,700 cabin staff originally set for 5 October after successfully negotiating a two-year package deal. The new agreement, which was subsequently ratified by the membership, provides for pay increases of 8.5% on 1 July 1978, followed by a further 7.5% increase on 1 July 1979; a night flying premium of \$0.50 per hour for all hours worked between 22.00 and 08.00; a minimum scheduled rest period of ten (previously nine) hours at stopovers at or in the vicinity of airports; a daily meal allowance of \$26.50; and life insurance fully paid by the company, the sums assured being raised to \$25,000 for cabin attendants and \$30,000 for pursers.

Other settlements reached by the union in recent months include those with Pacific Western Airlines (covering 300 flight attendants based in Vancouver, Calgary and Edmonton) and the charter company Wardair, in which CALFAA has some 325 members.

The PWA agreement, which is still subject to membership approval, re-establishes pay parity with Air Canada and Canadian Pacific Air (the government's anti-inflation measures of the past three years had caused PWA settlements to fall behind those of other airlines); obliges the company to pay for all benefit plans, with the exception of the dental plan, of which they have agreed to meet roughly half the cost; grants 13 calendar days' leave for 9 statutory holidays; introduces a new A and B shift reserve system based on 14-hour shifts (A shift: 06.00 - 20.00; B shift: 10.00 - 18.00).

The new one-year Wardair contract, effective 1 April 1978 to 31 March 1979, allows for the maximum compensation under the government's pay guidelines to be paid until the guidelines expire at the end of 1978, with a further 4 per cent adjustment in addition to the negotiated rates from the last agreement (subsequently cut back under the pay curbs) taking effect from 1 January 1979. Other improvements include: senior in-charge rate on the B 747 and DC-10 increased to \$4.75 per hour over the regular in-charge rate; 9 statutory holidays compensated by 12 calendar days' leave; language premium increased to \$3 per one-way flight or \$0.50 per hour,

whichever is the greater; improved meal allowances; and full access by probationary employees to the grievance and arbitration procedures.

#### GERMANY

=====

#### Agreement for dock workers, but seafarers' pay talks break down

Under a new pay agreement negotiated by the ITF-affiliated German Transport and Public Service Workers' Union (OeTV), the rates of pay of port workers were increased on 1 January 1979 by between 4.8 and 6 per cent, producing a new hourly rate in the lowest salary grade I of 10.17 DM, rising to 15.03 DM in grade VIII (equivalent monthly rates: 1,759.41 and 2,600.19). Increases have been weighted in favour of the lower-paid and no docker will receive an increase of less than 100 DM per month.

Meanwhile, pay talks being conducted by the union for German seafarers have broken down and a mediator has been appointed (see also ITF Newsletter No. 11, 1978, page 139).

#### GREAT BRITAIN

=====

#### Scottish "hire and reward" drivers' strike spreads south

Scottish "hire and reward" drivers belonging to the ITF-affiliated Transport and General Workers' Union began an all-out strike on 3 January after union negotiators rejected a 15% pay offer made by the Road Haulage Association, the employers' umbrella organization. The drivers are seeking an increase in the top basic rate to £65 per week.

The strike spread quickly southwards and was made official by the TGWU in England and Wales on 11 January, and by the smaller United Road Transport Union (also an ITF affiliate) a day later. Excluded from the action when it first began were those areas which conduct separate negotiations with the RHA.

At the time of writing, the dispute remains unsettled, the Advisory, Conciliation and Arbitration Service having failed in its efforts to bring the two sides closer together. The strike continues to have serious effects: vigorous picketing at the ports has reduced imports and exports to a trickle and some layoffs are occurring as the supply of raw materials to industry dries up. However, agreement has been reached with the government on the movement of essential supplies, including food and animal feedstuffs, and medical supplies.

In an effort to end the strike, the TGWU is now recommending regional negotiating committees to conclude local agreements with individual hauliers prepared to settle the claim in full, in the hope that as one region settles and its drivers return to normal working, others may be persuaded to follow suit.



### Train drivers stage one-day national strikes

Train drivers belonging to the ITF-affiliated Associated Society of Locomotive Engineers and Firemen (ASLEF) staged a national one-day strike on 16 January after rejecting a ten per cent productivity offer made at the end of a series of meetings within the Railway Staff National Council, at which the two other British rail unions, the National Union of Railwaymen and the white-collar Transport Salaried Staffs' Association (both ITF affiliates) were also represented.

ASLEF had initially welcomed the productivity talks<sup>x)</sup> but felt that the final offer, while appearing to meet their claim in full, was unacceptable as the conditions attached to it -- involving agreement to manning cuts and changed working patterns -- effectively reduced its value to that of an earlier 6-7 per cent offer, which had been firmly rejected.

Meanwhile, the National Union of Railwaymen has decided to withdraw from productivity talks at working party level, although negotiations are expected to continue with the union, which also includes train drivers among its membership, at a lower level of the Board's negotiating structure. The NUR has expressed itself unwilling to trade jobs for money.

Subsequent talks made no progress and three further one-day strikes went ahead as planned on 18, 23 and 25 January.

### Oil tanker drivers accept improved pay offer

Tanker drivers employed by Britain's three biggest oil companies -- Shell, Esso and BP -- have accepted pay increases of between 13 and 15 per cent negotiated on their behalf by the ITF-affiliated Transport and General Workers' Union. The new basic weekly rate now stands at £78, the figure which will be used for the purposes of calculating overtime and shift payments. Texaco drivers, who had been staging unofficial action, called off their pickets on 10 January following an appeal by TGWU national secretary Jack Ashwell that they accept the firm's revised offer, the best possible in the circumstances, and return to work.

Acceptance of the new rates meant that the threatened strike against all four companies set for 10 January -- it had already been postponed for a week to allow for a ballot of union members -- did not materialize.

Mobil drivers, who were not involved in the strike plans, have also accepted a similar offer.

-----

x) see ITF Newsletter No. 12, 1978, page 150

### Unions seek improved job security in North Sea oil field

Seafarers' unions are currently pressing the government to take action to promote greater job security for their members on supply vessels and drilling rigs in the British sector of the North Sea.

In recent talks with Department of Energy officials, they have been severely critical of the growing use of foreign-flag vessels in the supply trade at a time when many British seafarers are having difficulty in obtaining and keeping employment. They have also asked for another meeting to discuss the problem of redundancies among workers on the rigs.

SPAIN

=====

### Railwaymen strike over contract demands

On 11 January, 72,000 railwaymen staged a 24-hour strike on the entire Renfe network after rejecting a management offer to raise salaries by eleven per cent in the current contract round. The unions involved, which include the ITF-affiliated Transport Workers' Federation of UGT, are seeking to push through an 18 per cent rise. Other demands are for the introduction of the 40-hour week (they have been offered 42 hours in 1981) and compulsory retirement at 65 (at present 68), with the option of voluntary retirement at 60 on full pay. The railwaymen are also pressing for an end to excessive overtime working, which they say when taken with the cut in hours would create 15,000 badly-needed new jobs on the railways.

The railwaymen have warned that they will strike again on 17 January if their demands are not met by then. Meanwhile, there are signs that the employers' later pay offer of 13 per cent, plus an additional 2 per cent for increased productivity, may prove acceptable to the unions.

### First-ever strike of Iberia cabin staffs

Cabin attendants employed by the national carrier Iberia struck on 22 December and again on 27/8 December -- the first strikes in their history -- in protest at the airline's refusal to negotiate a new contract covering all categories of staff. (Iberia has been insisting on concluding a separate agreement for its pilots.) The flight attendants also allege that their existing contract, due to expire on 31 December, had frequently not been honoured by Iberia and that the airline had taken disciplinary action against cabin staff members who had drawn attention to its non-compliance with certain clauses. The strikes were supported by the airline's ground workers, who staged a work-to-rule coinciding with their colleagues' action. Both groups of workers are members of the civil aviation section of the ITF-affiliated UGT Transport Workers' Federation.

Meanwhile, Spanish air traffic controllers imposed a work-to-rule on 29 December to back demands for a new wage contract. Their long-standing demand for improvements to air traffic control equipment -- a feature of this year's negotiations -- has been the cause of similar action on a number of occasions in the past.

Madrid haulage men strike for collective agreement

Madrid haulage men were called out on an indefinite strike from 14 December following the employers' refusal to negotiate a new collective agreement for the industry. Three national centres are involved in the strike, including the UGT, whose Transport Workers' Federation is affiliated to the ITF.

UNITED STATES  
=====

Rail clerks settle dispute with Norfolk and Western

Following three days of intensive negotiations in early January the ITF-affiliated Brotherhood of Railway and Airline Clerks (BRAC) has finally agreed a contract settlement with Norfolk and Western Railways, thus ending a dispute which led to a bitter two-and-a-half month strike last year.<sup>x)</sup> The new agreement, which gives the railwaymen the employment protection they have been seeking to achieve for well over two years, prohibits N&W from removing work from the BRAC contract and increases by 400 the number of jobs available to the BRAC members on its staff. In addition, existing workers on three-year contracts (as well as future employees who subsequently reach this status) will be protected against any loss of pay caused by the abolishing of certain jobs.

-----  
x) see ITF Newsletter No. 8, 1978, page 104, No. 9, 1978, page 112 and No. 10, 1978, page 127

Improved rates in Amtrak and Conrail pacts

The railroad division of the ITF-affiliated Transport Workers' Union of America has successfully negotiated three-year contracts for its members with Amtrak and Conrail. Both agreements provide for the following increases on basic rates: 3% on 1 April 1978; 2% on 1 October 1978; 4% on 1 July 1979; 5% on 1 July 1980. Cost-of-living adjustments due under the settlement and applied to hourly rates give 19 cents on 1 January and 1 July 1978; 20 cents on 1 January 1979; 21 cents on 1 July 1979; 22 cents on 1 January and 1 July 1980; 23 cents on 1 January 1981. Over the contract period, basic rates will rise by a total of \$2.65 per hour, made up of \$.19 in general and \$1.46 in cost-of-living increases, based on the established formula of one cent per hour for each full 0.3 rise in the official consumer price index.

NEWS IN BRIEF

The ITF is pleased to announce that it has appointed its first full-time ship Inspector in the United Kingdom. He is John Nelson, former secretary of the Manchester branch of the National Union of Seamen. He is based in London and may be contacted either through the ITF or the NUS headquarters in the city.

A strike by baggage handlers and aircraft refuellers at most major Australian airports ended on 21 December with the acceptance of a compromise pay offer. The stoppage began in Sydney on 14 December in protest at the arbitration commission's decision to uphold an appeal by the two principal domestic airlines against an earlier pay award and later spread to other airports, causing major disruption to domestic air services.

The strike by airline pilots in the Azores ended at mid-day on 20 November following an undertaking from the management of the local airline SARG that it was prepared to enter into discussions on its pilots' claim for pay parity with their colleagues working for the national airline TAP (see also ITF Newsletter No. 10, 1978, page 128). Simultaneously, TAP pilots lifted their embargo on flights to the Azores.

Under pressure from the ITF-affiliated Fiji Federated Airline Staff Association, which had the promise of strong international support to back up its case, Qantas has agreed to pay a seven per cent increase to its Fijian employees. Earlier, the Australian airline had said that it would only pay the increase if it formed part of a package deal, including the signing of a master contract, the provisions of which have been hotly contested by the two parties in recent months.

The ITF extends sincere congratulations to the German Transport and Public Service Workers' Union (OeTV), which this month celebrates its 30th anniversary.

Flight deck officers on British Rail's two "stretched" hovercraft operating out of Dover have won pay parity with corresponding officers on BR continental ferries in the 3,500 - 4,000 ton class (see also ITF Newsletter No. 6, 1978, page 84).

Air India ground staff belonging to the ITF-affiliated Air India Employees Guild are currently working to rule in support of a dispute.

A national strike by members of the Irish National Busmen's Union began on 15 January<sup>x</sup> and ended five days later when the busmen returned to work on the advice of their union after it had accepted the Labour Court's interim settlement proposals, under

which the busmen will receive an extra £7 a week until an investigation into their levels of pay has been completed. This is expected to give a final overall increase of at least £14 per week on the current basic of £52-£53.

-----  
x) the strike was postponed from the original date of 2 January (see ITF Newsletter No. 12, 1978, page 153) to allow for a ballot on an arbitration award, which was subsequently rejected.

Alitalia pilots, navigators and cabin crews struck for 24 hours in mid-November in protest at the lack of progress in negotiations for a new employment contract, which have already dragged on for six months.

Japan Air Lines cabin staff staged a three-day strike at the end of November in protest against alleged attempts by the airline to prevent workers from joining unions.

The ITF-affiliated Norwegian Seamen's Union would like to see two radio officers stationed on all mobile oil rigs and supply vessels. It has also suggested that for safety reasons radio stations should be manned round the clock, instead of a minimum eight hours as at present.

Dockers in the ports of Lisbon, Setubal and Leixoes, who belong to unions grouped in the ITF-affiliated Portuguese Federation of Port Workers' Unions, staged a three-day strike at the beginning of the year in support of demands for a restructuring of the industry.

Portuguese air traffic controllers staged a symbolic 30-minute strike on 31 December to draw attention to the dangers of using out-of-date control tower equipment. The government has been given six months in which to take urgent steps to rectify the situation, failing which the atcs have threatened more drastic action.

The United States plans to exclude unsafe vessels from its ports and territorial waters. Under new legislation, the Coastguard will have the power to ban certain vessels, including those which have been involved in pollution accidents; are undermanned; discharge oil illegally; or do not meet US or International standards on equipment and construction.

United States: the first women will start working on the New York and New Jersey waterfronts later this month.

OBITUARIES

We deeply regret to have to announce the unexpected death, on 24 December, of Simon Barendregt, president of the Dutch Transport Workers' Union (NVV), and a member, since 1976, of the ITF Executive Board. Brother Barendregt, who was 59, had been active in the Dutch transport workers' movement for the past thirty years. The ITF was represented at his funeral by the General Secretary Harold Lewis.

Henk W. Koppens, former chairman of the Road Transport Workers' Section of the Dutch Transport Workers' Union and NBV vice-president from 1969 until his retirement on health grounds the following year, died on 4 January, aged 63. Brother Koppens served the ITF as chairman of the Road Transport Workers' Section from 1954 until the Vienna Congress in 1971, when he was awarded the ITF Gold Badge in recognition of over twenty years of service to the International movement, during which he represented the ITF within the EEC, the ILO and the ECE.

George B. W. Otway, founder and president until 1972 of the Grenada Seamen and Waterfront Workers' Union, died on 13 December 1978, at the age of 80. Brother Otway was a prominent figure in Caribbean trade union circles. He was instrumental in forming the Grenada Trade Union Council, of which he was president for many years, and also served on the executive of the Caribbean Congress of Labour. He used his seat in the Upper House of the Grenada parliament to defend the interests of the labour movement.

Earl G. Shepard, vice-president since 1960 of the US Seafarers' International Union, died on 19 December, aged 65, following open heart surgery. Brother Shepard had been a member of the SIU since it was founded in 1938 and also a member of the Committee of the ITF Seafarers' and Fishermen's Sections. He also served on the Fair Practices Committee.

PERSONALIA

Lord Allen is to retire from the general secretaryship of the Union of Shop, Distributive and Allied Workers (Great Britain) in July after seventeen years at the head of the union.

Karl F. Anderson has been elected executive vice-president/secretary-treasurer of the Flight Engineers' International Association in succession to Harry S. O'Brien, who retired in November after nineteen years in the post.

Ingvar Andersson has been appointed chairman of the railwaymen's section of the Swedish State Employees' Union.

Eugene Blakeney resigned from the general secretaryship of the Bermuda Industrial Union at the end of last year to take up the post of negotiating officer with the Bermuda Public Services' Association.

Tom Cronin, national secretary of the Docks and Waterways Group of the British Transport and General Workers' Union, was awarded an OBE in the New Year's Honours List. Brother Cronin is a member of the ITF Inland Navigation Section Committee as well as a substitute member on the Committee of the Dockers' Section.

Egil Halvorsen, former president of the Norwegian Railwaymen's Union, celebrated his 65th birthday on 12 January. Brother Halvorsen served on the ITF Railwaymen's Section Committee for a number of years and was awarded the ITF Gold Badge at the 1977 Dublin Congress.

Fernand Laurent, member of the ITF Executive Committee from 1954 until 1965, has been created a Chevalier of the National Order of Merit. Bro. Laurent is a former General Secretary of the French Railwaymen's Federation (FO).

#### FORTHCOMING MEETINGS

=====

- |  |                                  |
|--|----------------------------------|
| Sub-committee on Transport Policy          | - Luxembourg, 29-30 January 1979 |
| Executive Board                            | - London, 20-21 March 1979       |
| Fair Practices Committee                   | - London, 22-23 March 1979       |
| ITF Ship Inspectors                        | - London, 24 March 1979          |
| Railwaymen's Section Conference            | - London, 3-4 April 1979         |
| Road Transport Workers' Section Conference | - Stuttgart, 24-26 April 1979    |
| Civil Aviation Section Conference          | - Paris, 29-31 May 1979          |

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