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No. 4

April 1981

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NEWS AND VIEWS FROM THE ITF

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ITF Executive Board meets in Vienna

The ITF Executive Board met in Vienna on 17 and 18 March at the invitation of the Austrian Railwaymen's Union.

Its review of the ITF's sectional activities since the last Board meeting in October 1980 included: a meeting of North American and European civil aviation affiliates held in London from 13 to 15 January concerning the effects of the deregulation of air services; the repercussions of the Greek ministerial decree authorizing Greek shipowners to conclude bilateral crewing arrangements with seamen's unions in developing countries; and the decisions of the Fair Practices Committee meeting in December 1980.

The Board's deliberations concerning the ITF's regional activities during the same period included educational projects in Latin America and Africa and an examination of the latest developments in South Africa, in particular a strike by the Transport and Allied Workers' Union (TAWU) in December against a large bus company, the organizational advances being made by the Western Province General Workers' Union (WPGWU) and the present possibilities for aid to South African transport workers' organizations.

With regard to Asia, the Board took stock of a communiqué adopted by a Conference of Asian and Pacific Labour Ministers in December 1980 attacking the Asian activities of International Trade Secretariats, in particular the ITF. The allegations had also been echoed during the ILO Asian Regional Conference, which had immediately followed it, and the Board considered the attitude the ITF should take at a meeting between the Asian Ministers of Labour and representatives of the ICFTU and ITSS to be held during the 1981 ILO General Conference.

The Board was also given a full report on the implications of the legal action taken by Japan National Railways (JNR) seeking damages of forty million pounds from the Japanese railwaymen's unions as a result of the national railwaymen's strike in 1975. The Board unanimously adopted a resolution pledging the total support of the ITF and its affiliates for the campaign led by the unions to secure the withdrawal of the lawsuit and the restoration of the Japanese railwaymen's right to strike. The Board was convinced that the lawsuit was a politically inspired and vindictive attempt to cripple or even eliminate the unions and so rob the JNR's workers of any effective representation.

The meeting's remaining business included the fixing of the venue and date of the ITF Congress in 1983 and a report on the attempted coup in Spain in February. It was unanimously agreed to cable the Spanish Government, the Leader of the Opposition and the King of Spain, expressing the ITF's unswerving support for the defence of liberty and democracy in Spain.

At the invitation of the UGT Transport Workers' Federation the next meeting of the Board will be held in Madrid on 20 and 21 October 1981.

AFRICA  
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### ITF holds first African Regional Railwaymen's Conference in Nairobi

The Kenyan capital Nairobi was the venue for the first African Regional Railwaymen's Conference ever held by the ITF. Railway affiliates from ten different countries in the Region were represented at the meeting, which ended just two weeks ago and which was chaired by Deji Oyeyemi of Nigeria, the Section's Vice-Chairman. Assistant General Secretary Johann Hauf and ITF Regional Representative Ben Udogwu acted as Secretaries to the Conference.

The main agenda item concerned the overall situation of the railways in the African continent. The delegates were agreed that many of the problems they faced as railwaymen had their roots in Africa's colonial past. Only too many countries in the Region had inherited a railway infrastructure which had been originally geared to satisfying the transport requirements of the former colonial powers and thus was totally unsuited to meet the real needs of the country today. This underlying problem was compounded by the present imbalance in the supply of skilled and unskilled labour, and - like railways everywhere - the African railways were short of money and finding it extremely difficult to provide an adequate social service.

Delegates expressed special concern that the pay and conditions of black railwaymen in the newly-independent state of Zimbabwe should compare so unfavourably with those of white railway workers and the Conference decided to cable Prime Minister Mugabe deploring the fact and urging that every effort be made to right this injustice.

The ITF survey "Women on the Railway" was looked at in detail and the female delegates present impressed on their male colleagues the need to pay it close attention as the difficulties they encountered as railwaywomen were very much the same as those experienced by women workers in Europe.

During the Conference, delegates visited the railway workshops in the key Kenyan port of Mombasa and were greatly impressed by the high standard of the work carried out there. A visit was also made to Bandari College, where educational

courses are provided for dockers - including the dock members of our Kenyan railwaymen's affiliate. The Kenyan dockers' union (also affiliated) took the opportunity to invite Conference delegates to look round their Mombasa headquarters.

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TRANSPORT

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GERMANY

Drivers endorse loading and unloading ban

Over 10,000 signatures have been collected by the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) from long-distance lorry drivers, who feel that they should not have to load and unload their vehicles in addition to their driving duties. As reported in our last issue (page 26), the union is seeking to persuade the federal government to ban this practice.

GREAT BRITAIN

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Crews seek improved protection against attacks from pirates in West African ports

Shipowners and unions are to hold talks with the Department of Trade in an effort to devise shipboard precautions that would offer effective protection against attacks by pirates. In recent months, a number of British vessels waiting for berths at West African ports have been attacked by gangs of armed men swarming on to the ship from small boats, threatening and even injuring crew members and looting cargo and stealing equipment.

UNITED STATES

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New FAA regulations could endanger passenger safety on aircraft

The US Federal Aviation Administration has proposed a change in the regulations to allow carriers to vary the cabin crew complement of an aircraft according to the number of ticketed passengers (one cabin attendant for each fifty ticketed passengers, with a minimum of two cabin attendants on each flight is being suggested), instead of requiring one cabin attendant for every 50 seats as at present.

The US unions representing cabin crews point out that if the new regulations were introduced there would be insufficient trained staff on board to evacuate an aircraft safely in an emergency. A further proposal giving carriers the option of seating passengers in blocks in designated areas is being resisted on the grounds that it could prevent passengers from reaching the nearest available exit in an emergency and would do away with the element of consumer choice (of say a window or aisle seat) that each intending passenger now has.

#### Rail unions oppose Amtrak budget cuts

In testimony before a House sub-committee, Fred Kroll, chairman of the Railway Labor Executives' Association, has warned that the proposed reduction in federal subsidies to the national rail passenger network Amtrak could mean the end of inter-city services, restricting routes to the North East Corridor, and lead to the eventual destruction of what is the most energy-efficient means of passenger transport the country is ever likely to possess. If the budget-trimming exercise had to go ahead, the government should look at the fat before removing the bones.

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### TRADE UNIONS

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#### INTERNATIONAL

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#### IUF launches international boycott of Manila Peninsula Hotel

The International Union of Food and Allied Workers' Associations (IUF) last month called on its affiliates and fraternal organizations to undertake an international tourist boycott of the Manila Peninsula Hotel in the Philippines, where the management has for some years now been obstinately resisting every attempt by the IUF's local affiliate - the National Union of Workers in Hotel, Restaurant and Allied Industries (NUWHRAIN) - to win recognition and negotiate acceptable conditions for the hotel's staff.

The hotel management's union-busting tactics began back in 1977 when nine NUWHRAIN branch officers were dismissed for their organizing activities, and despite numerous court and government orders in the union's favour, the hotel management has adamantly refused to re-instate them. Union recognition elections held in June 1979 were impeded by the management and even the result - an overwhelming success for NUWHRAIN over a rival "yellow" union - was contested, again unsuccessfully, by the hotel owners in the courts. But still management will not bargain with NUWHRAIN in good faith: the union is currently seeking a 10 per cent service charge on rooms (to match a similar levy obtained on food and beverages last year)

and a strike

over this and other grievances is now a distinct possibility. The IUF further informs us that members working at the Peninsula Hotel have been "set up" by members of the Hong-Kong based parent company posing as guests (two men have already been dismissed as a result) and that new recruits are offered enhanced rates of pay if they decide not to join the hotel workers' union.

At the request of NUWHRAIN, a limited campaign was initiated by IUF affiliates in the Asian/Pacific Region in September 1980, and this led to an apparent softening for a while in the attitude towards the union. But by December, presumably on the basis of "new evidence" introduced by the management, to which the union was never given access, the government had reversed its own previous decision on the reinstatement of the dismissed union officials. A resolution of support for NUWHRAIN was adopted by the IUF Asian Regional Conference held in Sydney in February 1981, which decided that the time was now right for the boycott to be extended worldwide.

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SOCIAL AND INDUSTRIAL NEWS

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EUROPE

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ETUC urges objective assessment of Davignon-Vredeling Directive

The European Trade Union Confederation last month issued a statement arguing the case for an objective assessment of the Davignon-Vredeling Directive of October 1980 on procedures for informing and consulting the employees of undertakings with complex structures, particularly transnational firms. The statement has been rendered necessary by the huge publicity campaign organized by business associations on both sides of the Atlantic, whose member firms have threatened to transfer investment and hence jobs to countries outside the EEC if the proposed Directive is adopted by the Council of Ministers.

The invariable thrust of the employers' press releases and representations has been that the Directive should be categorically rejected and that they intended to obstruct its adoption by putting pressure on the Commission to withdraw the proposal for the time being - contrary to normal practice - and by seeking to delay the deliberations that have already begun in the European Parliament and the Economic and Social Committee.

The employers have advanced as their chief reason for urging rejection the view that there is neither a legal foundation nor a practical need for the Directive. The ETUC effectively counters both arguments: firstly, the Directive is firmly anchored in the Treaty of Rome, which imposes a duty on member states to promote improved working conditions and living standards for workers and to make possible their harmonization, and, secondly, the practical need is evident since the Common Market is unable to function properly in the absence of Community regulations relating to the right of employees to be informed and consulted because existing national legal provisions on the subject are clearly inadequate to deal with companies which operate across national boundaries.

The ETUC statement ends by pointing out that it is a matter of simple justice that Community policies should not be determined by the interests of a few businessmen who control millions of dollars of investment capital but that it should be geared to the interests of the millions of workers who lack adequate safeguards. Attempts to hinder the harmonization of workers' rights should not be permitted, and the as yet halting efforts to achieve social progress in the Community must not be thwarted.

AUSTRALIA  
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Cost-of-living award for ratings

New rates of pay have come into operation for Australian ratings covered by the Maritime Industry Seagoing Award following application of a 3.7% cost-of-living award. Examples of the new annual aggregate wage from 9 January 1981 are as follows:

<u>Category</u>	<u>Group 1</u>	<u>Group 2</u>
	<u>OVERSEAS CONTAINERS</u>	<u>COASTAL CONTAINERS</u>
	<u>&amp; RO-RO VESSELS</u>	<u>&amp; RO-RO VESSELS</u>
bosun	\$ 20,632	\$ 20,767
donkeyman	19,955	20,015
AB	19,042	18,895
greaser	19,042	18,168
OS	-----	16,477
	<u>Group 3</u>	<u>Group 4</u>
	<u>TANKERS</u>	<u>ALL OTHER VESSELS</u>
bosun	\$ 22,366	\$ 20,592
donkeyman	21,100	19,810
AB	20,490	18,760
greaser	19,923	18,011
OS	17,574	16,374

FRANCE

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### Merchant seamen's unions stage joint campaign for higher pensions

For the first time ever, French officers' and ratings' unions are mounting a joint campaign to press for an improvement in the method of calculating merchant navy pensions. The unions claim that there is a 40 per cent difference between real salaries and the theoretical figure used to calculate the pension entitlement and are demanding that the gap be closed in five years. Starting on 7 April, all French merchant vessels will be delayed for three days, on reaching their next European port of call. Cross-Channel ferries and port vessels (tugs, pilot ships etc) will be halted for 72 hours during the first week of May, and the island of Corsica will be drawn into the campaign of action on 13 May.

The seamen's strikes are a sequel to a series of stoppages staged between 10 November 1980 and 10 January 1981 when eight out of ten officers and ninety per cent of ratings responded to a strike call.

### Strike of UTA flight deck crews

Flight deck crews of the French private airline UTA - members of the Airline Pilots' Union and the Flight Engineers' Union (both affiliates) - staged a four-day strike earlier this month in protest at the company's victimization of a pilot, who had refused to man a civil cargo flight because it was carrying military equipment destined for Libya. Through the ITF, our two affiliates requested that unions in a number of countries should give support by not extending route mileage or carrying capacity during the strike.

### Air France stewardess wins dismissal case

A stewardess who has been seeking redress for some years now after being told by Air France that she must terminate her employment when she reached 50 has had her case upheld by the Privy Council, which has ruled that the Air France internal regulation permitting only male cabin attendants to continue flying between the ages of 50 and 55 is illegal. This leaves the stewardess - and others retired under the same circumstances - free to take her case back to a lower court, which will assess the degree of damage suffered and an appropriate sum in compensation.



The judgement will prove of interest to a score of Air France stewards and stewardesses who are still awaiting a definitive ruling from the Privy Council as to whether the airline can legally stipulate that cabin attendants must normally terminate their employment at 50. In support of their case, they quote the recently acquired right of Air France flight engineers to continue flying up to age 60.

#### VDU operators win shorter hours

The management of the National Institute of Statistics and Economic Studies (INSEE) in Nantes has signed an agreement with the unions substantially reducing the time Visual Display Unit operators must spend working at the screens. All operators will have to work for one hour each day on tasks not involving VDUs, with the hour being split into two separate halves if the operator, so wishes; and each hour worked at the screen will entitle the operator to a five-minute break. These two measures combined reduce the working day at the screen from 7 hours to 5 hours 35 minutes.

GREAT BRITAIN

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#### Southampton dockers accept peace formula

Southampton dockers returned to work on 4 April after accepting a peace formula reached by the ITF-affiliated Transport and General Workers' Union with the local employers, who had three weeks earlier closed the port after two lightning stoppages by the dockers in support of claims for a cost-of-living increase and the restoration of pay parity with non-registered workers at the port. The British Transport Docks Board had insisted in personal letters to its employees that it would only re-open the gates when the dockers gave satisfactory assurances of an end to their industrial disruption.

The two parties have agreed that the dockers will receive basic pay for the duration of the dispute, but the T&GWU will nonetheless continue to press through the industry's National Joint Council for average earnings to be paid on the grounds that the port employers have broken faith with the dockers in instituting what was effectively a lock-out -- an argument that has been upheld by the National Dock Labour Board in a ruling that a prima facie case exists for interpreting the BTDB's action as contravening the disciplinary clauses of the Dock Labour Act.

Elsewhere, dockers at the port of Felixstowe have been on strike since the end of March after refusing to accept revised working practices, which, while requiring increased flexibility of labour, will result in reduced earnings. Management has insisted upon their introduction, despite vigorous union objections.

Rail unions reject pay offer

The three British rail unions - the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen and the Transport Salaried Staffs' Association (all ITF affiliates)-have rejected a seven per cent pay offer made by British Rail.

INDIA

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Dockers win improved base pay

Around 300,000 dockers at all the major ports in India are to benefit from an increase of between 83 and 125 rupees on their basic wage under a new three-year agreement reached recently between the unions representing them and the Ministry of Shipping and Transport. The settlement averted an indefinite strike called by the four dockers' federations.

NORWAY

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Strike of private sector workers postponed

The Norwegian Trade Union Confederation (LO) has decided indefinitely to postpone a strike which would have brought out 250,000 private sector workers from 1 April. Negotiations with the employers' federation, assisted by a state mediator, on pay increases for the second year of an existing agreement have broken down, but the LO has announced its intention to await the results of pay talks on behalf of half a million public sector employees in the hope that the improvements secured for these workers will help promote an acceptable settlement for its own members.

The LO had been hoping to negotiate a fifth week's annual leave, and although the employers' federation had turned this down, the Norwegian government has since said that it intends to increase annual leave by stages to give all workers five weeks by 1985.

PORTUGAL

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Strikes by road transport workers

Employees of the Portuguese nationalized road transport company Rodoviaria Nacional have staged three nationwide strikes in the past six weeks in support of demands for a 26 per cent increase in salaries in the current contract round. Workers employed by the public transport authority in Oporto have also struck twice in as many weeks to back their own pay claims.

We have just learned that Rodoviaria Nacional employees are on a 48-hr. strike over alleged government plans to sell part of the company to a private buyer.

SPAIN  
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Barcelona bus and Metro workers win more pay and shorter hours

Following a joint one-day strike last month, Metro and bus workers in Barcelona have won pay increases of 10 and 12 per cent respectively and the introduction of a 40-hour week from 1 October. The Metro workers had struck earlier in support of their pay claim; further combined action planned in the event of an unsatisfactory pay offer has now been cancelled.

SWEDEN  
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New agreements for Swedish ratings

The ITF-affiliated Swedish Seamen's Union has reached agreement with the shipowners on the terms of a new contract for the deep-sea trade. Examples of the monthly starting rates are as follows (figs. in brackets refer to pay after 5 years' service):

Dry cargo ships

group 1<sup>x</sup>: 4,898 (5,269) kr  
group 2<sup>x</sup>: 2,854 (4,898) kr

Oil tankers

group 1: 5,160 (5,560) kr  
group 2: 2,982 (5,141) kr

The new rates are effective from 1 April until the end of the year when talks will be re-opened on the increases to be paid for 1982.

Higher pay has also been won for seafarers aboard ferry vessels. The new monthly starting rates range from 3,132 kr (group 4) to 4,898 kr (group 1), with corresponding rates for seafarers with five years' service of 5,010 kr and 5,269 kr.

For the period 1 January to 31 March 1981, ratings covered by both agreements will receive 6.7% of the sum of basic pay, allowances, overtime and holiday pay for the period. This sum will be paid out at the latest with the salary due for April.

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group 1: electrician  
ship's mechanic  
donkeyman  
1st motorman

group 2: others  
within deck,  
engine and catering  
departments

bosun )  
carpenter ) rate  
1st ship's mechanic ) 350kr higher  
storekeeper ) than above  
pumpman ) table  
cook )

1st electrician ) rate  
cook steward ) 700kr higher  
 ) than above  
 ) table

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NEWS IN BRIEF

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Australia: aircraft refuellers have agreed to lift the bans they imposed during a three-week strike by Qantas ground staff (see page 28 of last issue). Normal flight schedules have now been resumed.

The government of Costa Rica has deposited an instrument of acceptance of the IMCO Convention with the Secretary-General of the United Nations. IMCO now has one hundred and twenty full members and one associate member.

Better working conditions and improved salaries are being demanded by Danish air traffic controllers, who are currently working to rule in support of their claims.

Air France ground staff and administrative personnel staged a 24-hour warning strike on 7 April to press their demand for the immediate opening of talks on pay.

British merchant navy officers and cadets have voted to accept the owners' 12 per cent pay offer (see page 29 of last issue of Newsletter).

Alitalia cabin staff staged a 24-hour strike on 17 March in support of pay increases and improved fringe benefits.

Polish workers belonging to the independent union Solidarity walked off their jobs for four hours on 27 March in the country's first national strike.

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OBITUARIES

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Andrew Cilia, honorary president and last surviving pioneer of the Malta General Workers' Union, died on 30 January 1981, aged 76. Brother Cilia was the first Secretary of the Private Industries Section (now known as the Port and Transport Workers' Section) of the GWU and was also present at the international congress in London that led to the founding of the ICFTU.

Laust Larsen, president for twenty-seven years of the Danish Salaried Employees' Union, has died, aged 77. Brother Larsen was also chairman of the Nordic Salaried Employees' Federation from 1946 until 1973.

Robert Manser, Secretary of the Swiss Railwaymen's Union (SEV), died suddenly on 23 March, aged only 56.

Alfred Petersen, President of the Danish Transport and General Workers' Union (SiD) from 1956 to 1964, died on 10 March, aged 85. Brother Petersen had been an honorary member of the union since his retirement.

We regret to announce the death at the age of 82 of Wenzel Stückli, a member of one of our former Czech affiliates in the pre-war years and later of the Swedish Transport Workers' Union. Brother Stückli, who was a friend and colleague of the Austrian veteran trade unionist Karl Weigl, attended the ITF's 1974 Stockholm Congress as our guest.

John Yarmola, a vice-president of the Seafarers' International Union of North America and national field coordinator of the AFL-CIO Maritime Trades Department, died on 8 March, aged 56.

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PERSONALIA

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Svend Fønsskov, Chairman of the Metal-Shipping Section of the Danish Metal Workers' Union, celebrated his 60th birthday on 9 April. Brother Fønsskov is the former president of the Danish Engine Crew Union, which recently merged with the metal workers, and a member of the Executive of the Swedish Transport Workers' Federation.

Frode Gross has been appointed General Secretary of the Norwegian Ships' Engineers' Union in succession to the late Karl Knudsen.

Gunnar Karlsson has resigned from the presidency of the Swedish Seamen's Union. His successor is Ove Björk. The union's new vice-president is Börje Persson.

Sven Petersson retired from the Swedish State Employees' Union (SF) at the end of March. Brother Petersson is a former member of the Committee of the ITF Railwaymen's Section and of its Sub-Committee on Working Conditions of Railway Staff.

Lars Skytøen has resigned his post as Norway's Industry Minister and has resumed the presidency of the Norwegian Metal Workers' Union.

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L A T E I T E M

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SWEDEN  
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Private sector workers' pay talks break down; strike called in merchant marine

Some 15,000 employees in selected industries - including officers in the merchant marine (members of the ITF-affiliated ships' Officers' Association and the Engineer Officers' Union) - are due to take strike action from 11.00 on 23 April if a satisfactory mediated pay settlement for the next two years cannot be negotiated before that date by the Private Salaried Employees' Cartel (PTK) and the Employers' Federation.

FORTHCOMING MEETINGS

Radio Officers	London, 8 May 1981
Fair Practices Committee	- London, 12-13 May 1981
ITF Ship Inspectors Seminar	- London, 14-15 May 1981
Travel Bureau Section	
Sub-Committee	- Stockholm, 19-20 May 1981
KSSU/ATLAS Committees	- Zürich, 2-3 June 1981

AFFILIATED UNIONS REQUIRING FURTHER  
INFORMATION ON ANY ITEM IN THIS  
NEWSLETTER MAY OBTAIN IT ON REQUEST  
FROM THE SECRETARIAT OF THE I.T.F.

ICFTU MAY DAY MANIFESTO 1981

On 1 May, hundreds of millions of workers throughout the world remember past times. They think about the socio-political developments of the last ten, fifteen or hundred years. They know about the living conditions of their parents, grandparents and great-grandparents. They compare them with their own situation today and are aware of the immense progress achieved by the organised labour movement in its tireless struggle against the old and new privileged élites of this world. On May Day, many of them commemorate those who have suffered because of their trade union or political opinions and activities, who were dismissed and outlawed, expelled and beaten, imprisoned and tortured or even murdered.

On 1 May, in an authorised or unauthorised way, trade unions throughout the world proclaim the demands they make to employers and the State. They confirm their ideas about a more just, more democratic and freer society and a new international economic and social order.

On 1 May, hundreds of millions of workers from all the continents stand side by side and, trusting in their own strength, they look hopefully towards a better future.

Six months ago, the Executive Board of the International Confederation of Free Trade Unions adopted a programme of action setting its priorities for the '80s. Today, the ICFTU comprises 128 affiliated organisations with over 70 million members in 91 countries. The programme of action points out that the ICFTU's basic aims, summed up in the motto "Bread, Peace and Freedom" are interdependent and remain valid for the '80s. However, the economic, social and political context in which they have to be fought for has changed.

The world in which we are living is marked by the accentuation of a situation of conflict and crisis in the framework of limited world economic growth. The world economic system is increasingly dominated by a few huge transnational concerns which very often control both world markets and sources of supply, due to their monopolistic or oligopolistic positions of power. The existing economic gap between and within nations is growing continually.

According to the World Bank, eight hundred million people in the Third World are living in conditions which fail to meet any justifiable definition of human dignity. Unemployment in all regions of the world is rocketing. Already, in the OECD area alone, 23 million people are jobless.

The ICFTU World Conference on "The Trade Union Role in Development" which was held in New Delhi at the end of March made it clear that a worsening of the economic and social situation in the world, forecast by many people, is inevitable.

We are living in the selfsame world. Poverty, irrespective of where it exists, endangers general well-being. Therefore, balanced economic growth must be achieved and the gap between rich and poor must be narrowed.

The following are some factors of a balanced North/South economic and social programme:

- Recognition of the trade unions' role when creating a new economic and social order, which must be based on trade union freedom.
- Reform of the international monetary system, which must include a massive transfer of resources to the developing countries, and the lowering of interest rates.
- A global energy programme and control of oil surpluses. The creation of an energy fund for developing countries.
- Co-ordinated measures by industrialised countries to achieve full employment. Increasing real incomes. Increasing official development assistance. Structural adaptation to the new world trade system. Control of inflation.
- Programmes in the developing countries aimed at meeting basic needs.
- Abolition of protectionist trade barriers.
- Creation of an international reconversion fund.

The ICFTU advocates measures which do not solely benefit a privileged élite and the transnationals; they must reach the slums and the hungry millions, above all in the rural areas of the Third World but also in other regions. For the sake of justice and peace, it is worth fighting for the free trade unions' alternative programme.

In a number of countries, kidnapping, torture and murder, oppression, deportation and committal to psychiatric institutions are methods which are the order of the day, used to silence trade unionists and others who are persona non grata with the political régime.

On 1 May, hundreds of millions of workers express their concern about the worsening of the political situation in those countries.



They express their solidarity with all those who risk their lives for freedom and democracy. They will continue to fully support those who have the courage to fight against undemocratic régimes and their inhumane acts.

No problem is insoluble, and when all the workers organised in free trade unions and their friends actively assist in achieving our justified demands, we will surely get much closer to obtaining bread for everybody, peace in the world and freedom for everyone.

Long live May Day !

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