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TRADE UNIONS

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INTERNATIONAL

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ICFTU stages 2nd World Youth Rally

Over four thousand young trade unionists took part in the Second World Rally of Trade Union Youth organized by the International Confederation of Free Trade Unions in Seville, Spain last month. ICFTU President P.P. Narayanan and General Secretary Otto Kersten addressed the rally, and guest speakers included Nicolás Redondo (General Secretary of the UGT, Spain) and Chancellor Bruno Kreisky of Austria.

The rally's themes of youth unemployment; human rights and trade union freedoms; multinational companies and international union solidarity were discussed by the participants, who also visited a number of workplaces in the area and joined in a wide range of cultural and social events.

PAKISTAN

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ITF expresses grave concern at government ban on union activity by PIA employees

On 17 August, ITF General Secretary Harold Lewis cabled the Pakistan President General Zia-ul-Haq expressing grave concern at reports that all trade union activity by Pakistan International Airlines employees had been banned by order of the government until April 1982. The statement said the ITF could not believe that allegations of mismanagement and corruption in the operation of the airline could possibly justify such drastic action, which ran counter to Pakistan's commitment to ILO Conventions Nos. 87 and 98 guaranteeing freedom of association and freedom to organize and bargain collectively. It urged the government to take speedy action to normalize the trade union situation among PIA employees and maintain their right to join unions and negotiate with their employer.

All ITF civil aviation affiliates have been contacted and requested to send similar protest cables to General Zia and, where possible, to make representations for the restoration of trade union freedoms to PIA employees to local diplomatic representatives of the Islamic Republic of Pakistan.

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SOCIAL AND INDUSTRIAL NEWS

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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 3.6% cost-of-living award. Examples of the new annual aggregate wage from 7 May 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	\$ 21,375	\$ 21,515
Donkeyman	20,673	20,736
AB	19,728	19,575
Greaser	19,728	18,822
OS	---	17,070
	<u>Group 3</u>	<u>Group 4</u>
	<u>TANKERS</u>	<u>ALL OTHER VESSELS</u>
Bosun	\$ 23,171	\$ 21,333
Donkeyman	21,860	20,523
AB	21,228	19,435
Greaser	20,640	18,659
OS	18,207	16,963

COLOMBIA

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National shipping line still strikebound

The strike by Colombian merchant seamen against the national shipping line Grancolombiana is now almost two months old.<sup>x)</sup> The company has agreed to pay the salary increase being demanded by the ITF-affiliated Colombian Seamen's Union (UNIMAR), but is still refusing to make the extra payments it is seeking for special work carried out by its members rather than land-based personnel to ensure safe handling of machinery and cargo. UNIMAR is also pressing for the re-instatement of union members dismissed for striking.

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x) see ITF Newsletter No. 8, 1981, page 93

DENMARK

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Agreement renewed for Tjaereborg staff

The ITF-affiliated Danish Commercial Employees' Union (HK) has negotiated a new two-year agreement for 120 members employed by the travel company Tjaereborg at its offices throughout Denmark. The agreement provides for salary increases of 10 to 12 per cent and substantially improves the position of the company's part-time employees -- one of the union's key objectives in the current contract round.

The settlement was reached only after the HK has issued a second strike notice for 1 September. In the event of a strike, support had been promised by three other Danish unions and would have included the cut off of fuel supplies to the wholly-owned Tjaereborg subsidiary Sterling Airways.

FRANCE

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Shorter week for French workers

An inter-professional agreement reducing the working week to 39 hours and introducing a fifth week's annual paid leave has been submitted by the French Employers' Federation to the various national trade union centres for their signature. The agreement has taken three years to negotiate and when further discussions have taken place on the application of its recommendations to the particular circumstances of different industries, parliament will take the necessary steps to modify the law of 1936, which established a 40-hour week in France.

GREAT BRITAIN

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National rail strike averted

The national rail strike set for midnight on 30 August<sup>x)</sup> has been called off after three days of intensive negotiations under the auspices of the independent conciliation service ACAS resulted in separate understandings on pay and productivity being reached between the three rail unions and BR management. The unions have agreed to talks on various productivity issues in return for full implementation of the 11 per cent pay award recommended by the industry's arbitration tribunal. BR will now pay the final three per cent of the award from January next and has agreed to backdate it to 3 August.

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x) see ITF Newsletter No. 8, 1981, page 94

LUXEMBOURG

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Arbitrated settlement for road haulage drivers

After tough bargaining lasting eighteen months, the ITF-affiliated Luxembourg Federation of Railway and Transport Workers (FNCTTFEL) has finally succeeded in renewing the collective agreement covering its road haulage driver membership. The arbitrated settlement provides for a uniform increase of 2,000 francs per month (backdated to 1 April 1981) on all salaries in the minimum earnings table and includes a recommendation that employers who pay more than these minimum rates should also apply the 2,000 francs across the board.

The union fears that many of its members will forfeit the recommended increase because employers will probably not increase rates that are above the minima. A further reason for dissatisfaction is its failure to win a reduction in the weekly working time of 46 hours and the length of daily and weekly shifts.

New monthly rates for April range from 26,370 francs to 47,659 francs according to grade and length of service. A cost-of-living increase due in May takes these rates to 27,029 francs and 48,850 francs respectively. The agreement expires on 31 March 1982.

UNITED STATES

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Air traffic dispute hardens

The strike by US air traffic controllers is now in its fifth week and still there is no sign of a settlement. The International Federation of Air Traffic Controllers' Associations has met again and renewed its appeal to President Reagan to re-open talks with the controllers' union, but without success and its offer to mediate in the dispute has fallen on deaf ears. Meanwhile, PATCO has reported a deterioration in the safety of US airspace and two federal agencies are conducting separate investigations into the effects of the strike on flight safety, although neither is expected to report for some time.

Fund transfer protects dockers' benefits

A \$1.5 million cheque was handed over to the ITF-affiliated International Longshoremen's Association last month to assist it in protecting members' benefits under the job security programme (JSP) agreed as part of the 1977 labour contract. The money -- from the industry-operated JSP Agency of over 200 ocean carriers -- will be used to make up the shortfall in employers' contributions to local port funds in Philadelphia that would have made it impossible for the employers to continue to honour commitments entered into in respect of payments to unemployed ILA members and retired longshoremen.

Commenting on the fund transfer, ILA President Thomas W. Gleason said he had been concerned back in 1977 that workers who lost their jobs as a result of containerization and automation would suffer because employers, in a contracting industry, would not be able to afford to keep up their contributions. The programme had been designed to give ILA members absolute security and had lived up to that promise.

Machinists' union seeks to block proposed changes in pay and benefits

The ITF-affiliated International Association of Machinists and Aerospace Workers is seeking a court order preventing Trans World Airlines from making a series of proposed changes in pay and benefits, as outlined in a letter sent to employees by the TWA President. The IAM is demanding that the issues be settled in joint negotiations and also alleges that the airline is violating federal law by undermining the union's status as a bargaining agent.

New pay scales for NMU ratings

New pay rates, effective 16 June 1981, have come into operation for ratings belonging to the ITF-affiliated National Maritime Union of America on dry cargo vessels and tankers. Sample new rates, inclusive of cost-of-living allowance, are as follows:

Category

<u>Deck Department</u>	<u>Dry cargo vessels</u>	<u>Tankers</u>
Bosun x)	\$ 1,748.38	\$ 1,687.29
Deck utilityman	1,344.81	1,384.49
AB	1,204.00	1,218.15
OS	939.94	965.49

Engine Department

Electrician	1,861.62	1,862.26
Oiler	1,204.00	1,218.15
Wiper	1,118.25	1,118.28

Stewards Department

Chief Steward +)	1,748.38	1,694.05
Chief Cook	1,405.99	1,463.54
Messman	933.33	933.29

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x) 10,00 grt and above (dry cargo vessels), 25,500 dwt and above (tankers)

Comparative rates on mechanized and semi-mechanized vessels are: Deck Department: bosun (10,000 grt and above): \$1,923.22; deck utilityman: \$1,479.29; AB 1,324.40; OS: 1,033.93. Engine Department: electrician: \$2,047.78; oiler: \$1,324.40; wiper: \$1,230.08. Stewards Department: Chief Steward: (10,000 grt and above): 1,923.22; Chief Cook: \$1,546.59; Messman: \$1,026.66.

#### Higher rates for tugboat crews and bargemen

Tugboat crews and bargemen on the East and Gulf coasts are to receive pay increases of 8%, 7% and 6% in successive years of a three-year contract negotiated by the ITF-affiliated Seafarers' International Union of North America with Interstate Ocean Transport. The agreement also includes a cost-of-living clause and provides for various other benefits.

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#### NEWS IN BRIEF

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Trans-Australia Airlines ground engineers - members of the ITF-affiliated Licensed Aircraft Engineers' Association - struck TAA last month to back demands for an improved pension scheme. The strike, which had progressively grounded all the company's aircraft, was called off after certain concessions were obtained and the company agreed to further talks.

The ITF-affiliated Seafarers' International Union of Canada has reached tentative agreement with the Canadian Lake Carriers' Association on the terms of a new three-year contract for its members on the Great Lakes and St. Lawrence Seaway.

The rates of pay of Finnish seafarers in the coastal and foreign trades were increased by 2.5% and 2.6% respectively, effective 1 September.

Germany: with effect from the beginning of this month, drivers of road tankers containing dangerous cargoes are required to have two years' hgv experience and must be in possession of a Board of Trade certificate proving that they have successfully undergone an approved course of training in the recognition and handling of such cargoes.

The Pan-Hellenic Union of Merchant Marine Engineers (PEMEN)x) recently staged a series of three-day strikes on Greek cargo vessels in port to back demands for improvements in salaries and fringe benefits.

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x) a member union of the ITF-affiliated Pan Hellenic Seamen's Federation (PN0)

Italy: Alitalia flight engineers staged a 24-hour strike on 9 August.

Liberia has become the 14th country to ratify ILO Convention No. 147 on minimum standards in merchant vessels.

Hgv drivers in Luxembourg are following the lead of their German colleagues in demanding that they should not have to load and unload their vehicles (see also ITF Newsletter No. 3, 1981, page 26).

Nigeria: Lagos dock workers returned to work after a four-day strike last month when the employers agreed to pay them salaries that had been withheld because of their participation in May's general strike (see ITF Newsletter No. 6, 1981, page 73).

Pakistan has announced that it intends to punish hijackers by imposing the death sentence or a sentence of life imprisonment. Persons aiding or knowingly harbouring hijackers will be subject to the same penalty.

Public transport workers in Radom in central Poland staged a one-hour strike on 25 August demanding the punishment of officials responsible for reprisals against workers who took part in the city's food price riots in 1976. Compensation is also being sought for those injured in the riots, as well as the re-instatement of sacked workers.

United States: a three-year agreement signed with Atlantic and Gulf Coast operators gives members of the ITF-affiliated Radio Officers' Union increases of 7.5% in each contract year.

The International Longshoremen's and Warehousemen's Union has negotiated a new three-year contract for US West Coast dockers providing for a \$1.30 per hour increase in each of the first two contract years plus a further \$1.12 in the final year.



OBITUARY

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Frank Moxley, editor of Transport Review - the journal of the British National Union of Railwaymen - died on 2 August, following an accident at his home.

PERSONALIA

Maria Metzker, Vice-President of the Austrian Trade Union Confederation (ÖGB) and President of its Women's Section, has been awarded the ÖGB's highest honour, the Johann-Böhm Badge, on the occasion of her retirement from active trade union life. Maria Metzker has been an MP since 1970 and has worked for the union movement for the past fifteen years.

STOP PRESS

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CANADA

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New negotiations in Wardair dispute break down

As a result of actual or threatened sympathetic action by ITF civil aviation affiliates in France, Germany, the Netherlands and the UK during the week ending 30 August, Wardair management in Canada stated that the company was willing to resume meaningful negotiations with the ITF-affiliated Canadian Air Line Flight Attendants' Association (CALFAA) without pre-conditions and directed to reaching a new collective agreement between the parties. (For background to the dispute, see July Newsletter, p. 81, and August Newsletter, p. 92).

Negotiations between the parties began on Wednesday, 3 September but broke down on the following day as the result of Wardair's insistence that CALFAA should accept its proposals for a worsening of basic conditions of service which had led to the failure of earlier negotiations on a new agreement. CALFAA has now renewed its request for support from European affiliates in the above-mentioned four countries.

FORTHCOMING MEETINGS

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- |   |   |                               |
|---|---|-------------------------------|
| Steering Committee                      | - | Stockholm, 7-8 September 1981 |
| Cabin Crew Technical Committee          | - | Madrid, 8-9 September 1981    |
| European Transport Conference           | - | Rome, 15-16 September 1981    |
| Asian Civil Aviation Section Conference | - | Manila, 19-23 October 1981    |
| Urban Transport                         | - | Zürich, 5-6 November 1981     |
| Civil Aviation Section Conference       | - | Malta, 24-27 November 1981    |