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No. 12

December 1981

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 At the close of the year, we take  
 this opportunity of wishing all  
 readers of the ITF Newsletter a  
 very happy Christmas and a  
 prosperous and successful New  
 Year.  
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NEWS AND VIEWS FROM THE ITF

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POLAND  
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ITF strongly condemns suppression of free trade unionism in Poland

The following statement on the situation in Poland following the imposition of martial law has been issued by the ITF's General Secretary, Harold Lewis:

"The ruthless suppression of the Polish free trade union movement which has now led to the killing of strikers was considered at a special conference of the International Confederation of Free Trade Unions (ICFTU) and the International Trade Secretariats, including the ITF, on 16 December. The conference was addressed by a leading official of Solidarity who was on a visit to Sweden when military rule was imposed.

The meeting unanimously adopted a statement denouncing "the Polish authorities' shameful attempt to stifle . . . the hope of resurgence and freedom that the Polish free and independent trade union movement had succeeded in creating" and pledged the international movement's "whole-hearted support to the Polish workers and their Solidarity trade union organizations".

All the affiliated organizations of the international trade union organizations are called on:

- (a) to undertake immediate and continuous protest action in support of the Polish workers' fight for the respect of human and trade union rights;
- (b) to exert the strongest pressure on their governments to that end;
- (c) to make representations to the Polish Ambassadors in their countries with a view to ensuring that:
  - (1) all arrested trades unionists are immediately released;
  - (2) martial law is immediately abolished;
  - (3) negotiations are resumed immediately between the Polish authorities and Solidarity on measures to solve the social and economic problems that the country is facing on the basis of the agreements already reached before the declaration of martial law;
  - (4) democratic procedures are established to ensure that material assistance given to Poland does

in fact reach those parts of the population that are in real need of it; and

- (5) any assistance to Poland by governments or credit institutions is strictly linked to the comprehensive fulfilment by the Polish authorities of these demands.

The international trade union movement is united in its resolve to aid the Polish trade union movement by all the means at its disposal. What is now happening to Polish workers is an international crime and tragedy. There is no doubt that protest actions of any kind do have an effect and the ITF's affiliates are urgently requested to make a special effort, either through their national centres or independently, to drive home to the Polish authorities their condemnation of martial law and its terrible consequences."

SOUTH AFRICA  
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ITF protests at failure to charge Seychelles mercenaries with hijacking

Five mercenaries, who took part with others in the recent abortive coup in the Seychelles, during which an Air India Boeing 707 was hijacked to Durban from the main airport on Mahe island, were subsequently charged by the South African authorities, not with hijacking, but with kidnapping, under South African law a much less serious common law offence that does not carry heavy penalties. This, despite the fact that the Republic is a signatory to The Hague Convention, which established the concept of hijacking as an international crime and imposed a duty on signatory states to extradite or prosecute offenders and to impose severe penalties.

The ITF immediately cabled the ICAO Secretary-General protesting at the South African government's actions and urging ICAO and its State Members to exert the strongest possible pressure to ensure that South Africa meets its obligations to the international airline community.x)

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x) The ICAO Council subsequently adopted a resolution condemning the hijacking and the alleged harbouring of criminals by South Africa as a breach of international aviation regulations. The Council has also agreed to hear a request from the Seychelles government that there should be an international inquiry into the hijacking.

UNITED KINGDOM  
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ITF opposes British Government changes in Labour Laws

The ITF has made representations to the British Government against changes that the Government intends to make in British industrial relations law. Some of the changes are clearly directed at the actions taken by British unions in support of the ITF's flag-of-convenience campaign. In response to the Government's invitation to comment on its proposals, the ITF's General Secretary has stressed that any new law which hampered the ITF's actions in Great Britain would encourage even further the exploitation and intimidation of seafarers who were the most vulnerable of all workers. (The Conservative Government first amended in 1980 the very progressive laws passed by the last Labour Government and those amendments have resulted in court actions against the ITF.)

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TRANSPORT

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INTERNATIONAL  
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New UNCTAD study on ownership of flag-of-convenience tonnage

According to figures prepared for the United Nations Conference on Trade and Development (UNCTAD), four countries continue to dominate the world's open registry fleet. Between them, America, Greece, Japan and Hong Kong beneficially own 73.9% and manage 67.2% of the fleet. US beneficial owners are revealed to have registered 53.7 million tonnes deadweight in Liberia and 7.4 million tonnes in Panama (or 31% of the total fleet). Hong Kong interests beneficially own 34.5 million tonnes in Liberia and 8.4 m tonnes in Panama (21.8%), while Greek beneficial owners have 18m tonnes registered in Liberia, 2.8m tonnes in Panama and 1.7m tonnes in Cyprus (11.4%). Japan beneficially owns just under 10 per cent of the world open registry fleet.

The study further reveals that the United States manages nearly 55 million tonnes dwt, while comparable figures for Hong Kong, Greece and Japan are 48m, 13m, and 17m.

FRANCE  
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Flight engineers and pilots demonstrate over proposed two-pilot only certification for Airbus A300

On 2 December, 250 flight engineers' and pilots' representatives, principally from aviation unions in Europe, led by the French

Flight Engineers' Union (SNOMAC) and the French Air Line Pilots' Association (SNPL), staged a joint demonstration - in uniform - outside the French Ministry of Transport to protest against the proposed certification of the French-built Airbus A300 for two-pilot operation.

A letter was handed to the Transport Minister expressing concern at the government's plans to change the current two pilot-one flight engineer certification for the Airbus, alerting him to the possible negative effects of such action on the Airbus programme and pointing to the danger to flight safety of operation with a reduced flight deck crew in the event of system failure. The letter also referred to ITF policy on crew complement and flight deck layout and included a copy of a telegram sent to a previous Transport Minister from the 33rd ITF Congress registering the ITF's total disagreement with the French government's two-pilot only plans and warning of the potential dangers of the Forward Facing Cockpit Concept, which had no station for a flight engineer.

The letter also reminded the Minister of the cable sent to him by the ITF Civil Aviation Section Conference, meeting in Valletta, Malta the previous week, supporting the flight engineers in their opposition to two-pilot operation of the Airbus and calling on the French certification authorities to refuse certification of the A300 as a two-pilot aircraft in the interests of aviation safety.

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TRADE UNIONS

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INDIA  
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General strike call

Indian trade union leaders have called a general strike for 19 January to demonstrate their opposition to laws giving the government the power to detain suspects without trial for a year and to ban strikes in essential services, including certain sectors of the transport industry (see also ITF Newsletter No. 8, 1981, page 91).

UNITED STATES  
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Transport workers' Convention urges abandonment of airline deregulation

The ITF-affiliated Transport Workers' Union of America recently held its 16th Constitutional Convention. The concerns of its civil aviation membership were reflected in the motions before the meeting, which decided to seek an end to deregulation, while calling on Congress to adopt amending legislation to safeguard the earnings of airline industry employees currently facing redundancy or demotion because of the "jungle-like competition" the TWU warned at its last Convention would result from this ill-

advised measure. The Convention came out in favour of the introduction of a system of US Government licensing for cabin crew, set a policy objective of maximum on-duty limits of 8 hours in any 24 for this category, and reaffirmed existing policy with regard to the minimum number of flight attendants per aircraft (based on 1 F/A for each 30 passenger seats) in an effort to frustrate FAA proposals to have the flight attendant complement determined by the number of ticketed passengers.x)

The FAA was strongly requested by the meeting to reject the long-standing demands emanating from the Air Transport Association that the Full Flight Dispatch System controlled by US government-licensed flight dispatchers be replaced by a management-controlled Flight Following System. The installation on all aircraft of equipment that would automatically activate seat-belt signs when high level turbulence was approaching was also demanded and the FAA urged to strengthen its regulations governing the dispatch of more adequate meteorological information to all flights to protect against possible injury to crew and passengers from in-flight turbulence.

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x) see ITF Newsletter No. 4, 1981, page 40 for details of the FAA proposals

Flight engineers condemn Presidential Task Force report as unscientific

Members of the ITF-affiliated Flight Engineers' International Association, meeting in Rio de Janeiro, Brazil for their annual Convention last month, adopted resolutions: a) condemning airline deregulation as a complete failure and calling on unions representing employees in the industry to combine their efforts and resources to restore tried and reasonable measures of regulation; b) describing the report of the Presidential Task Force into flight deck crew complement as being without scientific foundation and urging all airlines considering the acquisition of new aircraft and governmental agencies worldwide responsible for certification to reject the Task Force's findings as unacceptable to the air traffic community; and c) urging that reasonable and honourable resolution of the present status of the dismissed US air traffic controllers be initiated by the US government and PATCO, with the participation and assistance of the AFL-CIO and the US Secretary of Labor.

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SOCIAL AND INDUSTRIAL NEWS

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AUSTRALIA  
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Higher pay for waterside workers

Following negotiations with the waterfront employers and in the Arbitration Commission, total wage increases of \$26.40 per week have been won by the ITF-affiliated Waterside Workers' Federation of Australia for union members in most ports. The increases, which took effect from the first pay period after 16 November, will also be applied to all bonus and other payments and have been granted in respect of the outstanding part of the May 1980 pay award. They will not affect the workers' entitlement to any National Wage decision.

Sample weekly rates in the permanent ports are: ordinary waterside worker - A\$ 272.80; mobile crane and forklift truck driver - A\$ 283.20; top terminal rate - A\$ 291.70. In the casual ports, the hourly rate for ordinary waterside workers goes up by 88 cents to A\$ 8.53, with forklift truck drivers receiving an improved rate of A\$ 8.81.

FRANCE  
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New pay and conditions agreement for railwaymen

At the end of last month, the ITF-affiliated French Railwaymen's Federation FO signed a new pay and conditions agreement for its members employed by the French National Railways (SNCF). It provides for the following salary increases in 1982: February - 2%; May - 2.5%; June - adjustment for April prices, plus 1%; September - 2.5%; December - adjustment for October prices, plus 0.8%. The 39-hour week will also be introduced from 1 January; a bonus of 9 francs per hour will apply from 1 July for work performed between 00.00 and 04.00 (or 00.30 - 04.30 - depending on category); and daily hours will be reduced and the number of Sundays off each year increased from 13 to 14.

With regard to the outstanding period of 1981, the agreement offers a guarantee that the purchasing power of all salaries will be maintained, irrespective of the level of inflation; includes measures to help the lowest-paid, through increases of between 40 and 130 francs per month; and provides improvements in the pensions of retired railwaymen.



Air Inter flight deck crews complain over excessive hours

The two unions organizing Air Inter flight deck crews - the French Air Line Pilots' Association and the French Flight Engineers' Union (both ITF affiliates) - have written to the French Minister of Transport to complain over the excessive hours their members are obliged to work. The letter points out that for some years now staff levels have been so low that flight deck crews on most sectors have had to exceed the flight time limitations laid down in their contracts for several months of the year. While this may be tolerated to cope with traffic during peak holiday periods, the unions say in their letter, it is wrong at a time when job opportunities for cockpit crews are shrinking, that those who are in work should be regularly asked to put in so many extra hours.

GREAT BRITAIN

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Ratings on Ulster ferries end sit-in

Ratings on the ULSTER QUEEN and ULSTER PRINCE ended their sit-in<sup>x)</sup> on 4 December after accepting lump-sum ex gratia severance payments from P&O equivalent to full pay for 20 weeks. The men were also assured that they would receive priority consideration for jobs on any new service between Liverpool and Belfast.

It was announced days later that the service would be re-opened next spring by a new UK-based subsidiary of the state-owned Irish Shipping Ltd.

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<sup>x)</sup> see ITF Newsletter No. 11, 1981, pages 129 and 134 for full details

Officers' union seeks leave to renegotiate pay deal at company level; ratings accept six per cent

The ITF-affiliated Merchant Navy and Airline Officers' Association has formally accepted last month's 7.7% pay offer<sup>x)</sup>, but has decided to seek permission from the National Maritime Board to renegotiate the settlement at company level, as it would prefer the money to be used-by introducing longer leave and improved redundancy pay - to create more jobs and thus prevent further compulsory redundancies among ships' officers.

Britain's 26,000 ratings have voted to accept an offer of six per cent on basic rates from January.

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<sup>x)</sup> see ITF Newsletter No. 11, 1981, page 129 for full details

NEW ZEALAND

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Cabin crew union wins regulation of duty hours

The New Zealand Director of Civil Aviation has ordered Air New Zealand (by amendment to its Air Service Certificate) to prepare and implement by 1 April 1982 a full scheme for the regulation of domestic and international cabin crew flight and duty times, rest periods etc - the scheme to be worked out in conjunction with the ITF-affiliated Airline Stewards and Stewardesses Industrial Union of Workers. This represents a clear victory for our affiliate, which had argued the case for extending regulation - it had previously applied only to technical aircrew - to take in cabin attendants. It had backed up its submission to the aviation authorities with details of the excessive work patterns of Air New Zealand cabin crews - especially on the Auckland-Hong Kong-Auckland direct DC-10 service, where duty hours of over 13 northbound and 15 southbound (this includes a fuel stop in New Guinea) are worked - and evidence of the deterioration generally in the length of rest periods and the amount of time off granted by the airline.

NORWAY

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Higher pay for ratings in overseas trade

Following resumed negotiations between the ITF-affiliated Norwegian Seamen's Union and the shipowners' association, the overseas trade agreement - now in its second year - has been revised to give an increase of 236 kr in monthly pay, from 1 November. Rates will be raised by a further 284 kr per month from 1 May 1982.

UNITED STATES

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Federal jobs ban on air traffic controllers lifted

President Reagan has agreed to lift the three-year ban on controllers accepting federal jobs that was imposed after they were dismissed for taking illegal strike action on 3 August<sup>x)</sup>. Although the continuing shortage of working controllers has caused further cutbacks in flights, the President has said that he will not allow the dismissed strikers to return to their jobs in the control towers. Indeed, they are expressly forbidden from taking up any position within the Federal Aviation Administration.

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x) see ITF Newsletter No. 8, 1981, page 96 and No. 9, 1981, page 105 for further details of the strike

American and Eastern seek to impose pay freeze

Staff of American Airlines are being asked to accept a five per cent pay cut in the first quarter of 1982, and also a wage freeze for as long as the current fares battle with Braniff continues - possibly until the end of next year. The carrier has also announced a further 450 lay offs.

Eastern is seeking agreement from its employees for a one-year pay freeze and a five-year extension of its existing variable earnings plan, under which staff either pay back 3.5 per cent of their salaries if the airline makes a loss in the year, or receive one third of any profits above 2 per cent of total annual revenue. As an incentive, the airline is offering staff two-thirds of the next annual profit above 2 per cent of revenue.

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NEWS IN BRIEF

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Air France, Air Inter and UTA flights were disrupted on 22 and 23 December by a 48-hour strike of pilots and flight engineers protesting against the decision by Air France to operate its Boeing 737 aircraft with two-man flight deck crews.

Ghana Airways ground staff, members of the ITF-affiliated General Transport, Petroleum and Chemical Workers' Union of TUC, have been on strike since 10 December in protest at delays in implementing an agreement calling for a 25 per cent pay rise.

Flight engineers employed by the British charter airline Dan-Air have been awarded a 7 per cent pay rise, following a six month pay freeze.

Britain's 27,000 municipal busmen - members of the ITF-affiliated Transport and General Workers' Union - have rejected a four per cent pay offer.

Great Britain: road haulage drivers in London and the South East have been made a 4.9% pay offer. The industry's settlement date is 1 January.

Grenada has notified its adherence to the Convention on International Civil Aviation and has thus become a contracting state of the International Civil Aviation Organization (ICAO). Total ICAO membership is now 149 states.

Railwaymen throughout Italy staged a 24-hour strike last month to press their demand for a new pay contract incorporating major improvements in pay and fringe benefits. The previous contract expired in January.

Italian air traffic controllers are to stage a series of strikes in the period 6 December to 10 January in an effort to persuade the government to take action on their new civilian work contracts.

Netherlands: negotiations on a new central pay agreement for 1982 have broken down. Attempts will now be made to settle pay at company and industry level.

Peruvian rail workers returned to work at the beginning of December following the satisfactory settlement of grievances that had prompted a two-week strike against the national railway company ENAFER.

Portuguese dockers began an indefinite overtime ban on 10 December.

United States: the first Boeing 767 aircraft, due for delivery next July, are to be modified for operation by a two-man flight deck crew. Boeing says most buyers have expressed a preference for a two-man cockpit, no doubt influenced in their decision by the findings of the Presidential Task Force earlier this year.

ERRATUM (page 134 of last issue)

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We apologize to Captains E. Udby-Hansen and A. Toft for mistakenly referring to their union as the Danish Ships' Officers' Association. They are, of course, president and president-elect respectively of the Masters' Association.

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OBITUARY

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Maurice Leick, Honorary President of the Luxembourg Federation of Railway and Transport Workers, died on 30 November, aged 93. A railwayman by profession, he served on the union's executive for many years and held the office of president for ten years from the mid-forties.

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PERSONALIA

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At its October meeting, the Executive Board decided to co-opt H.C. Bang of the Korean Seamen's Union as a member of the Board to fill the vacancy caused by the resignation of K.P. Hong.

Habib Achour, former General Secretary of the Tunisian General Workers' Union (UGTT), who was imprisoned following the 1978 general strike, was granted a free pardon last month by president Bourgiba. The pardon enabled him to resume his trade union activities and the UGTT National Council has since decided to appoint him UGTT President. Brother Achour is Vice-President of the International Confederation of Free Trade Unions.

Ray Buckton, General Secretary of the British Associated Society of Locomotive Engineers and Firemen, has been appointed a member of the Health and Safety Commission.

Arend Dirk Drenth has been elected President of the Dutch Transport Workers' Union FNV. Vice President is Piet Kloosterman.

Johannes Engelberts has been elected General Secretary of the Public Services International in succession to Carl W. Franken, who has now retired.

Tadanobu Usami, President of the Japanese Federation of Labour (DOMETI), has been elected President of the Asian Regional Organization of the ICFTU in succession to C.V. Devan Nair, who resigned on being appointed President of the Republic of Singapore.

FORTHCOMING MEETINGS

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Railwaymen's Section Conference	-	Luxembourg, 23-25 February 1982
Executive Board	-	Sydney, 16-17 March 1982
Seafarers' Section Conference	-	London, 21-23 April 1982
Road Transport Workers' Section Conference	-	Stockholm, 18-20 May 1982
Travel Bureau Section Conference	-	Stockholm, 14-16 June 1982

ERRATUM (page 144) France: UTA exempted from B 737 strike after agreement reached with unions concerned.

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STOP PRESS

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Death of former ITF EB member

As this issue of the ITF Newsletter was being printed, we received the sad news of the death of Bro. Humberto Hernández, President of the ITF-affiliated Venezuelan Transport Workers' Federation and a long-time member of the ITF Executive Board. Bro. Hernández, who had served the Venezuelan transport workers' movement for more than fifty years, died on 21 December. We extend our deepest sympathy to his family and to his colleagues in the Venezuelan trade union movement. He will be much missed.

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ITF CIVIL AVIATION SECTION CONFERENCE MEETS IN MALTA

A well-attended (26 countries were represented) and highly successful Conference of the ITF Civil Aviation Section took place in Valletta, Malta from 24 to 27 November, under the chairmanship of W.A. Gill Jr., the Section Chairman. Host to the Conference was the ITF-affiliated Malta General Workers' Union. Among a number of official guests from the General Workers' Union and the Maltese administration were the Minister for Development, Energy, Ports and Telecommunications, the Hon. Wistin Abela, and the President of the GWU, Joe Borg, both of whom addressed the Conference during its opening session.

Among the subjects dealt with by the Conference were representations made by the ITF to both the International Labour Organisation and the International Civil Aviation Organization (ICAO) on cabin crew training and crew complement; the flight deck design of new-generation aircraft such as the Airbus A310; licensing and training of airline employees, together with developments on aviation labour matters, inter-regional air services,<sup>x)</sup> and airline fares within the EEC, and on the European airline groupings KSSU and ATLAS, both within the ITF Civil Aviation Section and the OECD. The Conference also discussed suggested methods of cooperation between the Civil Aviation and Travel Bureau Workers' Sections, which have a number of industrial problems in common. Another major topic was that of flight deck crew complement, on which the Conference adopted a strong resolution rejecting the conclusions of the recent US President's Task Force on Aircraft Crew Complement (text attached). There was also a wide-ranging discussion on the worldwide effects of air service deregulation and the need for trade union organization of new airlines and to bring about a greater degree of harmonization in labour costs.

The Conference also discussed the Pakistan Government's ban on trade union activity in the national airline PIA, and adopted a resolution calling upon that Government to lift the Martial Law regulations imposing the ban; to reinstate dismissed PIA employees, and to implement all existing agreements and terms of employment (full text given in Annex).

A specially-convened meeting of EEC affiliates held during the Conference also adopted a statement (also annexed) calling upon the EEC Council of Ministers and governments to reject, in their existing form, Commission proposals for the introduction of inter-regional air services between Member-States, pointing out that the present text did not contain sufficient safeguards on social conditions, the disguised operation of scheduled international air services within the Community, and on safety.

In addition to the Conference, a regular meeting of the Ground Staff Technical Committee was held on 24 November, at which John Collier (UK, TGWU) was elected as the Committee's new Chairman and John J. Kerrigan (US, TWU) as its Vice-Chairman. Among decisions taken by the meeting were that further study should be undertaken on the use of micro-electronics in aviation by an ITF Working Party; that a Working Group of Flight Operations Officers and Flight Despatchers should be set up within the Technical Committee to meet as and when necessary and also advise on the problems of the category. It was also recommended that the Section should organize a special conference for licensed aircraft maintenance engineers and those of comparable qualifications. Finally, the Technical Committee also discussed recent attempts by Pan Am to introduce wage-cuts and a wage freeze, with attention being drawn to the misleading information originally issued by the company concerning the extent to which these had been accepted by aviation unions outside the United States. Also discussed were similar cut-backs projected in British Airways, Air New Zealand and other airlines.

An ad hoc meeting of the Flight Deck Technical Committee also took place during the Conference (24 November), with discussions covering proposed ICAO amendments to visual standards for flight engineers; the current situation concerning flight deck complement in member-unions' countries, and the changed and very adverse climate regarding FAA regulations in the United States; and the participation of affiliates in national working groups established to consider revision of ICAO Annex 1 (Personnel Licensing and Training).

Much of the credit for the success of the Conference and its associated meetings was due to the hard work and excellent arrangements made by the Maltese host-union. The ITF Civil Aviation Section is deeply grateful to the GWU for all its assistance and hospitality.

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Common Market Transport Ministers, meeting in Brussels on 15 December, deferred a decision on EEC Commission proposals to liberalize regulations for regional air services crossing national frontiers within the Community. EEC civil aviation workers' unions had made clear their reservations on the proposals, which they viewed as an obvious attempt to introduce deregulation by the back door, both in meetings with Commission representatives and of the Study Group on Inter-Regional Air Services established by the Transport and Communications Section of the Community's Economic and Social Committee, on which Section Vice-Chairman Bernie Beyertt served as ETUC trade union expert. A number of EEC aviation affiliates also made strong representations to their governments on the question.



## RESOLUTION ON AIRCRAFT CREW COMPLEMENT

This ITF Civil Aviation Section Conference, meeting in Valletta, Malta from 24 to 27 November 1981,

HAVING DISCUSSED the continual efforts being made by aircraft manufacturers, airline operators and regulatory authorities alike to bring about reductions in both flight deck and cabin crew complement on commercial aircraft which, in the light of practical experience by these airline personnel, would undoubtedly adversely affect safety and working standards in civil aviation;

STRONGLY CONDEMNS such moves which are invariably based on untried theoretical considerations;

FURTHER CONDEMNS the absence of proper consultation with bona fide representatives of the flight deck and cabin crews themselves;

CONSIDERS THAT the highest safety standards should be maintained in the airline industry in the interests of both the travelling public and air crew personnel, and that such standards should under no circumstances be jeopardized for reasons of purely economic or competitive advantage;

ENDORSES the ITF's rejection of the findings of the US President's Task Force on Crew Complement on the grounds that its investigations and hearings were impossibly brief, that F/E and other flight deck, representatives were excluded from many of its sessions and that it gave no consideration to the effects of its conclusions in countries other than the USA where conditions and circumstances of operation may be totally different.

STRONGLY REAFFIRMS its support for existing ITF safe-crew complement policies and calls upon all affiliates to press for their implementation and for the inclusion, as of right, of accredited representatives of flight deck and cabin crew unions in any investigative, consultative or decision-making machinery established at either national or international level to determine the crew complement of present or future commercial aircraft.

THE CONFERENCE BELIEVES very firmly that only the fullest possible participation of such air crew representatives in the crew complement decision-making process can guarantee that safety and social considerations are given proper weight and are not ignored for reasons of economic expediency.

RESOLUTION ON THE BANNING OF TRADE UNION ACTIVITY IN  
PAKISTAN INTERNATIONAL AIRLINES

This ITF Civil Aviation Section Conference, meeting in Valletta, Malta from 24 to 27 November 1981,

HAVING NOTED WITH GRAVE CONCERN that the government of Pakistan has banned all trade union activities in Pakistan International Airlines Corporation in clear violation of ILO Conventions Nos. 87 and 98, which Pakistan has ratified;

HAVING FURTHER NOTED that a number of trade union leaders have been jailed and a large number of employees have been dismissed without reasonable justification;

DEPLORES the cancellation of all prior agreements and settlements voluntarily arrived at between the PIA unions and associations and PIA management;

CALLS UPON the Government of Pakistan to revoke these dictatorial and draconian measures against the PIA employees;

ENDORSES the call by the Workers' Side of the Pakistan Tripartite Working Group for the repeal of Martial Law Regulations 51 and 52; reinstatement of all dismissed PIA employees; lifting of the ban on trade unions and associations; and for the implementation of all settlements, agreements and terms of employment;

FULLY SUPPORTS the action taken by the ITF General Secretary in asking the ILO's Director-General to investigate this serious infringement of basic trade union rights of the workers employed by Pakistan International Airlines in violation of ILO conventions;

REQUESTS the ITF to pursue this matter vigorously with the ILO;

and

URGES all ITF Civil Aviation affiliates to lodge strong protests with the Government of Pakistan against these measures, indicating that the failure to restore basic trade union rights to the PIA workers will have strong international repercussions.

RESOLUTION ON EEC PROPOSAL ON INTERREGIONAL AIR SERVICES  
BETWEEN EEC MEMBER STATES

Sixteen ITF Civil Aviation unions from the EEC countries meeting in Valletta, Malta from 24 to 27 November 1981,

HAVE NOTED that the EEC Council of Ministers has placed on the agenda of its 17th December 1981 meeting for possible adoption document Com. (80)624 Final concerning interregional air services between EEC Member States;

The EEC aviation unions CALL UPON the Council to take full account of the arguments of EEC Civil Aviation Workers' unions as set out in their comments on document Com. (79)311 Final and Com. (80)624 Final; and

EMPHASIZE once again that any attempt at dismantling the social achievements of civil aviation workers during long years of struggle will be bitterly opposed.

They therefore UNANIMOUSLY REJECT, in the light of Articles 117 and 118 of the Treaty of Rome, the introduction of interregional air services between EEC Member States as proposed; and

STRONGLY URGE the Council of Ministers and EEC governments not to adopt the Commission proposal set out in document Com.(80)624 Final in its existing form.

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