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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL
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UNCTAD "open register" deliberations kept alive

In spite of attempts by certain vested interests to scuttle the recent round of discussions on the question of the phasing out of "open registers" the issue is very much alive. At the conclusion of the first meeting of the Intergovernmental Preparatory Group on Conditions for Registration of Ships (held in Geneva from 13 until 30 April) the participants noted with satisfaction the progress made in proposing a set of basic principles concerning the conditions on which ships should be accepted by national shipping registers with a view to preparing documents for the holding of a UN conference of plenipotentiaries to consider the adoption of an international agreement. A second IPG meeting may be held in November 1982 to be followed by a plenipotentiary conference in 1983. Considerable agreement was reached by all groups on the question of identification and accountability of owners and operators of ships and measures to protect the interests of labour-supplying countries, whilst there is still wide disagreement on some other issues. Alternative texts submitted separately or jointly by some of the groups will be considered at the next IPG meeting. These texts relate to manning, the rôle of flag countries in the management of owning companies and ships, equity participation in capital, joint ventures, bareboat charters and additional measures to ensure full flag-state jurisdiction. Other matters to be considered at the second IPG session are the time-frame for the registration of ships, procedures for reporting and review of the implementation of the principles as well as definitions.

Ake Selander, ITF Assistant General Secretary, and Brian Laughton, Secretary of the ITF Special Seafarers' Department, attended the IPG meeting, as did representatives of ITF seafarer affiliates in Finland, Germany, Sweden, Norway, United Kingdom and India. Notable absentees on the government side were the United States - where the runaway owners' lobby is particularly strong - and Liberia and Panama. In his address to the final session of the group Brother Selander complimented the UNCTAD Secretariat on its excellent presentation of the issues and concurred wholeheartedly with the Director of UNCTAD's Shipping Division that the formulation of internationally agreed principles concerning minimum conditions for registration of ships was the only way to ensure that all flag states exercised effective jurisdiction. He went on to cite the case of the Liberian flag ship "Pacific Charger" as a perfect but disastrous example of how a well-equipped, modern ship owned and operated by reputable companies "came a cropper" because it did not fly a bona fide flag, thus exploding a myth long cherished by ship-owners in their defence of flags of convenience. In his opinion runaway shipowners were often to blame for their sole reliance on little-known management and crew supply services or sheer luck.

ASIA/PACIFIC
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Asia/Pacific Regional Conference of the ITF held in India

At the invitation of the ITF Indian Coordinating Committee, an extremely successful Asia/Pacific Regional Conference of the ITF was held at the Vigyan Bhavan international conference centre in New Delhi from 2 to 5 March 1982, with an attendance of nearly one hundred delegates from 16 different countries in the Region.

The conference was inaugurated by ITF General Secretary Harold Lewis who also acted as Conference Chairman. Other speakers at the opening ceremony included P.A. Neck, Director of the ILO Delhi Office, and Brother M.S. Mathur, General Secretary of the Asian Regional Organisation of the ICFTU, as well as ITF Asia/Pacific Regional Secretary Mohammad Hoda; U. Purohit, President of the All-India Railwaymen's Federation and Coordinating Committee Chairman; and K.E. Sukhia, General Secretary of the Maritime Union of India.

A report on the recent activities of unions in the Region was considered in detail and later adopted. The meeting then went on to decide on a future programme of activities for the Region, with delegates agreeing that an ITF Asia/Pacific Regional Committee should be set up to promote closer cooperation between affiliates. This new Committee will seek to identify problems and decide on priorities for the ITF's expanding programme of activities in the Region and will pursue the broad aim of enhancing the status and influence of Asian and Pacific unions and of promoting trade union and workers' education. It is also planned to provide a research, information and advice service to affiliates, and the Committee will also assist in coordinating international support and solidarity for workers in the Region.

Where these do not already exist, national coordinating committees will be set up in each country in the Asia/Pacific Region and each of these will elect one representative to serve on the new Regional Committee, which will also include as ex officio members the three Executive Board members for the area, the ITF General Secretary and the ITF Secretary for the Asia/Pacific Region. The Committee will meet at least once a year, and a chairman and other officials will be elected at its first meeting. The two existing regional industrial committees (the Asian Seafarers' Regional Committee and the Asia/Pacific Civil Aviation Committee) will continue to function as at present, but their conclusions and decisions will be reported to the Regional Committee as well as to their respective industrial sections at ITF headquarters in London.

The Conference business concluded with the adoption of resolutions on a wide range of subjects. Principal among these were resolutions calling for the restoration of basic trade union rights to civil aviation workers in Pakistan and another urging the Indian government to restore recognition to the Air-India Employees' Guild. Other resolutions called on all ITF affiliates to support the policy of a nuclear-free Pacific and pledged support for the independence struggle of the peoples of New Caledonia and Tahiti. Delegates also expressed their support for the people of Poland and the members of the independent trade union Solidarity. The Conference further adopted a series of resolutions outlining measures designed to safeguard job opportunities for Asian seafarers and protect them from exploitation and these were subsequently endorsed by the ITF Seafarers' Section Conference when it met in London last month (see Supplement to this issue of the Newsletter).

TRANSPORT

INTERNATIONAL

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World merchant fleet growth slows down

According to Lloyd's Register of Shipping tables for 1981, the world merchant fleet grew by only 0.2% last year - the smallest increase since the Second World War. The fleet edged up by 0.9 million tons to stand at 420.8 m tons, compared with increases of 6.9 m tons in 1980 and 7 m tons in 1979. This is in stark contrast to the 1970s when the fleet expanded rapidly (between 1970 and 1977 it increased from 227 to 393 m tons, with a growth of 31 m tons in 1974/5) alone.

The biggest loss of tonnage by vessel type was in oil tankers (3.3 m tons down at 171.7 m tons), general cargo vessels (1.8 m tons down at 80.8 m tons) and bulk/oil carriers (0.4 m tons down at 25.8 m tons), while the two main growth areas were in ore and bulk carriers (up 3.9 m tons to 87.2 m tons) and containerships, which increased their tonnage by 1 m to 12.3 m. The top ten table is led by Liberia, with Greece and Japan in second and third place, followed by Panama, the United Kingdom, and the USSR. The four lowest places in this group are occupied by Norway, the United States, France and Italy.

TRADE UNIONS

INTERNATIONAL
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ICFTU 1982 World Economic Review calls for an end to poverty and unemployment

The International Confederation of Free Trade Unions in its 1982 World Economic Review published last month is highly critical of prevailing monetarist economic policies and calls for a big increase in investment in both industrialised and developing countries in order to revive growth, create jobs and reduce poverty. Linking up with the growing pressure on national governments from its 131 affiliates all over the world, the ICFTU makes a powerful case for concerted international reflation.

The 43-page Review will be used by unions all over the world in a campaign to reverse what the Confederation sees as the disastrous downward spiral of the global economy. Mistaken government policies are blamed by the ICFTU for the low level of total demand, continued inflation, unstable exchange rates and high interest rates and increased public investment is advocated as the most effective way of breaking out of the low growth trap, putting the unemployed back to work and tackling the root causes of poverty worldwide.

The Review outlines in seven chapters -

- poverty, unemployment and the need for growth;
- investment for the future;
- policies to control inflation;
- an international framework for trade and adjustment;
- a global energy compact;
- reform of the international monetary system;
- the policy-making framework

a mix of policies designed to ensure that recovery would lead into sustained and balanced growth.

The 1982 Review concludes with a warning that economic depression often leads to political repression. It accuses certain governments of making free trade unions the scapegoat for their own failures. The ICFTU calls for a reversal of this disastrous trend and the recognition by governments all over the world of the key rôle free trade unions have to play in policy making.

PAKISTAN
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ITF asks ILO to re-open case against government of Pakistan

At its March session, the ILO Governing Body adopted the interim conclusions of the Committee on Freedom of Association on the complaint lodged by the ITF against the government of Pakistan.x)

The Committee upheld the ITF complaint that the ban on trade union activity by Pakistan International Airlines employees constituted an infringement of ILO Conventions 87 and 98 and expressed the strong hope that martial law regulation no 52 would be rescinded as soon as possible. It went on to ask the Pakistan government, which had maintained that the ban was only temporary and would be lifted as soon as possible, to inform the ILO when this took place.

Instead, the government reacted later that same month by extending the ban until December 1982. This has led the ITF to ask the Committee to re-open its consideration of the case in the light of the government's clear intention not to abide by the Committee's recommendation and so to continue flagrantly to violate both the letter and the spirit of these key Conventions.

x) see ITF Newsletter No. 10, 1981, p.114

SCANDINAVIA
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Scandinavian Transport Workers' Federation seminar on shipping law

A seminar was held under the auspices of the Scandinavian Transport Workers' Federation at the Norwegian Seamen's Union's training centre at Leangkollen, near Oslo, on 10, 11 and 12 May on shipping law and shipping, with lecturers provided by the Norwegian Institute of Maritime Law. Much of the discussion was taken up by bareboat charters and joint ventures and the participants were asked to answer a set of questions to be applied to a variety of bareboat charter situations. The ITF was represented by Ake Selander, Assistant General Secretary.

SOCIAL AND INDUSTRIAL NEWS

DENMARK
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Ships' engineers pay rises

Improved rates of pay, effective 1 March 1982, have been introduced for members of the Metal-Søfart Section of the ITF-affiliated Danish Metal Workers' Union. The following new monthly rates (basic pay plus cost-of-living allowance) now apply: donkeyman and pumpman:

7,970.54 kr; stoker and motorman: 7,485.54 kr. Overtime rates (per half-hour) on weekdays are 29.95 kr for donkeymen and pumpmen and 28.12 kr for stokers and motormen. The corresponding rates for overtime performed on Sundays and Public Holidays are 38.01 kr and 35.70 kr respectively.

Seniority pay for motormen and higher grades is now 230 kr after 1 year, rising to 650 kr after 12 years, while the allowance for service on tankers ranges from 459.82 kr to 544.32 kr for donkeymen and from 396.77 kr to 481.27 kr for stokers and motormen, according to length of service. Both allowances are paid monthly.

Ships' catering personnel win more pay

New pay rates came into operation on 1 March 1982 for catering staff represented in the ITF-affiliated Danish Ships' Catering Personnel Association. The following salary ranges (basic pay plus cost-of-living allowance) apply: chief steward: 10,617 kr to 12,330 kr; cook: 7,440 kr to 7,903 kr; messman and stewardess: 6,322 kr to 6,627 kr. Overtime rates (per half hour) are 39.89 on weekdays and 50.63 on Sundays and Public Holidays for chief steward; 26.88 kr and 34.40 kr for cook; and 22.84 kr and 29.23 kr for messman and stewardess.

FRANCE
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Merchant navy officers renew campaign for higher pensions

Merchant navy officers have been delaying the sailing of vessels from French ports by 48 hours for the past month in a renewal of their long-standing campaign in support of improved retirement benefits. Joint industrial action^{x)} by officers and ratings over seamen's pensions during 1981 was called off when the incoming Socialist government promised to give the matter its prompt attention. This led to the officers being awarded pension increases of between only 8% and 18%, while the lower grades have seen their pensions improved by 40 per cent.

x)

see ITF Newsletter No. 7, 1981, page 82 for details

GERMANY
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Higher pay for Lufthansa ground and flying staff

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has signed a new one-year pay agreement, effective 1 February 1982, for its ground and flying staff members with the national carrier Lufthansa. Under the agreement, Lufthansa employees earning a monthly salary of less than 5,000 DM receive a 4% pay increase, with increases of 3.2% for those earning between

5,000 and 8,000 DM and of 2.5% for employees earning over 8,000 DM. The holiday pay of all grades goes up by 175 DM.

OeTV-organized ground staff with Alitalia, Flying Tiger and SAS have also won a 4 per cent pay rise and an increase of DM 100 in holiday pay.

3.6% increase for railwaymen

The mediator's recommendation of a 3.6% pay increase and a lump-sum payment of 40 DM has been accepted by the ITF-affiliated German Railwaymen's Union on behalf of its members with the German Federal Railways. Railwaymen who do not yet have an entitlement to 30 working days' leave will receive an additional day's leave from this year.

In approving the deal, the GdED stated that it was glad to see that the mediator had refused to accept that public service workers should have to take a one per cent cut in allowances.^{x)}

^{x)} see NL No 3, 1982, page 29 and No. 4, page 40

GREAT BRITAIN

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National dock strike threat lifted

A recalled dock delegate conference of the ITF-affiliated Transport and General Workers' Union has decided to suspend a national dock strike called for 10 May pending the outcome of talks with the government on the possibility of extending the national dock labour scheme to non-scheme ports and wharves.

JAPAN

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Pay rise for ocean-going seafarers

Following negotiations between the ITF-affiliated All-Japan Seamen's Union and the shipowners' association, Japanese ocean-going seafarers have been awarded a 7.39% increase on basic rates. This gives a typical 35-year-old rating an increase of ¥ 12,530.

The AJSU's collective agreements for fishermen and seafarers in the coastal trades have also been revised along similar lines.

NETHERLANDS

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Rotterdam dockers seek international support

The ITF-affiliated Dutch Transport Workers' Union (Vervoersbond FNV) has called an official strike of workers in some of the more important cargo-handling companies in the port of Rotterdam. The strike follows the failure of negotiations on a new collective agreement with the Rotterdam port employers. The union's main claims are for measures to protect the dockers against a severe reduction of the workforce, which is threatened over the next four years. The employers' latest offer in the negotiations was rejected on 17 May, at a mass meeting of the dockers, who decided to continue the strikes which began on 4 May and were later extended.

ITF docker affiliates in Europe have already been informed of the Dutch union's request for international support. The unions are being asked to ensure that cargo destined for Rotterdam and diverted as a result of the strike is not handled in other ports. Perishable cargoes and cargo on ships which, if left unhandled, would present a safety hazard are being exempted from the cargo-handling ban.

NORWAY

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Transport workers' strike over

When resumed mediation talks failed, the Norwegian government ordered compulsory arbitration in the two-week-old strike of dockers and road transport workers^{x)} and normal working was resumed on 6 May. The arbitration board's recommendations for a settlement will be given the force of law by parliament.

The ITF has already conveyed the thanks of the Norwegian Transport Workers' Union to all those unions that offered support during the dispute.

x) see page 46 of last issue

Mobile drilling rig pay talks fail

Pay talks being conducted by the ITF's Norwegian maritime affiliates^{x)} on behalf of members on mobile drilling rigs have broken down and gone to mediation after the unions rejected the employers' last offer.

^{x)} the Seamen's Union, the Navigating Officers' Association and Ships' Engineers' Union

Higher pay for officers in overseas trade

New pay rates for members of the ITF-affiliated Norwegian Navigating Officers' Association working in the overseas trade come into operation on 1 May 1982.

Examples of the new monthly rates of basic pay (based on tonnage and length of service) are as follows:

Chief mate: 7,050 kr to 9,415 kr on dry cargo vessels; 7,290 to 9,795 kr for tanker service.

1st mate: 6,570 kr to 8,170 kr (dry cargo vessels); 6,775 - 8,470 kr (tanker service).

2nd mate: 6,295 kr to 7,525 kr (dry cargo vessels); 6,495 - 7,785 kr (tanker service).

3rd mate: 6,295 kr to 7,055 kr (dry cargo vessels); 6,495 - 7,295 kr (tanker service).

PORTUGAL
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Aviation union protests lead to withdrawal of draft law

Following protests from the Portuguese CabinCrew Union and ITF aviation affiliates in other countries, the Portuguese government has now decided to suspend a draft law, introduced in March, which would have had the effect of imposing a wholesale worsening of conditions on TAP-Air Portugal cabin staff.^{x)} The government has further agreed to the setting-up of a joint committee to negotiate rates of pay and other benefits, although union success in getting the parliamentary decree rescinded has been tempered by the fact that TAP management has so far refused to take part in the work of the new committee.

^{x)} see page 42 of last issue

UNITED STATES
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New pay pact for United Airlines mechanics

The ITF-affiliated International Association of Machinists and Aerospace Workers has negotiated a new two-year agreement, back-dated to 1 November 1981, for 14,000 mechanics, ramp workers and other ground service employees of United Airlines. The mechanics have been awarded pay increases of 10% in the first and 8% in the second contract year, bringing their hourly rate to \$15.91 by next November. Pension benefits, shift premiums and licence pay have all been increased and medical, surgical and dental benefits revised in line with inflation.

NEWS IN BRIEF

A new pay agreement providing for an immediate 5.5% increase and another 4.2% in October has been achieved by Australian tug crew unions (including the ITF-affiliated Merchant Service Guild and the Institute of Marine and Power Engineers) following a campaign of rolling strikes.

The German cabinet has decreed that with effect from the beginning of this year officials of the German Federal Railways (DB) who work alternating shifts will be entitled to between one and four more days' annual leave.

Greece: dockers in the port of Piraeus staged a series of escalator strikes last month to back demands for increases in pay and allowances and better terms for handling certain cargoes (principally containers).

London Transport has made a five per cent pay offer to both bus and underground workers.

Northern Ireland: Belfast City busmen have won a 12½% pay increase, a 39-hour week from September and 2 extra days' leave under a new agreement concluded by the ITF-affiliated British Transport and General Workers' Union.

Italian transport workers currently engaged in contract negotiations have staged a series of strikes this month to press their demands. Groups involved include railwaymen, bus workers, ferry crews and air traffic controllers. A strike by airport firemen protesting at delays in reforming the fire service also closed all airports on 8 May.

Japan Air Lines co-pilots and cabin crews called a 24-hour strike last month in support of demands for higher pay and improved conditions.

We extend our heartiest congratulations to the Oslo branch of Norwegian Commercial Employees' Union (HK), which celebrates its 75th anniversary this year.

TAP-Air Portugal ground staff staged a one-day strike on 7 May to back a pay claim.

Portugal: dockers protesting at the introduction of a new dock labour scheme closed the port of Leixoes for six weeks from the beginning of April. It is understood that the dispute is now settled, although details are not yet available.

OBITUARIES

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J.A. Cornner, Assistant General Secretary of the British Radio and Electronic Officers' Union from 1949 to 1965, died on 18 March. Brother Cornner retired in 1965 after 35 years' service with the REOU. During his union career, he regularly attended ITF Radio Officer meetings as the REOU's official representative.

Ted Miles of the British Associated Society of Locomotive Engineers and Firemen died in hospital during the night of Monday 3 May, aged only 55. Brother Miles had represented London Transport Tube drivers on the ASLEF executive for the past eighteen years.

S. Olaolu Oduleye, secretary-general of the Nigerian Union of Railwaymen, died on 11 May, in a car accident.

W.J. Redford, a vice-president of the Transport Workers' Union of America, died on 20 March, of a heart attack. Brother Redford, who looked after TWU members in the southeast United States, attended our Miami Congress in 1980 as one of his union's delegates.

Aat Rook, Vice-President and Treasurer of the Dutch Seafarers' Federation (FWZ), died on 22 May, aged 56. Brother Rook who had been FWZ treasurer since 1964, was elected its Vice-President late last year after a union career spanning nearly thirty years.

Johann Roposs, President of the Austrian Transport and Commercial Workers' Union (HTV) from 1966 to 1978, died on 30 April, aged 70, after a short illness.

PERSONALIA

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Nils Borin has been elected the new President of the Swedish Ships' Officers' Association. He succeeds Karl Rude, who has held office since 1975. Brother Rude has been a member of the Committee of the ITF Seafarers' Section since 1974.

Börje Heggstad retired from the presidency of the Swedish Commercial Employees' Union (HTF) at the union's Congress earlier this month. Brother Heggstad had been with the union for nearly forty years and was its Vice-President for ten years before taking over as President in 1976. Lars Hellman, HTF Vice-President since 1978, succeeds Heggstad. Brother Hellman has worked for the union since 1964 and is currently chairman of the ITF Travel Bureau Section. Holger Eriksson takes over from Hellman as union Vice-President. Brother Eriksson was previously the HTF's senior negotiator.

Richard I. Kilroy, President of the US Brotherhood of Railway, Airline and Steamship Clerks, has been named executive secretary-treasurer of the Railway Labor Executives' Association.

AFL-CIO President Lane Kirkland has been named the 1982 recipient of the Admiral of the Ocean Sea Award. The award is given annually by the United Seamen's Service for distinguished service to the American maritime industry. A former merchant navy officer, Brother Kirkland still retains his membership of the US International Organization of Masters, Mates and Pilots.

Chris Kirwan has been elected Vice-President of the Irish Transport and General Workers' Union. He succeeds Tom O'Brien, who died last November. Brother Kirwan represents Ireland on the Committees of the Railwaymen's, Road Transport Workers', Dockers' and Travel Bureau Sections of the ITF.

Anders Lindström was elected President of the Swedish Seamen's Union at its Congress earlier this month. Lindström first went to sea when in his late teens and became the Seamen's Union's - and indeed Sweden's - youngest trade union official at the age of 23. He is now 36 and comes to his new job from the Swedish Centre for Working Life (Arbetslivscentrum), where he was employed in an administrative capacity.

The union's new Vice-President is Nils Börje Andersson. He has worked for the union for the past twenty-four years, dealing principally with matters concerning the safety and training of seafarers.

C.A. (Bert) Lyons has been elected by members of the British Transport Salaried Staffs' Association as its next general secretary. He takes over in September from Tom Jenkins, who is retiring. Brother Jenkins is a member of the ITF Travel Bureau Section Committee and Bert Lyons currently serves as his deputy on the same Committee.

Edmond (Mon) De Vos, Assistant National Secretary (Ports) of the Belgian Transport Workers' Union (BTB) and Vice-President of the union's Dockers' Section, retired last month after a union career which began shortly after the end of the last world war.

FORTHCOMING MEETINGS

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Travel Bureau Section Conference	- Stockholm, 14-16 June 1982
Management Committee	- Bremen, 18 October 1982
Executive Board	- Bremen, 19-20 October 1982

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ITF SEAFARERS' SECTION CONFERENCE HELD IN LONDON

An ITF Seafarers' Section Conference was held in London on 22 and 23 April 1982 under the chairmanship of K. Mols Sørensen (Denmark) assisted by S. Wall (United States). Some seventy delegates from close to thirty countries attended the conference, as did observers from the International Labour Organisation (ILO) and the Committee of Transport Workers' Unions in the European Economic Community. The report of the ITF Secretariat was adopted unanimously and the Conference devoted some considerable time to the future global maritime distress and safety system, joint ventures, manning and problems affecting non-domiciled seafarers. The Section Conference was preceded by meetings of the Section's Manning and Training Committees on 20 and 21 April respectively.

The Conference embodied its thoughts on manning in a resolution which favoured a three-watch system based on an eight-hour day with no watches for masters and chief engineers to ensure safe watchkeeping. The minimum number of qualified personnel on board ships should be such as to ensure compliance with the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the 1980 IMCO Assembly Resolution on Principles of Safe Manning. The Conference instructed the ITF Seafarers' Section Manning Committee to draw up a specific policy paper on manning in time for the 1983 ITF Congress. The Section also endorsed a proposal concerning manning scales for flag-of-convenience ships submitted by its Manning Committee.

On the subject of radiocommunications, the Conference reiterated its support for the 1980 ITF Policy Positions on Radio and adopted a resolution on the future global maritime distress and safety system which resolved that the present system must be maintained in its entirety until seafarers were completely satisfied of the superiority of the future system and that the proposed global search and rescue plan had been effectively introduced. The resolution reiterated that no other grade should take over the duties of the radio officer/radio electronic officer in the present or future system.

The Conference held a first discussion on the question of joint ventures based on a preliminary proposal emanating from the ITF Seafarers' Section Maritime Policy Committee and concluded that although the concept could be seen as an attractive means of combating flag-of-convenience operations much more detailed work would be required within the Maritime Policy Committee to enable a decisive ITF policy on the subject to crystallise.

With regard to non-domiciled seafarers the Conference endorsed a series of resolutions referred to it by the ITF Seafarers' Section Asian Seafarers' Regional Committee and the ITF Asia/Pacific Regional Conference. These resolutions contained inter alia the following demands: (a) that governments should suspend indiscriminate training of seafarers until the employment situation improved; (b) that the ITF Secretariat should investigate the widespread proliferation of unscrupulous recruiting agencies in the Asian region supplying so-called "passport holders" and to bring this situation to the immediate attention of the ILO and the Asian governments concerned for remedial action; and (c) that seafarers should either be exempted from paying income tax or be afforded liberal tax concessions. A resolution on wages submitted in the name of the Asian Seafarers' Regional Committee was noted and referred to the ITF Fair Practices Committee for consideration.

In conclusion and on the recommendation of its Maritime Policy Committee the Section deplored certain abuses in connection with bareboat charters and recommended that the ITF Secretariat should closely monitor the situation and institute the necessary procedures to prevent bareboat charters from becoming flag-of-convenience operations in disguise. It also requested the ITF Secretariat to convene a meeting of its seafarer affiliates to review certain adverse developments affecting seafarers employed in the offshore industry which had recently been plagued by several disasters with a high ratio of loss of human lives.

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ITF FLIGHT DECK TECHNICAL COMMITTEE ADOPTS STATEMENT ON AIR
FLORIDA B 737 CRASH IN WASHINGTON

Delegates to the ITF Flight Deck Technical Committee meeting held in London earlier this month devoted part of their one-day session to an evaluation of the reasons for the crash shortly after take-off from Washington International Airport on 13 January 1982 of an Air Florida Boeing 737 jet, with heavy loss of life. Committee members from pilot and flight engineer unions in Australia, Belgium, France, Germany, India, Netherlands, Spain, United Kingdom and United States were in attendance and heard Bill Gill, Section Chairman, give details of the testimony presented to the National Transportation Safety Board hearings into the accident, which had been attended by the US Flight Engineers' International Association. x) Copies of the cockpit voice recorder transcript providing vital information on events on the flight deck of the Air Florida jet in the minutes leading up to the crash were also made available to the participants.

After hearing this report, the Committee decided unanimously to adopt a statement endorsing the evidence presented to the Board, which clearly points to improper power settings of the engines for take-off as the cause of the crash. The statement went on to make the crucial point that this condition would not have occurred had Air Florida flight 90 carried a flight engineer to monitor the pilots' actions in line with ITF Civil Aviation Section policy on safe crew complement which calls for a minimum three-man cockpit crew complement on all commercial aircraft. Nor would a jet with a flight engineer in the cockpit, the Committee were agreed, ever have started its take-off with snow or ice on the wings to the degree experienced by the Air Florida aeroplane; it would have been an essential part of the F/E's duties to keep a check on the situation and he would have routinely advised the two pilots that de-icing was necessary.

The Air Florida crash, the statement concludes, highlights in tragic fashion the fact that proper safety standards cannot be maintained with a two-pilot only crew and that the "human back-up" the highly-trained licensed flight engineer is able to provide is indispensable. The ITF is of the unshakeable conviction that the circumstances surrounding the last fatal flight of the Air Florida 737 confirm the validity of long-established Section policy. Had our safe-crew requirements been adhered to, the crash would never have taken place.

x) see also ITF Newsletter No, 3, 1982, page 25 for details of FEIA statement on the crash

TENSION GROWS OVER SOUTH AFRICAN PORTS UNION RECOGNITION ISSUE

Tension has grown in the South African ports of Port Elizabeth and East London over the continued refusal of the employers, South African Transport Services - SATS (formerly known as South African Railways and Harbours), to have any dealings whatsoever with the General Workers' Union - GWU (an ITF affiliate) even though the GWU can show that it has a substantial body of membership among SATS employees in those ports. (The background was explained in Supplements to the January and March 1982 issues of the Newsletter.)

The SATS management has announced that it will only deal with a "Black Staff Association" (BSA) which was hurriedly formed with management encouragement and which many of the black workers regard simply as a management mouthpiece. Members of the GWU have been constantly harassed by the police and two GWU officials were recently arrested for trespassing in the East London port area, though they were doing no more than collecting union subscriptions. The union has also been barred from holding meetings in a seamen's mission in that port on the grounds that the mission's property is owned by SATS.

So far the GWU members have shown remarkable discipline and patience in the face of continual provocation. All the signs are that the management is looking for a confrontation which will give them an excuse to purge the GWU membership. Their first shot in the campaign was the dismissal without notice or reason of Jeremiah Tolwana, Chairman of the GWU's Port Elizabeth Committee. The union took legal advice and were met with the management argument that, like all Black workers in SATS, he was a "casual" worker, and so had no rights in the event of dismissal. This was contested by the union's lawyers and SATS eventually paid him 30 days' pay. The case threw a revealing light on the status of SATS' black employees and the union would like to test the whole issue of status in court.

On 29 March, the GWU sent the management letters from 536 port workers who wished to give formal notice of their resignation from the Black Staff Association. The response was a renewed wave of police intimidation. To add insult to injury, the management have continued to deduct BSA subscriptions from the men concerned!

In a letter to the General Manager of SATS, the GWU's General Secretary, David Lewis, has acknowledged that the GWU does not have a majority of the SATS port workers as members (SATS covers the whole of South Africa) and is not seeking recognition at this stage for the purpose of negotiating wages and conditions at national level. What it is seeking is management's recognition of the right of its workers to join and take part in the union of their choice, in accordance with the international principles of freedom

of association. The ill feeling and tension in Port Elizabeth and East London arise directly from SATS' refusal to deal with the union at all and the sustained intimidation of those who stand up for their trade union rights.

The union is ready to attend talks without any preconditions. It is prepared to be flexible and to make every effort to fit in with the SATS industrial relations structure. If the management reject the call for talks, there is nothing the GWU can do to ensure the industrial peace that it would like to see.

On 26 May the ITF's General Secretary sent the following cable to the General Manager of SATS:

AGAIN URGE YOU TO RESPOND POSITIVELY TO REQUEST OF GENERAL WORKERS' UNION FOR TALKS WITHOUT PRECONDITIONS CONCERNING SATS PORTWORKERS IN PORT ELIZABETH AND EAST LONDON STOP BEYOND DENIAL THAT GWU HAS SUBSTANTIAL MEMBERSHIP IN THOSE PORTS AND HAS CLEAR RIGHT UNDER INTERNATIONALLY ACCEPTED PRINCIPLES OF FREEDOM OF ASSOCIATION TO A HEARING STOP PRESENT HARASSMENT AND INTIMIDATION OF GWU MEMBERS IS STOKING TENSION AND DISCONTENT AND SO JEOPARDIZING INDUSTRIAL HARMONY WHICH IS GWU'S DESIRE STOP HAVE ADVISED GWU THAT INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF) FULLY SUPPORTS ITS EFFORTS AND WILL STAND BY THEIR MEMBERS IN EXERCISING THEIR RIGHT TO JOIN AND TAKE PART IN UNION OF THEIR CHOOSING

(Sgd.) HAROLD LEWIS GENERAL SECRETARY ITF

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