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Due to the pressure of work in connection with preparations for the forthcoming ITF Congress, it has been necessary to curtail ITF publications somewhat during the pre-Congress period. The present Newsletter is therefore a combined issue covering the months of June, July and August. The next issue will also be a double one covering September and October. We apologise for this but trust that readers will have understanding for the reasons

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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL

Flight Deck Technical Committee meets in Paris

The May meeting of the ITF Flight Deck Technical Committee, the last to be held under the chairmanship of Jack Wahle (US Flight Engineers' International Association) who has now retired from line service, was attended by representatives from France, Germany, Great Britain, the Netherlands, Spain and the USA, as well as by observers from the European Flight Engineers' Organization. Among the subjects discussed at the meeting were crew complement and flight deck layout, with particular emphasis on ways of making the ITF campaign for a three-man crew more effective; preparations for the next meeting of the ICAO Personnel Licensing and Training Panel; developments within the US Federal Aviation Administration, with special reference to the new concept of regulatory negotiation which the FAA has introduced on flight time and duty time; and developments within the EEC on mutual recognition of personnel licences in civil aviation, as well as on flight and duty time limitations.

Following the retirement of Jack Wahle, Roger Bricknell (British Merchant Navy and Airline Officers' Association), formerly FDTIC Vice Chairman, was unanimously elected as the Committee's Chairman, as was René Thiebaut (French Flight Engineers' Union) as its new Vice Chairman. A number of tributes were paid to the work done by Jack Wahle on behalf of both the Committee and the Civil Aviation Section as a whole, and presentations were made to him by the ITF and the French Flight Engineers' Union (SNOMAC), which acted as host to the Committee.

EUROPE

European Commission approves amended text of draft 'Vredeling' Directive

The European Commission has recently approved the amended text of the draft 'Vredeling' Directive on the right of employees of multinational companies to be informed about and consulted on a range of matters affecting their interests. If the Directive is eventually adopted, its stipulations would apply to all workers in Community countries employed in subsidiaries that form part of a group of companies employing at least one thousand persons.

The Directive would require the annual disclosure of information on the parent undertaking's operations and those of its subsidiaries, the categories of information to be provided including details of the company's economic and financial position, the possible development of the business, likely trends in the employment situation and prospects for investment. The employees' representatives would also gain the right to be consulted before certain decisions (on closures, transfers, the introduction of new technologies, health and safety measures etc.) relating to the future of a subsidiary can be taken, and the parent company would be obliged to provide information on its reasons for the proposed action, the legal, economic and social consequences for the employees involved, and measures planned to protect employee interests. A 30-day consultation period would then ensue during which efforts would have to be made to reach agreement; during this time the parent company would be precluded from implementing any decision.

The Directive now goes to the Council of Ministers, where it is unlikely to have an easy passage as a number of EEC member-states, notably Great Britain, are opposed to its contents, or at least lukewarm in their acceptance of the employee rights it would confer on a group of workers who have too long been denied many basic rights at the workplace.

POLAND

ITF calls for action to mark third anniversary of creation of Solidarity

August 31 sees the third anniversary of the signature of the Gdansk Agreement that led to the official recognition of the independent Solidarity trade unions in Poland. The underground leadership of Solidarity has called on its members to mark the occasion by observing a two-hour nationwide boycott of all public transport.

In line with the resolution adopted at its 13th World Congress in Oslo in June - in which it called for support for activities by Solidarity aimed at restoring civil and trade union rights in Poland and for the efforts of the Polish people and workers to create the conditions necessary for the democratic development of their country - the International Confederation of Free Trade Union is asking all its affiliated organizations to express their solidarity with Solidarity on this day. The action they are being recommended to take includes: approaches to Polish embassies and the government of Poland; statements in support of Solidarity and appropriate press campaigns; trade union demonstrations outside Polish diplomatic missions; posters, stickers and slogans at workplaces; and token work stoppages. ICFTU affiliates are also being asked to demand the immediate and unconditional release of all unjustly detained Solidarity leaders, advisers and activists.

The ITF would wish to associate itself with this request from our sister-International and accordingly calls on all ITF affiliates to take such action as they deem appropriate to express their support and solidarity with the people and workers of Poland on 31 August.

T R A N S P O R T

FRANCE

Beaune coach crash prompts tightening of road safety regulations

Mindful of the tragic coach crash near Beaune just a year ago + in which 44 children died, the French government banned coaches carrying over 15 children from all main roads on the last weekend of July - the peak weekend of the summer holiday season. Other measures announced by the government last month in a bid to improve road safety include a reduction in maximum permitted blood alcohol levels to bring France into line with the rest of Europe and the fitting of automatic devices to limit speed on all new coaches and vehicles over 10 tons.

+ see ITF Newsletter No. 8, 1982, page 86

GREAT BRITAIN

Unions oppose dumping of nuclear wastes at sea

Three of the ITF's British affiliates - the National Union of Seamen, the Transport and General Workers' Union and the Associated Society of Locomotive Engineers and Firemen - have instituted a joint ban on the handling and transport by road, rail and sea of all nuclear waste scheduled for dumping at sea. The unions have urged the British government - in line with the advisory resolution adopted by the London Dumping Convention earlier this year (Britain was one of three European nations to vote against) - to store affected wastes from the nuclear industry on land for two years while scientific inquiries are made into possible harmful effects of the sea dumping programme and to investigate long-term alternatives to marine dumping.

NUS members, backed by rail and dock workers at the port, subsequently refused to sign articles at Barrow-in-Furness for the MV ATLANTIC FISHER, which was scheduled to dump low-level radio active waste in a sea trench five hundred miles off Lands End. Officers on board the ATLANTIC FISHER belonging to the ITF-affiliated Merchant Navy and Airline Officers' Association also obeyed a union instruction not to sail. The starting date for the proposed dumping passed without an alternative crew being found and the government was eventually forced to abandon attempts to use the vessel.

The NUS is now seeking the support of unions on the continent to ensure that a total Europe-wide ban on ocean dumping of nuclear waste is observed this year. It has also made certain that the subject will be raised at next month's conference of the Trades Union Congress by tabling a motion for the attention of delegates.

ITALY

Italian authorities respond to growing concern over attacks on TIR drivers

The year-old campaign by the ITF-affiliated Danish Transport and General Workers' Union (SiD) to provide protection for Danish TIR drivers against attacks from Italian armed bandits is now bearing fruit +. A meeting in Rome earlier in the year between Danish and Italian officials revealed that the Italian Government was already alert to what is rapidly becoming a serious problem and that it had been investigating for some time the possibility of establishing special rest and parking areas patrolled by armed guards where drivers could get a good night's sleep without worrying about the safety of their often valuable cargoes. Danish drivers have also complained of the difficulty of obtaining assistance from the local police when reporting thefts from lorries in Italy and this has occasionally led to complications in the Danish courts when compensation claims could not be backed up by documentary proof. To solve this problem, the Italian police authorities have now devised a form (available in a number of languages) on which details of lorry thefts can be entered. The completed form may then be handed in to the nearest police station, with the driver being given an authenticated copy to hand to his employer on returning home.

The road transport workers' section of SiD has welcomed the moves put in train by the Italian authorities which were announced at a particularly opportune moment as the Rome meeting coincided with a brutal attack near Milan in northern Italy on a 45-year-old Danish driver who was held captive by a band of robbers who drove him around for six hours and dumped him unceremoniously at the roadside in the early hours to make his own way to the nearest town some twenty miles away.

+ see ITF Newsletter No. 11, 1982, page 111.

UNITED STATES

FEIA opposes moves to introduce mandatory retirement at 60 for flight engineers

Bill Gill, President of the ITF-affiliated US Flight Engineers' International Association - writing recently to members of the Aviation Sub-Committees of the Senate and House of Representatives - has given his reasons for opposing moves by certain sections of the aviation industry and aviation labour to prevail on the Federal Aviation Administration to introduce mandatory retirement at age 60 for flight engineers. Gill argues that an "age 60" rule for flight engineers (similar to that imposed on pilots in 1959) is unnecessary as the flight engineer never operates the primary controls of an aircraft; in the rare event of an F/E becoming incapacitated at his station, such a flight could almost certainly still be terminated safely.

The FEIA President supports this argument by citing a National Transportation Safety Board report which showed that not one single flight engineer over 60 was implicated in a total of 1,616 accidents and incidents over a 20-year period. Significantly, in simulated second officer incapacity studies conducted for United Airlines - one of those supporting the FAA proposed rule changes - no serious flight deviations developed and all test flights ended in a safe landing without significant flight plan alterations.

The FEIA President also pointed out that 350 flight engineers over 60 and still in airline service would be faced with the loss of their jobs if the mandatory age rule was introduced. This would have serious economic implications as retirement plans for F/Es had always been based on a retirement age in excess of 60. In one airline investigated by the union, a flight engineer retiring at 60 would receive only 30% of his F/E income from retirement and social security benefits, less than half his entitlement had he worked to 65. This gap would widen yet further were he to continue working past 65.

Recent court decisions give the FEIA cause to believe that a mandatory F/E retirement age of 60 would violate Federal law and that it could only be introduced for "safety reasons" which in the union's view are simply not borne out by the facts.

SOCIAL AND INDUSTRIAL NEWS

FINLAND

Strike in coastal and inland shipping

A three-week strike earlier this summer in Finnish coastal and inland shipping by members of two ITF affiliates (the Finnish Ships' Officers' Union and the Finnish Seamen's Union) has resulted in the signing of a new collective agreement, reached after recourse to mediation. The main points of the new agreement are as follows: 1 March 1983 - 0.24% cost-of-living adjustment and 2.3% wage drift compensation; shift allowance - increase of 15 penni (evening shift) and 30 penni (night shift); 8.75% increase in monetary allowances and a similar increase in allowances in kind; 1 June 1983 - salaries increased by 2.6% (with a minimum of 100 markka); 1 August 1983 - salaries increased by 2% (minimum of 75 markka). The agreement also clarified certain disputed matters relating to hours of work.

GERMANY

Public service pay talks concluded

Following a particularly difficult and tense contract-round lasting nearly three months, during which the government attempted unsuccessfully to impose a four-month pay freeze, the German Railwaymen's Union (GdED) and the Transport and Public Service Workers'

Union (OeTV) have been able to achieve a mediated settlement for their memberships. Under the new 18-month agreement, rates of pay are increased by 2% backdated to 1 March, followed by a 0.5% increase from 1 July 1983 and 0.5% from 1 March 1984. All workers who do not yet receive 30 days' annual leave will also be awarded an extra day's leave from this year. Warning strikes were staged by members of both unions in early May in protest at the earlier unsatisfactory offer.

Higher pay for travel bureau staffs

Under a new pay agreement negotiated by the ITF-affiliated German Transport and Public Service Workers' Union (OeTV), salaries of employees of privately-owned travel bureaux are increased by 3.1%, with effect from 1 June 1983. Leave pay rises by DM 2 per day with effect from the beginning of next year and management and unions have agreed to look at the level of the Christmas bonus in next year's contract round.

OeTV victory in elections for employee representatives on Board of Directors of Hapag-Lloyd

The German Transport and Public Service Workers' Union (OeTV) has won a major victory in elections for employee representatives on the Board of Directors of Hapag-Lloyd - seven out of ten seats have gone to our affiliate.

Hapag-Lloyd employs nearly 12,000 workers and is the largest transport conglomerate in Europe, with interests in most sectors of the industry (civil aviation, road haulage, shipping, travel bureaux and the ports).

GREAT BRITAIN

Railmen accept improved 4.5% pay offer

The ITF's three British railwaymen's affiliates + have accepted an improved 4.5% pay offer, effective 20 June, from the Railways Board and have noted a commitment to raise holiday pay from next year. A joint working party will also be set up to examine without prejudice the question of common conditions of employment for all railway staff.

- + The National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen, and the Transport Salaried Staffs' Association

Townsend Thoresen strike ends in union victory

Crews of Townsend Thoresen ferries operating out of the North Sea port of Felixstowe and the Scottish west coast port of Cairn Ryan - who are members of the ITF-affiliated National Union of Seamen - called off a 12-day strike late last month when the management

conceded their original claim for 5.4% increase in pay from 1 July. Townsend Thoresen has also agreed to retain two ships on the Cairn Ryan - Larne route and to implement the National Maritime Board pay award for next year from the due date (beginning of January).

The strike at the two ports won the backing of union members at twelve other British ports and only a threat to escalate the dispute to include a 12-hour stoppage of ferry services to Europe from three Channel ports prompted the management to agree to immediate discussions on the men's demands.

GREECE

Ocean-going pay talks concluded

Officers and ratings on ocean-going cargo vessels over 4,500 dwt are to receive pay increases of 15% and 17% respectively, backdated to 1 January, under an agreement reached last month by the ITF-affiliated Pan-Hellenic Seamen's Federation (PNO) and the Union of Greek Shipowners. The new rates will apply until the end of 1983 and replace those payable under the previous contract which expired last September but which is now deemed to have been in force to December 1982. Negotiations have dragged on since last autumn and at one point the union was forced to issue a strike threat (later rescinded) in an effort to get the shipowners, who had been insisting on a 12-month pay freeze, to make a positive offer on pay+ .

In June, the crews of ferries serving the Greek islands - who are also members of the PNO - were awarded a 17% pay rise following a three-day strike. This represents a considerable improvement on the owners' earlier offer of 10%.

+ see ITF Newsletter No.11, 1982, page 125 and No. 12,1982, page 133

IRISH REPUBLIC

Air traffic controllers win assurances on improved staffing levels

Two 24-hour strikes by air traffic controllers at Dublin, Cork and Shannon airports have led the Minister of Transport to concede the need for more staff in control towers. The controllers were concerned because the ban on public sector recruitment in the Republic was leaving atc posts unfilled when controllers retired or resigned and making it increasingly difficult to release staff for re-training.

NETHERLANDS

Agreement for crews of vessels under 4,000 grt

Following protracted negotiations, the ITF-affiliated Dutch Seafarers' Federation (FWZ) has reached agreement with the association representing owners of Dutch-flag vessels under 4,000 grt on the terms of a new two-year contract+. The cost-of-living clause in the agreement will continue in force, with the following adjustments being made: 1 October 1982 - 2.43%; 1 April 1983 - 0.97%; 1 October 1983 - 0.5%, plus the percentage rise in the index for the relevant period in the event this exceeds 2%; 1 April 1984 - 0.5%, plus the appropriate percentage rise should the index rise exceed 2.5%. The other key improvement relates to the length of sea service before leave is granted which has been reduced from seven to six months. The agreement is backdated to 1 April 1982 and remains in force to 31 March 1984.

The FWZ is convinced that it was its warning of possible industrial action if an agreement were further delayed which tipped the balance and forced a settlement. It has expressed its thanks to all those affiliates which promised support in such an event.

+ for further details see ITF Newsletter March 1983, page 27.

PAKISTAN

Karachi port workers win victory on pay

Earlier this year, Karachi port workers decided that they would work only a normal eight-hour shift and not participate in an incentive scheme after the employers rejected their claim for increased pay and attempted to force them to renounce certain benefits already negotiated as part of previous settlements. The management reacted by seeking to get the dockers' action declared 'illegal' and when this failed it invoked the Essential Services Act in order to have the dispute referred to the National Industrial Relations Commission for adjudication. However, the dockers still refused to cooperate in the incentive scheme and only intervention by the President of Pakistan prompted the resumption of negotiations and the eventual conclusion of a settlement. This totally vindicated the men's

demands: they won a 10 percent increase in pay and various other improvements and concessions.

UNITED STATES

New agreement provides for stricter enforcement of container handling rules

Although the ILA container handling rules + - following a National Labour Relations Board ruling in the union's favour - came into renewed effect on 18th April last, the union found that within a short time they were being circumvented by companies exploiting various loopholes. It accordingly served notice on the employers that it wished to reopen and renegotiate its existing contract to provide for stricter enforcement. Under the agreement subsequently reached between the two parties, steamship lines will be required to furnish more detailed documentation (on points of origin and destination, the nature of the freight carried and the actual consignee), while the ILA has won the right to withhold labour from employers who are found to have violated the rules and subsequently refuse to abide by them. A new joint employer/union committee will also be formed to deal speedily (within 24 hours) with complaints of alleged violations.

+ see ITF Newsletter No. 4, 1983, page 43.

NEWS IN BRIEF

Some 20,000 dockers at Argentinian ports came out on strike on 30 June demanding the resumption of talks on a pay rise.

Australian airline pilots staged a series of strikes earlier this summer to voice their opposition to government plans to tax lump-sum pension payments.

Bolivian airport workers took industrial action recently to press demands for majority control of the management of the new airport being constructed near Viru-Viru.

Great Britain: dockers at the east coast port of Felixstowe, the largest port outside the National Dock Labour Scheme, have accepted an offer from the Felixstowe Dock and Railways Company of a £5.60 per week increase on basic rates from 1 July 1983. The working week will also be reduced to 39 hours from next year.

A controversial new bill revising the regulations governing strikes by employees in the public sector has been passed by the Greek parliament despite a week-long series of walkouts and demonstrations in May/June by public service workers - including transport workers - who objected to this interference with their right to take industrial action.

Greek dockers staged a one-day strike in mid-June seeking a pay rise.

Irish Republic: the strike at Dublin's deep-sea port was called off on 6 June after the dockers voted to accept a peace formula put forward by the management on manning levels at the port.

Italy: air traffic controllers at Rome's Fiumicino airport staged a six-hour strike on 25 July to press for improved conditions.

Work in all New Zealand ports was halted for two days in mid-June as dockers organized in the ITF-affiliated Waterside Workers' Federation went on strike as part of a national trade union protest against the extension of a government pay freeze.

A planned strike by Portugese railwaymen and Lisbon bus and tram crews was cancelled early last month when pay rises of 20% and 17% respectively were agreed for the two groups.

Ground staff of TAP-Air Portugal staged a 24-hour strike on 7 July to back demands for a pay rise.

Thailand: Bangkok port workers struck last month following the introduction of a new salary system that will reduce the pay of young workers while raising the maximum pay of senior staff.

Venezuelan dockers staged a week-long walkout earlier this month to demand overdue pay. The Ministry of Labour has now agreed to pay the money and to form a commission to examine the continuing problems facing the country's Port Institute.

O B I T U A R I E S

Oluf Anfinssen, President of the Norwegian Locomotivemen's Union from 1961 to 1975, died on 4 June, aged 70. He was a former deputy member of the Committee of the ITF Railwaymen's Section and represented his union at many ITF Section meetings and at a number of Congresses of the Federation.

Juma Boy, formerly General Secretary of the Kenya Dockworkers' Union, died in London on 18 July.

Burt Lanpher, Secretary-Treasurer of the Staff Officers' Association of America for the past twenty-nine years, died on 20 April, aged 62. A pioneer in the field of shipboard medical care, Lanpher pressed the case for improved health provisions for seafarers within international organizations such as the ILO, the WHO, the IMO and not least the ITF. He was also a past Vice-President of the SIU.

André Poncelet, General Secretary of the Aviation Section of the Belgium Public Service Workers' Union (CGSP) from May 1956 until his retirement in August 1980, died on 13 June, aged 67.

William J. Smith, National President of the Canadian Brotherhood of Railway, Transport and General Workers (CBRT&GW) from 1955 to 1970, died on 3 June, aged 79. A prominent Canadian trade unionist, Smith was for many years regional Vice-President for Ontario of the Canadian Labour Congress and in the wider international movement played a significant role as a member from 1962 to 1971 of the ITF Executive Board.

Emilio Agostinetti, who ran the Swiss Railwaymen's Union's Tessin office for twenty years and was a former editor of the union's Italian-language newspaper "Il Ferroviere", died at the beginning of this month. He was 71.

P E R S O N A L I A

Ernie Ball, National Secretary of the New Zealand Engineering, Coachbuilding, Aircraft, Motor and Related Trades Industrial Union of Workers, has been nominated by the New Zealand Federation of Labour to the position of workers' representative on the Arbitration Court.

Holger Hjort has resigned as Vice-Chairman of the Danish Railwaymen's Association and is succeeded by Kaj Jensen.

Louis Joye, Vice-President for thirteen years of the Swiss Railwaymen's Union (SEV) and a former editor of the union's French-language newspaper 'Le Cheminot', retired at the end of June. Joye has been Chairman of the ITF Railwaymen's Section since 1977 and will continue to hold office until his successor is elected at the forthcoming Madrid Congress. René Bucher was elected at this year's SEV Congress to succeed Joye as Vice-President. He takes up his post in September.

Hannes Nydegger, Federal Secretary of the Swiss Railwaymen's Union, also retired in June, Nydegger has been a prominent member of the ITF Railwaymen's Section for many years, having served as the Chairman of the Sub-Committee on Conditions of Railway Staff since its creation in 1974. He is also a leading member of the Sub-Committee on Transport Policy, where his valuable contributions to the debate will be much missed.

Sigurd Kvilekval takes over this month as Chief Treasurer of the Norwegian Railwaymen's Union, succeeding Olav Habberstad, who has retired. Kvilekval had previously served for twenty years as Union Secretary. He is also a member of the Sub-Committee on Working Conditions of Railway Staff of the ITF Railwaymen's Section. Thomas Melvold is the union's new Secretary. Both men recently celebrated their 60th birthdays.

ERRATUM

Erik Levin, the new President of the Swedish Ships' Officers' Association, comes to the union from the Swedish Airline Pilots' Association and not the Marine Pilots' Association, as stated in the last issue of the Newsletter (page 61). We apologise to our colleague for this error.

FORTHCOMING MEETINGS

Fair Practices Committee Sub-Committee on the Revision of the ITF Collective Agreement - London	1 - 2 September 1983
ITF Flight Operations Officers/Flight Despatchers Working Group - London ...	7 September 1983
Cabin Crew Technical Committee - London	8 - 9 September 1983
ITF Congress - Madrid.....	20 -28 October 1983

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

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