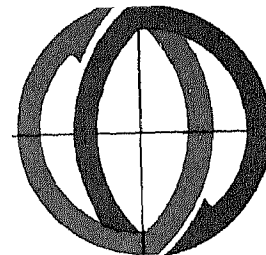


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NEWS AND VIEWS FROM THE ITF

ITF Executive Board meets in London

A meeting of the ITF Executive Board was held in London on 20 and 21 March 1984, preceded by a meeting of the Management Committee on the morning of 20 March.

On the recommendation of the Management Committee, the Board unanimously agreed to appoint Hans-Bernhardt Beyertt as Section Secretary for the Civil Aviation and Travel Bureau Sections; and Graham Brothers as Section Secretary for the Road, Rail and Inland Navigation Sections.

The Board went on to examine in detail the ITF's sectional activities since the Madrid Congress in October 1983 and its regional activities during the past year. Items considered included the blockade of certain frontier crossings in Central Europe by employers' and owner-drivers' organizations towards the end of February; the North American International Association of Machinists' disputes with Continental Airlines and the Israeli airline, EL-AL; and the British miners' strike. It noted recent developments in Argentina, Ghana, Nigeria and Zimbabwe. It received an up-to-date report on the current dispute in the Indian docks and adopted a resolution expressing the ITF's solidarity with the strikers[†]. The ITF Regional Representatives gave the Board comprehensive reports on the general developments in their respective Regions.

The Board gave detailed consideration to the ITF's financial situation and approved budgets for the General Fund and Edo Fimmen Account - Regional Activities for 1984.

Among other business, the Board took decisions on the motions referred to it by the 34th ITF Congress; and approved five applications for affiliation from Argentina, Norway, Peru and the United States (two), subject to the satisfactory completion of any remaining formalities.

The next meeting of the Board will take place on 16 and 17 October 1984 in Innsbruck, at the invitation of the Austrian Railwaymen's Union.

[†] See also item on page 43.

ARGENTINA

British and Argentinian fishermen's unions call for Argentine fishermen to be allowed to return to traditional fishing grounds in South Atlantic

In accordance with a decision taken by the 34th ITF Congress, representatives of ITF affiliates organising fishermen in Argentina and Great Britain met under ITF auspices in Boulogne (France) on 26 and 27 March 1984 to discuss the problems arising out of the exclusion of Argentinian fishermen from the sea around the Falklands/ Islas Malvinas. The Argentinian unions reported to the meeting that one fifth of the country's deep-sea fishermen were currently unemployed as a result of Britain's declaration in 1982 of a maritime exclusion zone of a 150 nautical mile radius in the South Atlantic and that the remainder had seen their earnings fall as they could no longer fish for certain migratory species. The meeting was further informed that Argentinian fishermen used to catch some 300,000 tons of fish per annum in the area encompassed by the zone and that now fleets of other nations were catching several times that amount of fish within the zone, without any limitation.

Having been apprised of the very serious effects that the continued existence of the exclusion zone was having on the livelihood of these fishermen, the British and Argentinian unions represented at the meeting decided to call on their respective governments to negotiate an agreement that would enable the fishermen to return without delay to those areas of their traditional fishing grounds from which they were at the present time excluded. This decision has the full backing of the ITF, which further supports the restoration of normal relations between the two nations, in the interests of all of their citizens, not least the working people.

TRANSPORT

FRANCE

Union warns of danger of suction into B737 engines

The French Transport Workers' Federation (FGTE-CFDT) has asked us to draw the attention of affiliates to an accident which happened to a mechanic who was making adjustments to a B737 engine while it was running. Although the mechanic was behind the air intake, he was sucked in by the engine and received a broken finger. The accident took place on 23 December 1983 but our affiliate has discovered that there have been 19 similar accidents since the B737 entered service.

The FGTE-CFDT has informed us that suction occurs not only from in front of the engine but also up to 1.50 metres behind the leading edge of the air intake.

In order to prevent accidents of a similar type in the future, the union believes that airline companies should take the following steps:

- install protective grills round the engine;
- when work is being performed on the engine a second man should be present to give instructions by two-way radio to the man running the engine;
- ban the wearing of loose clothing.

GREAT BRITAIN

Shipping and shipbuilding unions join forces to urge reservation of coastal and offshore sectors for British-flag ships

In the first formal link between a British shipping and shipbuilding union, the National Union of Seamen and the technical and supervisory section of the Amalgamated Union of Engineering Workers have joined forces in defence of their members' jobs and are urging in a report entitled 'Partners in Crisis' now in government hands that the coastal trade and the offshore supply sector be reserved for British-flag ships. The unions also insist that the extra tonnage needed as the result of such a vital protectionist measure should be built in British yards.

The NUS believes that the introduction of cabotage would lead to a demand for over one hundred extra British-flag ships, with jobs for some two and a half thousand seafarers. Many times that number of jobs in shipbuilding would be safeguarded if all orders for new ships went to home yards.

The unions' action has been prompted by concern at growing foreign penetration of these two areas (over half the ships on or awaiting charter in the British sector of the North Sea are foreign-owned, while in the coastal trade one-third of all cargo is carried in foreign ships).

NORWAY

Committee to look at safety of fishing vessels

At the suggestion of the Shipping Minister, the Norwegian government is to set up a committee to look at ways of improving the safety of fishing vessels. The committee will concentrate initially on better safety and rescue equipment, as well as training in the use of such equipment, and will subsequently seek to establish new guidelines for the construction of fishing vessels so as to offer the greatest possible level of onboard safety.

The ITF-affiliated Norwegian Seamen's Union, which also organises fishermen, will be represented on the committee together with other interested parties.

SOCIAL AND INDUSTRIAL NEWS

DENMARK

Blackening of coasters brings first successes

The blackening of coastal shipowners by the ITF-affiliated Danish Ships' Catering Personnel Association is beginning to show results. Three companies owning a total of eleven coasters have agreed to enter into agreements with our affiliate for their catering departments and it is hoped that other operators of coastal tonnage will shortly follow this lead.

+ See page 30 of last issue of Newsletter for more details.

Higher rates for ships' catering personnel

New pay rates came into operation on 1 April for catering staff represented in the ITF-affiliated Danish Ships' Catering Personnel Association. The following monthly salary ranges (basic pay plus cost-of-living allowance) apply: chief steward: 12,144 kr to 14,035 kr; cook: 8,686 kr to 9,149 kr; messman and stewardess: 7,608 kr to 7,913 kr. Overtime rates (per half hour) are 45.63 kr on weekdays and 57.91 kr on Sundays and Public Holidays for chief steward; 31.38 kr and 40.17 kr for cook; and 27.49 kr and 35.18 kr for messman and stewardess.

FINLAND

Higher pay for ratings in overseas trade

Higher rates of pay have come into effect for ratings in the overseas trade belonging to the ITF-affiliated Finnish Seamen's Union on the basis of the new central pay agreement reached last month (see page 30 of last issue of the Newsletter). Effective 1 March, rates and allowances were increased by 3.2%, with increases of 8.5% in benefits in kind. A/Bs and above on the salary scale also benefit from an additional 10 markka, while those earning less than an A/B receive an extra 35 markka on monthly pay rates.

FRANCE

Seafarers renew campaign for right to retire at 50 after talks fail

French seafarers are again delaying sailings - this time by 72 hours - after renewing their campaign[†] in support of the right to retire at 50. Talks with the shipowners were resumed last month but failed to make any headway and the unions had no other choice than to reimpose sanctions in an effort to achieve a satisfactory settlement of their demands.

† See page 31 of last issue of the Newsletter.

GERMANY

Hapag-Lloyd introduces short-time working in bid to avert redundancies

For the first time ever, a German shipping line has put its sea-going personnel on the maritime equivalent of short-time working in a bid to avert redundancies. Hapag-Lloyd, the country's biggest shipping line, has obtained approval from the federal labour office for a plan which involves the company's 1,400 sea-going personnel taking between 30 and 80 extra days' shore leave this year on a short-time rate of 64% - 68% of average earnings, short-time working at sea being clearly out of the question. The scheme, which was introduced this month and will run for one year, has been introduced in order to save the 200 to 300 jobs that would otherwise have been lost from the planned sale of eleven ships during 1984. It is hoped that all the employees involved will be able to return to regular full-time working when shipping markets recover and enable Hapag-Lloyd to expand its fleet.

GREAT BRITAIN

Union wins higher pay for non-domiciled seamen

The ITF-affiliated National Union of Seamen (NUS) has entered into an agreement with the General Council of British Shipping obliging the employers to begin talks - company by company - with the union on a timetable for bringing the pay of the 4,000 non-domiciled ratings in the British fleet up to National Maritime Board rates. In future, owners would also have to recruit from among unemployed British ratings and only if there were not enough UK-registered seafarers available would they be permitted to engage foreign seamen, who would be paid NUS rates and would have to join the union.

The agreement represents an important victory for the NUS which has been campaigning for some years against the low pay of foreign seamen - mostly Asians - serving in British ships.

Shipowners and unions protest at budget threat to pay of foreign-going seafarers

Both shipowners and seafarers' unions have protested vigorously to the British Conservative government at budget tax changes that will have the effect of reducing the pay of foreign-going officers and ratings by £10-£20 a week. In his budget speech, the Chancellor announced that tax relief for Britons who work part of the year abroad would be phased out over the next two years, with the result that seafarers will no longer receive the present tax free allowance of 25% of earnings if they spend over 30 days out of the country in any one tax year.

These objections have failed to produce a change of heart on the part of the government, and Opposition MPs are now seeking to introduce an amendment to the Finance Bill (by which the budget proposals are made law) which would exempt seafarers from the tax changes. If these efforts prove unsuccessful the ITF's British seafarer affiliates may well be forced to put in claims for larger pay increases in the next pay round to make good the substantial loss in net earnings suffered by the majority of their members.

London Transport staff strike over plans for public transport in the capital

London Transport bus and Underground crews staged a one-day strike on 28 March in protest at government plans to remove control of London Transport from the Greater London Council and transfer it to a regional board with members nominated by the government and responsible to the Ministry of Transport. Under these plans, contained in the London Regional Transport Bill, which has passed through all its stages in the lower house and now goes to the upper chamber, London Transport would be split into two separate companies each with a duty to break even on the basis of a greatly reduced annual subsidy. The unions quite rightly fear that if its provisions become law, bus and Tube fares will rise steeply, bus routes will be cut and Tube stations closed, and many jobs will go. The government has made it amply clear that competition would be welcomed from private bus operators, who would no doubt cream off many prime routes in the centre of London, ignoring the outer, less profitable areas.

Railwaymen reject pay offer linked to acceptance of more single manning of goods and passenger trains

The three British railwaymen's unions⁺ have rejected British Rail's offer of a 4% pay rise conditional on acceptance of the phasing out of guards and firemen on certain freight and passenger services, involving the eventual loss of 4,000 jobs. The unions are insisting that productivity issues should be dealt with separately from the current round of pay negotiations.

The unions have a joint settlement date of 16 April.

⁺ the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen and the Transport Salaried Staffs' Association (all ITF affiliates)

GREECE

19% pay rise for seafarers on dry cargo vessels and tankers

Officers and ratings on dry cargo vessels and tankers have won a 19% pay rise backdated to 1 January under an agreement negotiated earlier this month between the ITF-affiliated Pan-Hellenic Seamen's Federation (PNO) and the Union of Greek Shipowners. Additional increases have been awarded to low-paid seafarers, with those previously earning between 19,620 and 26,210 drachmas per month seeing their pay rise to 29,000 drachmas and increases of 7,000 drachmas to those on monthly rates last year of between 26,211 and 38,125 drachmas. All allowances have been increased by 18% and victualling pay has gone up by 50 drachmas to 400 drachmas a day.

INDIA

Dock strike ends

India's longest-ever national ports strike⁺ ended on 10 April with the reaching of an informal settlement giving the dockers pay increases of 21 per cent as well as substantially improved housing rent allowances and an increase of 16 per cent in piece and incentive rates. Wage scales are also to be revised and extended, and the government has said it will look sympathetically at a separate union claim for an end to the use of casual labour at three minor ports. (Full details of the formal agreement, now being drafted, will be given in the Newsletter in due course.)

The ITF Executive Board, meeting in London on 20 and 21 March, adopted a resolution of support for the striking dockers and a cable was also sent to Prime Minister Indira Gandhi urging her to intervene personally to secure a resumption of meaningful negotiations aimed at reaching a satisfactory settlement of the dockers' demands.

The strike lasted for twenty-six days and caused about 200 ships to be held up either in port or at anchor.

⁺ See also page 32 of last issue of the Newsletter.

JAPAN

Dockers strike over container job losses

Dockers at Japan's major ports⁺ came out on strike for twenty-four hours on 9 April in the latest stage of a union-organised campaign for protection against job losses resulting from the increased transfer of container traffic to inland facilities that do not use dock labour. Over 30,000 dockers have lost their jobs in this way over the past five years, and the unions are pressing for container handlers to be obliged to make payments to a special unemployment fund that would help cushion the blow of redundancy.

The unions have indicated that an indefinite strike will be called in the container sector later this month if their demands are not met.

⁺ Stoppages of a shorter duration were also staged at all minor ports on the same day.

SOUTH AFRICA

Bus drivers win heartening victory in strike over union recognition

Bus drivers in the black township of Pinetown (near Durban, Natal) walked off their jobs last month in a strike over recognition of the South African Transport and General Workers' Union, which joined the ranks of the ITF at the beginning of this year. The drivers were demanding that their employers, the Durban Transport Management Board, abolish the Works Council and deal instead with their elected representatives,

For three days and nights some two hundred striking bus drivers occupied one of three Pinetown bus depôts in an attempt to persuade the management to listen to their demands. They sat out management attempts to browbeat them into submission - with pamphlets warning of possible charges under the Riotous Assemblies Act, loudspeaker announcements advising them that they were risking dismissal, and a token show of force from a baton-wielding municipal 'combat group' outside the depôt.

On 12 March, the drivers were informed that they had indeed been fired and the police immediately moved in to 'escort' them from the building. Scabs were hired to drive the buses, taking the place of the inspectors who had been brought in as drivers when the strike began.

Pinetown trade unionists straightaway organised a hurried meeting to discuss what supportive action might be taken in the local factories and it was also decided to send a delegation to see the mayor of Durban (the bus company is owned by the City Council). A five-man delegation was received at the City Hall on 13 March and a council debate on the strike followed.

But the turning point came the next day when thousands of workers - in a splendid show of solidarity - said they would boycott the buses (and face a walk of up to 15 kilometres to and from work each day) until the strike ended. On the evening of the 14th, workers could be seen streaming down the roads towards Pinetown, watched by riot police who drove up and down the roads of the township firing teargas into the crowds. Striking drivers also mingled with the returning workers to explain the reasons behind the strike.

The bus boycott proved too much for the management and it promptly announced that it was prepared to discuss a possible settlement with the Transport and General Workers' Union. With the strike just under a week old, the union was able to announce that it had won a total victory - a rare enough event for a black union in South Africa. The Durban Transport Management Board told the union it would 'suspend' the Works Council and replace it with a shop stewards' committee. It has also undertaken to enter into recognition talks with our affiliate and to conclude these 'as soon as is reasonably possible'.

Delighted at this outcome, the bus drivers drove in a convoy round the Pinetown area to tell the workers who had so selflessly supported them of their success. There were scenes of jubilation as driver hooted at driver as they passed each other on the road and bus passengers sang worker songs.

SWEDEN

New two-year pay agreement for public sector workers

A new Swedish public sector pay agreement concluded last month gives total salary increases worth just under nine per cent over two years. The overall intention of the agreement is to improve real wages and to ensure that public sector pay keeps pace with movements in the pay of workers in private industry over that period. In accordance

with this aim, a further pay adjustment will be made for 1984 if prices rise more than 6.5% this year. The annual leave provisions of the agreement have also been revised to give three more days from next year to those with the least generous entitlement, and the grading system is to be restructured in mid-1985, to the advantage of those in the lower and middle salary ranges.

Major beneficiaries of the new agreement are the country's railwaymen, who are organised in the ITF-affiliated Swedish State Employees' Union (SF).

UNITED STATES

Appeal Court rejects New York City bid to outlaw commuter railroad strike

The US Court of Appeals has ruled that Staten Island Rapid Transit Operating Authority (SIRTOA) employees have the right to strike under the federal Railway Labor Act. The case dates from 1977 when SIRTOA workers were prevented from striking by the New York State Supreme Court which ruled their action illegal under state law outlawing strikes by public employees. Another strike attempt in 1978 led to the matter being referred to the Interstate Commerce Commission which held that, although primarily a commuter line, the railroad was by virtue of its freight services (operated by the former owner, a subsidiary of the Baltimore and Ohio Railroad) nonetheless a 'carrier' within the meaning of the federal Railway Labor Act and hence subject to its provisions, which include the right to take strike action. The commuter authority appealed against this decision and the present ruling is the outcome of that appeal.

The case is broadly similar to one reported in the Newsletter in 1982[†] when the US Supreme Court ruled that state-owned railroads and their workers were subject to the Railway Labor Act and that state law might not be invoked to ban them from striking.

[†] See ITF Newsletter No. 6, 1982, page 71 for full details.

NEWS IN BRIEF

Belgian public service workers mounted general strikes on 3 and 10 April objecting to government austerity measures that will cut public sector pay this year.

The threat of privatisation hanging over Germany's railbuses[†] was lifted when the Transport Minister gave assurances that the railbuses, which are operated by the Federal Railways, would be retained in the public sector at least until 1986. The ITF-affiliated German Railwaymen's Union (GdED) has given advance notice that it will fight any attempts that might be made to transfer the buses to the private sector after that date.

[†] See ITF Newsletter No. 2, 1984, page 23

Great Britain: municipal busmen have won a 4% pay increase and five weeks' annual leave under a new agreement negotiated by the ITF-affiliated Transport and General Workers' Union. Paternity and bereavement leave are new features of the agreement.

Great Britain: Bristol dockers have accepted an arbitrated pay offer of just under five per cent, bringing to an end a long-standing pay dispute.

Indian seafarers covered by the National Maritime Board agreement have been awarded pay increases of 45 rupees per month from 1 April 1984, followed by a further increase of 35 rupees on 1 January 1985.

Israeli officers' and ratings' unions called their members out on strike earlier this month in action prompted by concern over the rundown of the national merchant fleet, which has put growing numbers of seafarers out of work.

We extend warm congratulations to the Irish Transport and General Workers' Union which is celebrating its 75th anniversary this year.

Co-pilots and flight engineers of Japan Air Lines staged a three-day strike at the end of last month to express their dissatisfaction at airline economy measures which have led to their being grounded for five days each month.

Peruvian workers took part in a nationwide stoppage on 22 March in a protest at government economic policies that have led to massive pay rises and growing unemployment.

Peru: airport workers called off a week-long strike on 20 March after winning a pay increase. They had previously staged a 24-hour walkout in late February (see page 35 of last issue) to draw attention to their claims.

The Spanish Transport Minister has announced that measures will shortly be taken to bring the hours of Spanish road haulage drivers into line with the limits set by the ILO and the EEC.

United States: ocean shipping companies operating through Atlantic and Gulf coast ports have signed an agreement with the ITF-affiliated International Longshoremen's Association undertaking to use only cargo handling facilities employing ILA-organised personnel.

OBITUARY

Fintan Kennedy, former General President of the Irish Transport and General Workers' Union, died suddenly on 24 March, aged 64. Kennedy gave well over forty years of his life to the trade union cause in Ireland, serving first as IT&GWU Assistant General Secretary, then as General Secretary from 1959 and finally as General President from 1969 until his retirement in January 1981. He was also a past President of the Irish Congress of Trade Unions and ICTU treasurer for many years, as well as a distinguished member of the Irish upper

house, the Senate. In retirement he led an extremely active life, serving on many bodies - both at home and in Europe - representing workers' interests. His trade union career matched in many ways that of his father Tom, who had led both the ICTU and the IT&GWU in the '40s.

PERSONALIA

Svend Borg retired from the vice-presidency of Metal Søfart (formerly the Danish Engine Crew Union, now part of the Metal Workers' Union) at the end of last month. He had held the union's second highest post since 1966.

We extend hearty congratulations to ITF Executive Board member Alf Karlsson, Negotiations Secretary of the Swedish State Employees' Union, who celebrates his 50th birthday on 6 May.

Mike Rygus, General Vice-President for Canada of the International Association of Machinists and Aerospace Workers (IAM), retires on 1 May. Rygus, who has headed the union in Canada since 1961, is a former member of the Committee of the ITF Railwaymen's Section.

Val Bourgeois, Administrative Assistant to Rygus, has been chosen by the IAM Executive Council to fill Rygus' unexpired term of office.

George Wakenshaw has been elected President of the British National Union of Railwaymen.

FORTHCOMING MEETINGS

European Seafarers - Antwerp 8-9 May 1984
Cabin Crew Technical Committee - Lisbon 9-11 May 1984
Fair Practices Committee - London 21-22 June 1984
Management Committee - Innsbruck 16 October 1984
Executive Board - Innsbruck 16-17 October 1984

Amnesty International renews campaign for abolition of torture

The publication earlier this month of a major new report entitled *Torture in the Eighties* marks the start of a renewed campaign by Amnesty International - the widely respected international human rights organization - to expose and put an end to the use of torture as an instrument of state policy. Thousands of Amnesty International volunteers around the world who are already working together to eradicate torture and prevent the cruel treatment of prisoners will be taking part in the next two years in a special drive to try to rid the world of an abuse which in defiance of international law involves the purposeful infliction on a defenceless prisoner of totally unjustifiable pain and suffering.

The 263-page report cites allegations of cruel and humiliating treatment involving prisoners under interrogation in nearly one hundred countries around the world in the four years of this decade. Amnesty stresses that its list of both countries and cases is necessarily far from complete as government cover-ups and secrecy surrounding this assault on fundamental human liberties are such as to make corroboration of torture claims extremely difficult and a full survey beyond its power.

Both men and women from all walks of life - including many trade unionists - have been systematically tortured by their captors in an effort to humiliate the victim or to extract information about others that might be useful to governments seeking to suppress dissent. Women especially are often brutally degraded at the hands of male torturers. Even children have on occasions not been spared and in a number of countries infants, who have been detained along with their parents, have been forced to watch torture being inflicted on one or both parents.

Methods of torture are many and various and have been 'refined' by the authorities over the years, especially those which although cruelly painful leave little or no trace a short time later. Methods include: whipping on the soles of the feet and other parts of the body; the application of electrodes to sensitive areas; forcible administration of pain-causing drugs; near drowning and suffocation; mock executions; floggings; and amputations. Prisoners are also subjected to techniques of sensory deprivation and are often kept isolated for extended periods so that even if they are eventually released - and many die in prison - they will bear psychological scars that will remain with them for many years, if not for life.

The aim of the infliction of cruel and degrading punishment of this kind on pre-trial prisoners is usually either to obtain a signature or confession, a renunciation of beliefs or the denunciation of relatives, colleagues or friends, who may, in turn, be seized, tortured and, possibly, broken. Torture breeds more torture and becomes an integral part of the state-controlled machinery for dealing with real or imagined threats to state security.

Amnesty's evidence has been painstakingly compiled from allegations made by the sufferers themselves, from statements by witnesses to acts of torture, from medical examinations of torture victims and from court records, and also from former security agents who have taken part in torture sessions.

Torture itself takes place at a wide variety of locations - at police stations, secret detention centres, camps and military barracks, security headquarters and special psychiatric hospitals. It is inflicted - usually in the first few days of imprisonment, but also over much longer periods - by persons acting with the tacit agreement and approval of the highest governmental authorities in the land. Torturers impose isolation, humiliation, psychological pressure and physical pain on detainees in clear defiance of international law outlawing torture.

While the fight against torture is part of Amnesty's daily work, this latest campaign is meant to bring added pressure to bear on governments, who are being called on to implement a 12-point programme for the prevention of torture as a positive sign of their commitment to abolish torture themselves and to work for its abolition worldwide. (The programme is based on existing international standards and Amnesty International recommendations to governments.)

The document, which summarises the practical steps governments can take to stamp out this evil, calls for:-

- official condemnation of torture, with all law enforcement personnel being made to understand that torture is not to be tolerated under any circumstances.
- safeguards to be adopted to ensure that incommunicado detention is not made an opportunity for torture, by ensuring that all prisoners are brought before a judicial authority promptly after being taken into custody and that relatives, lawyers and doctors have prompt and regular access to them.
- prisoners to be held in publicly recognized places and not in secret detention centres, and accurate information about their whereabouts to be made available to relatives and lawyers.
- regular reviews of procedures relating to detention and interrogation, with prisoners being informed of their rights, including the right to lodge complaints about their treatment, and regular independent visits of inspection to places of detention. (Authorities responsible for detention should be separate from those in charge of interrogation as a further safeguard.)
- impartial and effective investigation of all complaints and reports of torture, with methods and findings of such investigations being made public and complainants and witnesses being protected from intimidation.
- confessions and other evidence extracted under torture never to be invoked in legal proceedings.

- acts of torture to be made punishable offences under the criminal law, with no exceptions allowed under any circumstances, so that states of war and other public emergencies may not be made an excuse for torture.
- prosecution of those responsible for torture, with no 'safe haven' for torturers.
- officials involved in the custody, interrogation and treatment of prisoners to be instructed that torture is a criminal act and that they are obliged to refuse to obey any order to torture.
- financial compensation for victims of torture and their dependants, with victims being provided with appropriate medical care and rehabilitation.

The 12-point programme also calls on governments to use all the available channels to intercede with governments accused of torture, with inter-governmental mechanisms being established and used to investigate reports of torture urgently and to take effective action against it. Finally, the charter urges that all governments should ratify international instruments containing safeguards and remedies against torture, including the International Covenant on Civil and Political Rights and its Optional Protocol which provides for individual complaints.

Amnesty International also believes that two instruments currently being elaborated by the United Nations would give additional protection against torture. These are the draft Convention Against Torture and Other Cruel, Inhuman or Degrading Treatment or Punishment and the draft Body of Principles for the Protection of all Persons Under any Form of Detention or Imprisonment, which Amnesty hopes will be adopted as soon as possible and in a form which provides the strongest possible measures of protection against torture.

Voluntary groups and individuals are also being encouraged to participate in the Amnesty campaign by acting on the special appeal cases selected by the organization at the outset and at intervals during the campaign, including the eleven cases highlighted in its special International Labour Day Appeal, with trade unionists in particular being asked to send appeals to the appropriate governments on the detainees' behalf.