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NEWS AND VIEWS FROM THE ITF

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ITF Executive Board meets in Innsbruck

A meeting of the ITF Executive Board was held in Innsbruck, Austria, on 16 and 17 October 1984 at the invitation of the Austrian Railwaymen's Union.

The Board unanimously agreed to coopt Eike Eulen (Executive Board member responsible for the transport industry in the German Transport and Public Service Workers' Union - OeTV) on to the Board to fill the vacancy left by the resignation of Siegfried Merten who had left the OeTV's service. The Board expressed its appreciation for Siegfried Merten's fine work for the ITF during his years on the Executive Board and as an ITF Vice-President and wished him every success in the new position which he had taken up.

On the recommendation of the Management Committee, the Board appointed David Cockroft as Secretary of the Research and Publications Department. He is presently a Section Secretary of the International Federation of Commercial, Clerical, Professional and Technical Employees (FIET) and will take up his new position in 1985 after meeting his FIET commitments.

The Board went on to examine in detail a report on the ITF's activities since its last meeting in March 1984 which included items on the Greek Flight Engineers' Union's (EIM) dispute with Olympic Airways; deregulation in the civil aviation industry; the UNCTAD deliberations on conditions for registration of ships; the ITF's European seafarers' conference; and the outcome of the recent ILO Joint Maritime Commission meeting. It also received reports on the ITF Asian Seafarers' Regional Committee meeting in Taipei in April, the first ITF African Road Transport Workers' Conference in Harare in September and the first meeting of the ITF African Regional Advisory Committee also in Harare in September.

The Board took note of a report from the ITF's President, Fritz Prechtl, on the situation in Iran and agreed that the ITF should approach the ICFTU with a request that it consider appropriate action. It also considered recent developments in Argentina, South Africa, Japan, Bolivia and Brazil.

The Board considered a recommendation by the ICFTU Committee for the Defence of Human and Trade Union Rights in Latin America to ICFTU affiliates to lend their support to a general strike called for 30 October by the "Comando Nacional Trabajadores", to which the main trade union organizations in Chile belong, as part of their continuing campaign for the restoration of democracy and trade union rights. It was agreed to urge ITF affiliates to give maximum support to actions taken by ICFTU affiliates in response to the Committee's call and to call on those ITF affiliates which did not belong to ICFTU-affiliated national centres, or to any centre, to take similar steps if they could.

The Board approved the ITF Financial Report for 1984 and went on to approve draft budgets for the General Fund and Edo Finmen Account - Regional Activities for 1985.

The Board decided to accept an invitation from the Luxembourg Railwaymen's and Transport Workers' Federation (FNCTTFEL) to hold the ITF's 35th (1986) Congress in Luxembourg and agreed that the Congress should take place from Thursday, 31 July, to Friday, 8 August 1986. An invitation to hold the Congress in Nairobi, Kenya, made by the ITF's African affiliates, was also carefully considered but the conclusion was that the cost of having the 35th Congress there was more than the ITF's budget could bear.

The Board considered appropriate action to be taken with regard to unions badly in arrears with affiliation fees. It approved applications for affiliation from five unions in Australia, Ecuador, India, Norway and Senegal, subject to the satisfactory completion of any remaining formalities. Decisions on two further applications were deferred and one application rejected.

At the invitation of the ITF's Japanese affiliates, the next meeting of the Board will be held in Tokyo on 19 and 20 March 1985. This meeting will be not only the first Board meeting in Asia but will provide an opportunity to publicize the ITF's support for the Japanese railwaymen's unions in their struggle against the government's plans to rationalize and privatize the state railways. It will also enable the Board to demonstrate once more the ITF's solidarity with the railwaymen's unions in the face of the huge damages suit which has been taken against them and by which the government hopes to punish them for having conducted strikes.

## INTERNATIONAL

### Guidelines on Visual Display Units

An International Trade Union Conference on Visual Display Units, organised by the International Trade Secretariats, including the ITF, was held in Geneva on 29 and 30 October 1984 under the Chairmanship of S Nedzynski, General Secretary of the PTTI. The Conference was attended by 250 delegates from 23 countries representing affiliates from 13 ITSSs.

The purpose of the conference was to approve a set of Guidelines to be used by trade union negotiators representing employees who are required to work with visual display units. The Guidelines contain recommendations concerning how VDU work should be organised, how to avoid health problems when working with VDUs, acceptable specifications and characteristics of VDUs and the VDU working environment. The Guidelines also have a technical information annex and a glossary of terminology used in connection with VDUs.

The Guidelines will be printed in English, French, German, Italian, Japanese, Spanish and Swedish and will be available to affiliates early in 1985.

### ITF Railwaymen's Section Committee meets in London

The ITF Railwaymen's Section Committee met in London on 8 and 9 November at the headquarters of the Associated Society of Locomotive Engineers and Firemen. Hosted jointly by the ASLE and F and the National Union of Railwaymen, the meeting was attended by 38 delegates from 16 countries under the chairmanship of Brother J Schneider.

Against a background of an increasing tendency on the part of governments to liberalise policy and transfer public transport services to the private sector, the Committee decided on a number of measures to counteract this movement. Principal among these is a campaign to be launched in Europe during the second half of April 1985 to publicise and promote the publicly-owned railway services. In connection with this campaign a working party was established to decide on the feasibility of operating a European publicity train from Vienna to Brussels as a focal point for activities in each country. The meeting endorsed the measures the ITF is taking to support the Japanese railwaymen in their campaign against the Japanese Government's proposals to split up and privatise the Japanese National Railways system. The Committee adopted a resolution opposing the attacks being made by the Japanese Government on the basic labour rights of Japanese railwaymen.

The Committee also decided to create a Working Group on New Railway Technology to examine and report on the likely consequences for employees of the application of new technologies to the railway industry, the Working Group to comprise technical specialists nominated by affiliates.

The Committee adopted a resolution in support of the All-Japan Municipal Transport Workers' Union (TOSHIKO), condemning the Japanese Government's continuing refusal to implement the recommendations of independent arbitration for public servants.

The Committee was pleased to accept an invitation from the German Railwaymen's Union (GdED) to hold the next full Conference of the Railwaymen's Section in Nuremberg during the second half of September 1985 to coincide with the 150th anniversary of railways in Germany.

Finally, the Committee agreed to express its support and good wishes to the British National Union of Mineworkers (NUM) which is presently engaged in a long and bitter strike.

#### ASIA/PACIFIC

##### Asia/Pacific Regional Committee holds second meeting

The second meeting of the Asia/Pacific Regional Committee was held in Seoul, South Korea on 2 and 3 October 1984, with an attendance of 33 members and advisers from Australia, Bangladesh, Fiji, Hong Kong, India, Indonesia, Japan, Kiribati, Korea, Malaysia, Singapore, Taiwan and Thailand. The meeting was chaired by Regional Committee Chairman K Doi of the All-Japan Seamen's Union. ITF General Secretary Harold Lewis and Asia/Pacific Regional Secretary Mohammad Hoda represented the Secretariat. Also present were two of the four Board members from the Region.

Among other matters discussed by the meeting, it was agreed that the ITF should seek to ensure that the trade union rights and civil liberties of Hong Kong workers were adequately safeguarded when the territory was handed back to China in 1997. The meeting also discussed the dispute between Biman Bangladesh Airlines and certain sections of its ground and flying staff, which was at that time still continuing, and urged a speedy and amicable settlement of the conflict of interests that had arisen.

The meeting unanimously re-elected K Doi (Japan) as the Regional Committee Chairman for a further year and Lee Sang Won (Korea) and Mike Fleming (Australia) were elected - also unanimously - as the two Vice-Chairmen.

At the invitation of the member concerned, it was agreed that the next meeting of the Regional Committee should be held in Indonesia in 1985.

#### SOUTH AFRICA

##### ITF protests at arrests of South African trade unionists

The ITF has made a vigorous protest to the South African government at the recent wave of detentions without trial of leaders of the independent trade union movement there, thus adding its voice to the chorus of protests from trade union organizations throughout the world.

Among the detainees is Phiroshaw Camay, General Secretary of the Council of Unions of South Africa (CUSA), to which the ITF-affiliated Transport and Allied Workers' Union (TAWU) belongs. He has been detained under Section 29 of the Internal Security Act, under which any police officer of the rank of lieutenant-colonel and up can order the detention of a person for an indefinite period for the "purpose of interrogation". Also among those detained were Chris Dlamini, President of the Federation of South African Trade Unions (FOSATU), to which the ITF-affiliated Transport and General Workers' Union (TGWU) belongs, and a Branch Chairman of the TGWU, Jethro Dlalisa.

Three employers' organizations in South Africa have also already expressed their deep concern at these arrests and the South African government's "labour reforms" will lack all credibility if the trade unionists are not released immediately and unconditionally.

The ICFTU has called for protests to be made to the South African government at this latest turn of events, addressed where possible both to the South African embassies and to P W Botha, President of the Republic of South Africa, Pretoria.

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TRANSPORT

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GERMANY

OeTV fisheries officer calls on government to save the ailing fishing industry

The future of the nation's deep-sea fishing industry was the main topic under discussion at a meeting last month between Eike Eulen, the Board member of the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) with responsibility for fisheries policy, and the Minister of Food, Agriculture and Forests, Dr Wolfgang von Geldern.

Eulen suggested to the Minister that the best chance of survival for Germany's ailing fishing industry lay in a merger of the four remaining independent fishing vessel owning companies. He asked the Minister to consider providing generous state support to the new company and expressed the hope that no further jobs would be lost as a result of the merger.

Eulen also argued for an expansion of the current fleet of only seven fresh fish vessels - the number of these trawlers must be at least doubled to enable Germany to take up its fishing quotas. He pointed out to the Minister that for each fisherman's job thus created seven land-based jobs would be generated in ship-building, fish processing etc.

SWEDEN

Threat to dockers' jobs posed by coal bulker ÖSTANHAV has been lifted

Dockers in the southern Swedish port of Helsingborg have now lifted their blockade of the 4,700 dwt cargo ship ÖSTANHAV, the first so-called 'self unloading' coal bulker regularly to visit Swedish harbours with cargoes of Polish coal.

The ITF-affiliated Swedish Transport Workers' Union, which organises the country's dock workers, imposed the blockade in late September in support of demands that dockers in Helsingborg, the ÖSTANHAV's main port of call, should be trained to operate the control panel on the ship from which the discharge operation is supervised. This control panel directs two giant grabs which scoop up the coal on to two conveyor belts that take the cargo up to the discharge tower in the centre of the deck. When the floor of the hold is exposed, three compressed air jets blow the remaining coal into a pile in the middle of the hold, enabling even the last remnants of the cargo to be offloaded without the need for human intervention.

The ÖSTANHAV's new owner at first maintained that he would lose money if registered dock workers were to demand the right to handle the vessel and that in any case members of the ship's crew had already been instructed in the operation of the control panel on the ship. To the union, an important matter of principle was at stake; it saw its members' livelihoods threatened by the vessel, both in Helsingborg, and in other Swedish ports where the owner was obviously keen to adopt the same method of automatic cargo discharge. It also feared that 'self unloading' equipment might soon be the rule on bulkers of all types, taking more and more work away from dockers on the quayside - a situation that conflicted with the aims of the ILO Dock Work Convention of 1973 which sought to safeguard for dock workers those job areas that had traditionally been regarded as theirs.

The boycott soon had the desired effect: the owner conceded that the position at the control panel on the ÖSTANHAV should be regarded as dock work and the seafarers' unions organising the ship's crew have readily agreed to their members being withdrawn from this work. The problems concerning the ÖSTANHAV were also brought to the attention of the dockers in other Scandinavian countries at a recent meeting of the dockers' section of the Nordic Transport Workers' Federation.

#### SWITZERLAND

##### Swiss are urged to leave the car at home and use public transport

Swiss bus and tram companies are taking to the streets this autumn in a national campaign aimed at regular car users who are being urged in the words of the campaign slogan to 'think it over and change over', ie to consider the benefits of using public transport rather than the private car for most work and leisure journeys. Car drivers in towns and cities throughout Switzerland will be stopped and offered car stickers and complimentary tickets entitling them to free journeys by bus or tram in the hope that they will make this their regular mode of travel, only using the car for journeys that cannot be made by any other means.

While conceding that the companies are acting in their own interests in seeking to win more passengers in this way, the transport trade unions have given the campaign their blessing. They argue that road congestion is seriously damaging the quality of life in most Swiss cities and any move which encourages increased use of public transport is to be welcomed wholeheartedly.

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TRADE UNIONS

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CHILE

ITF unions lend support to workers' strike against Chilean junta

The 'Comando Nacional Trabajadores' (CNT), which groups together the main trade union organisations in Chile, organised a national day of protest against the junta's oppressive policies for 29 October. A series of demonstrations organised by opposition groups took place that day throughout Chile in the run-up to the general strike that the CNT had called for 30 October as part of its continuing campaign for the restoration of Chilean democracy and trade union freedoms. The strike won widespread support from thousands of rank-and-file trade unionists who succeeded in bringing key sectors of Chilean industry - including almost all public transport - to a virtual halt for twenty-four hours.

ITF affiliates had been urged by the Executive Board at its autumn meeting to give maximum support to action taken by their national centres on 30 October in response to a call from the ICFTU Committee for the Defence of Human and Trade Union Rights in Latin America for the free trade union movement to give concrete expression to its solidarity with the workers and people of Chile. Many unions sent cables of support to the CNT or pressed their governments to instruct embassies in Chile to offer help to trade unionists who suffered repression or persecution; others staged demonstrations outside Chilean embassies and consulates in towns and cities around the world. Short sympathy strikes also took place in a number of countries.

Trade union and human rights organisations worldwide have condemned the violence used against the strikers by the Chilean forces of law and order, resulting in many deaths and injuries, and have denounced the subsequent imposition of a state of siege which has drastically curtailed the already tightly circumscribed rights of the Chilean people and is clearly aimed at silencing the opposition to the Pinochet dictatorship.

Under this latest clamp-down, trade union organisations have been banned from meeting and the trade union press is being subjected to strict censorship; correspondence is being opened and telephone calls are being intercepted. Trade union leaders are being detained and held in unknown places of detention, while powers to send workers into internal exile have been increased. According to the latest information out of Chile, union premises have been raided, vast new detention centres have been opened and leaders of trade unions that are not recognised by the junta have been detained and have now "disappeared". There have also been a number of violent raids on workers' villages.

Meanwhile, the ICFTU has called on its affiliated organisations to urge their respective governments to intercede with the various UN organisations with a view to bringing about the ending of the violation of human and trade union rights in Chile and the lifting of the state of siege. ICFTU-affiliated national centres are further being asked to organise national campaigns denouncing the acts of the Pinochet dictatorship in the national and international media and to continue sending protest cables with copies to the media and to organise renewed demonstrations outside Chilean embassies.



GERMANY

Federal Labour Court rules that warning strikes are lawful

In an important judgment, the Federal Labour Court in Kassel has ruled that short warning strikes called by trade unions in the course of contract renewal negotiations are lawful. A case had been brought before the court by various employers' organizations and individual firms against the German Metal Workers' Union (IG Metall) which had organised a series of brief stoppages at different locations over one and a half months in 1981 while negotiations with the employers were still continuing. The employers had sought to have such strikes declared illegal.

The court reconfirmed its earlier decision of December 1976 that the ultima ratio principle (according to which 'no strike action of any kind may be taken before all avenues of negotiation have been exhausted') was not to be taken as applying to warning strikes, only to strikes of longer or indefinite duration. It emphasised that the collective bargaining system of the Federal Republic did not set a strike-free period during which strike action was not permissible. Thus, on the expiry of a contract, unions might take such warning action as was deemed appropriate.

The court further pointed out that warning strikes served to demonstrate to employers the preparedness of workers to take strike action in pursuit of contract demands. Thus, they tended to give an impetus to negotiations and might well assist both sides in reaching a settlement, heading off a longer strike or at least helping to ensure that if an all-out strike had to be called it was of the shortest possible duration.

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SOCIAL AND INDUSTRIAL NEWS

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DENMARK

SAS salaried employees to receive eight million kroner share-out

The Scandinavian airline SAS has agreed to pay its salaried staff and others engaged "on similar terms and conditions of employment" a total of about 8 million kroner in back pay after conceding a claim brought by the ITF-affiliated Danish Metal Workers' Union that salaried workers should continue to receive payment of shift premiums while on annual and sick leave. The airline had resisted this claim since it was first made in 1980 but has now given way and signed a local agreement with the joint union council. The sum represents money due for the past three-and-a-half years.

## GERMANY

### Pan Am staff win shorter hours with no loss of pay

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has negotiated new pay and basic agreements for its members employed by Pan American World Airways.

It has been agreed that the working hours of Pan Am ground personnel should be reduced from 40 to 37.5 per week with effect from 1 April 1985, with hourly rates of pay being increased by 6.7% to ensure that there is no loss of pay. Translated into monthly terms, this represents a reduction of 10½ hours to 162½ hours.

All Pan American employees are to receive a single lump-sum payment of DM 800, and holiday pay also goes up from DM 800 to DM 1,000, payable in June 1985. Night shift workers are to be awarded an extra day's leave for each 14 night shifts worked.

The scheduled flying hours of cabin attendants are being reduced from 60 to 58 hours per month, with overtime being paid in respect of all hours over 58. Maximum actual flying hours are also being reduced from 210 to 206 hours per three months. This will render necessary the employment of an additional five cabin attendants.

With effect from 1 January 1985, all cabin attendants will receive 42 days' annual leave. They will be entitled to 156 days off each year, with a minimum of 38 free days each quarter.

The pay agreement expires on 28 February 1986, while the basic agreement for ground staff expires on 31 December 1987 and that of cabin attendants on 31 March 1988.

## GREAT BRITAIN

### Tilbury dockers win pay parity with tally clerks

Registered dockers employed by the Port of London Authority at Tilbury are to receive a series of pay rises over and above the 1984 and 1985 base rate increases agreed under last month's two-year pay deal (see page 101 of October issue) that will give them pay parity with tally clerks by 1 July 1985 in line with the recommendations of an arbitration tribunal. The amount of the four increases is as follows: £3.95 from 1 January 1984; £3.80 from 1 September 1984, raised by 2.5% to take account of the 1 January 1984 basic percentage rise; £2 from 1 January 1985; and £1.75 from 1 July 1985, raised by 5% to take account of the September 1984 basic percentage increase. When all the increases are taken into account the consolidated rate of a grade 3 docker will rise by a total of £22.25 over the period to produce a new rate of £150.65 from 1 July 1985, matching the rate achieved by a tally clerk.

Readers should note that the 5% basic rate increase agreed for the second half of the pay deal, details of which were given in the last Newsletter, takes effect from 3 September 1984. This information was not available when we went to press.

Ratings recommended to accept 8.2% pay offer

Members of the ITF-affiliated National Union of Seamen are being recommended to accept the owners' improved overall offer totalling 8.2% for most ratings for 1985 (the deal is worth an extra 0.4% to deep-sea men). The 6.1% basic rate increase from 2 January is equivalent to an extra £5 per week in the basic rate of a foreign-going rating grade 1, taking it to £87. In renewed talks, the owners conceded that all overtime should be paid at time and a half (previously the first two hours of overtime on weekdays were paid at time and a quarter) and that the enhanced overtime rates should also apply to the loss of sleep/cargo handling allowance paid to deep-sea ratings required to bring ships into or out of port during unsocial hours. A joint working party is to be established to draw up a national agreement consolidating a fixed number of overtime hours into guaranteed weekly earnings.

The offer - one of the highest in the private sector this year - has been welcomed by our affiliate as going some way towards restoring the seafarers' position in the earnings league. Meanwhile, both sides have said that they will continue to press the government to revoke its decision to end overseas tax relief\* which has reduced the earnings of the foreign-going section of the membership by just under £5 per week.

\* see ITF Newsletter No. 4, 1984, page 41

GREECE

ITF complains to ILO at imposition of military discipline on Olympic Airways flight engineers

The ITF has submitted a formal complaint to the Committee on Freedom of Association of the ILO against the government of the Republic of Greece accusing it of contravening various articles of Conventions nos. 87 and 98 when it imposed military discipline on Olympic Airways flight engineers to prevent them from going ahead with a planned strike.

The dispute has its origins in the 1984 contract negotiations between Olympic Airways and the ITF-affiliated Greek Flight Engineers' Union (EIM). When these broke down, the EIM gave due notice of a 72-hour strike from 05.00 local time on 19 June; the stoppage had to be cancelled when the Ministry of Transport stepped in and issued a decree, on 18 June, placing all members of the flight engineers' branch of the national airline under military discipline.

The effect of the mobilisation order, which is still in force, has been to deprive EIM members with Olympic of their basic trade union and civil rights and to render their union unable to exercise its collective bargaining functions. The F/Es have been stripped of the protection offered by their collective agreements; according to their new conditions of service, they may even be required to report for duty when unfit to fly through illness, under penalty of disciplinary action.

ITF General Secretary Harold Lewis has protested vigorously to Prime Minister Papandreou denouncing the measures taken by the government as an unwarranted interference with the right to strike of airline employees, who have been thus deprived of any legitimate means of pursuing their claims. ITF aviation affiliates have also contacted the Greek authorities to protest at this anti-union stance.

In his letter to the ILO the General Secretary urged the immediate lifting of the civil mobilisation order in order that the issues still in contention between our affiliate and Olympic might be settled by free negotiations.

#### Greece becomes first country to ban torture by law

Greece became the first nation formally to outlaw the use of torture when parliament voted unanimously earlier this month to make torture a punishable offence. The bill, which now goes to a second reading, defines torture very broadly, covering both the infliction of physical and psychological pain and the use of psychotropic drugs and other natural or artificial means to break the will of the person being tortured. Certain 'offences against human dignity' are also banned, notably the use of lie detector tests and the prolonged isolation of prisoners.

Penalties for state servants found guilty of inflicting torture range from 5 to 20 years' imprisonment and dismissal from the service. Persons convicted of systematically using torture will receive a minimum sentence of 10 years while the death of a torture victim invokes a mandatory life sentence. Torturers will not be able to plead in their defence that they were only obeying orders as any such orders from superiors have been rendered illegal by the bill and are therefore not to be regarded as binding.

Passage of the bill, which is aimed at preventing any repetition of the widespread torture used against the former prisoners of the Greek junta, comes just before the UN General Assembly is due to consider a draft convention which seeks to make torture a crime under international law.

#### SOUTH AFRICA

##### British firms still paying 'starvation wages' to black employees in South Africa

Many British firms with subsidiaries in South Africa are still paying 'starvation wages' to their black employees and are refusing to recognise the independent trade unions according to an analysis of reports submitted by 107 companies to the British government in line with the requirements of the EEC Code of Conduct.

Of the companies reporting, 39 were found to be paying their black workers below the supplemented living level - the EEC recommended minimum - while 7 were paying their black employees less than the even lower minimum living level, the wages paid by this latter group of companies ranging between R 30 and 60 per week. Over one and a half thousand black workers were thus found still to be in receipt of 'starvation wages' seven years after the code was first introduced.

Only 20 firms said that they had recognised the independent trade unions, while 70 companies admitted that they did not recognise any local trade unions.

#### UNITED STATES

##### Appeals court raps Civil Aeronautics Board over delays in implementing employee protection provisions of Airline Deregulation Act

Last month, six years after the passing of the US Airline Deregulation Act, the federal appeals court for the District of Columbia ruled that the Civil Aeronautics Board (CAB) had 'unreasonably delayed' action on certain employee protection provisions contained in the Act.

The appeals court agreed with a complaint made by the ITF-affiliated Air Line Pilots' Association that the CAB had a duty to reach a prompt decision as to whether certain furloughed pilots had lost their jobs as a result of deregulation, in which case they would be entitled to monetary compensation under the Act. The CAB has been instructed to report each month on the progress it is making and the court has made it clear that it expects the Department of Transportation to continue processing the cases when the CAB's function are transferred to it at the beginning of next year.

Employees of nine airline companies stand to benefit from the court decision.

#### FAA grounds commuter airline for safety violations

Provincetown-Boston Airline - the largest commuter carrier in the US - has been grounded indefinitely by the Federal Aviation Administration for safety violations. The FAA has charged the airline with a series of contraventions of training regulations for pilots and cabin attendants; maintenance standards have also come under criticism, with the company being accused of using unauthorised personnel to perform maintenance work on its aircraft. In the light of the seriousness of the offences, its operating licence has been withdrawn, with the result that the airline will have to go through a lengthy process to acquire recertification.

Provincetown-Boston serves five cities in Massachusetts and Florida and is believed to be the largest airline ever to have been grounded by the FAA. It operates a fleet of about 100 aircraft and has 1,500 employees.

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#### NEWS IN BRIEF

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French public service workers mounted a one-day strike late last month in protest at the government's decision to impose a two per cent limit on pay increases for 1985. Transport services were extensively disrupted by the stoppage, although in Paris bus and metro services were excluded from the action after employees accepted a separate five per cent offer.

Portuguese seafarers and dockers came out on strike on 11 October in support of demands for the restructuring of the maritime industry, particularly of the state-owned companies operating within it, and in defence of their existing conditions.

The Spanish Labour Court ruled last month that ten Iberia pilots sacked during a five-week strike this summer\* - among them the General Secretary of the Spanish Air Line Pilots' Association - were wrongfully dismissed and must be reinstated by the company without loss of pay. Iberia plans to challenge this decision in a higher court.

\* see ITF Newsletter No. 8, 1984, page 83 for strike details

The Swedish Railways (SJ) has designated Saturday 17 November as 'The Day of the Train' when the public will be invited to take a look behind the scenes in the hope that this will stimulate an increased interest in train travel, particularly among children and young people. Each region will be organising its own events, to include exhibitions, videos, train tours and appearances by celebrities, etc. It will also be possible to find out more about the many different jobs done by railway employees and the growing use made of new technology on the railways. If the Day is a success it could well become an annual event.

Continental pilots organised in the ITF-affiliated US Air Line Pilots' Association have voted overwhelmingly in favour of continuing their thirteen-month-old strike against the airline.

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PERSONALIA

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John Beirne, Atlantic and Gulf Region Vice-President of the US International Organisation of Masters, Mates and Pilots has announced that he is retiring at the end of this year, six months after his 80th birthday. Brother Beirne is currently the US nominee on the Committee of the ITF Inland Navigation Section and has represented his union for many years at meetings of both the ILO and the International Maritime Organisation.

Karl Erik Persson has been elected the new President of the International Textile, Garment and Leather Workers' Federation (ITGLWF). Persson is President of the Swedish Garment Workers' Union.

Richard Smith, International Vice-President for the past thirty years of the Joint Council of Dining Car Employees of the US Hotel and Restaurant Employees' and Bartenders' International Union, has just retired.

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FORTHCOMING MEETINGS

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Urban Transport Committee - Luxembourg ..... 4-5 December 1984  
Executive Board - Tokyo ..... 19-20 March 1985  
Fishermen's Section Conference - Boulogne ..... 24-25 April 1985  
Civil Aviation Section Conference - Stockholm ..... 13-15 May 1985

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