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NEWS

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#### TERRORIST ATTACKS THREATEN AVIATION WORKERS AND PASSENGERS

An unprecedented wave of terrorist attacks against airlines and airports in June and July have demonstrated the inadequacy of security measures at major international airports and the high risks currently facing workers in the civil aviation industry and passengers. The most dramatic event was the destruction of Air India flight 182 on June 23 with 329 passengers and crew which is strongly suspected to be the result of a bomb contained in checked baggage. However the deaths of two baggage handlers at Narita airport Tokyo thought to be the work of the same terrorist group, the hijacking of the TWA 727 from Athens to Beirut and murder of one passenger and two week kidnapping of passengers and crew, the bomb attack on Frankfurt airport and later explosion at Fiumicino airport Rome, as well as attacks on airline offices in Madrid have all contributed to a state of extreme nervousness in the world's aviation industry. In response to the threats posed by these developments, ITF General Secretary Harold Lewis on June 24 cabled the International Civil Aviation Organization (ICAO) in Montreal expressing deep concern at the serious gaps in airport security measures which they have demonstrated despite the Montreal Convention on Airport Security.

Among steps so far taken to combat this challenge to the whole system of civil aviation the United States House of Representatives has passed a Bill calling on the US government to review security at all international airports and to give those airports not meeting US security standards 120 days to correct deficiencies or face a ban on flights to and from the US. The IATA security committee which met in Montreal shortly after the Air India disaster agreed to expand its programme of airport security inspections and the ICAO governing council agreed to draw up an action programme including a review of security standards and an expansion of technical assistance programmes aimed at improving training in aviation security and improving security equipment. The ITF Civil Aviation Section Conference which meets in October in Stockholm will have aviation security as one of the priority items on its agenda.

#### 10,000 RAILWAYMEN GREET ITF EURO TRAIN IN BRUSSELS

The ITF's European Publicity Train made up of carriages from Austria, Italy, Switzerland, Germany, France and the Benelux countries, ended its 10 day journey round Europe with a mass demonstration in Brussels on 25 April attended by more than 10,000 railway workers from the above countries and from Denmark, Great Britain and Spain. Prior to its arrival in Brussels the train, which had been seen off in Vienna on 16 April by 12,000 railway and related workers and by Austrian Transport Minister Ferdinand Lacina, stopped for demonstrations in Rome, Milan, Bern, Basel, Karlsruhe, Frankfurt, Saarbrücken, Strasbourg, Luxembourg and Liège. The coaches were decorated with slogans reading "More Railways for a Better Environment", "The Railways Create Jobs" and "Developing the railways develops Europe". In Brussels an ITF delegation led by railwaymen's section Chairman Piet Potums presented a copy of a 14 point statement drawn up by a

Conference of ITF European Railwaymen's unions in Vienna to the EC Transport Commissioner Stanley Clinton Davis, who assured them that the Commission shared the anxieties of railway unions about the future of the railway system. Europe's railways, he said, had an important rôle to play in transporting bulk freight and passengers, and were a positive factor in improving the quality of life in the fields of safety, energy conservation, environmental protection and social provision. The Commission would continue to provide assistance to invest in infrastructure, to integrate services and to tackle the railways' financial problems he promised.

The train is part of a wider campaign coordinated by the ITF to promote and publicise the importance of the European railway system in the face of attempts by many governments to cut rail services and jobs. (See supplement for full report.)

#### FAIR PRACTICES COMMITTEE AGREES TO FREEZE ITF WAGE RATES ON FOC SHIPS

The 1985 meeting of the ITF Fair Practices Committee which is responsible for the conduct of the ITF's campaign against flags of convenience (FOCs) took place in London on 10 and 11 June. It was attended by 99 participants from 58 unions in 35 countries. The Committee decided not to increase the ITF Collective Agreement wage rates (currently standing at \$821 for an Able Seaman) for the rest of 1985. This decision was taken because of the strength of the US dollar. The ITF Secretariat was asked to examine other ways of calculating and adjusting the ITF Rates in the future. New clauses covering service in warlike operations areas and compensation for loss of personal effects were included in the Agreement. Under the former seafarers will have the right not to sail into danger areas and to be repatriated at the shipowners' expense if they refuse to do so, without loss of benefits. They will also receive a bonus of 200% of the basic wage for the period they are in a 'warlike area' subject to a minimum payment of five days' bonus. A number of non-standard agreements were examined by the Committee which approved total crew cost agreements covering Indian, Philippine, Hong Kong, Chinese and British seafarers. Approval was also given to a new ITF Collective Agreement covering maritime mobile offshore units under flags of convenience which includes: semi-submersible jack up rigs; drill ships; supply ships; and auxiliary craft. Manning scales for supply vessels; diving support vessels; semi-submersibles and standby vessels were also agreed.

On bareboat charters the Committee agreed to continue current ITF policy which opposes dual registration, and agreed that in cases where chartered ships are on hire purchase, agreements should be examined case by case. Other cases of possible justifiable use of FOCs must be examined carefully in line with existing ITF policy and in order to avoid undermining IMO standards, the committee stressed, and in all cases contributions to the ITF Seafarers' International Welfare Protection and Assistance Fund must be made.

The Asian Seafarers' Committee recommendation on establishing manning quotas was referred to the next Seafarers' Section Conference, and the President of the Singapore Organization of Seafarers, Bro Karim, expressed his view that there was widespread cheating on ITF agreements in his region which should be urgently checked by ITF inspectors. With regard to the proposed new Hong Kong SAR (Special Administrative Region) Registry, the Secretariat was also asked to continue discussions with the HK authorities and shipowners association. For the moment, the Committee decided not to add Hong Kong to the ITF list of FOC countries, but to examine on a case by case basis whether individual ships should be deemed to be using the HK flag as an FOC.

The two day meeting also expressed thanks to the Japanese seafarers' and dockers' unions for their successful FOC weeks of action in 1984 and recommended other affiliates to undertake similar activities in the future. It agreed to add a Japanese member (Bro Nakanishi, JSU) to its Sub-Committee on the Revision of the ITF Collective Agreement and to alternate the UK membership between the NUS and NUMAST (formerly MNAOA). Finally the Committee paid tribute to Bro Kihata (All-Japan Seamen's Union) who was leaving the Committee after 17 years' service, and wished him all the best in his retirement. Kihata is succeeded on the FPC by Nakanishi. D S King also replaces C C Lie, representing Taiwan.

#### EC: MEMBER STATES CONDEMNED FOR LACK OF COMMON TRANSPORT POLICY

In an unprecedented decision reached at the end of May the European Court of Justice condemned the 10 European Community member states for failing to establish a common transport policy as required by the Treaty of Rome. The decision, the result of a case brought two years ago by members of the European Parliament, is important not only because it increases pressure on the Council of Ministers to adopt an integrated transport policy, which the ITF has consistently called for, but also because it clearly establishes the right of the European Court to censure the member governments if they fail to fulfil treaty obligations. Whether the Court decision has any practical effect on member states' attitudes remains to be seen however.

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#### INLAND TRANSPORT

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#### UNITED STATES RAILWAYS: AMTRAK ESCAPES GOVERNMENT AXE; 'SNAP-BACK' AGREEMENT AT CONRAIL

America's Amtrak inter-city rail network has been saved after the US Senate threw out the Reagan Administration's budget proposals to end all government subsidies from September 1985. Had the plans gone ahead, Amtrak would have been compelled to cease operations with the loss of 25,000 railmen's jobs and the ending of a service which was the sole means of public transport for many rural communities. Subsidies will now be held at their present levels for one more year, after which they will be reduced to almost half by 1988, but Amtrak is confidently expected to survive, even with reduced financial support.

Elsewhere, unions representing over 30,000 railwaymen in the Northeast and Midwest have reached a 'snap-back' agreement with the management of Conrail which will restore pay levels to national industry rates with retroactive effect to 1 July 1984. In May 1981, Conrail employees agreed concessions which deferred a 12% pay increase in order to assist the financially hard-pressed railroad. While welcoming the restoration of the 12%, the unions consider Conrail still has an obligation to compensate its employees for the pay they have lost during the three years of pay restraint. Conrail has also undertaken to be bound by any national level agreements reached in the current bargaining round which it has decided to join.

#### AUSTRIA: YOUNG RAILWAYMEN FOCUS ON THE ENVIRONMENT

Representatives from ITF-affiliated railwaymen's unions in eight European countries met in Spital am Pyhrn (Austria) in April for the 25th young railwaymen's conference held under the auspices of the ITF.

The conference underlined the serious damage caused to the environment because governments had failed to adopt transport policies which promoted the railways. The delegates urged the adoption of more aggressive pro-railway policies, the extension of national rail networks rather than their contraction as at present, and the acquisition of new rolling stock to enable the railways to offer an efficient, safe and comfortable service in the context of a properly integrated transport system.

They also urged railway administrations to pay more attention to environmental considerations, particularly when planning railway installations, and to ensure that all railway workers are trained to respect the environment. Delegates also advocated the universal introduction of electric traction and called for the tightening up of current national regulations governing the carriage by rail of dangerous cargoes.

#### JAPAN: KOKURO FIGHTS PRIVATISATION OF JAPAN NATIONAL RAILWAYS

The ITF-affiliated Japan National Railway Workers' Union (KOKURO) has recently stepped up its continuing campaign against the government's plans for the reorganisation and privatisation of Japan National Railways (JNR). Mass rallies have been called for late July when the recommendations of the government committee on JNR's future are due to come before the Diet (parliament), together with short warning strikes at all JNR workplaces to coincide with the announcement of the committee's conclusions. A major all-out strike is also planned at a later stage. Local councils throughout Japan will be approached and asked to adopt resolutions opposing the government's plans and signatures are being collected for a petition resisting their adoption by parliament.

In a separate development, KOKURO has also won an important victory on the question of the treatment of redundant JNR employees. An agreement has been reached under which the JNR management has undertaken not to press redundant employees to retire early or to insist on them taking leave of absence or accepting a transfer to an outside company. The agreement has also resulted in the reinstatement of the job security pact previously in force.

#### EC: NEW DRIVERS HOURS' RULES PROPOSED

On 24 June in Luxembourg the Council of Transport Ministers of the EC countries arrived at a compromise "agreement" on the revision of Regulation 543/69. However, it is apparent that neither the Ministers, nor their representatives, nor the European Commission are in agreement as to precisely what are the terms of the compromise adopted on 24 June.

The Luxembourg "agreement" would increase daily driving hours to 9, with 10 hours allowed twice per week. The present weekly driving time limit of 48 hours would be scrapped in favour of a two-weekly limit of 90 hours, with a maximum of 6 continuous days' driving.

With respect to rest time, daily minima would be either 11 hours with no splitting but the possibility of a reduction to 9 hours four times per week or 12 hours with the possibility of splitting into three periods, one of which would be 8 hours, and again the possibility of a reduction to 9 hours four times per week. The reductions from 11 or 12 to 9 would have to be compensated by the end of the following week.

The weekly rest period would be 45 hours on average over a period of 4 consecutive weeks, reducible to 36 hours at home or 24 hours away from home, with compensation for the reduction during the following 3 weeks.

Informed of the proposals, the European road transport workers' unions denounced them as incapable of being understood by the people who are to operate them, even more complex than the existing regulations, incapable of being controlled, representing a worsening of social conditions rather than social progress and a poor omen for the success of European Road Safety Year, which the European Community is launching in 1986. Furthermore, the Council of Ministers had given no firm undertaking to limit working hours, contrary to the trade unions' proposals.

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CIVIL AVIATION

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AIRCRAFT SAFETY: OPPOSITION GROWS TO BLOCKING 747 EXITS

Decisions by a number of airlines operating Boeing 747 aircraft to block off the two over-wing emergency exits in order to install 12 more passenger seats have unleashed a storm of protests from aviation unions concerned about the implications for in-flight safety. In the United States the ITF-affiliated Association of Flight Attendants has protested to the Federal Aviation Administration (FAA) against its decision to allow US airlines to go ahead with the change. The union's protest was supported by the National Transportation Safety Board, a government agency which stated its view that 'any reduction in the number of exits could adversely affect the present level of safety'. Removal of the over-wing exits would, the NTSB agrees, pose special problems for economy class passengers and might be disastrous in certain types of accident where the aircraft came to a halt in a nose-up position. In the light of these developments, the ITF Civil Aviation Section has issued strong protests to the ICAO and requested national affiliates to ensure that their respective governments refuse permission for the changes, which are being made solely in the interests of increased profitability. Recently however it appears that the FAA has begun to modify its position and has indicated to US operators that it would 'strongly encourage the retention of ten doors on each B747 originally so equipped since it maximises flexibility in an emergency'. At the same time hearings are continuing in the US Congress which may give rise to a legislative ban on the change. Information so far available to the ITF indicates that plans by US airlines to block off the exits have been suspended and that the only airlines which have so far gone ahead with the change are British Airways, Thai International and KLM. In Air France a threatened strike forced the company to withdraw plans to block off the doors. The ITF is keeping in close contact with affiliates on the question which will be discussed at the forthcoming Civil Aviation Section Conference, and has also raised the issue with the Transport Committee of the European Parliament.

SCANDINAVIA: SAS HALTS FLIGHTS TO SOUTH AFRICA

The Swedish, Danish and Norwegian governments which jointly own the Scandinavian carrier SAS have given notice to terminate their weekly service to Johannesburg as part of the campaign of sanctions against the apartheid regime. The cancellation will take effect when the current agreement expires in 6 months time.

GREAT BRITAIN: 40 NEW JOBS FOR FLIGHT ENGINEERS

The ITF affiliate NUMAST (formerly MNAOA, see "Personalia") has negotiated an agreement with British Airways which could lead to the creation of up to 40 new flight engineers' jobs in the next two years. Under the agreement, to which the pilots' union BALPA is also a party, pilots will gradually be withdrawn from the third seat on all the company's aircraft, with the eventual aim of filling the position throughout BA with flight engineers.

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SEAFARERS

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ASIAN SEAFARERS' COMMITTEE SEEKS MANNING QUOTAS

The ITF Seafarers' Regional Committee for Asia and the Pacific which met in Solo, Indonesia from 8 to 10 May decided to ask the ITF Fair Practices Committee to examine the possibility of establishing a worldwide quota system for manning flag of convenience (FOC) ships by seafarers of different nationalities. It stressed the growing practice by shipowners of playing different nationalities off against one another in order to worsen pay and conditions, and to employ untrained and uncertificated 'passport holders', so undermining established training and professional standards. As a first step the Committee decided to establish a special working party to examine manning on Greek flag ships in the Region in cooperation with the ITF Greek affiliate PNO (Panhellenic Seamen's Federation) and they pointed out the importance of training standards at a time when technological change was creating requirements for fewer, but more highly trained seamen. The three day meeting also adopted a resolution deploring the use of 'passport holders' and non-bona fide seafarers on FOC ships and calling on such ships to be subject to ITF boycott action. It also expressed grave concern at the effects on seafarers arising from the war situation in the Arabian Gulf, and discussed ways of strengthening the effectiveness of the ITF's campaign against FOC vessels in the Asia/Pacific region. Representatives of seafarers' unions from 13 countries were present at the meeting which was chaired by Seafarers' Section Chairman K Mols Sørensen and attended by Ake Selander, Brian Laughton and Mo Hoda from the ITF Secretariat.

GERMANY: UNION PROTESTS AT GOVERNMENT PLANS TO END NIGHT LOOKOUTS

Government plans to abolish the lookout at night on ocean-going vessels for a trial period have met with a vigorous protest from the ITF affiliate OeTV. OeTV transport spokesman Eike Eulen, commenting on the proposals, has said that the government's intentions pose a threat to the safety of life at sea and also contravene international maritime regulations which stipulate that in addition to the officer on watch a seafarer should be required to keep a lookout during the hours of darkness. Eulen pointed out that no technical equipment can replace the night lookout who performed a vital task watching out for ships or aircraft in difficulties, emergency signals, wrecks etc, and criticised the German government for being the first to take such a dangerous step which could cost seafarers' lives, lead to ship losses, and increase the dangers of pollution to coasts and oceans. He warned that the OeTV would ask the ITF and IMO to take steps to help reverse the government's decision.

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DOCKERS

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SPAIN: DOCKERS OPPOSE GOVERNMENT PLANS FOR PRIVATISATION OF PORTS

Spanish dockers have staged a series of strikes in recent months in an effort to persuade the government to abandon its plans for the privatisation of the nation's ports. All major seaports on the Spanish mainland as well as those in the Canaries have been affected by the action, in which the ITF's two affiliates, the UGT and the ELA-STV Transport Workers' Federations have been actively involved.



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GENERAL

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ICFTU TRADE UNION RIGHTS SURVEY PUBLISHED

The second annual survey of violations of trade union rights was published in May by the ICFTU. It begins with a round up of recent developments in different regions of the world. In Africa it reports that trade union rights remain seriously restricted in many countries, but that some improvements have occurred in Ghana and Morocco in both of which genuine independent trade unions are once again operating. The situation in South Africa remains a major problem and the repressive actions of the Apartheid regime have been increasingly directed against trade unionists, many of whom have been detained during the past twelve months and some of whom have been murdered. At least 21 South African trade unionists are still in detention according to the ICFTU. The survey also makes reference to developments in Tunisia where, it points out, the government has taken steps to forbid trade union assemblies in enterprises, and to dismiss workers taking part in strike action, and in Zimbabwe, where new labour legislation has increased the power of the Labour Ministry to regulate employment conditions.

In Latin America the survey reports that attempts to form independent trade unions in Cuba have been severely repressed. In Brazil serious violations of rights continued during 1984 including murders of trade unionists by employer-hired thugs, but the situation has improved with the restoration of democracy in January 1985. In Chile on the other hand the situation is clearly deteriorating with the declaration in November 1984 of a state of emergency and the detention of many trade union leaders. Serious restrictions on trade union rights have also been observed in the Dominican Republic, Ecuador, El Salvador, Guatemala, Nicaragua and Paraguay. In Uruguay the election of a civilian president in November 1984 brought the release of all imprisoned trade unionists and the legalisation of the previously banned union centre CNT.

In Asia in addition to Communist countries and certain Arab countries where a single trade union structure is imposed by law, trade union restrictions have been extended recently in Bangladesh and Pakistan and governments exert strong influence over trade union activities and collective bargaining in many other countries. In Iran the survey points out that a strike in the steel industry in Isfahan in November 1984 was brutally repressed and that no independent trade union activity is tolerated. Martial law in Turkey is still in force in 23 out of 67 provinces and the trade unions are operating under very difficult circumstances, while in the Philippines a number of trade unionists remain in detention.

The survey also examines the situation in Eastern Europe focussing on the treatment of the SMOT group in the USSR and the continued repression of Solidarity in Poland. It points to the report of the ILO Commission of Enquiry published in June 1984 which criticised the regime for numerous violations of ILO conventions 87 and 98 and stresses that trade unionists are still being imprisoned despite the amnesty of 1984. Finally in Western Europe it mentions wage restrictions in Belgium, the suspension of indexation in Denmark, and the removal of trade union rights from GCHQ workers in the United Kingdom as examples of problems also existing.

A special chapter of the Survey deals with trade union rights in the public sector, which are increasingly coming under attack from governments even where they permit such rights for other categories. The survey lists many countries where the right to organise, the right to collective bargaining, or the right to

strike are wholly or partially withheld from public service employees and concludes that not only are legal rights inadequate in many countries but that even where they exist, governments are now seeking to remove them. The international free trade union movement will, it stresses, continue to press for the full recognition and exercise of trade union rights in the public sector.

A novel aspect of the Survey is its chapter on 'Anti Union Discrimination and Union Busting'. Following on from a request by the General Conference of the ITSS for the ICFTU to examine union busting, the Survey examines the growing use by employers of tactics designed to weaken or destroy trade union organisation. These include: transfer, suspension and general harassment of union activists; closures and transfers of production; delaying negotiations; dragging out of legal proceedings; interference in union internal activities; the formation of company unions; and the use of "positive labour relations" and other techniques. The survey concludes, in the light of information collected through the ITSS, that there is a general deterioration in the climate for free trade unionism. "Good laws and a constructive management attitude from the top down can help prevent anti-union activities", it concludes, "but union strength at the workplace is the only effective deterrent against union busters".

Copies of the ICFTU Survey can be obtained direct from the ICFTU, Rue Montagne-aux-Herbes-Potagères 37, 1000 Brussels. A joint ICFTU-ITS Conference on anti-union policies and practices has been scheduled for Spring 1986 in Washington.

#### ICFTU EXECUTIVE CALLS FOR STRENGTHENING OF ANTI-APARTHEID MEASURES

The special session of the ICFTU Executive Board held in Washington on 11 April adopted a new major statement on "beating apartheid" designed to step up pressure on the South African government, and to give assistance to the black trade unions. The statement calls on governments to extend the arms embargo against South Africa; to end investment guarantees and export credits; to prevent new transnational (TNC) investment; to end contracts aimed at boosting South Africa's nuclear and oil industries and bank loans to the government and state-owned companies; to stop TNC investment in the so-called black 'homelands'; to end the sale of Kruggerands; to ban purchases of South African coal; and to institute a plan of compulsory disinvestment directed in particular against companies which have been identified as violating internationally accepted labour standards. With respect to oil, the meeting adopted, in response to a statement by ITF General Secretary Harold Lewis, a call for punitive action to be taken by the flag states against the owners of any ships which carry oil to South Africa as well as against companies which are a party to breaking the UN oil embargo. The General Secretary also attended a special meeting of the ICFTU Coordinating Committee on South Africa in Geneva on June 4 which discussed the machinery for implementing the ICFTU's recommendations to trade unions. These are: (1) to initiate campaigns against target companies in support of the independent black trade union movement; (2) to undertake an information campaign to discourage white emigration; (3) to press governments to impose an effective sanctions policy; (4) to campaign for the ending of political collaboration with the South African government; and (5) to continue to campaign for the release of all detained trade unionists in South Africa.

On 14 May Harold Lewis sent a protest cable to the South African president over the killing of the black trade unionist Andries Raditsela pledging the continued support of the ITF to South African unions in their struggle for genuine and universal democracy.

## ICFTU'S WOMEN'S CONFERENCE STRESSES COMMON GOAL OF INDEPENDENCE FOR WOMEN

Despite economic, social and cultural differences between different regions of the world, the goal of establishing true political, economic and social independence for women remains valid in every country. This was one of the key conclusions of the 4th ICFTU World Women's Conference held in Madrid from 23 to 26 April. The Conference, which was attended by 355 delegates from 107 trade union organisations in 83 countries, was held in 1985 to mark the end of the United Nations Women's Decade. A UN Conference to evaluate progress made over the past ten years will be held in Nairobi in July. The ICFTU Conference underlined the difficulties which still stand in the way of true equality between men and women. Despite the adoption in many countries of legislation designed to promote equal rights, social and cultural attitudes about women's jobs and women's roles in society still continued. Women are also at a significant disadvantage in terms of education and literacy, factors which are inevitably reflected in training and job opportunities. The Conference, which discussed the contents of the ICFTU 1985 Economic Review dealing with women's employment in industrialised countries and with women and development, adopted statements on women and work, peace and international cooperation, and on black women workers under apartheid. On employment, the conference regretted the tendency of some governments to try to force women out of the labour market as a solution to the current economic crisis and stressed the key role of women workers in developing countries in sustaining the agricultural sector. It also pointed to the large number of women employed by transnational corporations often in Export Processing Zones (EPZs) where wages are low and trade union rights heavily restricted. On peace, the conference asked for the inclusion of peace education in trade union education curricula. The statement on apartheid made reference to the specially disadvantaged position of women in South Africa, 70% of whom are outside the scope of labour legislation. Despite this, it stressed, women are in the vanguard of the independent black trade union movement. The ITF was represented at the Conference by Administrative Secretary Eva Leigh who also represents the ITF on the ICFTU Women's Committee which drafted the ICFTU Charter for Working Women, Action Programme on Women and Trade Unions, and policy statement on Women and New Technology, all of which were endorsed by the meeting.

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### RECENT PAY SETTLEMENTS

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Australia - seafarers, 2.6% from 6 April; Austria - hgv drivers, 4.2% from 1 April; France - merchant navy officers and ratings, 2% from 1 April, 2.5% from 1 October, plus single payment at end May of 750 francs for officers and 600 francs for ratings; Germany - seafarers, 3.5% from 1 May; Greece - seafarers on ocean-going vessels over 4,500 dwt, 17% increase on basic rates and allowances, backdated to 1 January; Norway - officers and ratings on mobile drilling and contractors' vessels, 5.7% for second year of two-year contract, effective 1 April; Sweden - dockers, 2.28 kr per hour from 1 May and taxi drivers, 64 kr per week from 15 May in first national agreement concluded for this category.

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UNION NEWS

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DENMARK: TWO RAIL UNIONS TO MERGE

A new, powerful union of Danish railwaymen is to be created with the merger of the Danish Railwaymen's Union (Dansk Jernbaneforbund) and the Locomotivemen's Association (Dansk Lokomotivmands Forening) which will take effect from the beginning of next year. Extraordinary congresses of both organisations have approved this latest merger. Both unions have seen their membership grow with the absorbing of the previously separate private railway workers' unions into their ranks last year.

The new union will be known as the Dansk Jernbaneforbund.

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NEWS IN BRIEF

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The government of Brunei has deposited an instrument of acceptance of the IMO Convention with the Secretary-General of the United Nations. The International Maritime Organization now has one hundred and twenty-seven full members and one associate member.

Two ITF affiliates are celebrating anniversaries this month - the Norwegian Mates' Association is seventy five years old and the Finnish Union of Technical Staff, which organises workers in road transport and civil aviation, is marking its diamond jubilee. We extend hearty congratulations to both organisations.

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OBITUARIES

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William G Lindner, International President since 1979 of the Transport Workers' Union of America, died on 1 May while at work. He was 65. Lindner, who had worked for the union for almost 40 years, was only the third president in the union's 51 year history. He was a member of the ITF General Council and had also taken an active part in the work of the ITF Civil Aviation Section over many years. ITF General Secretary Harold Lewis has sent a cable of condolence to the union expressing his shock at hearing of the early death of a man who was greatly liked and respected by ITF affiliates worldwide.

Captain E F Lionnet, former National Secretary of the British Merchant Navy and Airline Officers' Association, has died, aged 72.

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PERSONALIA

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John Evans has been elected as the next General Secretary of the Trade Union Advisory Committee (TUAC) to the Organization for Economic Cooperation and Development. Evans, who is currently a research officer with the European Trade Union Institute, will take over his new position in the autumn when Kari Tapiola, his predecessor returns to the Finnish national centre SAK.

Tony McGregor has been appointed to the post of Deputy National Secretary of the British National Union of Seamen.

Eric Nevin has taken office as the first General Secretary of the British National Union of Marine, Aviation and Shipping Transport Officers (NUMAST), which came into being earlier this month. Nevin was previously General Secretary of the Merchant Navy and Airline Officers' Association, one of the three unions that have now merged.

Gerhard Pohl, Vice-President of the German Railwaymen's Union (GdED), retired last month after a union career spanning almost thirty-five years. Pohl was a member of the Committee of the ITF Road Transport Workers' Section. He was also actively involved with the preparations for the ITF publicity train, one of the most successful projects carried out by the ITF Railwaymen's Section in recent years.

Umraomal Purohit, President of the All-India Railwaymen's Federation, was elected recently to the post of General Secretary of Hind Mazdoor Sabha, one of the oldest-established Indian national trade union centres.

René Valladon was elected General Secretary of the French Port, Maritime and Transport Workers' Federation (FO) during the union's recent Congress. He succeeds Yves Lequoy, who had decided not to seek re-election. Lequoy, the French member of the ITF Executive Board, is now head of the union department responsible for European and International Affairs.

Kevin Murphy, General Secretary since 1968 of the British Radio and Electronic Officers' Union (REOU), retired this month with the creation of NUMAST. Murphy has long been an active member of the ITF Seafarers' Section and has regularly represented the ITF at sessions of the IMO Sub-Committee on Radiocommunications in recent years. It has been agreed that he should continue to represent ITF radio officer affiliates' interests at international level at least until October 1985, when the situation will be reviewed. Murphy currently serves on the Seafarers' Section Committee and has made a valuable contribution to the work of its Training and Manning Committee on which he is also represented.

Also retiring from the REOU is Assistant General Secretary Jack Bromley, a member of the Standing Committee on Maritime Mobile Offshore Units of the ITF Seafarers' Section.

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FORTHCOMING MEETINGS

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Railwaymen's Section Conference - Nuremberg ..... 17-19 September 1985  
Civil Aviation Section Conference - Stockholm ..... 1-3 October 1985  
Radio Officers' Meeting - London ..... 12 October 1985  
Executive Board - London ..... 15-16 October 1985  
Road Transport Workers' Section Conference - Rome ..... 6-8 November 1985

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

## SUPPLEMENT

### ITF 'EURO TRAIN' LINKS EUROPEAN RAILWAYMENS' CAMPAIGN

Departing from Vienna Westbahnhof at 15.05 on 16 April, the ITF Train arrived on time after its journey through Europe at Brussels Gare du Midi at 13.04 on 25 April. The train was composed of coaches from Austria, Italy, Switzerland, Germany, France and the Benelux countries specially prepared by railwaymen's union members with displays, posters and literature explaining the benefits of the railways and the need for continuing investment in the modernisation of the railway system. The out-sides of the coaches were decorated with slogans. The themes of the campaign were "More railways for a better environment", "The railways create jobs", "Developing the railways develops Europe".

After departing from Vienna, the train stopped in Rome, Milan, Brig, Bern, Basel, Karlsruhe, Frankfurt, Saarbrücken, Strasbourg, Luxembourg, and Liège on its way to Brussels. At the different stops, public meetings, rallies, marches and press conferences were held, as well as discussions with national and local political representatives. The train was manned by officials of ITF affiliates from the countries which had supplied the coaches and at each stop they opened the train to the public and explained the advantages of the railways to the large numbers of people who visited the train.

The ITF Train was part of a wider campaign conducted in each country to promote and publicise the railways and represented the international nature of the railway industry as well as the determination of the European Railwaymen to act together to defend their industry and their jobs.

Prior to the train leaving Vienna, a Conference of ITF European Railwaymen's Unions was held at the headquarters of the Austrian Railwaymen's Union. The Conference adopted a "Statement by the European Railwaymen's Trade Unions to the European Community" (copy attached). After the Conference the delegates and 12,000 trade unionists, both railwaymen and workers from industries dependent on the railways, marched to a rally at the Westbahnhof, where the Austrian Minister of Transport, Ferdinand Lacina, assured the demonstrators of his Government's support for the railways.

After the arrival of the ITF Train in Brussels, 10,000 railwaymen from Austria, Belgium, Denmark, France, Germany, Great Britain, Italy, Luxembourg,

Netherlands, Spain and Switzerland marched through the centre of Brussels from the Gare du Midi to the Gare du Nord.

At 15.30 a delegation comprising a representative of each union participating in the action had a meeting with the European Community's Commissioner for Transport, Mr. Stanley Clinton Davis. Piet Potums, Chairman of the ITF Railwaymen's Section, presented the European Railwaymen's Statement and called for a fundamental change in EC transport policy, away from deregulation and liberalisation of the market and in favour of co-ordination, investment and the creation of employment.

Addressing the delegation, Mr. Clinton Davis said that the railways were a vital part of the Community's infrastructure. He shared the union's anxieties regarding the effects of uncontrolled competition and recognised the need to protect the environment. In addition to the functions for which they are ideally suited - such as transporting bulk freight, combined transport operations, the carriage of passengers in safety and at speed over distances of 100 km to 600 km - the railways had a significant social rôle in providing transport for urban commuters and for people living in rural areas. Furthermore, the railways fulfilled a rôle beyond merely providing transportation. In the fields of safety, energy conservation, environmental protection and social provision, the railways improved the quality of life.

Mr. Clinton Davis drew the delegation's attention to action by the European Community with respect to the railways, namely:

- compensation for the railways' social rôle;
- support for research;
- support for and encouragement of international co-operation.

The EC was developing policy to tackle the financial problems of the railways, to integrate services and to invest in infrastructure. The EC was also prepared to offer assistance for the construction of the Channel Tunnel. He looked forward to developing relations with the ITF and its affiliates and stressed the need for dialogue between the Community's institutions and the industrial partners.



STATEMENT BY THE EUROPEAN RAILWAYMEN'S TRADE UNIONS  
TO THE EUROPEAN COMMUNITY

The European Railwaymen's Trade Unions represent 1,400,000 railway workers in member and non-member States of the European Community.

The European Railwaymen believe that public transport is an essential requirement of social and economic progress and that the people of Europe have a right to mobility and to access to public transport at a price they can afford. The railway network of Europe provides a unique system of safe, clean, reliable, environmentally benevolent transport, with the capacity to carry substantial additional passenger and freight traffic.

The European Railwaymen believe that the transport policies pursued by the European Community are damaging to the railways as major carriers of passengers and freight in both national and international traffic.

The European Railwaymen therefore demand that the European Community revise its policies for transport in order to ensure that: -

1. The railways are able to continue to fulfil their public service obligations and are fully compensated for the services thus provided;
2. The inhabitants of rural areas continue to benefit from rail services;
3. Future investment in the development of the publicly-owned rail network is assured;
4. In determining transport policy, proper importance is attached to safety, environmental and ecological protection and energy conservation;
5. The need for stability of employment is recognised and projects which create employment are selected for development;
6. In step with the measures taken to achieve a common policy for transport, measures are taken to achieve harmonisation of the working and social conditions of employees in transport;
7. Developments in railway technology are utilised to improve both the quality of service to rail users and the working conditions of railway employees, not as a pretext for reducing job opportunities;
8. Further surplus transport capacity is not created by the construction or encouragement of parallel infrastructure;
9. There is a proper balance between the interests of the carriers, their employees and the shippers/users;

10. The railways are not subject to unfair competition from modes of transport -
  - (a) which are essentially unregulated,  
and/or
  - (b) which, where regulated, are subject only to minimum and sporadic enforcement of regulations,  
and/or
  - (c) whose workers suffer inferior social and working conditions;
11. The interests of the railway networks of non-member States are safeguarded;
12. Measures are taken to facilitate international rail traffic by the expansion of North-South links and by the elimination of delays and bottlenecks at frontiers;
13. The construction of the Channel Tunnel is actively promoted;
14. Measures are taken to develop and expand combined transport.

The European Railwaymen insist that policies which promote fragmentation and deregulation of the transport industry must be avoided and that measures which promote co-ordination of the modes of transport must be encouraged. Europe needs a properly co-ordinated transport system for its future economic development and prosperity; the transport system should respond to the needs of the whole community. The transport system should be regarded as an entity, with the different modes of transport complementing each other rather than being forced into wasteful competition.