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## NEWS

### EXECUTIVE BOARD MEETING PREPARES LUXEMBOURG CONGRESS

The ITF Executive Board meeting which took place in London on 15-16 October took a number of important decisions on the agenda and arrangements for the 35th ITF Congress due to be held in Luxembourg from 31 July to 8 August 1986. The meeting agreed to recommend two constitutional amendments to the Congress to deal with the situation where an ITF President or Vice President ceases to hold office between Congresses, and to deal with the replacement of Section Chairmen under similar circumstances. The Executive also agreed to set aside one day during the Congress for an in depth discussion of the major problems facing ITF affiliates and their members at the present time. A document 'Changes Facing Transport Workers' dealing with major issues such as deregulation, privatisation, unemployment, the debt crisis in developing countries, labour flexibility and the effect of new technologies in the various ITF sectors will be considered by the Executive Board at its next meeting and submitted as a special report to the Congress. The EB meeting also considered a number of practical questions relating to the Congress including invitations to guests and the presentation of ITF Gold Badges, and approved the draft timetable.

Amongst other items discussed during the two day meeting was the launching of an international trade union campaign against travel bureaux companies which do not afford their employees full trade union rights, starting with the American Express Company. A resolution from the Civil Aviation Section Conference pledging full support for the ITF's affiliates in Tunisia currently under attack by the authorities was endorsed, and a resolution was adopted on South Africa which called on all affiliates to do everything possible to harass South African interests until fundamental changes are made in the abhorrent apartheid system. Applications for affiliation from unions in Botswana, Fiji, Ghana, Ivory Coast, Kiribati, Peru, Portugal and Vanuatu were approved subject to the satisfactory completion of any remaining formalities, and an application from the Japan Railway Workers' Union (TETSURO) was refused in the light of the opposition of the majority of the ITF's existing Japanese affiliates. The Executive Board coopted Brother S Sambo (Union of Shipping, Clearing and Forwarding Agencies Workers, Nigeria) as a replacement for Deji Oyeyemi (Newsletter April). It was also informed that Moss Evans (Transport and General Workers' Union, Great Britain) had resigned from the Executive Board following his retirement from his position in the union, and that the union had nominated Ron Todd, newly elected General Secretary, to replace him. The Executive Board agreed to consult with the relevant affiliates on the acceptability of this nomination. The Executive Board also noted the decision of the ITF's Regional Director for Latin America and the Caribbean, Medardo Gomero, to resign from his post for personal reasons. The Executive members expressed their appreciation to J Knapp (National Union of Railwaymen) for the hospitality extended to them during the meeting, and at the invitation of the ITF's African affiliates agreed that the next meeting would take place in Nairobi in March 1986.

### ITF ROAD TRANSPORT CONFERENCE HIGHLIGHTS SAFETY PROBLEMS

Safety issues - both for road transport drivers and for other road users - were at the top of the agenda of the ITF's Road Transport Workers' Section Conference which took place in Rome from 6 to 8 November. The conference delegates voiced their total opposition to any weakening of European Community regulations on drivers' hours and rest periods, and called on all governments to ratify ILO Convention no. 153 which deals with the same subjects. Only strong and effective

legal regulations, properly enforced, the delegates argued, could help prevent excessive driving and working hours by an irresponsible minority of road transport drivers. In addition to posing problems for road safety, long hours and inadequate rest periods also caused long-term damage to drivers' health, the conference emphasised, and decided that the ITF should conduct a research programme into the main health and safety problems encountered by road transport workers. A number of important practical questions were discussed by the Conference including the preparation of an ITF booklet giving advice to drivers working abroad on the medical, legal, and other conditions existing in other countries. The first such booklet would be prepared for Europe, followed by similar exercises for Africa and other regions. A debate also took place on the desirability of establishing ITF liaison offices at various international frontiers which drivers cross regularly, although it was recognised that a number of important financial and practical questions would need to be overcome if this was to be successful. A resolution adopted by the Railwaymen's Section calling for closer road-rail cooperation was endorsed by the Section and a debate also took place on the situation in South Africa which concluded with a resolution endorsing the stand taken by the ITF Executive Board and calling on all transport workers' unions to take practical steps to implement it. The Conference was chaired by Section Chairman Kurt Haussig (OTV, Germany) and hosted by the ITF's three Italian affiliates. The opening session was addressed by L Mancini for the three Italian transport workers' federations.

#### CHILE: DOCKERS STRIKE FOR RESTORATION OF UNION RIGHTS

Chilean dockworkers members of ITF affiliate COMACH have begun an indefinite national strike in support of the restoration of collective bargaining rights which were suspended by decree of the military dictatorship in September 1981. In a letter to the ITF requesting support for the dockers' action COMACH President Eduardo Rios Arias points out that employers have taken advantage of the suspension of collective bargaining to impose intolerable working conditions on the country's port workers. Restrictions on the number of dockers have been lifted so that there are four or five times as many dockers seeking work as in 1981; new freight handling methods have been introduced without union consultation; gang sizes have been cut putting enormous pressure on those remaining. In addition there has been a serious deterioration in the real pay of the dockers. In 1981 they received 1200 pesos per shift, the equivalent of US\$32.51. The 1,930 pesos they receive today is, however, worth only US\$10.78 and has much lower internal purchasing power. Since there are no minimum conditions of work any longer, employers can, in fact, impose any wages or manning levels they wish, a situation which has become intolerable for the union which is now demanding a shift payment of 4,000 pesos (US\$22,34) and a fair system of regulating the supply of labour under tripartite control. The strike, which has affected all the country's ports, is being well followed by the union's members, although employers have now been authorised by the government to bring in strike breakers from outside the industry. COMACH's letter concludes by requesting direct solidarity from other affiliates of the ITF to prevent the continuation of the slavery in which the dockers find themselves. ITF General Secretary Harold Lewis has, in response to the request, sent a message of protest to the Chilean government and has requested affiliates wherever possible to take solidarity action in support of the struggle of the Chilean dock workers.

The dockers' strike also takes place during a period of intense protest by the Chilean trade union movement as a whole against the policies of the Pinochet regime. The 4 and 5 November were declared days of protest by the national centre CNT against the dictatorship and against the continued detention of six CNT leaders who were arrested in September and accused of infringing the law on state security and fomenting earlier disturbances. The six began a hunger strike in protest against their detention at the beginning of November which was eventually called off in response to appeals from their supporters who feared for their health.

#### SOUTH AFRICA: SOLIDARITY ACTION CONTINUES TO MOUNT

Further developments in the campaign of harassment against South African interests agreed by the ICFTU and supported by the ITF include the decision by Danish trade unions to impose a total ban on all trade with South Africa from October 18 until the end of January 1986. The campaign was reviewed at a meeting of the ICFTU Coordinating Committee on South Africa held in Brussels on 7-8 November. Action taken by unions so far was reviewed and discussions held about further action which may be taken in the future. Representatives of the independent trade unions in South Africa who were present at the meeting announced the successful conclusions of unity talks out of which a single unified national trade union federation, based on non racial principles, will be formed in the near future. Meanwhile the wave of repression by the South African authorities continues. On 13 November police in Cape Town arrested Diana Cooper, an organiser of the ITF affiliated General Workers' Union who was at the time deeply involved in the negotiations for the stevedoring industry. After an approach to the South African government by ITF General Secretary Harold Lewis in which he underlined the likely damage to industrial relations in the ports and the likely angry response of ITF affiliates abroad to this news, Diana Cooper was released. She had been held in detention for two days and was released without any charges being brought against her.

## Inland Transport

#### INDIA: AIRF CONVENTION DEBATES TECHNOLOGICAL CHANGE

The 59th Annual Convention of the ITF affiliated All India Railwaymen's Federation (AIRF) which took place in Gorakhpur, India from 27 September - 1 October was dominated by discussions about unemployment and the effects of automation and computerisation. Also discussed during the meeting was non payment of bonuses to railwaymen, attacks on trade union rights, and coordination of transport policies between various modes of transport. The Convention was inaugurated by Madhu Dandavate MP, former Union Minister of Railways, and was addressed on behalf of the ITF by M S Hoda, Regional Secretary for Asia and the Pacific.

#### EUROPEAN COMMUNITY: DRIVERS' HOURS RULES ADOPTED DESPITE STORM OF PROTEST

The Council of Transport Ministers of the European Community meeting in Brussels on November 14 adopted a new version of Community regulation 543/69 despite a storm of protest from road transport workers' unions and independent organisations concerned with road safety. The new regulations, which increase the daily permitted driving time by one hour and reduce weekly rest periods, have been adopted under enormous pressure from road transport employers who have been demanding increased 'flexibility'. As the ITF made clear in a press statement issued on November 13, however, this change will increase the number of drivers suffering from fatigue, the number of road accidents involving coaches and lorries, and the number of deaths on the roads. In a last minute attempt to influence the decision of the Council, General Secretary Harold Lewis sent a letter via ITF affiliated unions to all members of Parliament in the European Community countries. The letter pointed to the dangers inherent in the new regulation and in particular to the fact that it is totally incomprehensible. As a result, he pointed out, even those operators who wanted to observe the rules would have difficulty in understanding them. In view of the fact that recent studies have demonstrated

that most drivers are unaware even of the present regulations, he emphasised that what is required are clear simple rules drawn up in consultation with employers and trade unions. Pointing out that the Council of Ministers has designated 1986 as 'European Road Safety Year' the ITF General Secretary concluded by expressing the hope that the Ministers of Transport would not make a joke of it. ITF affiliates will be collecting information on the practical effects of the new regulations in the months to come.

#### AUSTRIA: COACH AND LORRY DRIVERS ADVOCATE NIGHT BAN

Coaches and lorries should be banned from Austria's road between the hours of 23.00 and 05.00 according to a meeting in Bad Mitterndorf last month of union transport experts, over half of whom were professional coach or lorry drivers. The delegates argued that the introduction of such a ban would lead to fewer accidents, with drivers reaping considerable social and medical benefits from being able to rest during the early morning hours rather than having to be out on the roads driving even in the worst of the winter weather. Those who lived near busy main roads would also experience a lessening of the noise burden. It was pointed out that Switzerland had introduced a night ban on heavy traffic many years ago and it had proved extremely successful. The meeting was also of the view that there was a strong argument in favour of transferring the bulk of Austria's heavy night transit traffic from the roads to the rails.

#### SWITZERLAND: URBAN TRANSPORT UNDERTAKINGS WIN PRIZE FOR 'ECOLOGY TICKET'

Two urban transport undertakings in the Basle canton of Switzerland have been awarded a prize by a forum on the problems of the future for their monthly thirty-five franc 'ecology ticket', first introduced eighteen months ago, which the prize citation praises as 'an attractive way of promoting public transport in the region'. The success of the low-price season ticket has been such that 116,000 persons bought one in August (59,000 were sold in the first month) and ten million extra passenger journeys were generated last year.

## Civil Aviation

#### CANADA: FIRST CABIN CREW STRIKE AT AIR CANADA

Members of the Canadian Air Line Flight Attendants' Association (CALFAA) returned to work on 4 October after their first-ever strike against the national carrier Air Canada which had been seeking major concessions from the union during a year of contract negotiations. The strike won widespread support from the labour movement in Canada and from aviation unions in a number of countries who had been alerted by the ITF to the airline's use of hastily and inadequately trained replacement cabin staff to keep flights going during the five-week stoppage. CALFAA successfully resisted demands from Air Canada for less favourable conditions on its new routes to Bombay and Singapore, winning important gains for members flying these long-haul sectors, including proper rest facilities on board and longer crew rest at home base than on other overseas operations. On pay, CALFAA has won a "signing bonus" of between \$900 and \$1,100 according to grade, a \$322 productivity bonus for all cabin attendants on the payroll prior to 23 July 1985 and general pay increases of 3% in September 1985 and 1986.

#### GERMANY: LUFTHANSA STRIKE BRINGS BETTER PROFIT-SHARING BONUS

A dispute between the ITF-affiliated German Transport and Public Service Workers' Union (OeTV) and the national carrier Lufthansa and its charter subsidiary Condor over the payment of bonuses under a profit-sharing scheme led to a four-day strike at both airlines from 11 November. The action was called off after union and management accepted a solution worked out with the assistance of an independent mediator producing bonuses of up to DM 1,060 under the scheme for 1984, a highly successful year for the airline. Members of the OeTV are currently being balloted to seek their formal approval of the terms of the settlement. During the strike, the ITF requested its civil aviation affiliates to do all within their power to frustrate any efforts by Lufthansa to offset the effects of union action.

#### SWITZERLAND: RAISING OF RETIREMENT AGE FOR AIRLINE PILOTS OPPOSED

The Swiss government's intention of amending the relevant regulations and raising the retirement age of airline pilots by five years to 65 is being strongly resisted by the Swiss union organising cockpit crews, the ITF-affiliated Public Service Workers' Union (VPOD). In rejecting the proposals, the union cites the general trend towards earlier retirement and argues that requiring pilots to work until 65 would not be in the best interests of the pilots themselves or airline passengers. A higher retirement age would also violate the international guidelines set by the International Civil Aviation Organization and which are observed by the majority of the world's governments. The union is particularly angry that the consultation procedures were put into effect with such haste that there was no opportunity for either the VPOD or the advisory committee on civil aviation to state its views.

#### UNITED STATES: CONTINENTAL PILOTS END STRIKE

Pilots at Continental Airlines ended their two-year-old strike when the bankruptcy court in Houston (the company's base city) issued a final and binding order on 31 October protecting the seniority of striking pilots and offering pilots who did not wish to continue their employment with Continental severance pay of up to \$4,000 per year of service. At the end of one of the longest strikes it had ever conducted, the ITF-affiliated Air Line Pilots' Association stated that it was pleased the court order had provided the framework for an orderly return to work for its members.

#### UNITED STATES: NEW SAFETY TESTS ON BOEING 747S AND BETTER FIRE EQUIPMENT

The United States Federal Aviation Administration has announced, in the light of the discussions at the Seattle Evacuation Procedures Conference in September (October Newsletter), its intention to carry out new passenger evacuation tests on Boeing 747 aircraft. The FAA will use British Airways 747s for the tests since these have had the two overwing exit doors removed, a move which has been strongly criticised by the ITF's Civil Aviation Section. The purpose of the new tests is, according to an FAA spokesman, to assess the validity of the manufacturers' analysis which supported the original application for the modification.

The FAA is also proposing that improved protective breathing equipment be installed in the passenger cabin, cockpit and crew access areas of baggage holds for use by crews when fighting in-flight fires or guiding passengers to emergency exits. The equipment would comprise a portable oxygen supply, face mask and goggles and would be located within three feet of hand-held extinguishers. The proposed new rule follows an FAA inquiry into a number of recent airline fires which concluded that lives might well have been saved had this equipment been in use.

## Seafarers

### ITF CORPS OF INSPECTORS TO BE EXTENDED TO THE UNITED STATES

On 23 October 1985 a meeting was held in Anaheim, California, between representatives of the ITF Secretariat and the ITF's US maritime affiliates to discuss the nomination of ITF Inspectors in the United States. The discussions embraced the type and role of ITF Inspectors, as well as the geographical coverage, scope of activities and co-ordination of the ITF Inspectorate. The US affiliates concerned made a number of proposals which are currently under consideration by the ITF Secretariat. It is expected that a final decision on the appointment of ITF Inspectors in the United States will be taken in the first few months of 1986. The ITF Secretariat was represented by Ake Selander, Assistant General Secretary, and Brian Laughton, Secretary of the ITF Special Seafarers' Department.

### ITF OFFSHORE UNIONS DISCUSS JURISDICTIONAL PROBLEMS AND INTER-UNION CO-OPERATION

An ITF Working Party consisting of affiliates organising seafarers employed in the offshore sector in Australia, Netherlands, New Zealand, Norway, United Kingdom and United States met in Aberdeen on 7 and 8 November 1985 to discuss jurisdictional problems between unions in flag states and continental shelf states respectively. The Working Party also examined how unions could usefully co-operate through inter-union liaison committees. The meeting was held under the Chairmanship of S Wall, United States, ITF Seafarers' Section Vice Chairman. Ake Selander, ITF Assistant General Secretary, represented the ITF Secretariat. The Working Party reached broad consensus on both issues and embodied its views in two statements on "Flag state/continental shelf state jurisdiction" and "Inter-union liaison committees in the offshore industry" which will be submitted for consideration by the ITF Seafarers' Section Standing Committee on Maritime Mobile Offshore Units which meets at the end of March 1986, immediately prior to the next ITF Seafarers' Section Conference.

### ITF RADIO OFFICERS MEET TO DISCUSS FUTURE DISTRESS SYSTEM

ITF radio officer affiliates from Argentina, Australia, Denmark, Finland, Greece, Germany, Italy, Netherlands, New Zealand, Norway, Sweden, United Kingdom and United States met in London on 12 October 1985 to discuss, among other things, the Future Global Maritime Distress and Safety System (FGMDSS). During the meeting it was suggested that the ITF should organise a seminar on this subject in the autumn of 1986 in order to make the views of the ITF radio officer affiliates on the FGMDSS more widely known. The delegates also expressed concern at a move within IMO to permit a blanket exemption from SOLAS radio regulations on the grounds of radio officer 'equivalence'. Following a lengthy debate the meeting participants adopted a resolution on "Carriage requirements and equivalence dispensations" which criticized the dispensations presently being granted on some vessels and called on all ITF maritime affiliates to ensure that, as a minimum, all ships of 1600 grt and over sailing on international voyages carry a complete radiotelegraphy station and a radio officer. The resolution will be placed before the next ITF Seafarers' Section Conference in March 1986 for endorsement. In conclusion the meeting expressed its sincere thanks to K A Murphy, United Kingdom, for the many years he had acted as chairman of ITF radio officer meetings. M H Strichartz, United States, was elected to succeed Brother Murphy for the next year of activities when he would in turn be succeeded by S Blunt, also United States.



## Fishermen

### DRAFT GUIDANCE ON FISHERMEN'S TRAINING AND CERTIFICATION ADOPTED

The 2nd session of the joint FAO/ILO/IMO Working Group on the Preparation of a Document for Guidance on fishermen's training and certification was held at IMO headquarters in London from 2 until 13 September 1985 when it adopted a preliminary draft text for a Document for Guidance for further consideration at its 3rd session. The ITF was represented by J Skrede, Norway, (Vice Chairman of the ITF Fishermen's Section) as one of the ILO Workers' Experts. Fishermen affiliates in Denmark, Japan, Portugal and United States were represented on their respective country delegations.

## General

### INTERNATIONAL: ILO TASK FORCE PROPOSED TO DEAL WITH MAJOR INDUSTRIAL HAZARDS

The setting up of an international 'task force' of experts which could provide governments, employers and workers with the help and assistance that might help prevent a repetition of major industrial accidents such as the appalling tragedy in Bhopal was the key recommendation of an ILO tripartite ad hoc meeting of special consultants on methods of prevention of major hazards in industry held in Geneva last month. The meeting also recommended that the ILO should develop check lists that could be used to monitor standards in major hazard installations, prepare a comprehensive manual on major hazard control and start work on a code of practice setting out recommended procedures for dealing with hazardous materials or processes. The ILO was further urged by the meeting to develop training programmes on major hazard control and to expand its own hazard alert system to take account of plant failures and technical problems encountered. Finally, the consultants called for speedy ratification by governments of ILO Convention no. 155 on occupational safety and health and the introduction of hazard control procedures where these did not already exist as a means of providing essential safeguards for all those employed in hazard installations.

### MULTINATIONALS COMMITTEE FOCUSES ON ENVIRONMENT

The joint ICFTU/ITS/TUAC Working Party on Multinational Companies which met in Paris from 29-30 October strongly supported a change to the OECD's guidelines for multinational enterprises which would emphasise the responsibility of companies to ensure a safe and healthy work environment as well as a responsibility to protect the environment in which they operate from major hazards such as the Bhopal tragedy. The Working Group, which monitors developments in the different international institutions dealing with multinational companies, brings together representatives from national trade union centres and international trade secretariats. As well as the proposed 'environment amendment' which is now being discussed by the governments of the OECD countries after a presentation made by TUAC (the Trade Union Advisory Committee to OECD) on October 30, the group also discussed anti trade union activity by a number of multinational companies particularly in the USA. Requests for clarification of the OECD's guidelines which lay down amongst other things that companies should respect the right of their employees to join trade unions, were presented against the Dutch company C & A Brenninkmeijer; the Japanese company Kawasaki, the Norwegian company Norsk Hydro and the German based BASF

chemical company. Discussions also took place on progress being made in the ILO, which adopted its own tripartite 'Declaration of Principles' on Multinationals in 1977, and at the United Nations where negotiations on a Global Code of Conduct have been stalemated for several years. On this latter point representatives of the ICFTU indicated that there had recently been some progress.

The question of anti union activities followed on from a proposal discussed earlier this year to hold a major international conference on 'union busting'. In view of the continuing wave of employer and government sponsored attacks on trade union rights and working conditions, the meeting agreed that the trade union movement should work out coordinated strategies for opposing them, and it was suggested that the ICFTU should make specific proposals to the next ITS General Conference which will be held in London in January 1986. The ITF was represented at the meeting by David Cockroft, Research and Publications Officer.

#### POLAND: SOLIDARITY STAGES WEEK OF ACTION IN SUPPORT OF TRADE UNION PRISONERS

At the beginning of this month, the independent trade union Solidarity staged a week of action on behalf of political and trade union prisoners held in Polish gaols. The main aim of the Week was to obtain the eventual release of all the detainees, but as an immediate measure Solidarity called for the introduction of special category status for these prisoners as a means of protecting them in the interim against the physical ill-treatment regularly meted out by the prison authorities. Since the partial amnesty in July 1984, when most prisoners were released, the number of those detained has risen steadily month by month, with more than five hundred persons serving a significant period in detention for what would be considered normal trade union activities in most countries. During the Week, Solidarity supporters organised semi-clandestine meetings and discussions, instituted a poster campaign, signed petitions and organised fund-raising events for prisoners' families. Trade unionists internationally were urged by the International Confederation of Free Trade Unions to take appropriate action in support of the Week's objectives and demonstrations were staged in a number of countries, together with articles in the trade union press and formal representations to Polish diplomatic missions.

## Regions

#### ITF: AFRICAN REGIONAL SEMINARS IN MALAWI, ZAMBIA AND ZIMBABWE

A series of five highly successful seminars were carried out by ITF Regional Representative Ben Udogwu for transport trade unionists in Malawi, Zambia and Zimbabwe during the months of August and September.

Twenty-six rank-and-file members of the Railway Workers' Union (RWU) of Malawi took part in a five-day basic labour education seminar in Limbe which, with the assistance of lecturers from the Malawi TUC and the RWU itself, explored topics such as trade union organisation and collective bargaining. The seminar participants identified those areas of the employment code which needed amending and on which attention will focus during the next round of negotiations with the railway management. The seminar also gave the impetus for an organisation drive which is aimed at attracting more members into the RWU.

A second seminar was held at the same venue the following week for the ITF's other affiliate in Malawi, the Transport and General Workers' Union, this time with eighteen participants and again with lecturers from the RWU. The main purpose of the seminar was to revive the fortunes of the TGWU by training the union organisers taking part in the basic skills they will need to recruit new members to the union and to expand the services they offer to members. An organisation drive is now taking place among road transport workers and employees of Air Malawi.

Middle-ranking officials from the ITF's three affiliates in Zambia - the Airways and Allied Workers' Union, the Railway Workers' Union and the National Union of Transport and Allied Workers - took part in a third seminar held during August which covered all the major aspects of labour economics, including wage fixing, job creation and wage indexation and was aimed at enabling the officials who attended the seminar to conduct negotiations with the employers on behalf of their respective memberships.

The two final seminars were held in the Zimbabwean capital of Harare in September, the first of which brought together representatives from five unions with members in Zimbabwe Railways. The seminar discussed in detail the industrial relations problems that have persisted with the state railways since independence in 1980. Participants were made aware of the need for increased worker participation in the issues that affect them and the importance of evolving job evaluation techniques which would ensure that workers were properly remunerated for their skills. The final seminar of an exceedingly busy two months for Ben Udogwu, who helped organise the seminars as well as lecturing at them, was a labour education seminar carried out on behalf of the Zimbabwe Air Transport Workers' Association (ATWA), held in five one-day sessions for Air Zimbabwe employees at the airlines aviation school at Harare Airport, which produced immediate and tangible results in the form of the enrolment of new union membership. This has encouraged the union to ask for the exercise to be repeated at an early date.

#### BANGLADESH: ITF NATIONAL COMMITTEE ESTABLISHED

A national committee bringing together all ITF affiliates in Bangladesh was set up during the recent visit to that country of ITF Regional Secretary M S Hoda. The committee, which is made up of two members from each of the ITF's four affiliates in Bangladesh, was chaired by Bro Salamatullah of the Society of Aircraft Engineers who will represent Bangladesh on the Regional Advisory Committee, and its convenor is Bro Protapuddin, ITF Education Officer. Amongst other decisions taken by the first meeting of the committee was approval of the education programme for the next six months, and to seek the intervention of the ITF in the continuing industrial dispute between the Society of Aircraft Engineers and the management of the Bangladesh Biman Airline.

#### SRI LANKA: TRADE UNION COMMITTEE STUDIES ROAD TRANSPORT CONDITIONS

A meeting of the 'Transport Trade Union Study Committee' jointly sponsored by the ITF and the Friedrich Ebert Stiftung took place in Colombo on 7 October. The main issue discussed was a report commissioned from the University of Colombo on the employment conditions of workers in the road transport industry. The meeting was followed by a session of the ITF Education Programme Committee convened by education officer Francis D'Almeida and chaired by Bro Bala Tampoe, General Secretary of the Ceylon Mercantile Workers' Union. At this meeting an educational plan directed to the needs of Sri Lankan Seafarers was approved.



#### INDIA: CIVIL AVIATION UNION COORDINATING COMMITTEE FORMED

At an ITF sponsored seminar for top trade union leaders of 33 unions in the civil aviation sector in India which took place in Panchgani, Maharashtra State on 22-24 September, a decision was taken to form an All India Coordinating Committee for Civil Aviation Workers. This decision follows a two-year education programme within the sector launched by the ITF in 1983 which was designed to bring the fragmented civil aviation unions closer together. The National Coordination Committee will receive support from local coordinating committees which have already been set up in all major airline centres (including Delhi, Bombay, Calcutta and Madras). The first decision taken by the Coordinating Committee was to launch a "Trade Union Awareness Week" scheduled for 3-16 November and to designate December 5 as 'Solidarity Day' when peaceful marches will be held and to draft a memorandum to be submitted to government ministers on that day. A two day Conference of all the ITF's Indian affiliates will take place in New Delhi in January 1986.

#### INDIA: CALCUTTA BASED ITF AFFILIATES ESTABLISH FORUM

In view of the difficulties which they face in travelling to attend meetings of the ITF's Indian coordinating committee which are normally held either in Bombay or Delhi, the Calcutta based affiliates indicated to the Regional Secretary on his recent visit to the City their desire to establish an informal forum to exchange views. The first such meeting was held on October 2 and was attended by representatives of the Port Workers', Seamen's, Railway Workers' and Airline Workers' unions. As well as exchanging views and information on issues of current interest to transport workers in India, the meeting also helped to solve an outstanding dispute between the Port Workers' and Seamen's Unions.

#### PAKISTAN: ITF AFFILIATES DISCUSS STRENGTHENING TRADE UNIONISM

A meeting of the coordinating committee of ITF affiliates in Pakistan took place on 8 October in Karachi and was attended by the ITF Regional Secretary. The meeting discussed the general problems facing workers in the transport industry in Pakistan and particularly the continuing suppression of trade union rights as exemplified in the ban on union activity in Pakistan International Airlines. The meeting agreed to take steps to strengthen transport workers' unions as well as to increase the numbers of Pakistani unions affiliated to the ITF. The meeting was followed by a seminar for railway workers.

## Recent Pay Settlements

Austria - rail and municipal workers, 4.25% from 1 January; Great Britain - merchant navy officers and ratings, 5.9% on average rates from 1 November (officers) and 1 January (ratings), P and O ratings, 7% backdated to 1 September, Thomas Cook travel agency staff, 4.5% from 1 November; Norway - officers in overseas trade, 4% in November 1985 and May 1986; officers in coastal trade, 7% from 1 October.

## Obituaries

H C Bang, former President of the Korean Seamen's Union, died on 8 September aged 56. Bang was co-opted on to the ITF Executive Board in October 1981 and served for a further two years. At the time of his death, Bang was a member of the Committee of the ITF Seafarers' Section; he was also a former seafarers' member for South Korea of the ITF Fair Practices Committee.

Hal C Banks, former President of the Seafarers' International Union of Canada, died on 24 September, aged 76. Banks served on the Committee of the ITF Seafarers' Section for a number of years during the late fifties.

Rudolf (Rulle) Lindforss, who headed the Swedish Salaried Employees' Union (HTF) almost from its foundation and was its honorary President, died on 28 October, aged 84.

A E Okon, Deputy General Secretary (Administration) of the Dockworkers' Union of Nigeria, died on 2 October in a road accident. He was 58.

Helge Pettersson, President from 1961 to 1968 of the Swedish Transport Workers' Union, died on 6 November, aged 77. Pettersson gave more than forty years of distinguished service to the labour movement in his native Sweden and also made an important contribution to the work of the wider international union movement, being elected on to the ITF Executive Board in 1962 and then acting as ITF Vice-President from 1965 to 1968.

Doug Tennant, former General Secretary of the UK Merchant Navy and Airline Officers' Association (now NUMAST) died on 19 November at the age of 79. He became General Secretary of the union on its foundation in 1943 and guided it through a number of important amalgamations until his retirement in 1971. He was a former Chairman of the ITF's Seafarers' Section, Vice Chairman of the Civil Aviation Section, and member of the Management Committee. He also played an important role in the ILO's Maritime Activities over a number of years.

## Personalialia

Jesse M Calhoon, President for over twenty years of the US National Marine Engineers' Beneficial Association (MEBA), retired at the beginning of October. He is succeeded by C E DeFries, formerly MEBA's Secretary-Treasurer. Clyde E Dodson is the new Secretary-Treasurer.

K B Knudsen, President of the Danish Locomotivemen's Association, retired at the union's Congress earlier this month.

Christer Themmér will become General Secretary of the Swedish Engineer Officers' Association in February, succeeding Folke Havik, who is retiring. Themmér is currently Deputy General Secretary. Havik is currently represented on the Section Committee of the ITF's Seafarer's Section and Themmér serves as his deputy.

Akira Yamagishi was elected President of the Postal, Telegraph and Telephone International (PTTI) at its recent 25th World Congress. Yamagishi, who is President of the Japan Telecommunications Union (Zendantsu), succeeds Glenn Watts (United States) who did not seek re-election. The PTTI's two new Vice-Presidents are Curt Persson, President of the Swedish State Employees' Union (SF) and Antonio Baldassini, General Secretary of the Argentinian Federation of Postal and Telecommunications Workers.

## **Forthcoming Meetings**

Asia/Pacific Regional Committee - Bali .....	4-7 December 1985
Seafarers' Section Maritime Policy Committee - Copenhagen .....	7-8 January 1986
Indian Civil Aviation Health and Safety Seminar - Delhi .....	13-15 January 1986
All India ITF Affiliates Conference - Delhi .....	17-18 January 1986
ITF Asian Seafarers' Regional Committee - Sydney .....	19-21 February 1986
Railway Sub-Committee on Transport Policy - Brussels .....	4-5 March 1986
Management Committee - Nairobi .....	18 March 1986
Executive Board - Nairobi .....	18-19 March 1986
ITF Seafarers' Section Standing Committee on Maritime Mobile Offshore Units - Venice .....	23 March 1986
Seafarers' Section Conference - Venice .....	24-26 March 1986
Asia/Pacific Civil Aviation Conference - Tokyo .....	19-23 May 1986
35th ITF Congress - Luxembourg .....	31 July - 8 August 1986