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SOUTH AFRICAN DETAINEES:

STATE TORTURE OF PRISONERS

Despite the release of a number of detainees including Jerry Ntombela, President of the Transport & General Workers' Union and Alex Mahlatjie, President of the Transport & Allied Workers' Union, there were still at least 348 trade unionists in South African jails at the end of August.

This is the number of detainees on a list compiled by the International Confederation of Free Trade Unions (ICFTU) at the end of August. At the beginning of September the T&GWU informed the ITF that three members were still detained: F Nkosi, Rev. Marau, and F Zondo. Four members from Pretoria were released at the end of August, they reported, but one committed suicide shortly after his release, highlighting the enormous psychological damage done by detention. In addition both Ntombela and union accountant Ray Lazarus are still "restricted" - they need police permission to leave their area of residence and are effectively prevented from carrying out union duties.

For many of the detainees, conditions in South Africa's jails are appalling with brutal torture a common occurrence. This is clearly demonstrated in a special publication prepared for the ICFTU by a South African law firm which has been actively involved in support of detainees' civil rights.

The ICFTU report contains sworn statements submitted to South African Courts which describe in horrific detail some of the treatment given by the South African police to people most of whom were never even charged with a criminal offence. One of the most shocking documents it contains is a statement made in a Court case brought by a Port Elizabeth-based doctor Wendy Orr against the Minister of Law and Order.

Dr Orr's statement lists details of 286 cases where she recommended (unsuccessfully) that complaints of ill treatment or torture of detainees in two prisons in Port Elizabeth should be investigated. In her conclusions she says "I have considered whether these injuries... could not be accounted for by injuries sustained in the course of ordinary and lawful police operations, in cases where detainees might have resisted arrest or might have been injured when police dispersed dangerous mobs. In some instances, that possibility cannot be excluded... In some other instances, however, the injuries are such that I find it inconceivable that they could have been inflicted in those circumstances. The latter cases number 153."

Continued on page 2

SEPTEMBER, 1986

SOUTH AFRICA

PHOTO PROOF OF SOUTH AFRICAN PRISON BRUTALITY

Continued from page one

Included in this figure were 60 cases of facial injuries, 8 cases of perforated eardrums, 26 cases of weals and blisters from whipping on "unusual parts of their bodies"; 7 cases of other unusual body injuries.

Photographs of released detainees made available to the members of the ICFTU mission which visited South Africa in late July confirm these horrific reports of the flagrant and continuous violation of basic human rights by the "Security Forces" of the Apartheid regime.

This shocking photograph of a man who was tortured in detention by the South African prison services was one of many obtained by the ICFTU during their recent visit.



AFFILIATES ACT AGAINST APARTHEID

An attempt by a Dutch flag cargo ship the Heemskerkgracht to beat the 12 month old ban by Australian dockers and seafarers on South African trade was defeated by the threat of widespread strike action in early September. The Waterside Workers' Federation and other ITF affiliates have a general policy of boycotting all South African flag ships or South African cargoes for a minimum period of 48 hours. The Heemskerkgracht tried to beat this ban by discharging its cargo at a small fishing port not organised by the WWF. On learning of this attempt to evade the union ban, WWF members in the main Australian ports threatened to strike against other ships unless the discharging stopped, and it was moved to a port using registered dockers.

The union treated this action not only as an attack on the South Africa ban but also as a threat to the dock work register. According to WWF General Secretary Tas Bull there is an increasing attempt by shipowners to test out the possibility of working ships where WWF labour is not available. On this occasion the

threat of general industrial action was successful in stopping the discharge of the ship. With most of its cargo lying on the wharftide at Eden, the Heemskerkgracht moved to the registered port at Port Kembla where it was unloaded for a day and then subjected to a further 48 hour boycott.

**A boycott against South African aircraft and shipping was called by the Italian transport unions on 17 September. Ground staff at Rome's Leonardo da Vinci airport were requested to delay aircraft for 24 hours and a 5 day boycott was called in Italian ports against South African flag shipping.

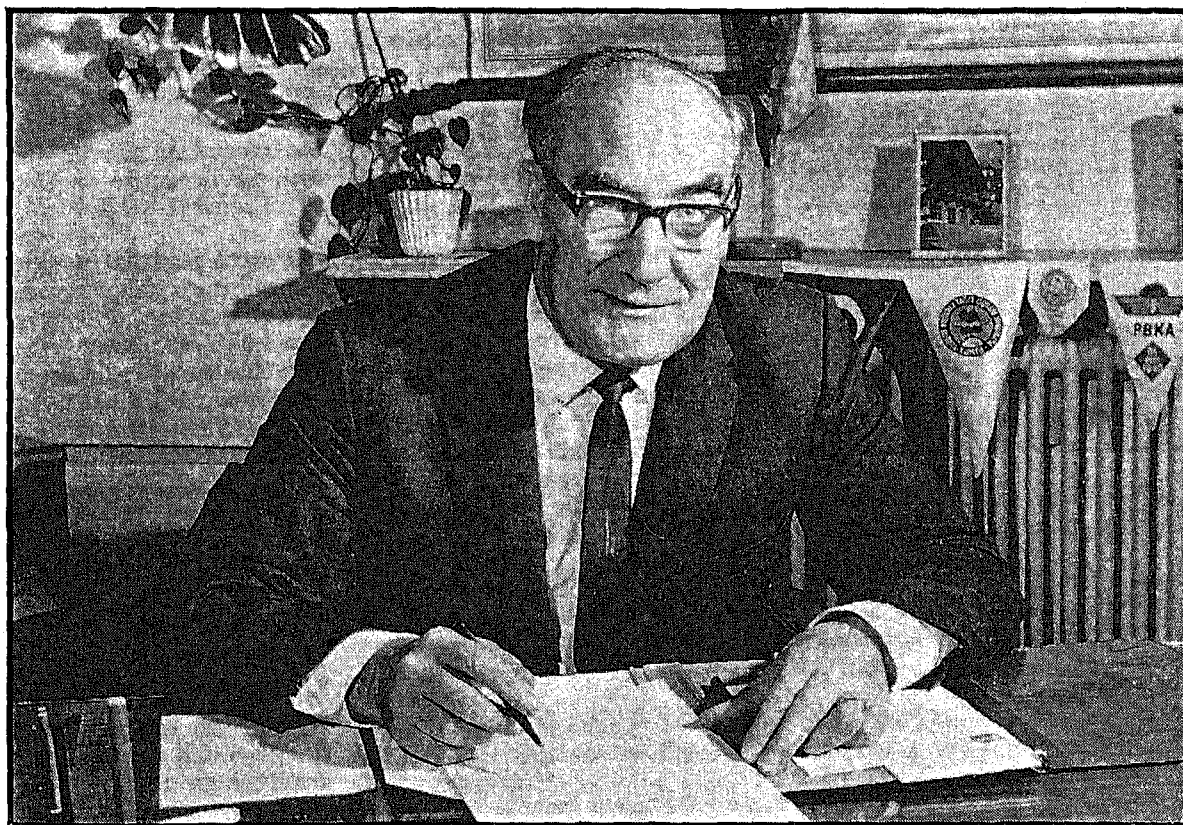
ITF LAUNCHES SUPPORT FUND

One of the main points in the Declaration on South Africa adopted by the 35th ITF Congress was a call on affiliates to give maximum support to the T&GWU and TAWU, the ITF's two South African affiliates. As a practical step to follow up that decision, Harold Lewis wrote to all ITF unions on 13 August informing them that a special South African Support Fund had been set up.

This Fund, which will be administered separately from the ITF's normal funds, will be used to channel assistance to the unions, ensuring that there is no duplication of resources and that proper controls exist on the collection and the distribution of the money. Pointing out that there is no more practical way for affiliates to promote the cause of freedom and democracy in South Africa than to strengthen the transport workers' unions there, Lewis concluded by asking for prompt and generous contributions.

OIL BOYCOTT NEWS — PAGE 8

CHARLES BLYTH, OBE, ***1916-1986***



Charlie Blyth, OBE, General Secretary of the ITF from 1968 until his retirement in 1977 died on 24 September at the age of 70.

He went to sea at the age of 16 as a deckhand and over the next sixteen years served in every kind of merchant ship, first as a rating and finally as a first mate. He came ashore in 1948 and became a full-time official with the British National Union of Seamen. In March 1965 he was seconded to the ITF for a special assignment in Hong Kong where seafarers' engagement and recruitment were largely unregulated and open to corruption. In 1966 he was appointed as Secretary of the ITF Special Seafarers' Section, which administers the ITF's flag-of-convenience campaign, and in 1967 he became Assistant General Secretary. He was elected General Secretary of the ITF at its Congress in Wiesbaden in 1968 and was unanimously re-elected in 1971 and 1974. On his retirement at the ITF's Congress in Dublin in 1977 he was appointed by the British Government as Chairman of the National Dock Labour Board, the statutory body which regulates the supply and allocation of dockers.

The ITF's General Secretary, Harold Lewis, said: "Charlie Blyth was a man of real and rare quality. His early days at Sea were rough and tough and his experiences then went a long way to shape the principles that he held to the end. They also gave him a resilience and resourcefulness that enabled him to survive crises and find a way around problems. Straight talking and straight dealing, he was trusted implicitly, but above all he inspired a deep affection. There are many, many people around the world who will be profoundly pained by his death. There has never been a more loving husband and father. For Win and the family the loss is immeasurable."

CIVIL AVIATION

DEREGULATION'S TRUE FACE

The deregulation dream turned sour for Donald Burr and People's Express airlines this month — once the fastest expanding airline in the world.

People's appeared to be a classic illustration of the "benefits" of deregulation — offering more choice and lower prices to the consumer. But time has shown the People's promise to be hollow and fleeting.

Caught up in the desperate economics of unfettered competition, the airline had to expand at an ever increasing rate to remain in the game. Their network expanded to include Transatlantic and West Coast flights but the company's fragile infrastructure and cramped home base at Newark, New Jersey couldn't cope. The final leap — the acquisition of the ailing Denver based Frontier Airlines — was a bid to establish People's as a big league national carrier.

But the Frontier takeover proved to be too big a bite to swallow for the company — whose administrative structure just wasn't capable of handling the size of operations.

Attempts to recapitalise the company failed. Three months ago Burr rejected a \$U.S.250 million offer from Frank Lorenzo's predatory Texas Air for the company — pinning his hopes instead on a sale of the just acquired Frontier group to United. But this deal fell through — and Frontier has now been put into liquidation.

Now People's have bitten the bullet and agreed to sell what's left of the entire company to Texas Air for a scant U.S.\$120 million — barely the market value of the airline's stock.

Texas Air already has an offer on the table for Eastern Airlines — which still requires government approval. They already own New York Air in the east and Continental Airlines in Denver. When the dust has settled, the USA will be left with the new Texas Air group, United Airlines and American Airlines as the three predominant domestic carriers.

All the fine sounding promises of deregulation have resulted in, then, is a greater concentration of ownership than ever before. So much for consumer choice and diversity. Without urgent public intervention to prevent the abuse of monopoly power, the end result of deregulation looks like being the creation of a few massive airline monopolies reminiscent of the rail and banking trusts of the 19th century.

** Confirmation that the airline

consumer will suffer in the wake of the new situation in U.S. Civil Aviation came in a report for the *Wall Street Journal* that quoted James Weiss, head of

the government department that oversees corporate mergers as saying that "There's little question that we're going to see higher fares in some markets."

GREEK FLIGHT ENGINEERS AND PILOTS STILL FACE CIVIL MOBILISATION

Flight Engineers and Pilots at Olympic Airways in Greece are still being forced to work under military discipline.

The ITF-affiliated EIM Flight Engineers Union and the Pilot's union HALPA voted for one day industrial action last June. But before the one day strike happened, the government declared that all Pilots and Engineers were under "civil mobilisation" — a form of special conscription for civilians that puts them under military discipline.

While attempting to organise an assembly to discuss the measure, the pilots union found their phones cut off. The two unions decided to defy the civil mobilisation and went on strike on June 11.

The government responded immediately with a series of harsh, repressive measures — imprisoning a number of trade unionists and starting procedures to confiscate their property.

Olympic Airways continued to operate a severely limited service, importing strikebreaking crews from Middle Eastern Airlines. Protests to the Greek government were formally sent by ITF General Secretary Harold Lewis, and many ITF-affiliated Civil Aviation unions. The ICFTU and ILO also protested at the imprisonment of trade unionists.

The ITF Civil Aviation section meeting during the Luxembourg Congress on the 2 and 4 August unanimously condemned the actions of the Greek government in the Olympic dispute.

Following attempts at mediation, a tentative back to work agreement was made and the striking workers returned to work on June 24th.

But the informal assurances given to the unions by the Greek government have not been honoured. The Pilots and Engineers returned to work, and the government released all the imprisoned men — but criminal proceedings are still pending against them. Court orders to confiscate property belonging to striking pilots and engineers have been issued but are presently frozen.

A total of 15 flight engineers and 45 pilots have also been fired by Olympic and have still not got their jobs back. On top of all this, the order for civil mobilisation is still in force, making legal negotiations between the parties almost impossible.

CALFAA JOINS CUPE

The ITF affiliated Canadian Air Line Flight Attendant's Association (CALFAA) is to merge with Canada's largest union, the Canadian Union of Public Employees (CUPE).

CALFAA decided that it needed to join with a larger union because of the increasing strain (financial and organisational) put upon the union in recent years in a number of major disputes. With the impending threat of deregulation and wholesale attacks upon workers acquired rights in the industry continuing, the union conducted a study of possible partners in the Canadian Labour movement.

In CUPE, CALFAA found a well organised public sector union with an excellent record. CUPE is also a union that, like CALFAA, has a large number of women members and a history of organising against sex discrimination and securing fair deals for all workers. The Canadian National Centre's first women President, Shirley Carr, came from CUPE.

The CALFAAA leadership's recommendation was put to a membership vote. The result — announced on August 21 — was in favour of fusion with CUPE. A founding convention will be held in Toronto on November 10.

INLAND TRANSPORT

U.S. COURT BACKS UNION RIGHTS

Two recent court decisions in the USA have come down hard on anti-union management practices — one affirming the right to secondary picketing in the railways, and the other reinstating 1,700 workers sacked for respecting a picket line.

Both cases were victories for the ITF-affiliated Brotherhood of Maintenance and Way Employees (BMWE).

The dispute that led to the court battles was a strike begun last March by the BMWE against Guilford Transportation Industries' Maine and Central Railroad and Portland Terminal. Picketing was extended to other Guilford rail carriers

(Boston & Maine, Delaware & Hudson).

On May 16 a special Presidential emergency board was set up to investigate the dispute, but 1,700 returning workers were told that their jobs had been abolished because they had honoured the BMWE picket lines.

The U.S. District Court in Portland, Maine has now ordered the company to reinstate all 1,700 with backdated pay. The company has been given leave to appeal, but the court has ordered the back wages to be paid immediately.

The second case related to the BMWE's picketing of the Central Vermont

Railway during the same dispute. The railway's attempt to gain an injunction against the BMWE, restraining secondary picketing failed and this decision was upheld by the U.S. Circuit Court of Appeals.

Meanwhile, as the government enforced cooling off period in the dispute comes to an end, the union has pledged to refrain from industrial action so long as the company continues to bargain in "good faith."

French rail workers attacked

Unions representing French railwaymen have jointly denounced government threats to curtail the working conditions and benefits of their members.

In an extraordinary statement at the beginning of August, Transport Minister Jacques Douffiagues attacked a range of long established benefits for railway workers such as the rights to early retirement.

In a joint meeting in Paris -- held just after the ITF Congress -- trade unions

representing workers in the SNCF issued a statement warning the government that any attempts to curtail established rights for railway workers would be met with firm resistance.

These threats appear to be part of a broader strategy on the part of the new conservative French government to introduce more "flexibility" into the workplace. Workers' benefits, pay and conditions, as well as established health and safety rules are all threatened with forms of deregulation.

SA BUS WORKERS WIN BIG INCREASE

The ITF affiliated Transport and Allied Workers Union (TAWU) in South Africa has won a 13.8 per cent pay increase for employees of PUTCO -- one of the largest bus companies in the country.

The agreement -- effective from the beginning of July -- applies to all weekly and salaried staff up to the level of traffic supervisor.

TAWU General Secretary Esau Rankolo welcomed the agreement as an important improvement in conditions in the present harsh economic and political climate in South Africa.

CIVIL AVIATION

EC THREATENS AIRLINES

The continuing crisis within the European Community (EC) over Civil Aviation policy has escalated into a high-level power play between the EC bureaucracy and national governments.

After the failure of EC Transport Ministers to agree a common civil aviation policy (see ITF News June/July, 86), the Commission has now taken independent action and sent registered letters to ten European Airlines.

These letters chronicle what the Commission considers to be anti-competitive practices by European carriers. They quote a number of agreements between airlines (many of which the companies themselves say are now no longer in effect) to fix fares,

share services and revenues and standardise conditions on various routes. The Commission even claim that in some cases airlines agree to serve the same food on the same route!

In the absence of any agreement between the EC Transport Ministers, the Commission is attempting to override the divided national governments and enforce competition policies directly by using the threat of legal action against the airlines.

The broader political implications of the Commission's move - whether it has the right to act directly to enforce the Treaty of Rome over the heads of national governments - may well push the real issue at stake into the background. Many airlines claim that the letters sent to them are highly selective and often out of date in the agreements they refer to.

The Treaty of Rome does not, in fact, rule out practices that inhibit competition. The Treaty allows "concerted practices" if they allow economic progress and benefit consumers.

European air fares may be higher than in North America, but multilateral agreements also ensure an even distribution of schedules throughout the day and guarantee regular services to regional airports.. U.S. style deregulation -- as it has now developed -- could result in many smaller centres losing their services and a concentration of flights in peak times on fewer routes.

Civil Aviation agreements can be defended as regulatory planning instruments that maintain a high level of service to the entire community. If the Commission takes the airlines to the European Court this will certainly be their defence.

SEAFARERS

ITF aids injured men

One of the nastiest aspects of flag of convenience shipping is the ease with which shipowners can avoid their responsibilities towards seafarers by going 'bankrupt'. This is serious enough when crew members are owed back wages, but when the problem relates to injuries sustained on board, it becomes scandalous.

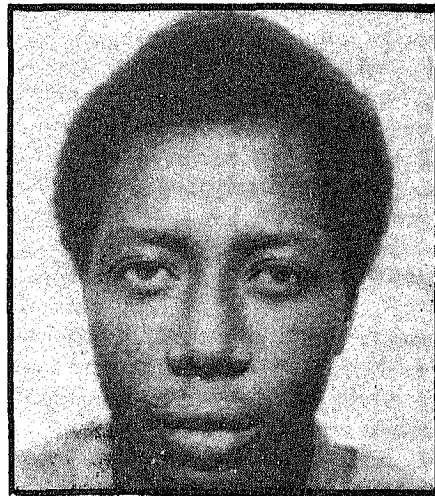
In two cases involving injured seafarers the ITF was forced to intervene directly because the shipowner had gone bankrupt and the insurance company (Protection and Indemnity Club) refused to pay compensation.

Mustapha Jallow, a Gambian seafarer, was working aboard a Cyprus flag ship owned by a Greek company (Mycali Maritime Enterprises) in November 1983 when he was involved in an accident following which his hand had to be amputated. Under ITF policy he was covered by the Greek collective agreement and the Greek seafarers union (the PNO) submitted a compensation claim on his behalf. Mr Jallow returned home to the Gambia some 6 weeks after the accident and for 18 months the ITF and the PNO pressed his claim.

In July 1985 he was told that he would have to travel to Greece to be examined by a doctor if he was to pursue his claim in the Greek courts. The lawyers further informed him that because his accident had occurred on a foreign flag ship outside Greek territory, his claim would probably fail. Even worse, even if it succeeded, it was doubtful if he would receive any compensation.

"Mr Jallow was a three time loser" said London based ITF Inspector John Ross who dealt with the case, "the vessel and the company have gone, and what's more the P & I Club (Oceanus) have also gone out of business".

The ITF intervened directly to help Mr Jallow in this case when it became clear that no-one was going to support him and that he urgently needed to be fitted with an artificial hand. The ITF paid his travel expenses, accommodation and medical expenses between January and March 1986 while he was fitted with two artificial hands (one working, one cosmetic). He returned home to the Gambia in March with an ex-gratia payment of £2,500 in recognition of the bankruptcy of the insurers. In a letter received from him in August, Mr Jallow thanked the ITF for the compensation



Mustapha Jallow

which he had received and for the help he had received. "I am thoroughly satisfied with all efforts you have made. I will ever be thankful to the ITF" he said.

**A second case involving far more horrific injuries also necessitated direct help from the ITF because the shipowner went bankrupt before he had paid the relevant premium. Chang Haou Tung, a Taiwanese seafarer, was badly injured in a boiler explosion aboard the "Union Australia" in Osaka harbour in May 1977. He suffered second and third degree burns on more than 90 per cent of his body. Many of his limbs lost their function and he was estimated to need at least five years intensive hospital treatment.

In the meantime Mr Chang's salary and medical expenses were paid by the shipowner, An Hsing Navigation, but in 1983 that company went bankrupt, leaving him without any means of continuing to pay for the intensive treatment needed. A settlement figure of \$75,000 (still not adequate to pay for all the treatment needed) was eventually agreed by the P & I Club which refused to advance any money since the owner had not made his outstanding premium and the shipowning company had gone into technical bankruptcy.

Faced with yet another situation in which the shipowner had effectively 'disappeared' and there was no other possible source of support for this seafarer, the ITF, in a response to a request from his union the National Chinese Seamen's Union (NCSU), agreed to pay medical bills up to the end of 1984 totalling some US\$27,000.

Shipowners to lobby for reduction of ILO minimum

Rumblings emanating from the International Shipping Federation (ISF) suggest that the international shipowners body may seek a reduction in the International Labour Organisation's (ILO) minimum wage for seafarers at the 1987 ILO Joint Maritime Commission meeting.

A report in the *Manila Bulletin* at the end of August -- based on ISF documents sent to the Filipino Shipowners Federation -- states that many members of the ISF would like to see the ILO minimum rate abolished. But a compromise agreement has apparently been reached within the organisation to lobby for as much of a reduction as possible.

The ILO minimum wage was originally established in 1958 as part of ILO Recommendation 109. Uniquely within the ILO's panoply of international labour standards it actually lays down what the minimum wage of a seafarer should be.

The current ILO world-wide trading monthly minimum for an Able Seaman is \$276 plus overtime and 2.5 days vacation per month (which is only 1/4 of the present ITF rate).

The Joint Maritime Commission is a unique bipartisan body within the ILO with equal representation from shipowners and seafarers trade unions.

*A report in the August 14 issue of the shipping magazine *Fairplay* states that a number of crewing agencies in the Pacific are offering crews to shipowners at rates far below the ILO minimum.

IMO ADOPTS ANTI-TERRORIST GUIDELINES

The Maritime Safety Committee (MSC) of the International Maritime Organisation (IMO) has approved measures designed to cut down the risk of terrorist or other attacks on the passengers or crew of ships. The Committee, which met in London from 8 to 17 September, set up a special working group, on which ITF Assistant General Secretary Åke Selander was represented, to make recommendations on measures to prevent any repetition of incidents like the hijacking of the Italian cruise ship *Achille Lauro* in 1985.

The IMO recommendations cover: security plans for ships and ports; reporting of unlawful acts; security

surveys; security measures procedures and devices; security training and exchange of information. They are intended for application to passenger ships engaged in international voyages of 24 hours or more and to the port facilities which serve such ships.

The IMO recommendations, which are not mandatory but have the authority of a UN agency behind them, also require governments to designate an authority to ensure the development, implementation and maintenance of ship and port security plans. They will also be included in the curriculum of the IMO's World Maritime University and will form the subject of special seminars for national maritime administrators under the IMO's Technical Cooperation Programme. Details of them have been circulated to all ITF affiliates concerned.

The MSC meeting also considered the continuing problem of piracy and armed robbery against ships. It approved a standardised format for flag states to report on such attacks and agreed to include piracy on the agenda of its next meeting in Spring 1987. Finally on Fishermen it agreed to consider ways of revising the 1977 *Torremolinos Convention* on Safety of fishing vessels.

**The MSC meeting agreed to issue two important new IMO publications dealing with maritime safety. One is an information booklet on the new satellite based distress system the *FGMDSS*; the other is the final version of the IMO/ILO "*Document for Guidance-an International maritime training guide*," which gives advice on training requirements for officers and ratings in a wide range of subjects including radar navigation, preventing collisions at sea, fire prevention, personal survival and life saving, handling dangerous goods, first aid and medical care. Both publications can be obtained either from national maritime administrations or directly from the IMO, 4, Albert Embankment, London, SE1 7SR.

SEAFARING JOBS DECLINE

The number of seafarers employed on the merchant ships of virtually all the industrialised countries fell by at least 5 per cent between 1984 and 1985, while total tonnage fell by 5.7 per cent - the highest fall ever recorded. These sombre statistics come from the annual Maritime Transport Report published by the Paris-based Organisation for Economic Cooperation and Development (OECD).

All OECD countries except Turkey recorded a fall in tonnage. The heaviest losses were in tankers (7.4 million grt), combination carriers (1.4 million) and dry bulk carriers (1.5 million). Container shipping showed a slight rise of 0.6 million grt. Of individual countries Norway was "the most violently affected" with a fall from 26.9m to 16.9 in dwt terms between 1984 and 1985 mainly due to flagging out. By the end of 1985 36 per cent of Norwegian owned tonnage was operating under foreign flags.

The Swedish flag fleet declined by 23 per cent in 1985 and the French fleet by 32 per cent, with its tanker fleet being virtually halved.

The flag of convenience fleets of Liberia, Panama, Cyprus, Bahamas, Lebanon and Vanuatu, over the same period increased their gross tonnage by 1.6 per cent, but, the report points out, this modest rise hides widely differing growths in individual registers. Panama, Cyprus and the Bahamas recorded large increases in both tonnage and percentage terms while Liberia's flag lost 3.8 m grt and fell by 6.2 per cent. Other flags showing large changes were: Philippines (+33.5 per cent); Malta (+35.8 per cent); Hong Kong (+18.6 per cent) and the Peoples Republic of China (+13.6 per cent). The fall in the Liberian fleet is attributed mainly to the scrapping of tankers rather than transfers to other flags, although most new FOC registrations have gone to Panama rather than Liberia.

Commenting on the recently concluded UN Convention on Ship Registration, the OECD say that its "emphasis on the administrative and virtual rejection of the economic genuine link may lead to a period of greater acceptance of the open registry phenomenon".

Looking at future demand for shipping services the OECD is not very optimistic. With output forecast to grow by around 3 per cent per year and seaborne trade growing only slowly the report concludes that "1986 will once again remain an extremely difficult year for shipowners and a number of them might well be forced into liquidation.

The five chapters of the report, which is published in English and French, deal with: international shipping developments; demand and supply for shipping services; and freight markets. A special chapter also analyses developments in container shipping and their impact on ports.

NORTH SEA RIG RISKS

North Sea offshore platform workers suffer a much greater risk of casualty than their counterparts in the Gulf of Mexico, a new report states.

A/S Veritec -- Norwegian maritime consultants -- has recently produced a study on the safety conditions in the two areas drawn from the 1982-85 casualty statistics.

During this period the average death per thousand workers was four times higher (16 per 1,000) in the North Sea than in the Gulf. Even allowing for the greater size of the North Sea, and the poorer weather conditions, the consultants say that the casualty rate is still eight per cent worse in the North Sea.

Who supplies oil for South Africa?

Following up the ITF Congress declaration on South Africa, General Secretary Harold Lewis participated in a press conference in London on 16 September to launch a new publication dealing with oil supplies to the Apartheid régime. The report "South Africa's Lifeline" was prepared by the Amsterdam-based Shipping Research Bureau, an independent monitoring group which traces ship movements in and out of South African ports. The press conference was sponsored by the Bureau together with several of the ITF's UK affiliates, the Anti-Apartheid Movement, and other voluntary organisations.

The SRB report identified 268 tankers which called at South African ports during 1983 and 1984 of which at least 83 delivered crude oil. Oil companies most involved in the trade appear to be Marimpex, based in the Federal Republic of Germany and Transworld Oil, controlled by a Dutch citizen and based in Bermuda. The shipowners most heavily implicated are Norwegian, particularly Thor Dahl, Mosvold Shipping, Bergesen and Lorentzen. Of the 83 oil deliveries, 46 were in Norwegian owned tonnage with a capacity of 9.5 million tonnes - about one third of all South Africa's oil import

needs. Other shipping nations involved were Germany, U.K., Liberia, Greece, Netherlands, Bermuda, USA and Singapore.

The report estimates that the extra cost to South Africa of finding ways round the oil embargo (not yet a mandatory decision of the United Nations but generally observed by most governments particularly in oil exporting nations) is about \$2.3 bn. This money is spent on extra premiums to oil suppliers and shippers, on the SASOL coal to oil plant and on massive oil and gas exploration projects offshore. Yet there are still plenty of loopholes in the embargo which could be closed by effective legislation banning exports of oil and prescribing penalties for shipowners transporting it, the report concludes.

Addressing the Conference, Harold

Lewis outlined the ITF Congress statement which referred to the oil and arms embargoes as well as to cargoes and trade generally. He expressed the ITF's support for the monitoring work carried out by the SRB, and pointed out that in many cases unions acting in support of the embargo would find themselves facing legal action by employers for doing so. One practical step, he suggested, would be for governments to indemnify unions against any legal action arising from boycott action against South Africa.

In a statement to *Lloyds List* issued a few days after the publication of the SRB report, one of the named companies Thor Dahl, said that it had severed all trading links with the Pretoria government and was no longer involved in transporting oil to South Africa.

Strike against Foc switch

Seafaring unions in France took industrial action against a prominent shipowner who wanted to transfer four ships from the French register to the new Antarctic Kerguelen register.

The new register in the French Antarctic colony (see ITF News, May 86) allows French shipowners to employ up to 75 per cent non-domiciled seafarers.

Seven trampships owned by the Louis-Dreyfus company -- whose Director

General, Phillippe Poirer d'Orsay was recently elected President of the Central Committee of French shipowners -- were hit by strike action.

Discussions between the company and representatives of the maritime unions appear to have reached a tentative agreement.

The new agreement between the company and the ITF-affiliated CFDT calls for a large increase in the redundancy payments made to the seafarers who will lose their jobs as a result of the transfer. The company has agreed to increase its payment, in addition to the legal minimum, from FF70,000 to FF80,000 (approx U.S. \$12,000).

Additionally, Dreyfus has agreed to keep two more French national seafarers on the four ships they intend to transfer, in addition to the four officers they had already intended to employ, and the company have agreed to postpone plans to transfer other ships to the Kerguelen register for two years.

USA maritime unions move towards unity

The two ITF-affiliated ratings' unions in the United States of America are seriously considering merging.

Discussions between the National Maritime Union (NMU) and the Seafarers' International Union (SIU) are going ahead following initial approval for the idea of a merger from both unions.

The idea of a united U.S. seafaring union was proposed earlier this year by SIU President Frank Drozak in a letter to all maritime unions. Given the many difficulties of incorporating officers and ratings, Drozak stated that a single ratings union would be a welcome move in itself.

Following a survey of its members -- which was strongly in favour of a joint

union -- NMU President Shannon Wall endorsed the call, and preliminary discussions are now being held.

Unity between the two unions is seen as an important step in fighting the decline of the U.S. flag fleet and in defending the wages and conditions of U.S. seafarers.

ITF SEAFARERS' BULLETIN

Copies of the first issue of the new ITF Seafarers' Bulletin are still available from ITF headquarters. Designed to be read by all seafarers, it can be supplied in whatever number you think you can usefully distribute -- some unions have already sent them out as part of their ship's mailings to members.

The Bulletin is available in English, French, German and Spanish -- the Swedish version will be available soon. Other languages may be produced if there is sufficient demand. Please address requests to the ITF Research and Publications Department.

USA UNION CHALLENGES FOC POLICY

A U.S. seafarers' union is taking legal action to challenge government policy that defines Flag of Convenience shipping as being under "effective control."

The ITF affiliated National Maritime Union (NMU) charges that the government is misadministering the 1936 Merchant Marine Act to the benefit of runaway flag operators. By listing

various Focs as effectively controlled, the government claims that these foreign registered ships could be requisitioned in time of national emergency.

The NMU, in an action filed with the Washington, D.C. District Court last May 12, challenges the Effective United States Control programme (EUSC) as a sham.

"The EUSC program has created the

false impression that a larger United States merchant fleet is not necessary because of the purported availability of these foreign flag vessels. As a result the EUSC program has helped prevent the development of an adequate United States merchant marine and an adequate number of American seamen to man such vessels, in violation of the express mandate of Congress." The NMU's action states.

LIBERIA, PANAMA SLASH FEES

The continuing price war between nations offering Flag of Convenience facilities has forced the Liberian government to make another reduction in their register fees.

Reductions were already announced in April for shipowners who had been with the registry for a number of years, but the current price war -- with Vanuatu, Panama and the Bahamas all offering a cheaper service (see ITF Seafarers'

Bulletin, August 86) has forced Liberia to cut more.

The variable rate cuts include an across the board drop of 20 cents a ton (to \$1 a ton) and an additional 10 to 15 cents a ton for long standing members of the Liberian Shipowning Council.

Liberia's rates are still higher than other registers, however. The Bahamas and Vanuatu are offering discounts to entice new ships to join while Liberia is trying to hold on to what they have with

discounts for owners already registered with them. Liberia's main concern, clearly, is to prevent the continuing decline in their fleet -- an ironic position indeed for an Foc country.

**Barely two weeks after the Liberian announcement, their main competitor in the Foc business -- Panama -- announced a substantial series of registration discounts. Depending on the tonnage and ship size, these reductions could mean cuts of up to 30 per cent for a new ship registering with Panama.

INFORMATION

Jobs prospects bleak

No fall in unemployment but some improvement in real wages are the prospects for the rest of 1986 according to the Brussels-based European Trade Union Institute (ETUI). The Institute, a research body set up by the European Trade Union Confederation, publishes an annual review of economic and collective bargaining developments.

This year's review "Collective Bargaining in Western Europe 1985-86" forecasts an average economic growth rate in the EC countries of around 2.8% over 1986 as a whole. At the same time inflation, mainly as a result of the collapse in oil prices, is forecast to be between 3 and 4 %.

In the EC as a whole, the review expects real wages (money wages less price rises) to increase by an average of just over 2 per cent. This is attributed in part to the positive effects of the fall in oil prices and the devaluation of the US dollar, but also to the new readiness on

the part of workers in Western Europe to defend their rights and improve their living and working conditions. As examples it quotes the dispute in Finland in March this year when 250,000 workers struck for three days and achieved significant increases in pay and cuts in working time, and the similar success achieved in Norway at the beginning of

April following a lock out involving 110,000 employees.

The review examines in depth the main collective bargaining developments during 1985 particularly in relation to wages and working time. Under each heading it gives a general overview as well as a detailed description of the outcome of negotiations on a country by country basis. Copies from ETUI, Bde de l'Impératrice, 66 (bte 4), 1000 Brussels.

VDU GUIDE PUBLISHED

A virtually complete guide to the laws, regulations and agreements regulating work with Visual Display Units (VDUs) is contained in a recent publication produced by the International Labour Office (ILO). The 400 page guide is a special issue (no 1/1986) of the ILO's regular "Conditions of Work Digest".

The Digest first reproduces a number of 'fact sheets' setting out information on for regulating work at VDUs. A second section consists of an annotated bibliography of 189 recent publications dealing with VDUs, and a third section consists of a round up of current research projects. The Digest is available, at a price of SFr35, from ILO national sales agents or direct from ILO Publications, 1211 Geneva 22, Switzerland.

Copies of the 'International trade Union Guidelines on Visual Display Units' adopted following an international conference in 1984 at which the ITF participated are still available, free of charge to affiliated unions, from ITF headquarters.

DOCKERS

VANUATU DOCKERS VOTE 99 -1 FOR STRIKE

The Pacific island Republic of Vanuatu, recently in the headlines as a result of the establishment of its own convenience flag now seems set for a major confrontation with its port workers from the beginning of October.

The ITF affiliated Vanuatu Waterside Maritime Allied Workers Union which represents dock workers in the island's two ports of Santo and Port Vila is demanding compensation for 83 stevedores out of a total workforce of 193

made redundant when their employer went into liquidation and its stevedoring contracts were taken over by two private companies. In a strike ballot held in August 99 union members voted for strike action and one against. Initially the union plans to take action against all imports, except medical supplies, spreading the action to exports if no settlement is reached within one month. Despite a threat from the employers to sack all port workers and replace them with non union labour, and a government ban on the union putting its case on the

island's radio station, the union's members reaffirmed their determination to go ahead with the strike.

Following detailed information on the dispute from union general secretary Tari Kalterekia, the ITF informed all dockers' affiliates about the dispute, asking them to send messages of support for the union to the Vanuatu government and informing them of the union's request for direct support during the strike if it takes place.

Fiji government slams unions

ITF dockers' unions have been alerted about a strike by employees of the Fiji Ports Authority which began on September 22 and was called by the Fiji Public Services Association (FPSA).

The strike call follows long and fruitless negotiations over union claims for the introduction of a retirement benefit scheme as well as cost of living wage increases for 1984 and 1986.

Unions, particularly in the Pacific have been asked to send messages of

support and if possible take solidarity action.

The dispute comes against a background of intensified attacks against the Fiji trade union movement by the government. Following the formation of an opposition political party - the Fiji Labour party - which has the support of many trade unionists, the government in June this year informed the Fiji TUC -

the national centre - that it was withdrawing its recognition as the representative of Fiji trade unions and

was cancelling the participation of FTUC nominees in all public committees and boards.

The astonishing reason given for this move was that "office bearers of the FTUC have been active participants in an opposing political party".

The FTUC, to which all the ITF's Fiji unions are affiliated is now challenging this move in the Courts on the grounds that the government as an institution is totally distinct from the political party holding office.

Australian wharfies win pension deal

After months of talks, a series of 24 hour stoppages and a four day national strike in July, Australia's Waterside Workers' Federation have won a ground breaking contract that increases superannuation and allows dockers to retire at 60.

The ITF-affiliated WWF were victorious in improving conditions at a time when employers throughout Australia (and much of the world) are trying to roll back wages and conditions.

The union was also the subject of an unprecedented smear campaign by the right wing media and opposition parties. As WWF General Secretary Tas Bull told the ITF Congress in Luxembourg, for the first time in over 30 years there were calls, from opposition politicians, for the use of troops to break the strike.

Despite the fact that the union made well publicised exemptions for unloading perishable cargoes and grain, much of the press pretended otherwise in order to stir up anti-union sentiments.

The union's victory — which should

set a trend for other Australian industries in a country where the retired workforce is growing — has been described by the WWF as "one of the toughest power struggles on the Australian waterfront for more than a decade."

NEW DEAL FOR ILA USA

The ITF-affiliated U.S. International Longshoremen's Association (ILA) has reached a three year contract agreement with the New York and Boston Shipping Association, the Carriers Containers Council and JSP Agency Inc.

The contract — which takes effect from October 1 — maintains the container gang size at 18 men and two

drivers — but leaves the management the option of assigning two drivers from within the gang in the first year and another two in the second year.

Two working shifts have also been agreed, with an agreement that dockers in the second, evening shift will receive time and half.

Wages for the first two years of the contract will remain at \$17 per hour, rising to \$18 in the third.

BOOK REVIEW

JACK JONES' AUTOBIOGRAPHY

by Harold Lewis

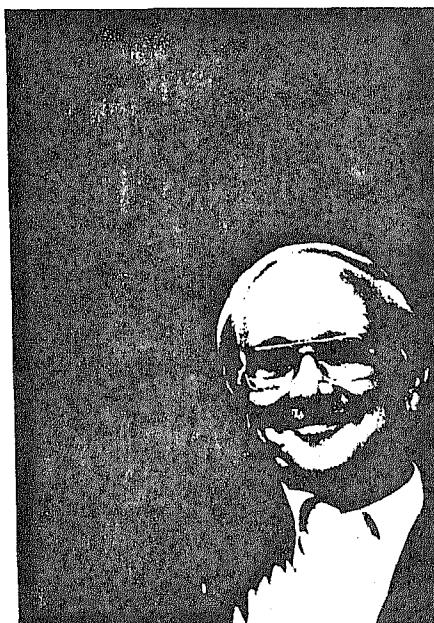
At the peak of his trade union career, Jack Jones exercised an influence on public affairs in Great Britain that perhaps only one other union leader - Ernest Bevin - has equalled. The fact that they were both General Secretaries of the Transport & General Workers Union, the biggest in the country and one of the biggest in the World, does not alone explain this.

Jack Jones is, as Bevin was, a man of great personal magnetism and drive: sure in his beliefs and in himself, always open to new ideas, but unashamedly tenacious in his attachment to principles that he first embraced literally in his childhood.

His time as General Secretary is still recent enough to be fresh in many memories, so it is his accounts of his early days on the Liverpool docks and of the Spanish civil war that are especially fascinating and revealing. Jack Jones the organizer - whether of strikes, demonstrations or fund raising, was a formidable operator who had scalps under his belts (including those of some trade union bureaucrats!) at a very early age. It was a talent which he refined and developed further in the car industry and which flowered when he took over the union's leadership and got to work in the corridors of power where, by common consent, he carried more weight than most of the Cabinet.

His internationalism too came very early. Liverpool, then a great port, was a very cosmopolitan place. Jack saw no more reason to tolerate the exploitation of Indian seamen than of British dockers. His first contacts with the ITF came with the distribution of anti-fascist propaganda that the ITF prepared. He fought and was wounded in the Spanish Civil War. (He tells of one lighter moment in those terrible times. He was amazed that a letter from Ernest Bevin got through to him in the middle of a fierce battle. As the bullets and shells flew round him he opened it to find a copy of the union report and accounts which Bevin thought he might be interested to read!)

When he joined the ITF Executive Board and became Vice President, he



devoted time to the ITF that no-one would have believed he had to spare. The ITF and the international trade union movement generally were to him an integral part of the cause. Chile and South Africa were moral affronts no less offensive and dangerous for their distance from Transport House.

Each chapter is headed by a quotation, mostly poetic. Anyone who knows Jack would expect that, because he is a great reader with a real feel for words. It has served him well in the writing of his story which deserves the best of success not just for what it tells us of a remarkable man, but of the remarkable times he has lived through. That is, I am sure, an objective commendation. It is not the slightest bit weakened if I add that I count myself lucky to have known and worked with him.

Union Man by Jack Jones is published by Collins, London. Price £15

PEOPLE

NEW ASSISTANT GENERAL SECRETARY

Graham Brothers, ITF Inland Transport Sections Secretary since 1984 was appointed as a second ITF Assistant General Secretary by the Executive Board at its meeting immediately following the 35th Congress. Graham, who is a former British Rail employee and ship's steward, has been a member of the ITF's staff since 1966.

OBITUARIES

George Chua, President of the Singapore National Trades Union Congress (SNTUC) died on 27 July aged 55. Prior to 1985 he was SNTUC Treasurer and Secretary of ASIA FIET, the Asian Regional organisation of the white collar workers' international FIET.

Elgar Ottersen former head of information and journal editor of the Norwegian Seamens' Union died recently aged 77.

THE NEW-LOOK ITF NEWS: HELP US TO MAKE IT BETTER

Regular readers will have noticed that the format, design and content of ITF News has been changing radically over the last few months.

One of the reasons these changes have been possible is that we now have access to new equipment which allows us to produce a much more attractive and readable publication. We apologise to readers of the French, Swedish and German newsletters for the fact that their editions have not been as consistently transformed as the English and Spanish editions -- this is due to a time lag in installing the appropriate technology in the relevant departments. By the end of the year, we hope that all language versions will be produced to the same standards.

As well as the appearance of ITF News, we are also striving to improve its content. To continue to do this, we need your support. We ask readers to send us material of interest from their unions and countries -- anything you think would be of interest to other transport workers will do. If you think that your country or your region doesn't receive enough coverage from the ITF, you can remedy it by supplying us with information regularly.

Because we can now use photographs we would also like to receive pictures as well -- a photograph, in many cases, can explain as much as many words.

Finally, we would like to extend a welcome to all the new readers of this publication. This newsletter is now distributed to a wider audience -- we have boosted our circulation in both the Asia/Pacific region and among Latin American affiliates. Our coverage of both these areas is now expanding, and we hope affiliates in these regions will continue to send us more information so we can pass it on. In the meantime if you know of others who would like to be put on the circulation list, please let us know.

David Cockroft
Secretary
Research & Publications Department

FORTHCOMING MEETINGS

11-12 November	Bremen	Railwaymen's Section Transport Policy Sub-Committee
21-22 November	London	ITF Conference on Future Global Maritime Distress and Safety System
26-28 November	Panama	Latin American Road Transport Workers' Conference
8-12 December	Sierre Leone	African Road Transport Workers' Conference