

INSIDE

NEWS

French General strike (2)
CFDT Congress (2)
Esau Rankhola detained (3)
US adopts SA sanctions (3)
Swedish strike suspended (3)
No cut in jobless seen (4)
QTV 90 years old (4)

CIVIL AVIATION

ICAO calls for end to
SA air links (4)
ITF cabin crew survey (4)

INLAND TRANSPORT

Rhine manning deal at risk (5)
World Bank warned on Chile aid (5)
US rail unions merge (5)
One man cabs on British Rail (5)

SEAFARERS

Protests mount at Gulf deaths (6)
Norway drops look-outs (6)
Ferry strike victory for NUS (7)
Shell flags out in Germany (7)

DOCKERS

Fiji and Vanuatu strikes
suspended (8)
US -ILA contract roll over (8)
Thunder Bay grain strike ends (8)

REGIONS

Zambian unions want Tanzam
rail links strengthened (9)
Hong Kong transport seminar (9)

OBITUARIES (9)

CHARLES BLYTH: THANK YOU (10)
PEOPLE (10)

New U.S. Tax Reform Act:

FLAG OF CONVENIENCE TAX LOOPHOLES CLOSED

A major blow has been dealt to United States' owners of flag of convenience shipping — from now on, for the first time, they will have to pay taxes.

This is the result of clauses in the new tax reform bill, signed into law by President Reagan on October 22. Loopholes that allowed U.S. companies to avoid domestic taxation on their Foc tonnage have been eliminated — bringing to an end blatant tax advantages enjoyed by U.S. owners who flagged out.

This is a significant victory for the U.S. maritime unions — who have long argued that U.S. tax laws discriminate against the U.S. flag fleet. It also represents the opening of a new front in the ITF's worldwide campaign against the entire "runaway flag" system. The new law allocates tax liabilities on the basis of *ownership* rather than *flag* recognising a principle that maritime unions and the ITF have long advocated. Other traditional maritime nations will now come under increasing pressure to follow their lead and end unfair tax haven status for the runaway registers.

There are three main changes that affect the tax status of Foc owners. These cover the question of *tax deferral*, *treatment of mutual tax treaties* and the *calculation of tax on shipping income*.

**Under the old law a U.S. owner of a foreign flag ship could *defer indefinitely* payment of any domestic tax so long as that revenue was earned through a foreign registered company or re-invested in shipping.

The effect of the old law was to provide a huge tax incentive for shipowners to

flag out, since deferral was only available to ships not registered in the USA.

The Tax Reform Act repeals the exemption of re-invested shipping income and the automatic tax deferral clauses — effectively ending a massive subsidy of Foc operators by the U.S. taxpayer.

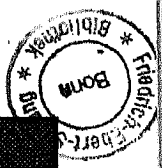
**A second major loophole that has now been closed is in the interpretation of *reciprocal tax treaties*. Under the old law, earnings from shipping coming from foreign flag ships were exempted from U.S. income tax provided the flag state had concluded a Tax Treaty with the US exempting US flag shipping from its own tax regime. In addition to important US trading partners, most Foc countries including Liberia and Panama have signed such treaties despite the fact that the amount of trade with those countries carried in US flag ships is negligible.

The effect of these treaties was to let U.S. corporations avoid paying tax by hiding behind Brass Plate companies in

Continued on page 2

OCTOBER, 1986

NEWS



...Victory for U.S. maritime unions' long campaign...

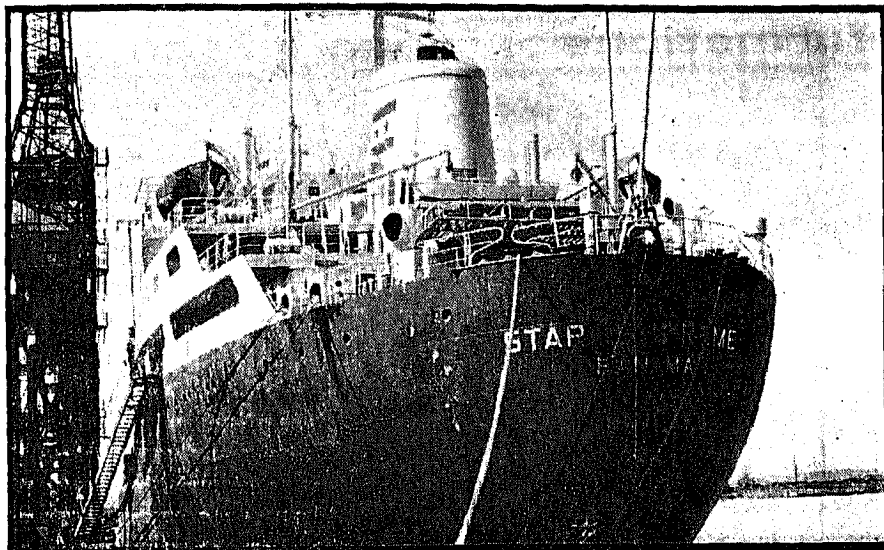
Continued from page 1

convenience countries. Under the new Act, tax exemption will only be given to ships owned and operated by residents of the other country. Corporations will have to be at least 50% under the control of such residents.

**The third major change covers what is known to tax experts as "sourcing." Once again a major loophole has been closed.

Sourcing refers to how much of a shipowner's revenues are subject to US taxes. In the unlikely event that a U.S. Foc operator had not managed to defer tax or obtain exemption under a Tax Treaty, the old law still only charged tax on the *proportion* of total revenue earned from trading in U.S. ports. This figure was calculated using the portion of costs which were incurred while within the US 3 mile territorial waters limit - usually a minimal sum.

The major change in the new law is to provide a *fixed 50/50* sourcing rule for calculating tax liability on income from trade with the US. Now a full half of all



Owners of Focs will now have to pay U.S. taxes for U.S. trade.

such income will be liable to taxation. In addition the new Act imposes a 4 per cent tax on *gross revenues* if the income earned is not directly connected with a US based business.

The net result of these three reforms is to largely eliminate the unfair tax

advantages previously enjoyed by US shipowners who chose to use Focs rather than the United States flag. They represent a landmark victory for the U.S. maritime unions, who have long campaigned on these points in the face of concerted opposition from shipowners.

General strike in France

Public services in France ground to a halt on October 21st as a Common Front of trades unions took joint one day strike action to protest against government policies.

ITF-affiliated unions took part in the successful one day action against attacks on the public services and in defence of wages, jobs and working conditions for public sector workers.

The new Conservative French government have instituted a one year wage freeze in the public sector, ending indexation and agreed contract rises in many sectors— which, since insurance contributions are rising, will mean less money in the pay-package for most workers. Government ministers have also called for tens of thousands of redundancies in the public sector.

The new government have also launched an assault on working conditions and benefits across the public sector as part of a general campaign for more "flexibility" in the workplace. One of the most serious attacks has been on the rights to early retirement for staff of

the SNCF state railways. The government has called into question the agreed present retirement age of 50 for drivers and 55 for other employees — 40,000 SNCF jobs are also planned to be cut in the next three years.

The general strike also included ITF-affiliated dockers, civil aviation and urban transport workers.



French strike publicity material.

CFDT Transport Congress

Bargaining priorities which contribute towards the creation of new jobs were called for by the Fourth Congress of the ITF affiliated Fédération Générale des Transports et de l'Équipement (FGTE CFDT), which took place in Lamoura in Eastern France from 13 to 16 October.

A resolution adopted by the Congress called in particular for: coordinated policy to create new jobs; greater priority to those on low salaries and pensions; defending established social security rights; reducing hours of work; and

safeguarding safety and health at the workplace. At the international level the Congress called for an intensification of the fight against deregulation, for trade union rights and against flags of convenience.

Graham Brothers, ITF Assistant General Secretary gave a fraternal address to the delegates in which he reminded them of ITF action in support of the railways, road transport and public transport in general and thanked the union for its staunch support for these campaigns.

SOUTH AFRICAN TRANSPORT WORKERS' LEADER DETAINED

Esau Rankholo, General Secretary of the ITF affiliated Transport and Allied Workers' Union (TAWU) was detained by South African security forces on 18 September, and has been held without charge since that date. On learning of the detention, ITF General Secretary Harold Lewis immediately informed all affiliates, requesting them to make urgent representations to South African diplomatic missions and directly to President Botha for Rankholo's release. The fact that Rankholo was one of the two South African delegates at the ITF's 35th Congress in Luxembourg earlier this year and is therefore known personally to many leaders of ITF unions, can only increase the outrage felt throughout the international trade union movement for this arbitrary and unjustified act.



U.S. sanctions shame Europeans

The United States Senate's action in voting on October 3 by a two thirds majority in favour of a package of strong sanctions against South Africa demonstrated the pathetic weakness of the package agreed by the governments of the European Community a few days earlier.

The two thirds figure was needed to override the veto imposed on the

Sanctions bill by President Reagan after it had already been approved by both houses of Congress. Key elements in the sanctions programme are: a ban on new investment in South Africa; an end to the import of South African coal, steel, iron, uranium, agricultural products, food, arms, ammunition and military vehicles into the United States; a ban on oil and oil products exports; and a ban on air links. By contrast the EC programme bans neither coal imports nor

air links. In a statement issued following the EC decision, ICFTU General Secretary John Vanderveken described it as "half hearted and deeply disappointing".

The ICFTU is organising its own top level conference to mobilise support for an effective global sanctions policy in Lusaka, Zambia on 21-23 October. The ITF will be represented at the Conference by African Regional Representative Ben Udogwu.

Swedish General Strike is suspended

Industrial action by most public sector workers in Sweden was suspended in mid October after three weeks when the employers agreed to negotiate with the unions concerned. Hundreds of thousands of Swedish workers were either on strike, locked out, refusing overtime or working to rule. Others were drawn into the dispute as employers reacted by threatening lockouts.

The strike followed the breakdown of centralised negotiations between the employers' association and the public service unions.

For twenty years the pay of workers in the public sector has risen in line with that of workers in private industry. Now

the employers say they are no longer prepared to guarantee this.

Unusually for Sweden the employers appear to have the full support of the government. Finance Minister Kjell Olof Feldt says that there is simply no more money available to top up the mediator's final offer, now rejected by all the unions involved. He has come out against public sector pay being linked to private sector earnings, arguing that this fuels inflation.

The unions are insisting that the link be maintained.

The unions called out small groups of key workers in the postal services, telecommunications and public transport among others. In the transport sector, ticket sellers with the State Railways (SJ) withdrew their labour, supervisory staff on the Stockholm metro and in the capital's bus depots came out together with crane operators in the ports.

Funktionaerforbund's birthday

Warmest congratulations go to the Danish Salaried Employees' Union (Dansk Funktionaerforbund) which is celebrating its 75th anniversary this

month. The union has announced that it will start a trade union education project in Africa with the donations it receives in connection with its anniversary celebrations.

OECD unemployment will remain high

No fall in unemployment in the industrialised countries can be expected over the next 12 months according to the Secretariat of the Paris based Organisation for Economic Co-operation and Development (OECD). This is the conclusion of the 1986 edition of the Organisation's annual "Employment Outlook" which was published on September 24.

Despite the fall in oil prices which may lead to an increase in output growth, the OECD economists say that there is "little immediate prospect of that stimulus being translated into falling unemployment".

In the USA employment is expected to grow somewhat and unemployment may fall slightly to around 6.75 per cent by 1987, but in Europe the jobless rate is likely to stick at around 11 per cent

corresponding to 19 million people. In Japan, unemployment, although low by international standards is predicted to grow towards three per cent and overall employment is likely to fall.

These broad figures hide even more serious trends. Youth unemployment although declining in North America and the Nordic countries will remain static in most of Europe and will still be 16 per cent of the workforce under 25 in the major OECD countries. Long term unemployment (those out of work for more than 12 months) will rise in most countries.

In its analysis, the OECD makes the by now familiar appeal for governments to avoid a new outbreak of wage inflation but suggests that this should be achieved by, amongst other things, "the building or consolidation of social consensus". However it warns that this alone is

insufficient and stresses that cutting unemployment requires "faster growth or more take-up of labour in relation to growth, or some combination of the two".

As well as the general analysis of the labour market in the OECD countries, the "Outlook" contains special chapters dealing with *concealed unemployment* which it concludes is of little importance amongst those recorded as being unemployed; *non wage labour costs* where it is sceptical about the long term effects on employment of cutting labour taxes; and *the youth labour market problem* which it believes could best be tackled by increased education and training opportunities as an alternative to labour force participation.

The "Outlook" is available in English and French from national OECD sales agents.

German transport union is 90 years old

The German Transport and Public Service Workers' Union (ÖTV) celebrated its 90th anniversary in October.

Germany was one of the first western European nations to appreciate the benefits of unionism and 1896 saw the foundation of central organisations of the country's municipal and transport workers. These organisations (they later merged in 1930) were the forerunners of the present-day ÖTV.

Appropriately, the ÖTV is holding its celebrations in Berlin - the city which was the venue for the first national congress.

ITF General Secretary Harold Lewis, in a congratulatory telegram to union President Monika Wulf-Mathies, sent the Federation's warmest congratulations on this milestone in its history and best wishes for the future. The history of the ÖTV was very much the history of the

ITF, he said. Both were founded in the same year - the ITF itself celebrated its 90th anniversary just two months ago - and the events that had shaped its history and ours had been mirrored in the changing fortunes of our tumultuous century.

He praised the contribution that the ÖTV had made to the work of the ITF in the past and the respect that this had won it on the international scene.

CIVIL AVIATION

ICAO votes to ban SA aviation links

All governments who are members of the International Civil Aviation Organisation (ICAO) - the UN specialised agency for civil aviation - have been urged to ban air links with the Apartheid regime in South Africa.

This decision was adopted by a large majority by the ICAO Assembly which met in Montréal during September. The resolution, which was opposed by most of the industrialised countries, reiterated the call of the UN to exert pressure on South Africa, urged all ICAO contracting states to ban air links or terminate bilateral air transport agreements with

South Africa, and instructed ICAO's Council to keep developments in South Africa under constant review. Air links were one element in the Sanctions package voted by the US Senate in October (see separate story).

The ITF, which has observer status with ICAO, was represented at the Assembly by Montréal based

representative Stu Johns and Civil Aviation Secretary Bernie Beyertt. Addressing the delegates, Beyertt pointed to the serious problems which had arisen for civil aviation employees as a result of deregulation. The Organisation devoted itself wholeheartedly to the economic position of the industry, he argued, without taking into account the interests of the employees who worked in it.

ITF 1986 Cabin Crew survey published

The 1986 ITF International Survey on Cabin Crews' Working Conditions has just been published and distributed to ITF affiliates organising cabin crews. It covers 27 airlines in Japan, Hong Kong, Australia, Belgium, Finland, France, Germany, Great Britain, Italy, Netherlands, Portugal, Switzerland and Canada. Single copies of the Survey are available on request from the ITF secretariat in London.

INLAND TRANSPORT

Rhine agreement endangered

A draft agreement on manning levels for inland boatmen on the Rhine which has been under negotiation for five years is in danger of being undermined by the West German government.

Earlier in the negotiations, proposals put forward by the ITF's Rhine navigation affiliates had attracted general support among the governments of FR Germany, Belgium, the Netherlands and Switzerland - the countries bordering the Rhine - which had required only minor amendments to the ITF position.

However this agreement is now in danger because of claims by the German government representative at the Central Rhine Commission (ZKR) in

Strasbourg, that a separate agreement which was reached at national level with the ITF-affiliated German Transport and Public Service Workers' Union (ÖTV) was incompatible with the ITF's proposals. The ÖTV denies the existence of a separate agreement and alleges that the German government has misrepresented the position in order to influence the discussions within the Rhine Commission.

The ÖTV has protested about this action to the German Transport Minister. Meanwhile, the ITF's Rhine affiliates have decided to mount a leafletting campaign to inform inland navigation workers about the manning negotiations in advance of the governments' final meeting on the subject in November.



An example of the joint publicity material issued by the ITF's Rhine Affiliates.

German buses will not be sold

ITF Vice President Ernst Haar has welcomed the assurance given by Gert Blumenthal on behalf of the German government that the bus services operated by the German Federal Railways (DB) are not to be privatised. Haar said that he was surprised that the formal announcement had not been made by the Transport Minister and called on him to confirm this important policy decision, thereby removing the threat that had been hanging over their future. The German Railwaymen's Union (GdED) has been campaigning vigorously for some years now for this vital public service to be kept in the public sector.

German union team visits ITF

An eight-man delegation from the ITF-affiliated German Railwaymen's Union (GdED) visited London in early October for talks with the British National Union of Railwaymen (NUR) on the dangers of railway privatisation. The team, drawn from GdED members in Würzburg and led by Gunther Scheuermann, was received by NUR Assistant General Secretary Vernon Hince.

Bank puts conditions on Chile aid

Reports that the World Bank - the intergovernmental body which provides long term loans to developing countries - has demanded that a loan to repair earthquake damage on the Chilean State Railways (FF.CC. del Estado) be made conditional on the work being given to private contractors has drawn a strong response from the ITF.

An earthquake in March 1985 destroyed and damaged railway installations and equipment, including locomotives. Although workshops belonging to the State Railways have ample facilities for repairing the locomotives, World Bank representatives assessing the damage with a view to granting a loan have, say the ITF's affiliated railway union, insisted on the engagement of private contractors at higher cost.

ITF General Secretary Harold Lewis has written to Barber Conable, President of the World Bank in Washington DC, requesting confirmation of these reports and asking whether a comparison of costs between the State Railways' workshops and the private sector was in fact ever made.

U.S. unions agree to merger

Members of the *Brotherhood of Railway Carmen* in the United States have voted massively in favour of a merger with the *Airline Clerks, BRAC*. The merger, which should be formalised by the end of the year, will create a strong new union of over 225,000 members. The leaders of both organisations feel the need to join forces in order to protect the interests of railway workers in the 1980s and beyond. The railway carmen will become a semi-autonomous division of BRAC, with BRC President Wheeler as the division's general president and a BRAC vice president. The merger has come about in record time - formal discussions only began this year.

British Rail agreement on one man operation

The second man is to disappear from most loco cabs under an agreement reached this month between the two British footplatemen's unions (ASLEF and NUR) and British Rail. The agreement means the loss of 1,500 jobs over the next three years, although no compulsory redundancies are expected as many drivers are now coming up to retirement. A second man will be kept on some services. Drivers affected by the change will receive extra shift payments when the new rosters are introduced in mid January.

SEAFARERS

Protests mount over Gulf attacks

World Maritime Day on 25 September was the occasion chosen for a special message from the ITF to world leaders to stop the murderous attacks on innocent merchant shipping in the Persian Gulf by the military forces of Iran and Iraq.

In a telegram addressed to the Secretary General of the United Nations, and to the governments of the two countries, General Secretary Harold Lewis reminded them that so far in 1986 (designated the International Year of Peace by the UN) some 30 seafarers had lost their lives through attacks on 58 unarmed merchant ships in the Gulf area.

This is an 'intolerable situation' the ITF message continued warning that the ITF and its seafaring affiliates were approaching a point where they would have to contemplate "more drastic measures".

The ITF's UK officers' affiliate NUMAST sent a fact finding mission to the Gulf in September led by its Deputy General Secretary John Newman. During the nine day mission, union officials joined a British flag ship on its journey into the Gulf and visited a British ship 'the Pawnee' which had just been attacked by missile.

On 17 October, following up a number of approaches to the British government on the issue, NUMAST held a meeting with a Foreign Office Minister, Timothy Raison, to appeal for government intervention to stop the attacks, which have killed more than 100 since 1981. The union asked that greater economic, diplomatic and political pressure should be exerted on the two warring nations to end these atrocities, including a ban on all arms sales to Iran and Iraq. (The delegation reported that British and even French registered vessels have recently been attacked by French manufactured missiles.)

NUMAST also called on the UK government to consider providing, with other neutral nations, a pool of international warships to provide an armed escort for merchant ships. It also recommended that British ships might follow the Japanese example and fly the national flag prominently to indicate that they are British manned, and that the



Attacks on merchant ships in the Gulf are spreading further East to the Straits of Hormuz.

Government should make clear its willingness to impose economic sanctions should ships carrying British nationals be attacked.

Since the ITF message was despatched, ten more seafarers were killed on board the Panamanian flag 'Five Brooks' as it passed the Straits of Hormuz. In a statement issued after this

attack Intertanko - the independent tanker owners' association which speaks for around 60% of World tanker tonnage warned that tankers might cease using the Gulf. With 140 ships of 18 million dwt damaged beyond economic repair since the war began in 1981, it added, merchant shipping losses in the Gulf War now match those in World War 2.

ITF denounces decision on Norwegian lookouts

A decision recently taken by the government of Norway to permit 3 "advanced" ships to operate at night with only one crew member (the Navigating Officer) on watch duty has been severely criticised by ITF Assistant General Secretary Åke Selander.

In a letter sent to the International Maritime Organisation (IMO) in early October, Selander charges that the decision is a blatant violation of the IMO's 1978 STCW Convention, which lays down that a second watchkeeper should always be on duty.

Citing the move as 'one step nearer to the Flying Dutchman System', Selander rejected the Norwegian argument that dropping the requirement of a separate night look-out is justified under the 'Equivalence' provisions of the STCW Convention, pointing out that these refer

only to education and training requirements. "Since, to our knowledge, no technical device has yet been invented which can perform all the duties described in the Convention, dropping the requirement to keep a look-out during the night can only amount to a serious reduction in safety at sea," he added.

The ITF views the Norwegian decision as the first in a likely series of moves by shipowners to economise on manning at the expense of safety and believes that the IMO must act quickly to prevent a serious lowering in the vital international standards which help safeguard maritime safety and guard against marine pollution.

All ITF Seafarers' unions have been advised of this development and have been asked to ensure that their governments do not follow Norway's lead.

Strike victory for British seafarers

A massive and effective strike by 2,500 members of the National Union of Seamen, backed by the officers union NUMAST, employed by the UK ferry operator Sealink at the beginning of October led to the withdrawal of proposals to eliminate almost 500 seafarers' jobs on the service linking the British mainland with the Channel Islands and a further 200 from the Channel services.

Support for the strike was hardened by the heavy handed approach of the management who told seafarers on board the ships that they would be fired when they returned to port. This proved to be a massive misjudgement of the mood of NUS members who have been subject to a continuing loss of jobs in the deep sea fleet through flagging out in recent months.

The crews occupied the ferries and held them in Cherbourg in France (where practical assistance was given by French ITF unions) and in the Channel Islands. After two weeks of action, the company agreed to withdraw all dismissal notices and to negotiate with the unions on future manning levels for the Channel Island services, and to greatly increase the compensation terms for seafarers made redundant. A number of other outstanding disputes at other ports were also included in the final agreement with Sealink.



Striking NUS members in Weymouth, England.

PHOTO: JEZ COULSON

Shell under fire for German flagging out decision

Last month's decision by Shell Tankers of Hamburg to flag out its six remaining German flag tankers to Liberia before the end of the year has come in for fierce

criticism from the ITF's German seafarers' affiliate, the ÖTV.

ITF Executive Board member Eike Eulen said it was "a scandal" that Shell, which earns hundreds of millions of marks every year from the German market, should now be set on destroying hundreds of German jobs. 350 German seafarers are employed on the six vessels.

With this latest move on the part of Shell, the Federal Republic has virtually opted out of the tanker trade, Eulen said. It was a disgrace that the world's second largest trading nation should have to rely almost totally on tanker tonnage under cheap flags for supplies of such a vital commodity as oil, he said. He also pointed out that German tonnage generally had declined by 40 per cent in the past eight years and that half of the tonnage operated by the German Shipowners' Association now sailed under Focs.

And this is not the end of the story. Hapag Lloyd, for example, was intending to sell ten more ships this year. The situation was also threatening the German yards as old ships were not now being replaced by newbuildings but by the more cost advantageous chartering in of tonnage from the international market.

UNCTAD meeting on Focs

The ITF Secretariat recently received information that the next session of UNCTAD's Shipping Committee, due to meet in Geneva from 10-21 November, will consider measures to promote ratification of the UN Convention on Ship Registration.

As a result Assistant General Secretary Åke Selander has written to all seafarers' affiliates reminding them of ITF Policy to oppose ratification of the UN Convention and asking them to seek representation on national delegations to UNCTAD in order to further this policy.

****CORRECTION** The International Shipping Federation (ISF) has informed us that, contrary to a report in the first issue of the ITF Seafarers' Bulletin (August 1986), their organisation, representing shipowners worldwide has not decided to lobby in favour of

ratification of the UN Ship Convention. "While...our members considered that the outcome of the successive UNCTAD Conferences was quite satisfactory, no decision has yet been taken as to whether or not we should advocate a policy of ratification" they say.

REMINDER...

The ITF Seafarers' Section is holding a special conference on the Future Global Maritime Distress and Safety System (FGMDSS) on 21 and 22 November, 1986 at Transport House, London.

For further details please contact Åke Selander, ITF Assistant General Secretary, at ITF Headquarters.

DOCKERS

South Pacific docks' disputes are suspended

Port Authority workers in Fiji suspended their strike (ITF News September) at the end of last month and are now awaiting the outcome of arbitration. Meanwhile, normal working has been restored in the docks. Strike action due to begin on October 1 was suspended in Vanuatu for two weeks following a visit by Claude Cumberland (WWF, Australia) to provide technical advice following a request for help to the ITF from the General Secretary of the Vanuatu Waterside Maritime Allied Workers' Union Tari Kalterekia.

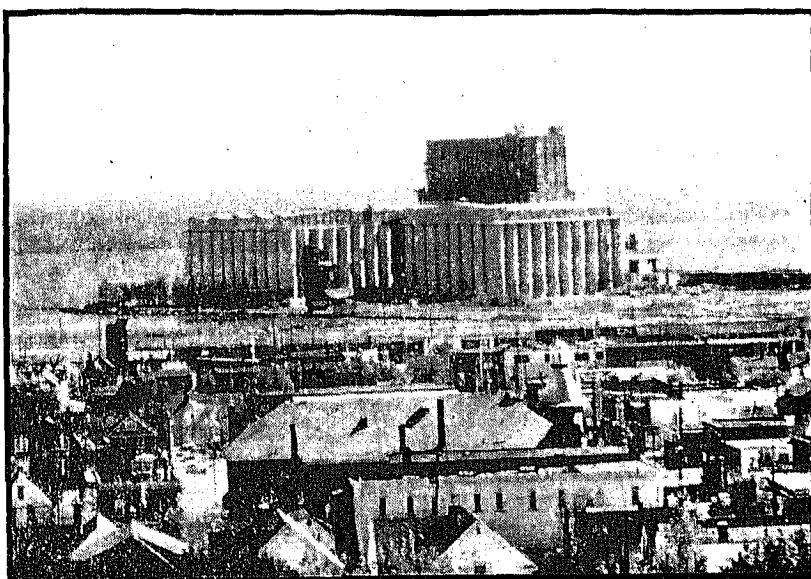
U.S. strikes settlement

Eleven North Atlantic ports shut down for three days at the beginning of October as 30,000 members of the International Longshoremen's Association (ILA) came out on strike after rejecting management's demand that dockers handling non-containerised cargo accept a pay cut from \$17 to \$14 per hour in return for their expired pay contract being rolled over.

Although a national agreement for New York had already been concluded (ITF News September 1986), local agreements still remained to be concluded and other employers had refused to follow the New York lead.

The determination of the dockers to defend the existing pay rates of their fellow workers brought them a quick victory. A 45-day extension to their agreement to 17 November has been agreed during which the \$17 rate will apply. Further negotiations will continue during this period on other outstanding issues in any new contract.

** Meanwhile, ILA dockers handling general and break bulk cargo at the ports of New Orleans and Mobile came out on strike briefly a few days later. They were protesting at the employers' attempts to limit overtime work and introduce smaller gangs.



Grain handlers strike

Thunder Bay — Canada's premier grain port on Lake Superior — was closed throughout September by a grain handlers' strike at six terminals.

The workers, members of the ITF affiliated Brotherhood of Railway and Airline Clerks (BRAC) were seeking a new collective agreement. The employers countered the strike by locking out the workers, with serious damage to Canadian grain exports. The strike also forced the lay up of 50 of the country's bulk grain carriers. Negotiations, assisted by a federal mediator, have now led to a settlement.

The increasingly tough stance of Canadian management in disputes was also reflected this month as employers of West Coast longshoremen locked the gates on Pacific ports in response to the workers' strike vote in a dispute over cargo handling rights among other issues. Don Garcia, Canadian area president of the International Longshoremen's and Warehousemen's Union (ILWU), which represents the dockers, said the employers had closed the West Coast down tightly. He accused the employers' association of trying to make the union drop an established clause giving dockers the right to stuff and unstuff certain containers in the Vancouver Island area.

Efforts to reach a new contract had been continuing since last September but had failed to make any headway under employer pressure for wage concessions, and more 'flexibility' as well as removal of the valued container clause.

Under government pressure, the employers lifted their lockout after three days to allow negotiations to continue. If the new agreement is not in place within thirty days the union, which has so far given the employers every chance to conclude a deal, is bound to bring its members out on strike to force a settlement.

U.S. West Coast dockers join ITF

The ITF is delighted to welcome to its ranks the union which organises dockers on the western seaboard of the United States. The International Longshoremen's and Warehousemen's Union joined the ITF in time for ILWU International President Jim Herman to attend our recent Luxembourg Congress as its official delegate. The ILWU's Canadian area was already a member of the ITF.

REGIONS

Strengthen *Tanzam* rail link, say *Zambian* workers

The ITF's African Regional Representative Ben Udogwu organised a one week labour economics seminar for leaders of three *Zambian* transport workers' unions (organising road, rail and aviation workers) at the beginning of September.

The seminar dealt with a wide range of topics including the effects of the devaluation of the *Zambian* currency, living standards, pay and prices, international trade and the role of the multinationals.

The participants stressed the importance of adequate training for industrial relations officers as an important means of improving the industrial relations climate, and called for *Zambian* imports and exports to be carried by *Tanzania/Zambia* railways.

A second seminar held in parallel dealt with the problems of women transport workers. Its objectives were to improve the situation of women on the *Zambian* labour market, to examine changing attitudes towards women, who are still very much affected by prejudice and discrimination, and to encourage more women to play an active part in union activities.

The seminar was chaired by Ms. L B Nsofwa, of the Women's Advisory Committee of the *Zambian* Congress of Trade Unions (ZCTU) and included a number of female lecturers working in the professions. The main outcome of the seminar was a decision to establish a joint women's committee to coordinate the unions' programmes for women workers and to assist in the education and organisation of women in the different transport sectors. Delegates also criticised discriminatory labour legislation in *Zambia* in areas such as retirement age, and the classification of women as minors.

The ITF was asked to hold more education seminars for its female members in *Zambia* and to consider staging a Pan-African seminar or conference so as to enable women workers to share their experiences and formulate a common strategy for improving the conditions of African women transport workers.

**In August a health and safety

seminar was held for transport workers' unions in *Kenya*, *Uganda* and *Tanzania*. The main concern voiced by the participants was the lack of information on health and safety hazards facing transport employees at work. They called for vigorous efforts to create an awareness of the dangers through education and training as well as for the provision of protective clothing and equipment. The crucial role to be played by health and safety committees and representatives was emphasised and it

was urged that where these did not exist they should be set up without delay. Safety representatives were also an important protection for workers and should be appointed as necessary.

Noting the inadequacy of existing legislation protecting workers in transport, with the exception of dock workers, the participants called on the governments of their three countries to revise the relevant Factory Acts in order to harmonise and raise safety and health standards.

Inland Transport unions meet in Hong Kong

Inland transport workers' unions in *Hong Kong* took part in a two day seminar in September, which was attended by Asia/Pacific Regional Representative Mo Hoda on behalf of the ITF. The meeting decided to set up a federation of transport workers' unions, including the unions organising Cathay Pacific airline workers, who were not

represented at the seminar.

Last month also saw the first seminar held for Taiwanese transport workers. 50 representatives from the seamen's and railwaymen's unions took part in the meeting which discussed topics including the functioning of the ITF and ILO, and the ITF's long-term education programme.

OBITUARIES

Karl Rebsamen, formerly Secretary to the Rhine Shipping, Seafarers' and Dockers' Sections of the Swiss Transport and Commercial Workers' Union (VHTL), died on 21 September, aged 63. Over the years Rebsamen served on many national bodies dealing with maritime affairs and at international level made a valuable contribution to the work of the ITF Inland Navigation Section of which he was an able Vice Chairman from 1974 to his retirement in 1983. During this time he also played an active role within the ITF's maritime sections and as the Swiss representative on the Fair Practices Committee.

Erwin Plaumann, former chief treasurer of the German Railwaymen's Union (GdED), died on 11 July, aged 69.

J Kastrup Olsen, chairman for twenty one years of the Danish Association of Ships' Masters, died on 25 June.

Charles Blyth's family thanks affiliates

Mrs Blyth and her family are very touched at the messages of sympathy that have poured in since Charlie died. She asks everyone to understand that it is just impossible for her to answer them individually and she would therefore like, through ITF News, to say how much it has helped in their bereavement for the family to know how wide and sincere Charlie's circle of friends was.

A number of organisations have asked whether there was any particular charity to which they could make a donation in Charlie's memory. One charity to which Charlie gave a lot of support was

The Charing Cross Holiday Dialysis Trust
c/o Home Dialysis Centre
55 Aspenlea Road
London W6



The group provides facilities for patients with severe kidney problems (like Win Blyth) to take a vacation and still be within reach of the kidney dialysis machines that keep them alive. The charity is small but its services are greatly prized by patients and those who care for them who would otherwise never have a break away from home. The Trust would certainly appreciate a donation, of any size.

PEOPLE

Eduardo Pena Alizanda, a former Spanish diplomat, is the new Director General for Transport of the EC Commission. He succeeds John Steele.

Ole M Berge retired after eight years as Grand Lodge President at this summer's Kansas City Convention of the US Brotherhood of Maintenance of Way Employees. Berge has also served as the Chairman of the Railway Labor Employes' Association. The Convention awarded him the title of President Emeritus. Berge was represented on the ITF's General Council for a number of years and was also active within the Railwaymen's Section.

The new BMW President is Geoffrey N Zeh, aged 43, who took office at the beginning of September. Zeh, who has been BMW Secretary-Treasurer since 1982, is a qualified lawyer with a wide experience of the railway labour movement. His successor

as union Secretary-Treasurer is Mac A Fleming.

A number of changes have taken place in the leadership of the Danish Transport and General Workers' Union (SiD) following the union's Congress last month. Jens Anker Engelbrechtsen was confirmed in the post of Vice President; Eli Seiding will become the new chairman of SiD's transport group when Arne Kruse retires in two years' time.

ITF Vice-President Ernst Haar (German Railwaymen's Union GdED) has been honoured with the German Grand Federal Cross with Star in recognition of his contribution in the field of transport policy.

Carmel S Consiglio will resign as General Secretary of the Malta General Workers' Union when he takes over as Malta's new ambassador to the USSR.

His successor from the beginning of next year will be GWU President Angelo Fenech, who at 46 already has extensive experience within the metal-workers' and dry docks' sections of the union. With Fenech now General Secretary designate the acting presidency of the union has been taken over by Lawrence Lautier.

Richard Nolan has been elected the new National President of the Canadian Air Line Flight Attendants' Association (CALFAA) in succession to Larry Leblanc.

Seppo Soikkellille, who will be well known to many of those who are active in the ITF's flag of convenience campaign during his time as ITF ship inspector in Turku (Finland), has been awarded the Gold Medal of the Finnish Seamen's Union. Making the presentation President Anttila praised Soikkellille for the energy he had put into the fight against runaway flags.

new para -
This dream -

after enthusiastic
delete to end

10 years

date 1986 - first
sentence - omit

new para - The
Nat. Bw Co has
fired -
