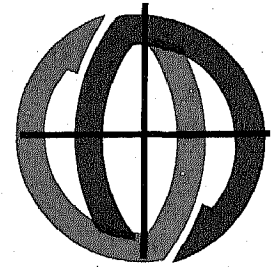


INFORMATIONS : NOTICIAS

# ITF NEWS

NACHRICHTEN : NYHETER



JULY/AUGUST 1988

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## DOCKERS UNAWARE OF DEADLY DANGER:

### NIGERIANS FALL ILL AFTER UNLOADING HIGHLY TOXIC WASTES FROM POISON SHIPS

Nigerian Dockworkers in the port of Koko were the first victims of the illegal dumping of toxic waste in their country.

The dockers, members of the ITF affiliated Dockworkers' Union of Nigeria (DUN), were given no indication of the hazardous nature of the cargo they unloaded. According to DUN General Secretary Jonas Abam the dockers not only handled poisonous and radioactive materials without proper safety clothing, but many weren't even wearing gloves or shoes. In at least one instance, dockers waded waist deep into a cargo hold awash with toxic effluent.

The illegal shipments of European toxic waste (from ten different countries) to Nigeria began last August.

Among the 3,800 tonnes of waste there was at least 150 tonnes of extremely poisonous polychlorobiphenile (PCB). The drums had originally been stored in Pisa, Italy, awaiting disposal — where a local outcry forced the waste to be moved. It should have been transported to a special high temperature waste incinerator for safe disposal. Since incineration can cost up to \$3000 per ton, however, some 'entrepreneurs' have been cashing in on the much cheaper alternative of exporting the stuff to developing countries (often under false labels) at a cost of around \$2.50 per tonne. The Nigerian scandal is the first of these exercises which has attracted serious public attention.

In August 1987, the Swedish flag *Baraluck* left the Italian port of Masa, and in September the Danish flag *Danix* left Pisa. Between August 1987 and May 1988, there were five shipments that eventually arrived at Koko. The last, aboard the West German flag *Line*, was rerouted from its original destination (the Romanian port of Sulina) because the local authorities refused to accept it.

According to *West Africa* magazine, the man behind this trade is Italian businessman Gianfranco Raffaelli, who has lived in Nigeria for twenty years. He is a director of the Nigerian construction company Iruerken which, faced with heavy losses, decided to diversify into the highly profitable toxic waste business. In June 1987, Raffaelli told his Italian business associates that he had acquired a dump site in Nigeria.

He then lied to the Nigerian government, applying to the government's pharmacist board for a licence to import nine industrial chemicals which were described as being "non-explosive, non-radioactive and non-self-combusting". In fact, they were all of these. Along with the PCB's, the waste has been shown to contain methyl melamine and other highly unstable and dangerous waste products.

The dump site itself is a plot of land owned by a Mr. Sonny Nana, who hires his site out to importers. He claims to have been totally unaware of the nature of the drums that were stored on his property.

Certainly the dockers at Koko were given no warning of the dangers involved in handling these wastes. One of the problems with the port of Koko (perhaps the reason it was chosen) is that, while Nigerian Customs regulations state that a chemistry-trained customs officer should pass any chemical or drug imports, no such officer is available at Koko.

Continued on page 2

## ITF EVIA LUCK COURT VICTORY (9)

# ...developing world a dumping ground for hazardous wastes

Continued from page 1

According to Abam, serious damage has been done to the health of the dockers who handled these crews. Skin has peeled off, men have been vomiting, dizzy and unable to work and there are fears of longer term health problems developing not only among the men, but in their families as well. In the area around the storage dump — where oil cans were “bleeding” and leaking — there has been reports of similar sicknesses and birth abnormalities amongst women.

The existence of the dump, and the tangled web of criminal conspiracy that led to the waste being in Koko, was initially reported by Nigerian newspapers, working on newspaper cuttings sent to them by Nigerian students in Italy.

The Nigerian government's reaction was swift. On June 10, the authorities arrested the Italian flag *Piave* in Lagos, and then the Danish flag *Danix* was arrested in the port of Onne just over a week later. The Nigerians arrested the first ship in order to ensure that the Italians assumed responsibility for removing their waste, and the second ship was arrested for having taken part in the illegal shipment.

Rafaelli fled Nigeria as soon as the story broke and is still at large, but the Nigerians have arrested over 40 people in relation to the shipment. They have announced that they consider the crime to be potentially punishable by death. The President's press secretary said “We would rather do away with 20 stupid Nigerians than allow them to endanger the lives of millions of Nigerians and fellow Africans.”

The dispute between Nigeria and Italy heated up, with the Italians initially refusing to accept responsibility for the waste. Teams of experts from all over the world came to Koko to examine the drums — the universal verdict was that they were very, very dangerous. The Nigerians withdrew their ambassador from Italy in protest at the Italians' diplomatic refusal to take back the waste.

The Italians have now agreed to take back the waste, and some of it was shipped out at the beginning of August. Members of the DUN took strike action to demand that proper safety gear and protective clothing be provided for the dockworkers — this time.

This incident has blown the lid on an entire disreputable practice of dumping industrial waste in the developing world. The Liberian Health Minister has now revealed that certain unnamed companies approached her government asking for permission to bury toxic waste in worked out Liberian mines. In exchange for dumping the poison in their country, the companies offered to build a hospital and purchase medical drugs worth one million US dollars — presumably to compensate for the damage to the population's health that would be caused by the dumping.

Greenpeace USA has also revealed that Benin, Congo, Equatorial Guinea, Gabon, Guinea, Guinea Bissau, Senegal,

South Africa and Zimbabwe have all been involved in dumping European and North American industrial waste.

Following an approach by the DUN about the Koko incident, ITF General Secretary Harold Lewis wrote to the International Labour Organisation (ILO) in Geneva asking for an ILO enquiry into the shipment of toxic waste and the protection of transport workers involved.

All of this underlines the call made at the June ITF Dockers' Section Conference in Rotterdam for joint action by ITF sections on the transport of hazardous goods (ITF News June 1988) and reinforces the urgent need for a special ITF inter-sectional Conference to draw up strategies for combating this threat.

## Ugandan unions form new transport plan

The rehabilitation of Uganda's transport infrastructure, devastated by years of neglect, civil strife and dictatorship was the subject of a special ITF Seminar held from 4 - 8 July in Kampala.

“The Rehabilitation of Uganda Transport Industries” brought together 43 trade union, government and management representatives for a detailed discussion that gave trade unionists an excellent chance to voice their opinions and suggest their solutions to the country's urgent transport needs.

Formal papers were submitted to the meeting from People's Transport, Jinja; the Uganda Transport Company; Uganda Railways; and Transocean Transport. The detailed discussions that followed

involved government and trade union representatives, including Railway Workers' Union General Secretary P. K. Katabulingi and Transport and General Workers' Union Treasurer J. K. Katende.

“This unique seminar proved a very successful experience,” writes ITF African Representative Ben Udogwu, “it was very educative with the comprehensive political, economic and social analysis that it provided on the background of the problems and the anticipated solutions.”

Most importantly, the meeting was a recognition of the important role that transport trade unions have to play in the regeneration of their industries in Uganda.

## Focus on bargaining at Nairobi seminar

Thirty delegates attended an ITF African seminar on “Trade Union and Cooperative Leadership” at the Wab Hotel in Nairobi, Kenya from 19- 24 June this year.

The seminar, organised under the auspices of the Kenyan ITF affiliated Transport and Allied Workers' Union (TAWU) covered existing Kenyan labour law, the structures and procedures of TAWU and trade union communication. Lecturers included government representatives, TAWU's Secretary General J. N. Malii and Education Director Z. Odinga

along with ITF African representative Ben Udogwu.

Udogwu says that the seminar was “well organised and well attended.”

Participants laid down criteria for improvements in the Union's negotiation machinery with various employers, and there were intensive discussions of Kenyan labour law and procedures. An in depth analysis of the causes and effects of recent job losses was coupled with the development of strategies to improve union organisation in unorganised sectors of the country.

General Secretary: **Harold Lewis**

Publications Officer: **David Cockroft**

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# South Africa: T and G headquarters burnt out



The headquarters of the ITF affiliated Transport and General Workers' Union (TGWU) in Johannesburg, South Africa was reduced to a charred shell in a highly suspicious arson attack in the early hours of June 14.

Four white men attacked the TGWU's security guard at 4:00, spraying tear gas into his face. He then fled.

The four men broke the lock on the security doors and then broke open the actual door. They piled up the desks, telex machine, tables and chairs and set fire to them.

The TGWU staff arrived in the morning to find nothing but smouldering ruins — amply illustrated by the photograph reproduced here of their office.

The Police were called and they came, but demonstrated very little interest in the "crime". They kicked around the dust a little and said that "It's probably the AWB". (The AWB is a neo-Nazi white supremacist grouping.)

This is, in fact, the latest in a long series of "mysterious" and "unofficial" attacks on trade union offices. On May 7, 1987 the offices of COSATU (which the TGWU is part of) were seriously

damaged by an expertly set bomb that was placed in the basement in just such a manner as to cause maximum structural damage. Whoever was responsible not only knew a lot about explosives and demolition, they would also have probably received access to the

building's blueprints to determine the correct placement of the sophisticated bomb.

In the same period, ten trade union offices were subjected to arson attacks. No one has been charged with any of these offences.

## ***BOTHA GOVERNMENT LEVELS FALSE CHARGES AGAINST NDLOVU***

The first Vice-President of the ITF-affiliated South African Transport and General Workers' Union (TGWU), who has been detained by the state without charges for ten months, has now been charged with terrorism and attempted murder.

Alfred Ndlovu, who is also a Southern Natal regional Chair of the Congress of South African Trade Unions (COSATU), was seized by the security forces last October 29 and held without charge or trial under the Internal Security Act.

He was detained during the peak of violence against bus workers in the Pietermaritzburg area where Inkatha

vigilantes were attacking and killing TGWU drivers (see ITF News January 1988). Ndlovu was employed as a bus driver for the Sizanani Bus Company.

After many months of simply keeping him in prison, the South African government has now fabricated a set of very serious charges against Ndlovu. He was brought to court on August 1st and charged with terrorism and attempted murder.

The state allege that Ndlovu made arrangements for an African national Congress (ANC) guerrilla to be housed

Continued on page 4

# TGWU MEMBERS

## SOUTH AFRICAN TRANSPORT WORKERS

Date	Name	Union position
<b>In Natal...</b>		
10/5/87	Jeffrey Kheswa	Zulu Transport Shop Steward
10/10/87	Alfred Ndlovu	TGWU VP COSATU Natal Chair Kwa Zulu Bus Driver
10/10/87	Ndodo Ngubo	Kwa Zulu Transport
20/12/87	Jeffrey Vilikazi	Vice Chair s/s Council Kwa Zulu Transport
14/6/88	Mathew Zondi	Shop Steward Management Board (DTMB)
14/6/88	Aaron Sithole	DTMB Driver
14/6/88	Erasmus Dlungwana	DTMB Driver
14/6/88	Cornwell Mjomi	DTMB Driver
19/7/88	David Mhlanzi	Interstate Bus

## In Cape Town...

Dec. 1987	Boyce Fani	TGWU s/s Council Chair
17/3/88	Phulma Allam	Worker Rhodes Univ.

## PRISONERS OF APARTHEID

Continued from page 3 and fed locally. They also claim that he helped arrange for an infiltration of the Inkatha organisation (who were responsible for the attacks on the TGWU drivers) to gather information for the ANC man's mission. The state also allege that Ndlovu helped to arrange arms training for two people last August. They also claim that he was involved in an attempted assassination, provision of explosive and handmade ammunition.

Needless to say, these charges are utterly false and represent a disturbing attempt by the South African dictatorship to criminalise the trade union

movement by drawing links between a top ranking COSATU official and the ANC armed struggle. This provides them with an excuse, of course, to move against the trade union movement, who remain, after the banning of other peaceful opposition groups earlier this year, the last voice of peaceful opposition to the regime.

It is vitally important for world opinion to stop this latest move by the South African government. Transport workers must let the South African government, and their own governments, know that they will not allow Ndlovu to be convicted of these phony, trumped up charges.

ITF General Secretary Harold Lewis has called on all ITF affiliates to make their views forcefully known on these charges.

"Ndlovu and the other ten TGWU members now held in detention by the South African government must be released," Lewis said, "the ITF will be closely monitoring the charges against Ndlovu, and we urge all affiliates to take whatever action they can in support of these detainees."

Lewis says that the ITF will consider what further action they might take in support of our South African affiliates at the forthcoming Executive Board meeting in Germany.

# ICFTU SURVEY CHARTS UNION REPRESSION

Over 350 trade unionists were murdered and 7,500 arrested in different parts of the world for pursuing trade union activities, according to the 1988 Trade Union Rights Survey just published by the International Confederation of Free Trade Unions (ICFTU).

The annual survey, released on June 14, paints a harrowing picture of repression and violence against trade unionists in every corner of the globe.

While there have been improvements in many countries, there still remain a large number of countries where ordinary trade union organising work is all too often met with official brutality.

The worst situation, according to the report, is in Latin America. In Brazil, over 200 people were killed during 1987 in disputes over land ownership (mostly by professional assassins hired by landlords). During the same period 74 trade unionists were murdered in Colombia.

Murders and repression continued in Chile, Paraguay, El Salvador, Guatemala and Honduras. The only improvement noted by the report was the situation in Nicaragua where, the ICFTU says, in the light of moves towards a settlement of the US-backed Contra war "the general human rights situation has improved somewhat".

In Africa the report states that the situation throughout the continent "continues to give cause for concern". Government interference with trade union rights, and government imposition of leaderships and structures on the trade union movements continues to be widespread.

Specific violations of organising rights are noted in the Ivory Coast, Nigeria and Zambia, but the most serious threat to trade unionism continues to be in South Africa where the apartheid regime "totally negates fundamental human rights and, as a consequence, basic trade union rights are severely curtailed." At the end of 1987 there were 322 trade unionists in detention without trial or charge. Since 1976 close to 30,000 people have been detained for 30 days or more by the South African security forces. The Congress of South African Trade Unions (COSATU) has had its headquarters bombed, and more than ten unions have been the subject of arson attacks.

Murderous attacks on trade unionists — such as the many vigilante attacks on Transport workers that have been

documented in ITF News — continue. On April 22 1987, seven striking railway workers were shot dead by the South African police. Ten striking mineworkers were also killed. Legal restrictions on the rights of trade unionists to organise have also been implemented by the white minority regime.

Tunisia represents a welcome alternative to an otherwise bleak picture on

union. This continuing case illustrates that, in spite of their stated attachment to human rights, many western governments, when they choose, are quite happy to deny these rights to organised workers.

In Canada, various Provincial governments have severely restricted the right to strike. The most serious of these threats comes from the right wing

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## *Africa — situation throughout continent "continues to give cause for concern"*

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the African continent. The change in government, following the repressive actions against the trade union movement in 1985 and 1986, has seen "a number of positive developments" according to the ICFTU. In addition to removing the restrictions placed on former UGTT General Secretary Habib Achour, the new President Ben Ali has reinstated a large number of trade unionists dismissed in the past for strike actions.

In Eastern Europe the basic rights of workers to form trade unions independent of the state and party continues to be denied. The movement of reform in these societies does not appear to have changed the basically subservient role of the official trade union movement. In the USSR several free trade union activists of SMOT were released from detention in early 1987 as part of the general amnesty for political prisoners, but certain prominent figures remain in jail. A SMOT meeting in January 1988 was broken up by the police and two activists (Valeriya Novodvorskaya and Igor Tsarkov) are now the subject of a criminal investigation under Article 70 of the Soviet criminal code ("anti-Soviet agitation and propaganda"). Some limited structural reforms have been adopted by the official "trade unions" (secret ballots for positions and multiple candidates) at their 1987 Congress, but there appears to be little movement away from their general role as arms of the party and state.

In Western Europe the ICFTU cites the continuing refusal by the United Kingdom government to allow the civil servants at the GCHQ listening station the right to organise freely in a trade

Social Credit administration in British Columbia. The new 1987 Labour Relations Bill restricts union bargaining rights and the right to strike in the public sector. The law gives wide powers to the government to interfere in disputes and impose compulsory arbitration. Federally, the Ottawa government has also demonstrated a lack of commitment to trade union rights by forcing legally striking railway workers (August 1987) and postal workers (October 1987) back on the job.

In the United States serious attacks on trade unions through union busting continue. The ICFTU cite two recent examples involving US subsidiaries of multinational corporations (Norway's Norsk Hydro Aluminium Inc. and West German BASF). In both these cases the companies have sought to eliminate unions at their factories, with the help of outside advisers. The lack of legal sanctions against these kinds of activities continues to be a major problem.

*Copies of the 1988 ICFTU Survey of Violations of Trade Union Rights are available from the ICFTU, Rue Montagne aux Herbes Potagères, 37-41, 1000 Brussels, Belgium. Please specify numbers required and language (English, Spanish, German and French).*

## DOCKERS

# ROTTERDAM TUG BLOCKADE SCUPPERS NON UNION COMPANY

The Port of Rotterdam was blockaded by tugboats on the night of June 28/9 as part of a campaign against a new, non-union tug company.

The ITF affiliated Vervoersbond FNV, who organise the tug boats in the port, has been cooperating with the port in reducing tugboat overcapacity.

This overcapacity, which was identified by a Council of Rotterdam inquiry at the end of last year, has seen the withdrawal from service of four tugs and the loss of about 90 jobs. These reductions were negotiated with the Vervoersbond, and they were effected without any compulsory redundancies.

But at almost the same time as the tugboat numbers reached the agreed number, a new operator entered the market and created a new overcapacity.

The company — T. Kooren — bought a bankrupt lot of tugboats from the US West Coast in December 1987 and brought them to Rotterdam.

The union objected to Kooren not only because they upset the negotiated balance by creating a new overcapacity, but also because they sought to undercut other tug companies. Their rates are 50 per cent lower because they pay lower wages and have three person crewing instead of the usual four.

The Vervoersbond tried to get an agreement with Kooren on payments and working conditions, but failed. Then Kooren poached a contract from Smit International for bringing in the Sealand ships to the ECT Container base.

The union then asked the Minister of Social Affairs to order equal payment for the Kooren crews under a clause in Dutch law. They are still awaiting his ruling on this application, and expect it to take quite a while.

The tugsection workers, angered by the activities of Kooren, decided to take action. What they did was both spectacular and impressive.

On the evening of June 28, at 23:30 they took out their tugs and blockaded the port. Between 10 and 20 large tugboats participated, led by the Smit-Harbour flagship, the Vikingbank.

The blockade was carefully and quietly organised so that the Kooren tugs did not realise what was happening. Smit-tugs slipped out from the east and west sides of the harbour at very low speed, shielding behind other boats. Coded messages on the radio co-ordi-



Rotterdam tugs in action...

nated their movements in the dark.

When the tugs reached the entrance to the harbour, they went full speed ahead and stopped, trapping the Kooren tugs inside the harbour. The first two tugs in place slid an iron cable between them while the other tugs formed a second floating picket line behind them.

Once they were in place all the tugs sounded their klaxons together. They then told the Kooren workers that their action was against their employers and not them.

The blockade stayed in place till 11:30

the next day, and it was a complete success. The Kooren tugs were unable to leave the port and it was impossible for a Sealand ship to enter the ECT terminal. The tug workers offered assistance to Sealand from Smit, but their offer was refused.

Kooren attempted to sue the unions, Smit and the company council, but the Rotterdam court turned down their application on July 15.

The union is now awaiting the Minister of Social Affairs' ruling on equal payments.

# VANUATU DOCKERS END SIXTY DAY STRIKE

A bitter sixty day strike of unionised dockers on the South Pacific island of Vanuatu ended on 27 June with a commitment by all parties to enter into serious talks within three months from the signing of the return to work agreement.

Dockers on the island had been very patient, only resorting to industrial action after the Santo Stevedoring Company had refused to consider the log of claims submitted by the dockers' union, the ITF-affiliated Vanuatu Waterside, Maritime and Allied Workers' Union, some eighteen months earlier. The company had also rebuffed a union approach for the Commissioner for Labour to be called in to mediate between the parties.

Repeated requests by union general secretary Tari Kalterekia to Santo's Managing Director Dinh Van Than for a meeting to discuss the union's claims — which centred on the conclusion of a collective agreement granting union recognition, payment for working public holidays and an end to discrimination against union representatives — had been ignored.

Faced with an all-out strike from 25 April, the company — on a nod and a wink from the government — retaliated by dismissing the striking workers and taking on unskilled scab labour. These workers were used to load the island's valuable copra and cocoa exports and

unload vital import cargoes.

The government owned Radio Vanuatu was advised by the prime Minister not to broadcast any news of the strike coming from the union, though the employers had been given air time to put their case. It should come as no surprise that Santo Stevedoring has several government ministers on its board.

On 6th May, after an inconclusive meeting with the management, the 56 union strikers were told to collect their severance pay and informed that they could apply for re-employment if they wished. The strikers were also given notice to vacate company premises.

The company management simply told the union that it was up to the government to settle the dispute as the strike was causing hardship to the island population. Santo also claimed that the strike was 'illegal' as no dispute existed between the parties.

Faced with such a challenge to its authority, the union appealed to the ITF for international solidarity action.

The ITF informed its docker unions that vessels putting into ports on the island were being handled by unskilled labour while seafarers' unions from those countries trading with Vanuatu — Australia, New Zealand, Japan, France and the Netherlands — were told of the seriousness of the situation on the island, where the union was fighting to defend basic union rights,

and were reminded of the undertaking they had given at the 1987 Fair Practices Committee meeting to offer solidarity in support of dockers' unions fighting to defend their jobs and conditions.

Given the seriousness of the dispute and the undoubted hardship being experienced by the islanders, the Australian Waterside Workers' Federation generously agreed to make its Melbourne Branch Secretary Claude Cumberlandidge — one of their most skilled negotiators — available to offer advice and assistance.

Talks with the management got underway and though they took sometime the settlement when it came was warmly welcomed by the union. Santo has agreed to reinstate all the union members it had earlier dismissed and, in a significant move, the government has undertaken to appoint an independent conciliator to assist in the negotiations on the union's log of claims.

Three months has been set as the timespan for the talks and in the event that agreement cannot be reached by then the union will be free to strike once more to press its case.

Tari Kalterekia has conveyed his thanks to Claude Cumberlandidge for his personal intervention in the dispute and asked us to thank all those unions who supported the strike.

Meanwhile, he will be keeping us informed of the progress of negotiations which we will report in ITF News.

## Kenyan court rules on weekend bonus pay

In a decision with important implications for dockers' living standards, the Industrial Court in Nairobi has rebuffed attempts by the Kenya Ports Authority to scrap the bonuses currently paid for weekend working.

Explaining his decision the judge said that the withdrawal of the bonus — involving a total loss of almost 60 million Shillings — would have had serious effects on the living standards of dockers and their families. Yet the employers had failed to provide compelling reasons why the current pay arrangements in the port — a vital and sensitive industry — should be disturbed. He pointed out that the port authority already retained about 75 per cent of the income derived from shippers using the ports at weekends and it was only fair that the dockers should share in the profits obtained from their weekend shifts.

The dockers were represented in

court by General Secretary Yunis Ismael of the ITF-affiliated Dock Workers' Union, who was praised by the judge for the accomplished manner in which he had submitted the union's case.

In other decisions announced by the court at the same time the judge ruled that employees appointed to an acting position must be confirmed in that position within six months. At the moment there are over forty dockers who have been effectively promoted to acting positions for eighteen months or more and yet have not seen this reflected in either their grading or their pay.

The court also ordered the port authority to pay dockers a housing allowance (backdated to the beginning of 1986) and offer monetary compensation in lieu of a once a year travel warrant. It also safeguarded the right of dockers to treatment in private hospitals, with the

KPA paying up to 80 percent of the total bill for in-patient treatment.

Finally, the court strongly advocated the reinstatement of a seasonal workers' register in the port of Mombasa.

### Gov't steps in after Honduran dock strike threat

Port workers in Honduras have been in a constant state of alert in recent months as the national port authority has broken faith time after time with the collective agreement signed by labour and employers a year ago.

It took an all-out strike threat by the union, the ITF-affiliated Port Authority Workers' Union to defuse the situation. Worried by the implications for trade of widespread disruption in the ports the government has now stepped in and promised to help find a solution.

# SEAFARERS

## ITF SEAFARERS' UNIONS GREET CEASEFIRE IN EIGHT YEAR GULF WAR

The announcement by UN Secretary General Perez de Cuellar — after two weeks of intensive diplomatic efforts — that the much heralded ceasefire in the eight year old Gulf war will come into effect on 20 August is very welcome news indeed. Both Iran and Iraq — in line with the spirit of the truce agreement — have already promised that there will be no more fighting.

Arrangements are now well in hand for a UN peacekeeping force to monitor the ceasefire and it must be hoped that we are now witnessing the vital first step towards a permanent end to hostilities in a war that has claimed over a million Iranian and Iraqi casualties since it began.

As the guns fall silent in the Gulf the war weary civilians of both nations must be greatly relieved that their ordeal

and sufferings of the past years now seem to be drawing to a close.

Their sense of relief is shared by the many thousands of seafarers — the innocent victims of a conflict in which they had no part — who have come under fire in the waters of the Gulf as they continue with their job of bringing home the world's vital oil supplies.

But their obvious joy has inevitably been tinged with sadness for the hundreds of their colleagues who have lost their lives or been seriously injured as they got caught up in the hostilities.

Meanwhile, the naval presence in the area which has been providing valuable protection to the oil tankers will generally remain on station for the time being, at least until the ceasefire is firmly in place.

The world's shipowners are now counting the cost of the eight year war

in terms of the tonnage lost. During that time over 400 ships have come under attack — some more than once — and in the four worst years of the war some sixty plus ships of ten million dead weight tonnes were either sunk or written off.

But the tide could at last be turning and the return of peace in the region could well mark the beginning of an upsurge in trade with many more ships regularly visiting the Gulf.

The ITF is clearly delighted that long standing UN efforts to bring about peace in the region have now at last borne fruit and that rights of peaceful passage should soon be restored to merchant shipping. There have been so many deaths among seafarers in the eight long years of the war and the world's seafarers now richly deserve a period of peace.

## Stowaways thrown overboard in shark infested waters

Dockworkers in Ghana refused to unload a ship from which they believed three Ghanaian stowaways were dispatched to their deaths.

The Neptune Orient Lines (NOL) Singapore-registered *Neptune Turquoise* was boycotted in the port of Tema because of reports that the ship had set three stowaways adrift in a rubber dinghy in the shark infested waters off Namibia. According to the same reports, three men were ravaged by sharks while trying to land on the notorious reef-strewn "Skeleton Coast".

A joint statement from the Ghanaian ITF maritime affiliates (the Merchant Navy Officers' Association, the Maritime and Dockworkers' Union and the National Union of Seamen) said that the unions were protesting against "an affront to Ghanaianhood" which was also a very serious international maritime issue.

The unions demanded that the Ghanaian government demand an explanation of the incident from NOL and the Singaporean government. They called for the immediate arrest and trial of those responsible and for compensation to be paid to the families of the men who died.

The dockers called for the International Labour Organisation and the international maritime community to halt the "dastardly act of dumping

stowaways at sea", while the Singaporean Marine Department and NOL have both announced that they intend to conduct enquiries into the incident.

## Terror raid on *City of Poros* renews safety fears

The murderous attack on a Greek one day cruise ship on July 11, in which ten people lost their lives and more than 50 were injured has shocked the seafaring community and underlined the difficulties of providing comprehensive security against random terror attacks.

The *City of Poros* was nearing the end of a 24 hour pleasure cruise and on its way back to Piraeus when three masked men began firing automatic weapons and throwing hand grenades indiscriminately. Passengers jumped overboard to avoid the mayhem, where, cruelly, some were injured by the ship's propellers. The attackers escaped — reportedly in a small boat.

Following the hijack of the *Achille Lauro*, far more stringent security measures on passenger shipping have been adopted by the International Maritime Organisation and shipping companies — a move strongly backed by the ITF.

In the Greek port of Piraeus, the main ferry terminal now operates airport-style security checks on embarking passengers — but this only applies to the international and larger ferry operations. The *City of Poros*, because it was only a 500 passenger, one day cruise, left from outside the terminal without these security checks. It is doubtful whether full scale security checks could be realistically extended to all small ferries.

ITF General Secretary Harold Lewis sent an immediate message on July 12 to Michalis Zenzefyllis, General Secretary of the ITF affiliated Greek Seafarers' Federation PNO, stating that he was:

"Appalled at the murderous attack by terrorists on the *City of Poros*. Please convey the ITF's deepest sympathy to all who suffered or are bereaved."



# ITF WINS MAJOR COURT VICTORY OVER PANAMANIAN FLAG *EVIA LUCK* BOYCOTT

A major legal victory was secured in the ITF's long running campaign against flag of convenience (FOC) shipping with a decision by the English High Court on Wednesday July 20 in the case of Dimskal Shipping Company SA v ITF.

The decision effectively prevents shipowners from using the English Courts to recover payments made to crew members and to the ITF as a result of legal industrial action taken in other countries.

The case involved the boycott of the Panamanian flag ship *Evia Luck* by members of two Swedish trade unions in Uddevalla Sweden in March 1983.

As a result of this action, the shipowner signed an ITF Collective Agreement and registered new contracts of employment showing ITF rates of pay on behalf of the Filipino crew members, with the National Seamen's Board (NSB now the POEA) in the Philippines. The owners later sued the ITF for the return of sums totalling approximately \$140,000 and claimed, in addition, damages for intimidation and interference with contractual rights.

The key question around which the case hinged was that of the legal jurisdiction which applied. Proceedings were issued against the ITF in England, where our headquarters are situated, despite the fact that the industrial action complained of took place in Sweden where it was perfectly lawful. The ITF failed in an initial attempt to have the case heard in Sweden rather than in England, but the decision made by Mr Justice Phillips must now have the owners regretting bitterly that they chose to pursue the matter through the English courts.

In his decision the judge rejected every argument put forward by Counsel for the owners and peremptorily dismissed the evidence of Mr Agcaoli their Philippine law expert who he described as an 'unsatisfactory expert witness'. Agcaoli's evidence about Philippine law, relied, the judge pointed out, on a total prohibition of industrial action in the transport industry imposed by the 1972 Philippine Labor Code until he discovered, the day before he was due to give evidence, that the Code had been effectively reversed by a new Code adopted in 1982.

In reaching his decision that the crew's ITF contracts were valid under Philippines law the judge was also singularly

unimpressed with documents which the crew had signed on engagement undertaking to have nothing to do with the ITF and to refund any payments that might be procured by intervention of the ITF. Those "loyalty letters" contained, as their final clause, the statement (totally false in any event) that:

"I understand that the Filipino Shipowners' Association and the POEA (Philippines Overseas Employment Agency) have ruled that if any Filipino seaman calls ITF or is connected with ITF in any way, he will be jailed immediately upon his arrival in Manila and he will be banned for life as a seaman."

The High Court judgement establishes that the English Courts, in considering industrial action taken in another country, will make their decision on the basis of whether the action was legitimate under the law of the country in which it took place and not the law of the flag state, nor that which governs the contract of employment of

the crew members concerned. In a detailed and well considered judgement, Mr Justice Phillips found that the *Evia Luck* action was lawful under Swedish law; that the agreement signed were valid; and that the ITF and the crew members concerned were entitled to the money paid to them. He also ruled that no claim for damages could be allowed since it had to be shown that the action was legally wrong both in Sweden and in England, and it clearly was not illegal in Sweden.

Rejecting the idea that owners could sue in England for actions which had no real connection here, the judge stressed that the fact that the defendants (ITF) "are resident in London is no reason to place them at a disadvantage as against residents elsewhere."

As a result of this decision, shipowners who have been the subject of action by ITF affiliates in other countries will have to think twice about the supposed advantages of suing the ITF in the English courts.

## ***Social security cover for Filipino overseas seafarers***

The many thousands of Filipino seafarers who serve on foreign flag ships are one of the first new groups to benefit following the key decision on the right of seafarers to social security protection taken by the 74th (Maritime) Session of the International Labour Conference in Geneva in October last year.

The parties to the agreement, which was signed in Quezon City on 24 March, are the Philippines Department of Labor and Employment, the department responsible for regulating the employment of overseas seafarers, and the Social Security System (SSS).

The agreement corrects the anomaly under which seafarers recruited by local agencies in the Philippines for service on foreign flag ships had virtually no social security provision.

Under its terms, the Department of Labor and Employment will insist that all contracts for overseas sea-going employment of Filipino nationals stipulate that the seafarers thus hired be brought within the social security system, with the manning agencies acting

as the authorised representatives of the foreign employers.

All Filipino seafarers recruited by local licensed manning agencies on behalf of foreign owners will be covered by the new agreement, irrespective of whether social security coverage exists in the country of the foreign owner.

The seafarers will pay the same levels of contributions as other workers and be entitled to identical benefits and the manning agencies will be responsible — jointly with the foreign employer — for ensuring that these monies are remitted — on a quarterly basis — to the SSS.

To protect the seafarers, the SSS will be obliged to supply the Department every six months with a list of employers that are not abiding by the agreement, with a view to ensuring that the monies are collected and seafarers do not lose their right to benefit.

The agreement applies to all seafarers signing new contracts or renewing existing contracts after the date of its implementation.

# Captain throws West African crewmen off ship in pay row

Two exploited seamen on the coaster *MV Baden* which arrived in Exmouth, Devon (England) in late March are now safely back home with their families in West Africa after a pay wrangle that led to them being deprived of food and then thrown off their ship.

It was a lucky day for them when on Friday the 13 of June they were able to fly out from Heathrow after saying goodbye to the friendly Devon port where their ship had been stranded for six weeks.

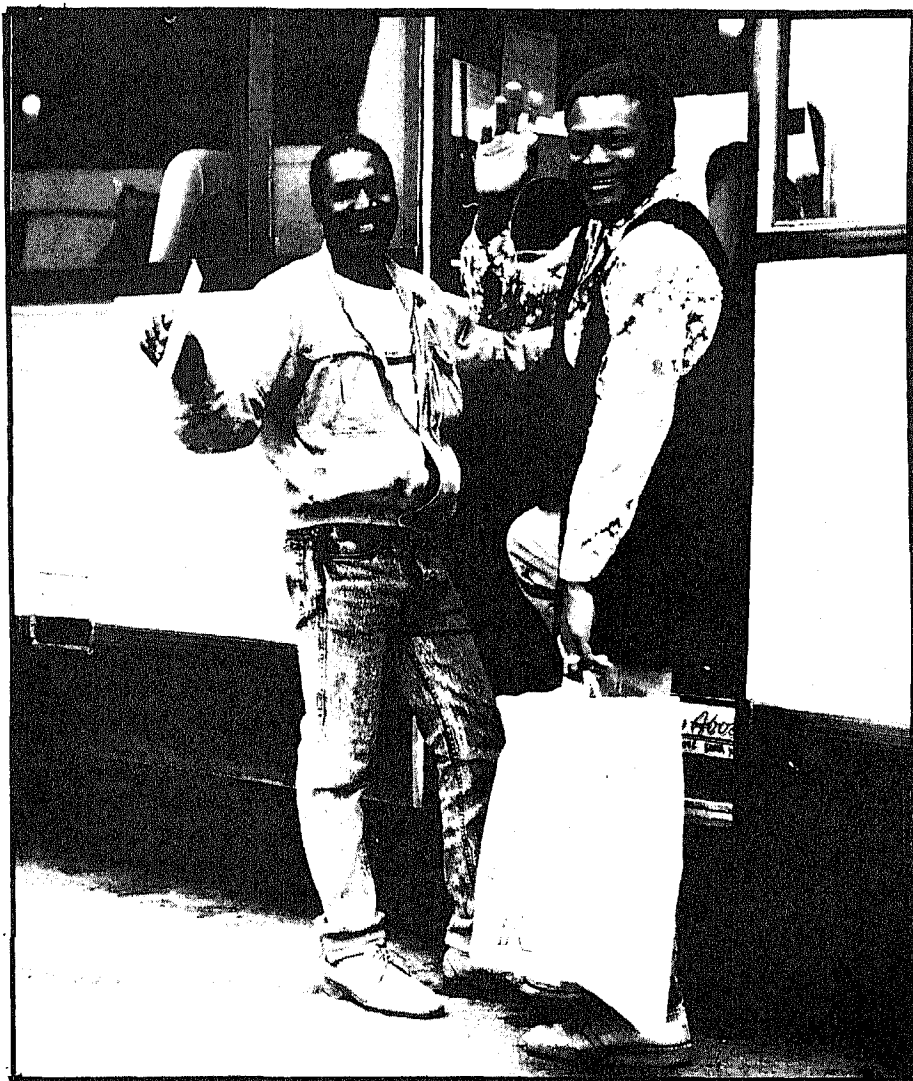
The trouble began the moment the ship docked. First it was arrested by the Admiralty Marshall in a long running dispute over a damaged cargo of potatoes delivered some time earlier to the Canary Islands. Not long after the ITF served another writ on the ship over the non payment of wages to two young West African crew members — Joseph Godwin-Antwi from Ghana and Philippe Andonlin from the Ivory Coast.

The two West Africans had joined the ship two and a half months earlier at Las Palmas. By the time it docked in the Devon port the atmosphere onboard was pretty frosty and they were on very bad terms with the captain, largely because of a dispute over pay and conditions.

They had been taken on in the rather chaotic fashion typical of many Foc ships. The Africans thought they would be earning about £450 a month but the captain disputed this, saying £150 a month was the sum agreed. To make matters worse the two men had no proper contract, only a letter setting out the lower rate which there is reason to believe they were pressured into signing after the ship got under way. In any event, the verbal promise they had been made in Las Palmas was much more than they were actually getting.

As if this was not bad enough the conditions on board were deplorable. For this we have the word of Mr Murphy who was due to join the *Baden* as mate when it reached Exmouth. He came aboard but left when the arrest warrant was served on the ship.

But not before he had seen the way in which the two men were being treated. He was particularly concerned about the poor quality of the food available and the fact that the two had no decent clothes. He contacted various local voluntary agencies and told them of the seafarers' plight and they promptly stepped in and provided provisions and clothing for the two crew members.



The men were very grateful for this concern but it turned out to be rather a mixed blessing as it angered the captain who turned on the seafarers and tried to starve them out — he stopped feeding them and even denied them access to the ship's galley. They would have gone hungry had not local people stepped in and made sure they got one cooked meal a day. Other essential supplies were delivered to them by a nearby foodstore.

Meanwhile, action was being taken by the ITF and the Plymouth representative of the National Union of Seamen Basil Gregory to get the men the pay they were due.

A settlement was eventually hammered out and they got £600 apiece in back pay — a real windfall with which they were clearly delighted!

But they were not out of trouble yet. They were offered new contracts but had to turn them down — very reason-

bly — as they were still only being offered £150 a month, a sum on which they just could not manage.

This derisory offer was made before witnesses in the customs office while their bags — with their personal effects — were being put ashore by the remaining crew members, no doubt on the captain's instructions. The two Africans faced the very real chance that they would have to sleep rough for the rest of their time in Britain.

But at this point — fortunate for them — a local landlady stepped in with the welcome offer of a bed. They stayed at her guest house for a week, until repatriation arrangements were finally sorted out. For the owners had refused to meet the repatriations costs that are traditionally considered as part of the employer's duty towards his seagoing labour force.

The Reverend Michael Vincer of the

Continued on page 11

# Singa Sea sinking sparks bulker "slamming" fears

New doubts about the safety of bulk carriers have been sparked by the loss of the Singaporean-owned Greek flag *Singa Sea* in July.

The ten year old *Singa Sea*, crewed by 25 Filipinos and carrying a cargo of mineral sands, left Bunbury, Australia on July 2 bound for Cape Town. Two days later, in heavy weather, she sank.

An air sea rescue effort failed to discover any trace of the ship, but, miraculously six survivors in a lifeboat were rescued a month later drifting in the Indian Ocean.

The six men were picked up 250 miles west of Perth by the Greek flag *Standard Venture* on August 3. The men were suffering from burns and exposure and required immediate medical attention. One seaman had died on the lifeboat and was buried at sea.

It now appears that the vessel broke in two and sank in about six minutes, throwing the survivors into the sea. Luckily for them, a lifeboat had been torn clear of its davits and thrown from the ship and they were able to climb on board.

The survivors say that the ship broke in two after "falling off the crest of a wave" — testimony that may well shed some disturbing light on the all too frequent bulk carrier losses of recent years.

Before the survivors were found, the London Maritime Association (LMA),

concerned with the spate of bulk carrier losses, put forward a seven point list of unsatisfactory areas where they said ships were being put at risk.

These include the lack of universal standards for hull surveys, the difficulties of thoroughly surveying older ships, the limitations of port state control procedures and the present system of hull classification.

The LMA calls for more stringent surveying, with the more active involvement of charters and insurers in the survey process.

Former Nautical Institute deputy secretary (and occasional contributor to ITF Seafarers' Bulletins) Douglas Foy has long been demanding that more attention be paid to the mounting losses of bulk carriers. Foy cites the fact that a bulk carrier is lost, on average, once every two months. There have been 160 bulk and ore carrier losses reported since September 1980, and yet, as Foy points out, there is no specific research now being undertaken into the causes of these losses.

The evidence of the *Singa Sea* survivors should provide the basis for such a research effort.

Some preliminary work on the behaviour of bulk carriers in heavy weather also raises some serious questions. Masters of large bulk carriers have said that, in heavy seas, it is sometimes impossible to see what is happening in

the ship's forepart from the bridge right aft. One master, in a recent accident, only realised that half his bow had been torn off when the ship's speed suddenly dropped!

A study jointly sponsored by British Shipbuilders, Lloyd's Register, Harland and Wolff and the UK Department of Transport distributed questionnaires to Nautical Institute shipmasters about ship's handling in heavy weather.

It is clear, from the replies to this survey, that bulk carrier masters are particularly concerned about a phenomenon known as slamming.

Slamming damage occurs to the bottom of a ship when the bow crashes down in successive high waves — this damage, over a period of time, may well be responsible for serious structural weakening of the ship.

The sheer power of the swell in heavy weather also affects the top of the ship, as it breaks through the swell. These stresses have often been known to blow in hatch covers and break bow sections.

Perhaps bulk carriers are lost because they are handled improperly in heavy weather, perhaps it is because of fundamental flaws in design and perhaps the ships should have stress meters that masters can use to measure the forces operating against the hull. Whatever the solutions, detailed and extensive research is clearly needed in order to stop the steady loss of bulkers.

## RECORD PAYOUT FOR INDIAN SEAMAN'S WIDOW

Record compensation — of Rs 10.5 lakh (equivalent to \$78,870) — was paid in June to the widow of an Indian seaman killed in an engine room explosion last year in the port of Rotterdam.

A cheque was handed over to the seaman's widow by Leo Barnes, General Secretary of the National Union of Seafarers of India and this has put her in a much better position to provide for her growing family.

Her husband, Hassan Adam Kazi, had

been serving as a fitter on the mv *Shiego Nagano* owned by the Norwegian shipping company Bergesens at the time of his fatal accident. Minutes before the ship was due to leave the Dutch port of Rotterdam on 1 June 1987 it was rocked by an explosion. Hassan, who was only 35, was badly injured by the force of the blast and died before reaching hospital.

Fortunately for Hassan's widow foreign-owned Foc ships like the *Shiego Nagano* — it had been registered by its

Norwegian owners in Liberia — are covered by an agreement concluded by the ITF and the NUSI two years ago, and this ensures that seafarers on these ships and their families receive proper compensation in the event of serious accidents involving injury or death.

The sum Aziza Hassan Kazi has now received, while it will never bring her husband back, will ensure that she and her seven children will not want for the necessities of life.

## ...two West Africans fly out on lucky Friday the 13th

Continued from page 10

Missions to Seamen, who had taken an active interest in the men's case, knew that local folk would be only too happy to help once they knew of the seafarers' difficulties and he set about collecting the £1,000 needed to cover their hotel bills and the flights home.

For though they each had £600 in their pockets this was money badly needed by their families and if they had had to

pay for their tickets and accommodation they would have been left with just £138 after all they had been through.

In under a week he had got the money together and two smiling seafarers were waving goodbye — their ordeal over — to the port where they had made so many good friends during their enforced stay.

Commenting on the case, the Reverend Vincer said the two men had had a very unpleasant time but the officials

involved (the immigration and customs officers and local dock company representatives) had all been very understanding in what had been a very difficult situation.

The case — sadly typical of so many, but at least with a happy ending — attracted considerable publicity in the local press which carried cheerful news stories on the day the seafarers left for home.

# August launch for Danish second register

A call for Australia and New Zealand to have their own international registers has come from ANL Chairman Bill Bolitho, citing the tax advantages of offshore registries like the Isle of Man and the benefits this would bring to trade across the Tasman sea which he described as currently one of the most expensive stretches of water in the world. Commenting on the suggestion, New Zealand Seamen's Union National President Dave Morgan said that his members were already cooperating in efforts to improve the profitability of the Tas-

man route and that the sacrifices they had made would be in vain if the ships were then sold off to foreign interests.

*Strong opposition from the unions has failed to halt the introduction of a Danish international register — plans for which were dropped when a snap election was called in May only to be pushed through parliament in haste a month later. The DIS is modelled closely on the NIS in neighbouring Norway, though it differs in being open only to Danish ships and foreign-owned ships*

with at least a 20-25% participation of Danish interests. The unions rightly fear that the new register will cost many

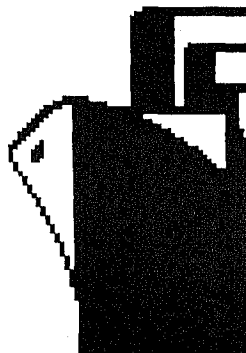
average). In the frank comment of Managing Director of the Danish Shipowners' Association Knud Pontoppidan "shipowners at present have nothing more to request from the legislators". Union reaction, not unexpectedly, has been far less welcoming, with one union referring to the passing of the legislation as the "blackest day for all Danish labour market policy since industrialisation began one hundred years ago". As we go to press (mid-August) it was learned that the talks between unions and owners had been

successfully concluded and that the new register would be in place within days.

Mass demonstrations are being staged by West German seafarers belonging to the ÖTV to mobilise public opinion in a last ditch effort to prevent the government from going ahead with its plans — now nearing completion — for a second German register. The union is opposing the plans on the grounds that

*Continued on page 13*

## The ITF's regular flag by flag roundup



Danish seafarers their jobs and are concentrating their efforts on achieving acceptable agreements for seafarers sailing on DIS registered ships. Agreements have yet to be concluded with foreign unions for service aboard DIS registered ships. The new register offers Danish owners a number of incentives — exemption of crews from income tax, the relaxing of current Danish certification requirements and manning reductions (by one AB a ship on

# Piper Alpha tragedy prompts rig safety review

The explosion and fire that engulfed and tore apart Occidental's Piper Alpha production platform off the Scottish coast on 7 July in Britain's worst ever offshore disaster with the tragic loss of 167 lives has brought home once again with terrifying clarity the appalling price in human terms at which the world's precious resources of gas and oil are extracted from the world's oceans.

The unions who represent the men working aboard the rigs in the British sector of the North Sea have expressed serious misgivings at the effectiveness of current safety procedures offshore and have argued strongly in favour of a system of independent scrutiny such as already exists in the case of major oil producers such as the United States and Norway.

The Department of Energy currently has dual — and the unions would argue largely incompatible — responsibility

for getting the oil out *and* enforcing safety standards. What is needed as Roger Lyons, who is Assistant General Secretary of the ITF-affiliated union Manufacturing, Science and Finance, has repeated over the years is for safety to be monitored by the Health and Safety Executive inspectorate. (The HSE is responsible for the safety of virtually all other major British industrial sectors and indeed included the oil industry in its remit until 1980 when these powers were taken from it by the present government.)

To be fully effective, this move would have to be accompanied by legislation to impose a statutory obligation on oil employers to set up management/union safety committees.

The age of the Piper Alpha rig — it was twelve years old and thus did not incorporate the latest developments in offshore technology — has given rise to speculation about the need for a design reappraisal of some of the older

oil installations. Particular concern has been expressed at the siting of the rig's crew accommodation immediately above a gas compressor as most of those killed were either asleep or resting in their living quarters at the time of the explosion.

The precise reasons for the disaster will no doubt be established in due course by the official inquiry that has been mounted by the UK Department of Energy. This takes the form of a wide ranging public inquiry in Aberdeen with the power to make recommendations preceded an immediate technical investigation. Occidental is also holding its own parallel investigation into the disaster.

The Steering Group of the ITF Seafarers' Section Standing Committee on Maritime Mobile Offshore Units will meet in October to consider what measures should be taken to protect maritime personnel on oil rigs in the wake of the Piper Alpha disaster.

# PRIVATISATION THREAT TO LATIN AMERICAN SEAFARERS

**...a roundup of recent news on the activities of ITF seafarers' affiliates in Latin America. Reports compiled by Juan Fonseca of our Lima office. We hope to carry more reports from the region from time to time in ITF News.**

In an historic breakthrough, transport unions in Brazil representing maritime workers have won inclusion on the committee set up to revise the legislation applicable to the port and maritime sectors. The committee, which includes representatives of the government, owners and the unions, has come about in response to an initiative by the ITF-affiliated Brazilian union federation CNTTMFA, and its leader Aloysio Ribeiro, with support from former ITF Board member Mauricio Sant'Anna and João Rocha of the CNTTMFA's dockers' affiliate.

As part of the review of legislation the unions will be pressing for the creation of shipboard safety committees and the reservation of two-thirds of the jobs for Brazilians on foreign owned ships operating in Brazil.

The national state owned shipping company Lloyd Marítima Brasileira should not be privatised according to a working group set up by the Brazilian Ministry of Transport to advise in on its sale.

The company — a hundred years old in two years time — is fiercely resisting privatisation and the company's two thousand strong workforce, represented by the CNTTMFA, have campaigned against a sale, arguing that

keeping Lloyd Marítima Brasileira in the state sector is vital to the national economy and to the country's defence capability.

Brazil is not the only country on the Latin American continent facing a privatisation threat. In Argentina, the seafarers' union SOMU is fighting moves by the state owned shipping company Empresa Líneas Marítimas Argentinas SA to link up with the German company Hamburg Süd which trades between Latin America and Europe. SOMU says it can see no reason why an economically sound company like ELMA which made a profit of over nine million dollars last year should need to team up with another company.

Meanwhile, trouble is brewing in Colombia where the ITF's two seafarers' affiliates have lodged strong protests against the high-handed actions of the state-owned shipping company Grancolombiana against which long and bitter strikes have been staged in the past.

The seafarers' union UNIMAR has been angered by powers granted to the captain of the *MV Ciudad de Manizales* to punish seafarers — including pow-

ers of detention — for offences under a new disciplinary code. It has charged Grancolombiana with assuming powers that belong properly to the judiciary and accused the company of 'an abuse of shipboard authority' that stands condemned by international organisations concerned with the welfare of the world's seafarers.

The seafarers' union ANEGRA has also lodged a complaint with the Colombian Ministry of Labour against Grancolombiana's attempt to impose a new salary agreement that does away with the cost-of-living and seniority bonuses included in previous agreements. The Ministry has now intervened in the union's support after condemning the company's reluctance to negotiate.

Elsewhere, a call for the adoption of a law setting a definite and coherent policy for the Peruvian merchant navy has come from the ITF-affiliated Peruvian Seafarers' Federation in a press statement that has attracted considerable interest. The union complains that a government decree promulgated in 1983 with the aim of ensuring the maintenance of subsidies has been subverted and has led to private owners chartering in Foc-registered ships and getting rich at the expense of owners flying the national flag, thus reducing job opportunities for Peruvian seafarers. The government is urged to support the state owned shipping company CPV (such as by assisting it in a fleet renewal programme) and to take into state ownership all national shipping companies with less than four ships.

## **...German jobs protests in seaports**

Continued from page 12

they are of doubtful legality, are economically unsound and would have catastrophic social implications for the 17,000 seafarers who would lose their jobs as a result. Numerous strong protests have been lodged with Chancellor Kohl and federal and provincial ministers, without any sign that the powerful arguments the union has mustered against a new register will win the day.

The union campaign has centred on the North Sea ports of Hamburg and Bremen where placard carrying seafarers have brought the message home to local government ministers who favour a second register while ignoring the effects on the local economy of putting thousands of workers out of a job.

Demonstrations and marches have featured a black cardboard coffin bearing a cross and the simple inscription "17,000 seafarers".

The Portuguese-run territory of Macao has set up an international shipping register which offers shipowners the opportunity of operating under the Portuguese flag until the territory is ceded to China in December 1999. The main advantage to owners of the new register is that seafarers' pay is tax free.

On the first anniversary of the introduction of the Norwegian international register NIS just over two hundred and fifty ships (totalling 12.7 m dwt) had joined the register. The ITF's warning that non-Norwegian owned ship trans-

ferring to the NIS would be treated as Focs has had a marked effect in keeping down the number of foreign ships that would otherwise have signed on the new register and NIS officials have frankly admitted that foreign owners' reluctance to join has been one of their biggest disappointments. Less than ten ships on the register have no Norwegian ownership, while a further twenty or so are partly non-Norwegian owned.

Panama has begun offering shipowners sweeteners aimed at encouraging them to use more Panamanian nationals as deck officers. This involves a reduction in the basic annual tax for ships employing these officers as well as the reimbursement of travel expenses for the officers of up to \$2,000.

## Thai rail strike forces privatisation climbdown

A week long national rail strike in June has forced the Thai State Railways SRT to drop plans to privatise rail services and cut the salaries of lower-paid rail workers.

Even the intervention of heavily-armed police commandos, who took up positions at strikers' rallying points — particularly the Bang Sue loco repair shop in Bangkok — was unable to break the strikers' resolve to continue their action come what may.

The strike which began on 22 June initially affected only goods transport and long distance passenger services but when subsequent talks with the management failed to produce a settlement the action was stepped up to include local Bangkok services, effectively paralysing the entire rail network.

Thousands of would-be passengers had their fares refunded and had to use other forms of transport while goods transport — including vital oil supplies — was at a complete standstill from day one.

The strike had the backing of the five main rail unions and at its height involved 20,000 operating staff.

On 23 June, in an unsuccessful attempt to get normal services going once more, two late night passenger trains — on routes south from Bangkok — were driven out of the Bang Sue railyard under police escort past the striking workers. This was done by using drivers from a union that had not joined the strike and with a heavy police guard mounted on the footplate.

This amounted to little more than a symbolic gesture of official defiance of the strikers as the first express train to depart had only one lone passenger — a foreign woman tourist — while another left, similarly protected, but quite empty.

With the rail unions declaring they would continue the strike as long as necessary, losses mounting (it is estimated that the strike cost 72 million Baht in damages and lost revenue — SRT was losing more than 5 million Baht daily in fares alone) and support for the strikers from four labour congresses with 300,000 members the rail company had little option other than to concede defeat.

The terms of the settlement reached after seven hours of tough talking be-

tween management and unions were read to the groups of strikers at Bang Sue and other centres to cheers and clenched fist salutes.

With the SRT climbdown on the two major issues in dispute the unions rightly claimed the settlement as a 'decisive victory'.

Under the terms of the settlement, private companies will be permitted to handle only ancillary services such as catering, cleaning and previously SRT-owned hotels but will be excluded from the operating side of the business.

In a further significant concession to the strikers, SRT agreed that some services that have already been privatised would be returned to SRT management before the current contracts expire.

On salaries, it was agreed that the unions and the rail company would meet to hammer out a new salary system to be introduced at the beginning of the next fiscal year on 1 October.

The unions were successful in winning assurances from SRT that it would not punish the strikers and that a list of 13 other demands currently outstanding would be attended to.

## Safety record of French railways under fire

In the wake of three serious train accidents in two months, the President of the French national railways has resigned, and the new acting head has bowed to union pressure to discuss safety issues.

The ITF affiliated FGTE-CFDT has denounced the SNCF's recent cost cutting policies as a deliberately "calculated risk" where the safety of the rail system is balanced against financial savings. 20,000 employees have been cut from the French railways in the last two years, under instructions from the former right wing government to run on a more "profitable" basis.

Just after 19:00h on the evening of June 27, seventeen people were killed when a commuter train smashed into the back of another train at Paris' Gare de Lyon. Another ten were seriously injured.

The brakes on the incoming train appear to have failed. When the driver was 5-600 metres from the station's underground entrance he went through a red signal because the brakes failed to respond. The driver, realising what was happening, saved many lives by

quick thinking. He ran back through the train warning people of the imminent crash and telling them to move back and brace themselves. Without his action, many more lives might have been lost.

The CFDT has called for the Minister of Transport to set up a commission of enquiry to determine the "detailed causes" of the crash, and they demanded the creation of a round table on railway safety meeting with the Minister, the unions, and the train users' groups.

The second accident happened on July 19 in Toulouse. A passenger train hit the back of another train in the station and 13 people were injured.

Then another accident happened at 13:00h on Saturday August 7 in Paris' Gare de l'est.

The Château-Thierry train failed to stop and went over the end of the platform. One person was killed and 56 injured. Once again, the driver operated the brakes but they did not work — and, once again, this time through the public address system, the driver warned passengers get down and sit down and crouch in preparation.

The driver said that the brakes had been working fine until he reached the station entrance, and then they simply refused to respond.

This has been an incredibly bad year for rail safety in France. So far, 57 people have been killed and 142 injured. In February the Lyon-Grenoble TGV was derailed, without casualties, and on May 28 a passenger train collided with a goods train in the Alps at Antibes, again without injuries.

Government Ministers were recalled from their holidays after the 7 August crash, and after an evening of consultation, SNCF President Philippe Rouvillois resigned on Sunday 8 August.

The next day, over 400 railway workers, mobilised by the rail unions, demonstrated in the Gare de l'est against SNCF policies.

Jean Costet, SNCF Director General, appears to be saying that the railway's policies must now change. He has now offered to open up discussions with the rail unions to include safety and he has promised that "At no time will the SNCF sacrifice safety to the forces of competition."

# Luxembourg rail union disputes job cuts

Relations between the ITF-affiliated Luxembourg Transport Workers' Union, the FNCTTFEL, and their former President Jeannot Schneider — now head of the Luxembourg railways CFL — have reached crisis pitch.

The union has rounded on Schneider and accused him of acting in an autocratic fashion in declaring to the press that the number of railway employees would be reduced to 3,000 or even less by the mid-1990s.

The press statement came as a complete surprise to the FNCTTFEL as it had entered into an agreement with the government on 17 December 1986 setting target dates for a staged reduction in staffing levels on the railways. Using the agreement, the union had in fact succeeded in delaying by two years (from 1990 to 1992) the target date for the planned reduction to three and a half thousand workers.

This consensus was abruptly broken when Schneider, without consulting his former union colleagues, brutally announced the closure of the marshalling yard in Pétingen with the loss of 30 jobs — a decision with serious implications for this depressed region in the south west of the country that has attracted EC aid.

This blow was bad enough but worse was to come when Schneider then told the rail board that the planned reduction of staff by 64 in 1989 might be 'slightly' increased. When these proposals were presented to the union a few days later it emerged that 101 jobs

figure was 'realistic' — the actual number of railmen by that time being likely to be even less than 3,000.

Union president Josy Konz tried valiantly to mend his fences with his predecessor even after these repeated affronts to the union's dignity — but

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## ...3,000 railmen by mid-1990s "realistic" says CFL rail boss...

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were to go, that is 37 more than originally planned — once again, the union views the complete lack of consultation on such a sensitive matter as more than an affront — rather a complete disregard for its role as a social partner whose cooperation is essential for the smooth operation of such a vital public service.

The final bombshell came when Schneider announced to a national newspaper that railman numbers could be reduced to 3,000 by the mid-1990s without any real hardship. This claim hit the headlines once again when Schneider followed this up by telling correspondents at the press conference called on 8 July to discuss the 1987 annual rail report that the this reduced

could not.

Not prepared to stand idly by in the face of this body blow, the FNCTTFEL organised a mass demonstration in Pétingen where President Konz explained why what was happening there had implications that went far beyond the immediate locality. Symbolising the mood of the railmen black flags were draped over two locomotives and the station building as demonstrators gathered under banners saying "hands off the marshalling yard".

Meanwhile, the FNCTTFEL has won assurances from Transport Minister Marcel Schlechter — himself a former FNCTTFEL official — that he at least stands by the 1986 agreement.

## Holiday offer on Turkey's Aegean coast

We would like to draw your attention to a generous offer of low cost holiday accommodation from the Turkish Railway Workers' Trade Union.

As part of its social programme, the union operates three summer camps for DEMIRYOL-IS members at Didim, Sakran and Akçay on the Aegean coast and says that ITF affiliates are welcome to make use of these facilities outside the holiday period (mid June to mid September) when the facilities are reserved for use by Turkish railway workers. The union points out that the climate in Turkey is mild and swimming is possible for several months outside the peak period in both spring and autumn.

The camps are operated on a non-profit making basis and so charges would be low. All can be reached easily from the various airports serving this area of the Aegean coast.

The camps themselves offer good quality accommodation (rooms have their own private facilities) and each has its own restaurant. All are specially designed to be suitable for families with children.

The areas in which the camps are located have much to offer the foreign tourist. Didim is in an area rich in ancient history (Ephesus is nearby), as is Sakran (it is close to the ancient city of Pergamon) while the Akçay camp is located in a region with many thermal springs.

Full details (including photos of the camps and information on charges) may be obtained from the union at the following address:

Turkish Railway Workers' Trade Union Federation  
Necatibey Caddesi  
Sezenler Sokak 5/4  
Yenisehir  
Ankara  
Turkey

## British gov't switches track on Chunnel rail link

The British government appears to have finally accepted the need for building a new, high speed train line to link London with the new Channel Tunnel.

This decision represents a departure from the British government's past train policy, which, unlike almost every other European country, has avoided building new high speed track.

The British have also bowed to very strong pressures from the French government and SNCF railway interests, as well as the unanimous intent of the European Community Transport Ministers.

The French considered that the original decision to build a rail tunnel required the British to accept a new track that could carry high speed TGV-type trains all the way from Paris to London. It would have been patently absurd for ultra modern trains to travel at 300

Continued on page 16

# Truckers' hours should be halved says Dutch study

Almost all Europe's international truck drivers break EC rules on working hours on average once a day.

This is the main result of a survey conducted by Dutch researcher Dr F van Ouwerkerk and two of his colleagues at the University of Groningen which published an earlier study on drivers' hours on behalf of the ITF.

The study involved interviews with 650 drivers from six EC countries — Belgium, Denmark, France, Germany, Italy and the Netherlands — at six major border crossings between the Netherlands and neighbouring countries.

Drivers were asked to take part in a computerised questionnaire and then provide details on the basis of tachometer readings, drivers' logs and personal information of their work schedule on the day before the inter-

view — including time spent driving, waiting and on border formalities, length of breaks, loading and unloading operation etc. This was supplemented by personal information about the driver such as his age and family circumstances and professional details (the firm he worked for, the truck and load type etc). Drivers were also asked questions about their medical history, how tired they got and the effects of the job on their social lives.

The average age of drivers was 36 and the typical driver had held a professional truck driver's licence for fifteen years and worked for ten years in international operations. He would thus normally be considered to be in the prime of life, at the peak of his health and fitness.

The survey found widespread ignorance of the restrictions on driving time per week or two week period laid down in EC Regulation no 543/69, though drivers were generally aware of the rules on maximum uninterrupted driving time.

Nonetheless, drivers often break the rules citing the fact that goods must be delivered on time as the reason for this and pointing to the competitive nature of the industry which means that operators and drivers alike tend not to take the rules seriously. Some drivers gave pressure from employers as a reason for not keeping to the rules while a smaller sample found the rules unreasonable.

They did so by working more than the number of prescribed driving hours per day or by not observing the prescribed rest periods. French drivers broke the rules most, Danish drivers the least.

The survey found that drivers worked very long days — 14 hours on average in every twenty four and 69 hours a week (excluding short breaks). Generally they get only about seven hours uninterrupted sleep and have about 10 hours a day free time (including the sleeping time and short rest breaks between driving spells). Dutch, Belgian and French drivers were found to work the longest days, at slightly over 14 hours and Belgian and Danish drivers had the longest working week (76 hours being the record for Danish drivers), while Belgian and German drivers had only six and a half hours uninterrupted sleep on average — a factor that caused the researchers some concern.

Asked to give reasons why they felt fatigued from a number of choices, most drivers opted for long working periods while some drivers tended to cite time pressure as the cause. The physical labour in driving a truck was

not felt to be a factor except by French drivers, while other activities (such as loading and unloading) were felt only by the German and French to be a major cause of fatigue.

When drivers were questioned about health problems four out of ten answered that they had none while of the rest nervousness, chronic back pain, neck and shoulder pain, and hernias were cited most. These findings were not unexpected given the sedentary nature of the drivers' job and the heavy loading and unloading operations involved. The stomach problems, frequent headaches and hypertension also reported by some drivers are possible indicators of the stress under which they work.

Over half the drivers in the survey agreed that the demands of their job meant that their social lives were extensively disrupted and that they were not able to spend as much time with their families as they would have liked. Most spent weekends at home but found that they needed a greater part of this precious free time to recuperate from the demands of the working week and so families had to take a back seat. This meant that significant numbers of drivers quoted problems with either their wives or children arising from their job.

Summing up the researchers point out that Europe's international truck drivers work almost twice the number of hours a week as other workers. Their main conclusion is that their working time should be amended drastically to bring it into line with what would generally be considered 'normal'.

The researchers call for action to be taken to reach a more socially acceptable working pattern for drivers by organising the work more efficiently and dividing it more equally among drivers. In addition they say that drivers must be enabled to spend more time at home, possibly by rearranging working time in such a manner that they are able to spend one whole week in four at home.

Financial assistance for the study was provided by the Directorate of Traffic of the Dutch Ministry of Transport and the Directorate of Labour of the Ministry of Social Affairs.

The study — entitled Working Hours of European International Truck Drivers — is published by the Foundation for Traffic Safety and Scientific Research and enquiries should be directed to the following address

P O Box 25065  
3001 HB Rotterdam  
Netherlands.



## ...high speed London—Kent coast line agreed

Continued from page 15

km/h until they reached England, and then to have to cut their speed in half and run on old track for the last half of the journey. The tunnel's potential competitiveness with air travel between London and Paris would also have been endangered had there not been a high speed line. This pressure was added to when the Belgian and Dutch governments agreed to link high speed connections to the French line that was being built to the Channel Tunnel entrance — in fact these plans were drawn up with projections based on the existence of a high speed line all the way to London.

The delicate process whereby the British government changes its mind about something is quite a saga. When the Channel Tunnel treaty was signed the British agreed to "upgrade" track in Southern England to allow TGV-type trains to run at slightly higher speeds. Earlier this year, at a meeting of EC Transport Ministers, the British were convinced to allow British Rail to conduct an independent study into whether or not a new line should be built.

Now, inevitably, British Rail have made just such a recommendation, and it appears that the government will be willing to go ahead.



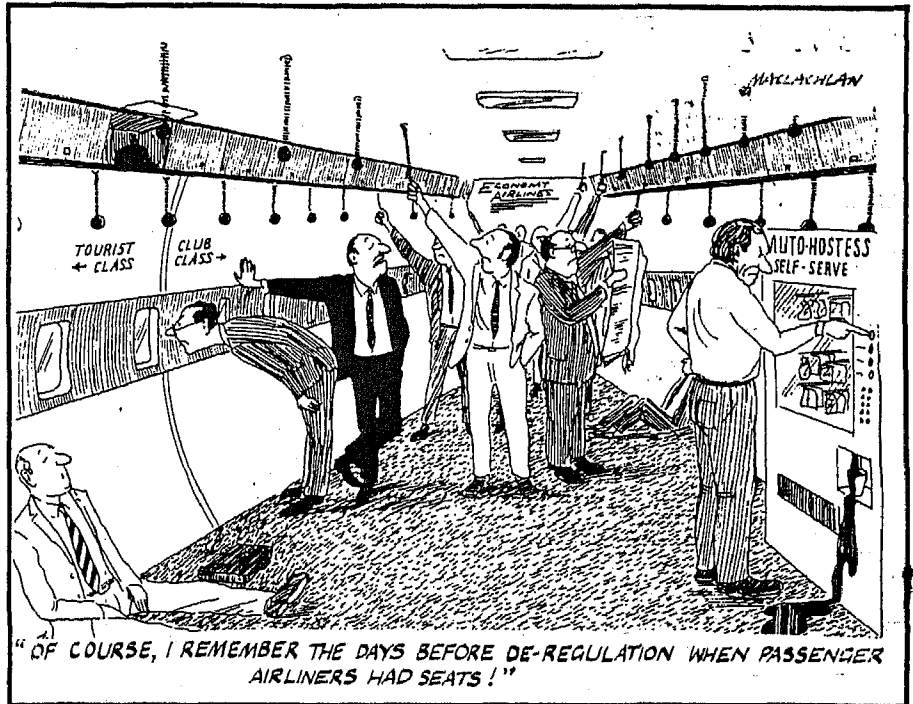
## Court stops Lorenzo's Eastern cost cutting package

The flagging fortunes of Eastern Airlines — part of Frank Lorenzo's giant airline empire — never far from the headlines were once again back in the news at the beginning of August when the unions won the first round in their legal challenge against Lorenzo's latest plans for the debt-ridden and strife-torn airline.

A Washington Federal court judge hearing the union case against a cost cutting package due to be implemented at Eastern from the end of August issued a temporary restraining order forbidding Lorenzo from implementing the cuts after saying that the unions had "made a strong showing that Eastern possesses a union animus".

The court decision means that the measures which would have involved ending flights to 14 (mostly western) cities, closing its Kansas City hub and eliminating up to 4000 jobs cannot now go ahead, at least for the time being.

In explaining his decision, the judge found that Eastern was "trying to circumvent the bargaining process" with the unions and the proposed cutbacks involved "a sufficient threat of injury" to the unions to justify a temporary injunction.



No date has yet been fixed for the hearing which will decide whether a preliminary injunction should be granted against Eastern. Meanwhile, the airline company,

which is in serious financial trouble, is known to be considering an appeal. The Miami based airline lost \$182 million last year and has accumulated losses of \$1 billion since deregulation ten years ago. The recent focus on safety at the airline has also hit it hard with passengers preferring to book on its competitors.

\*Meanwhile, Eastern has at last recognised that union concern at lax safety standards within the company is justified and has agreed to a demand for labour-management cooperation on safety issues.

Under the terms of an agreement reached with the help of former Labor Secretary William Brock in his capacity as special mediator, the three unions at Eastern — ALPA, the IAM and the Transport Workers' Union — will assist the company in setting up new master and local safety committees (including FAA representation) and in ensuring that existing committees that have fallen into disuse are reactivated. Professional standards review panels are also a feature of the agreement.

Eastern has agreed that it will not attempt to operate aircraft that pilots, maintenance or dispatch staff consider to be unsafe and that it will not put pressure on employees or punish them for reporting safety problems.

The unions have entered into the agreement in the spirit of good faith and now hope that Eastern will act likewise.

ITF Deregulation sticker  
for Civil Aviation Week  
in December



# Air Nauru: Indian strike breaking bid foiled

As the strike by Air Nauru pilots continues (see May and June issues of ITF News) — it is now over two and a half months old — questions were raised in the Indian parliament on the first of August regarding the role of the Indian government in sending replacement pilots to break the strike.

Faced with an all out strike, the government of the tiny central Pacific island republic of Nauru had made a formal approach to the Indian government for assistance and Prime Minister Gandhi had promptly authorised the sending of two pilots. Their union was informed by Indian Airlines that two B 737 instructors were to be sent to Nauru on secondment. It is a relatively common practice for Indian pilots to help train other third world airline pilots and there was no reason to suppose that this was anything other than a purely routine request. News of the strike had not yet filtered through to India and so the full implications of agreeing to send out the pilots was not realised.

The Nauru government still badly needed more pilots if it was to get services operating again and so it was soon back asking for more assistance from India. This time the government was even more generous and agreed in principle to twenty Indian Airlines pilots being seconded to Air Nauru.

There is no doubt that the twenty pilots would have gone to Nauru had the All India Coordination Committee of Aviation Trade Unions not stepped in at this point. They had been alerted to

what was happening by ITF Asia/Pacific regional secretary Mo Hoda in an urgent communication from ITF headquarters and asked for their help.

The committee wasted no time in taking action in support of the striking Air Nauru crews. Pilots with the three main airlines — Air India, Indian Airlines and Vayudoot — issued a statement condemning the move to supply strike breakers and this was given widespread coverage in the Indian press. Full background details also appeared on the

on the floor of the house. But public opinion in Indian is so outraged that Prime Minister Gandhi is now reported to be reconsidering his earlier decision.

Further evidence of the Indian government's acquiescence to the wishes of the Nauru government is provided by reports that it is prepared to take over surveillance of Air Nauru operations from the New Zealand Ministry of Transport. The Ministry had abandoned this role on June 24 because of the Nauru government's unwilling-

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## *...Indian government prepared to second twenty pilots to Air Nauru...*

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strike and the ITF's part in seeking to defend the trade union rights of the Air Nauru pilots.

The coordination committee then contacted members of the parliamentary opposition who promised to raise the matter in parliament. At the same time protest cables were sent to Prime Minister Gandhi and the Aviation and Labour Ministers urging them to rescind the decision to send strike breakers to Nauru. The press carried reports of the strike and the unions' concern at the government role on the morning of the day that the matter was due to come up in parliament.

According to our latest information, the government is still considering its reply to the questions that were raised

ness to put right various safety breaches. It had been thought that Air Nauru would experience difficulty in finding another civil aviation authority to take it on—given the strong criticism of safety standards implicit in the New Zealand move against the airline. But this proved not to be the case.

Meanwhile, the strike continues without any sign of a break in the deadlock. The government adamantly refuses to meet the officials of the Nauru Airline Pilots' Association (NAPA) despite their willingness to attend round-table talks on a settlement of their long-standing grievances. It has shown no signs of reinstating the seventeen striking pilots it sacked in mid-June.

# ITF deplures shooting down of Iran Air jet

In a statement issued on July 4, the ITF, representing almost a million civil aviation workers worldwide, deplored the shooting down by US Naval forces — apparently by accident — of an Iran Air A300 over the Straits of Hormuz on 3 July.

“Armed attacks against innocent aircraft engaged in civil aviation whether by terrorist organisations or by states' armed forces can never be justified” said ITF General Secretary Harold Lewis in a comment on the tragic loss of the airliner and all those on board.

While recognising that the presence of US naval forces in the Gulf is designed to protect merchant shipping, an objective strongly supported by seafarers' trade unions, he stressed that the ITF has long argued that this task should be carried out by a naval force under United Nations control.

“This tragic incident, with the loss of nearly 300 innocent lives, demonstrates the high risks involved in filling the Gulf region with lethal high technology naval hardware without any

sign of a political solution to the long running war”, he said, adding that the Security Council must now take immediate steps to place a UN force in the Gulf and to secure a ceasefire through the implementation of Resolution 598.

In the meantime he called on all states to refrain from any further acts which might pose a danger either to seafarers or to the crew or passengers of civilian aircraft.

# SAS link up with Aerolíneas Argentinas

The President of Aerolíneas Argentinas Horacio Domingorena resigned on August 16 in protest against the Argentine government's decision to sell 40 per cent of the state owned airline to Scandinavian Airlines System (SAS).

Coming in the wake of the unsuccessful attempt by SAS to join forces with Sabena and to buy British Caledonian (now swallowed up by British Airways) the Argentine deal demonstrates the determination of the Scandinavian grouping to establish a role for itself amongst the small group of 'mega carriers' which is emerging in the new deregulated world airline market.

Earlier in the month a rival bid by Argentina's private sector airline Austral, supported by Alitalia and Swissair, seemed a possibility, but this was re-

jected by Rodolfo Terragno, Argentina's Minister for Public Works, who has masterminded the deal.

Faced with growing competition from US carriers and the high cost of replacing ageing fleets of aircraft, many other airlines are following the SAS lead and looking for international link ups. In this they are being helped by hard up governments who have suddenly realised that their airlines can be a lucrative source of ready cash.

Iberia, the Spanish state owned carrier is reported to be considering purchasing up to 49 per cent of Pluna, the Uruguayan state carrier while Swissair has bought a 4 per cent stake in Austrian Airlines. Meanwhile Air Canada and Air New Zealand are slated for imminent privatisation.

In fairness to Domingorena's free market credentials it has to be said that his objection to the SAS sell-off was that the price being demanded was too low. The officially announced price is \$204m but Domingorena claims that the real figure is around \$60m with only around \$20m being paid in cash. "The Duty Free shop in Buenos Aires airport is worth more than that" he is quoted as saying.

Under the new arrangements the government will continue to hold 51 per cent of the shares, with 9 per cent going to airline employees. SAS will not be able to sell or transfer its 40 per cent shareholding. The new company will have a 12 man board— seven seats for the government, 4 for SAS and one for the airline management.

## PEOPLE

**Henrik Aasarød** retired after sixteen years as President of the Norwegian Seamen's Union on 28 July on reaching his 60th birthday. Henrik is a well known figure in Norway, where he has served on many bodies concerned with seafarers' welfare and training and indeed throughout Scandinavia, particularly in his capacity as President of the Nordic Transport Workers' Federation. Within the wider international movement, he has played an active role in the ITF, serving as a member of the Executive Board from 1971 — a position from which he is now resigning — and within our Seafarers' Section.

**Edvin Ramsvik** has been elected to succeed Henrik as the union's new President. Ramsvik has worked at the union's Oslo headquarters since the mid 1970s, most recently as its Vice President.

Leading trade union official **Jan Balstad** has replaced Kurt Mosbakk — who piloted the NIS through parliament last year — as Norway's shipping

minister. Balstad comes from the LO trade union federation where he specialised in economic affairs.

**John Coombs** has been elected as the next Assistant General Secretary of the Australian Waterside Workers' Federation. He succeeds **Leo Lenane** who retired in July. Coombs has been WWF Federal Organiser since 1982 and is his union's deputy on the Committee of the ITF Dockers' Section.

**Norman Hitchen** retired as Assistant General Secretary at the recent conference of the British Transport Salaried Staffs' Association (TSSA).

Australia has just set up its own Civil Aviation Authority on the English model and appointed its various officials. We send hearty congratulations to **Barry Robinson**, Secretary of the Aviation Division of the Transport Officers' Federation, who has been appointed a director of the nine member authority.

**Michael Sacco** has been elected to succeed the late Frank Drozak as President of the Seafarers' International Union of North America. Sacco has been acting President during Drozak's last fatal illness. Sacco has also been appointed President of the Maritime Trades Department (MTD) of the AFL-CIO.

The ITF was dismayed to learn in July that the British government had decided not to nominate EC Transport Commissioner **Stanley Clinton Davis** for a second four year term of office. The decision seems to owe more to the fact that Lord Cockfield was to be replaced than to any dissatisfaction with the record of the Commissioner. In keeping with tradition, the Labour party was asked to nominate a candidate and former Scottish Secretary **Bruce Millan** has been appointed as the second British member of the Commission. The retirement of Stanley Clinton Davis has come as a blow to the ITF. As Harold Lewis says: "We have lost a staunch defender of workers' rights".

## OBITUARIES

### **ITF Civil Aviation Section Vice Chairman Mick Martin will be greatly missed**

Gerry Kiely, retired National Officer of the British Union of Shop, Distributive and Allied Workers (USDAW), died in May, at the age of 71. A union official for nearly fifty years, Gerry worked for USDAW from the time it was formed just after the war and served as its National Officer for some seventeen years. Within the ITF he played a considerable role both as a member of the Committee of the Road Transport Workers' Section and as a long-serving Lay Auditor before he retired in 1983 at our Madrid Congress.

Roger Wilkins, Deputy General Secretary of the British National Union of Seamen, died at the end of June, aged

only 52. Roger worked on the ferries for eleven years before coming ashore as a full-time NUS official in the early sixties. ITF Assistant General Secretary Åke Selander has contacted the union to pass on his deep regret at the early death of a man who was very genuine and cared deeply for his fellow human beings and was at the height of his union career.

We have just received the sad news that ITF Civil Aviation Section Vice Chairman Mick Martin died on 16 August. Mick was National Secretary for Civil Air Transport of the British Transport and General Workers' Union where he was a widely respected top official who had given many years of

loyal service to workers in the air transport industry and in the public services.

Mick took over as the Vice President of the ITF Civil Aviation Section in 1985 at the Stockholm Civil Aviation Section Conference. He was a very popular choice and brought his very considerable gifts to bear in helping guide the affairs of the Section. He was re-elected to the post in 1986 at the ITF's Luxembourg Congress.

Commenting on his death, ITF Civil Aviation Secretary Pio Albanesi said: "We shall all greatly miss Mick. I have known him for a long time and held him in real affection. It is very sad that he will not be with us in Tenerife later this year."

## FORTHCOMING MEETINGS

20-21 Sept.	Rhine-Main-Danube Working Group	Strasbourg
26 Sept.	Cabin Crew Technical Committee	Tenerife
27 Sept.	Flight Deck Technical Committee	Tenerife
28-30 Sept.	Civil Aviation Section Conference	Tenerife
4-6 Oct.	Road Transport Section Conference	Brazil
17-18 Oct.	Executive Board	Nuremburg
30-Nov.-2 Dec.	Seafarers' Section Conference	Brazil

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