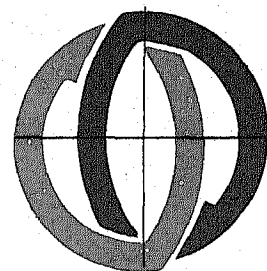


ITF NEWS

October 1988

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NO TO PINOCHET!**CHILE VOTES FOR DEMOCRACY**

As had been widely predicted the people of Chile said a decisive no to General Pinochet when they went to the polls on 5 October in the first free election since the military came to power in the bloody coup that ousted President Allende fifteen years ago.

A decisive fifty four per cent of the population voted against Pinochet's bid to win himself a further eight years in office. The yes vote stood at forty three per cent.

The rejection of Pinochet showed the overwhelming support of Chileans for the 16 party coalition which had actively campaigned for a 'no' vote in the plebiscite.

The polling took place under the eyes of international observers, including a number of US and European politicians there to monitor the fairness of the election.

Also in Chile to observe the vote was an ICFTU delegation which included Miguel de Julian of the Spanish UGT. The group of international trade unionists took advantage of the occasion to visit trade union leaders Manuel Bustos and Arturo Martinez who are in internal exile for their opposition to the Pinochet regime.

Following the election, ICFTU General Secretary Johnny Vanderveken sent a message of congratulations to the workers of Chile saying that the results represented a victory for the country's democratic trade union movement which had always been at the forefront of the struggle against the dictatorship.

"Through your tireless work, and your readiness to risk your freedom, and your lives — as shown by the murder of trade unionist Tucapel Jiminez (assassinated in 1982), and the torture and imprisonment that you and many others have suffered, you have given hope back to the Chilean people. You have helped them conquer their fear, and recover their confidence in democracy," Vanderveken said.

When the results were announced delighted and chanting crowds spilled out in to the streets to celebrate their victory over one of Latin America's most repressive dictators. The military reacted in the customary way with water cannon accompanied by whiffs of tear gas to disperse the demonstrators.

Pinochet, while admitting defeat, has said that he intends to continue in office until March 1990 as provided for in the Chilean Constitution but it is hard to believe given the extent of the 'no' vote and the clear wish of the Chilean people for a speedy return to democracy that he will be able to carry out his intention.

Earlier, the 15th Session of the ICFTU Committee for the Defence of Human and Trade Union Rights in Latin America was held in Santiago on 14 and 15 September to show solidarity with the workers of Chile in the run up to the plebiscite.

Continued on page 2

Bermuda's booming flag (10)

...international solidarity with exiled union leaders

Continued from page 1

Fittingly, Manuel Bustos — due to be exiled with Martinez that very week — was chosen to chair the meeting which his fellow CUT colleague Martinez also attended and in which he played an active role.

In his address, Bustos forecast that the opposition to Pinochet would win a 'clear and categorical' victory in the forthcoming referendum, adding that the labour movement in his country

*... "you have given hope
back to the people"
— ICFTU message to
workers of Chile*

was preparing to defend a triumph marking the beginning of the restoration of their legitimate rights.

On the afternoon of the second day of the meeting members of the Committee led a march through the city accompanying Bustos and Martinez as they reported to the Supreme Court to comply with the court order sentencing them to 541 days internal exile which was to begin that day.

Trade unionists from over thirty countries — led by ICFTU Assistant General Secretary Enzo Friso and Luis Anderson, General Secretary of the ICFTU's regional organisation ORIT — and a large Chilean contingent took part in the march and though it was a peaceful display of international solidarity the Chilean authorities obviously considered the event a threat and reacted to it in this light.

The police allowed Bustos and Martinez and the ICFTU leaders to enter the supreme court building and then used force to try to break up those massed outside. The usual weapons — water cannon, tear gas and baton blows — were very much in evidence and a number of marchers — Chileans and foreign trade unionists alike — were injured in the police assault. A passer by was also beaten up.

The President of the court saw the ICFTU delegation as agreed, but the meeting, in Enzo's words, was "very short and unproductive". And while it was going on the police were busy breaking up the gathering outside.



General Pinochet — the unwanted dictator

Freedom plea

Following the Santiago meeting, the ICFTU Committee for the Defence of Human and Trade Union Rights in Latin America has stepped up its campaign for the freedom of Bustos and Martinez.

Messages have been sent to General Pinochet and the President of the Supreme Court demanding the immediate and unconditional freedom of both men and governments are being urged to follow suit.

Bustos and Martinez have also received many personal messages of solidarity as they begin their long and lonely exile ordeal.

General Secretary: Harold Lewis

Publications Officer: David Cockroft

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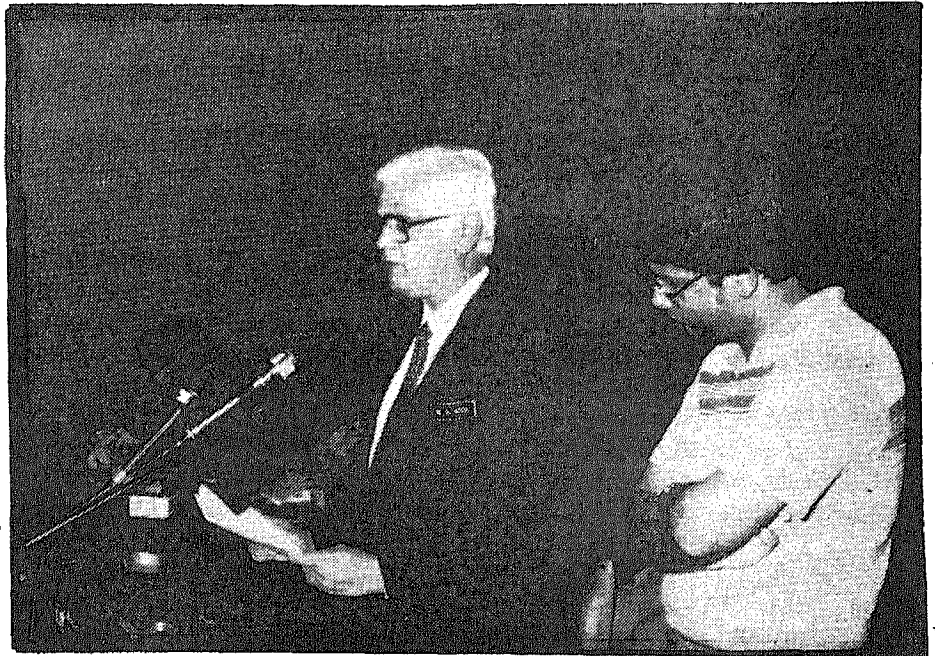
DAVID ATTENDS TWU CONFERENCE

The 10th Triennial Conference of the Malaysian Transport Workers' Union was held on 18 September in the presence of union General Secretary Dr V David.

In any other country, this fact would scarcely be remarkable but there had been times in recent months when it seemed as though David would still be detained when the meeting took place.

As it was he was able to say with real feeling in his opening address to the over three hundred delegates how proud and privileged he was being in their midst. At the same time he offered an apology for not being able to visit individual TWU members at their place of work because of the restrictions under which he has been placed.

David went on to call for the introduction of a legal minimum wage for Malaysian workers and the establishment of a national board to fix a fair price for essential commodities which were spiralling out of the reach of ordinary workers. He also urged that due recognition be given to the special



ITF Regional Secretary Mo Hoda addresses the conference

skills of transport workers in what was increasingly becoming an advanced technological industry.

He concluded his address by re-

mindings delegates of the union's 30th anniversary later in the year and pledging that the TWU would never abandon its fight for human and trade union rights.

Regional Secretary Mo Hoda attended the conference on behalf of the ITF and in his address to the assembled delegates said that he had come in a spirit of solidarity with Dr David who was a widely respected trade union leader and had made a very real contribution to the international workers' movement.

He added that the restrictions on David caused grave concern to trade unionists everywhere and promised that the ITF would continue to urge the Malaysian government to end the curbs on trade union activities which were the root cause of David's detention.

It was greatly to be regretted that the governments and employers in many countries in the region looked on trade unions either as a nuisance or as trouble makers and dealt with them accordingly, often in contravention of basic ILO principles governing the rights of freedom of association.

He pledged the ITF's support for efforts to ensure that the trade unions were treated as equal partners in nation building and hoped that Dr David would be free to travel to Australia at the end of the year when an important meeting of the Asia/Pacific regional committee was taking place.

PEOPLE

General Secretary of the British Transport Salaried Staffs' Association Bert Lyons will be retiring next May just before he turns 60. Bert has decided to leave some two years before he reaches the union's normal retirement age because many of the TSSA's top officers will be retiring soon and he wants a new team to take the union in to the 1990s. Bert became TSSA General Secretary in 1982 after nine years as the union's Assistant General Secretary and leaves the TSSA at a time when it is considering a merger with another transport union. The union organises white collar staff both on the railways and in travel agencies and Bert has represented these two groups for many years within the ITF both as an active member of the Committee of the Railwaymen's Section and as Vice Chairman of the Travel Bureau Workers' Section, where he has played a key role in guiding the affairs of the Section.

Prominent British trade union leader Clive Jenkins has announced his retirement at 62. Jenkins has been General Secretary of the Association of Scientific, Technical and Managerial Staffs (now known as Manufacturing, Science, Finance) for nearly thirty years during which time he has built up the union into a highly effective organisation for skilled staff. Ken Gill, joint General Secretary with Jenkins since his union TASS joined the MSF, will now take over sole control of the union.

Arthur T Hughes, Assistant General Secretary for the past twenty years of the British United Road Transport Union (URTU), is retiring this December after a union career which earlier included a six year term — from 1956 to 1962 — as URTU president. Arthur has represented his union for a number of years on the Committee of the ITF Road Transport Workers' Section.

ITF ROAD TRANSPORT WORKERS MEET IN RIO

Sixty delegates from 21 countries met in Rio de Janeiro for three days at the beginning of this month in the first ITF Road Transport Section Conference to be held in a developing country.

The Section Conference, from 4-6 October, was hosted by the Brazilian Confederation of Inland Transport Workers (CNTTT). The head of the Brazilian highways department opened the meeting, which went on to detailed discussions of the Section's business.

Over a third of the delegates came from Latin American affiliates and the conference agenda included a detailed discussion of the road transport industry in Latin America (see box). The conference's Latin American flavour was further reinforced by the fact that the second day of the meeting coincided with two historic milestones — the promulgation of Brazil's new democratic constitution and the defeat of Chilean Dictator Pinochet in a nationwide plebiscite.

Despite the great geographical and economic differences between the countries where ITF Road Transport unions organise, delegates found much common ground. Excessively long working hours and the inadequacy of government regulations to guarantee the safety of road transport were universal problems.

In discussion of the Section's continuing efforts for the "humanisation" of the industry, delegates decided to support an international research project into the relationship between long driving hours and fatigue. Based on the work of Swedish Professor Åkerstedt, and his "EEG Method" on fatigue in railway drivers (see ITF News September 1988), affiliates decided to undertake research on drivers in their own countries to be brought together in an international survey.

The Conference also discussed and adopted a policy statement on truck cab design. In continuing discussions with vehicle manufacturers and their international organisation (OICA), the ITF has found that many manufacturers are concerned with the trade union view on design matters. The OICA asked the ITF to determine its position on the question of mandatory fitting

and wearing of safety belts in cabs. The Conference voted unanimously in favour of the compulsory fitting of belts, and, overwhelmingly, for the wearing of seat belts in trucks to be made mandatory.

Many affiliates presented papers on questions of new technology. Delegates stressed the need for greater training to help them cope with the wider implications of these changes and the crucial importance of trade union involvement in the introduction and application of new technologies.

The most controversial debate took place on the question of owner-operators. Unions in many countries are seeing workers turned into 'entrepreneurs' who own or lease their vehicle and work on a contract basis. Many delegates stressed that these new

'owners' had much less social protection than workers, with no sick pay, vacation benefits or pensions. Delegates were unable to agree about the best way to tackle the problem. Representatives of the Spanish UGT told the meeting how they had made progress in organising such drivers into co-operatives and from there, into the union. Other delegates felt that trade unions should not be involved in organising owner-drivers, or that the amount of work that could be contracted out to owner drivers should be restricted. The Road Transport Section Steering Committee was asked to produce a draft policy for the next conference.

Delegates applauded CNTTT President Orlando Coutinho and his union for the excellent job they had done in hosting the successful conference.

Latin American focus

The countries of Latin America are struggling under the enormous burden of a severe economic crisis, and their trade unions need the solidarity and assistance of the international trade union movement.

That was the message delivered by the many Latin American delegates to the ITF Road Transport Section Conference in Brazil.

Road Transport workers suffer in the most direct manner. Their working conditions are bad, their pay inadequate and their voices all too often ignored by the new democratic regimes who sometimes seem bent on pursuing the same economic policies as the dictatorships they have replaced.

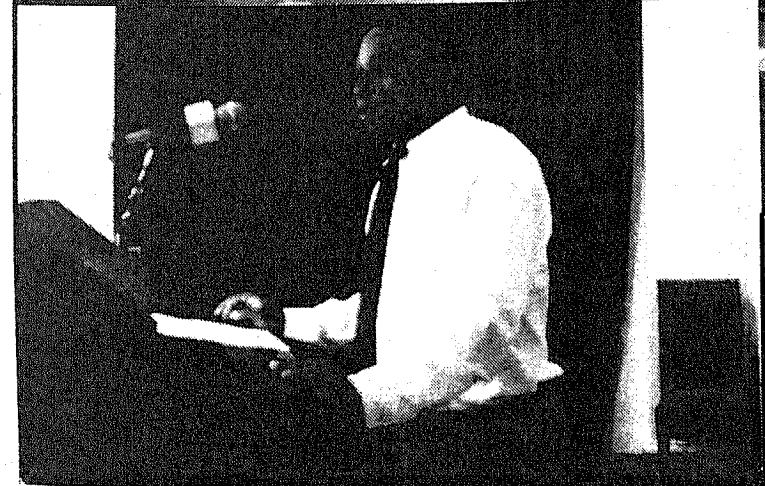
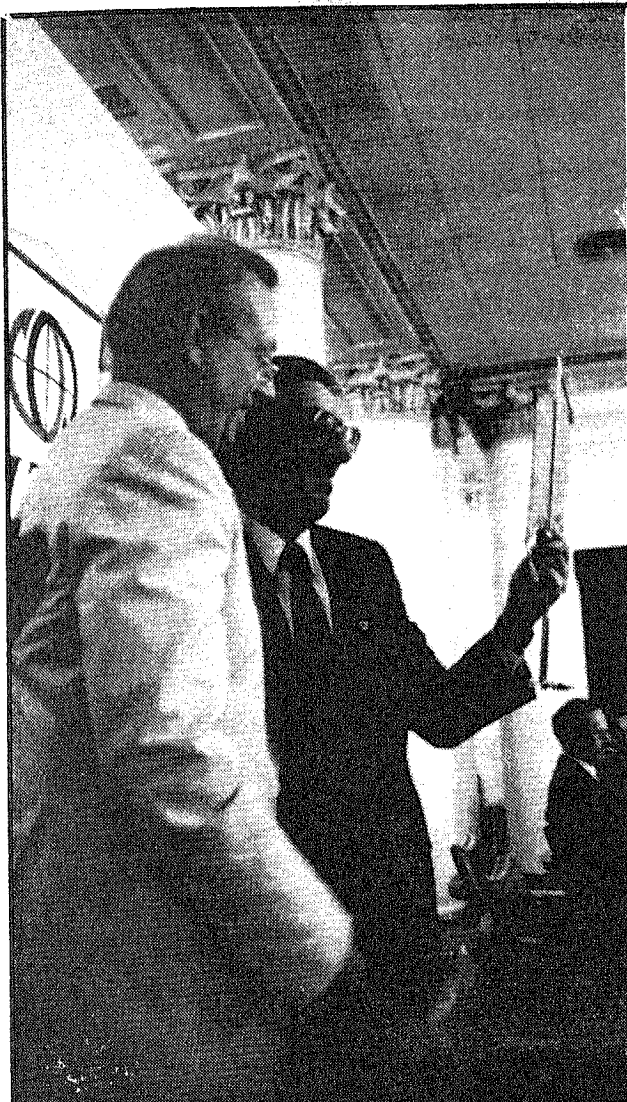
Argentinian drivers' union leader Ricardo Perez told the conference that his members suffer from "excessive working hours and fatigue". Even when there are regulations on driving hours they are not enforced. Drivers have to cover huge distances, often having to drive long distances in order to find a safe settlement to stop in.

Uruguay's bus workers' union President Carlos Manfrini said his government's policies hadn't changed with the departure of the dictatorship. Uruguay is "being choked" by foreign debt, and workers' salaries are declining. "Latin American workers live in a completely different reality," he said, "they have no access or rights to culture or leisure."

Brazilian CNTTT President Orlando Coutinho told delegates that Latin America had inactive governments, weak economies and weak trade unions. He called for a much higher profile for the ITF in Latin America and for greater international solidarity to the unions in the region.

Venezuela's Carlos Andrade (FEDETRANSPORTE) regretted that Latin American governments do not involve trade unions in the decision making processes. They must be forced to consult more, he said adding that Latin Americans must work for greater unity and strength within the trade union movement.

A special resolution stressing the need for a proper policy for road transport in Latin America in line with ITF principles was adopted unanimously.



*ITF Rio de Janeiro
Road Transport Conference
in pictures*

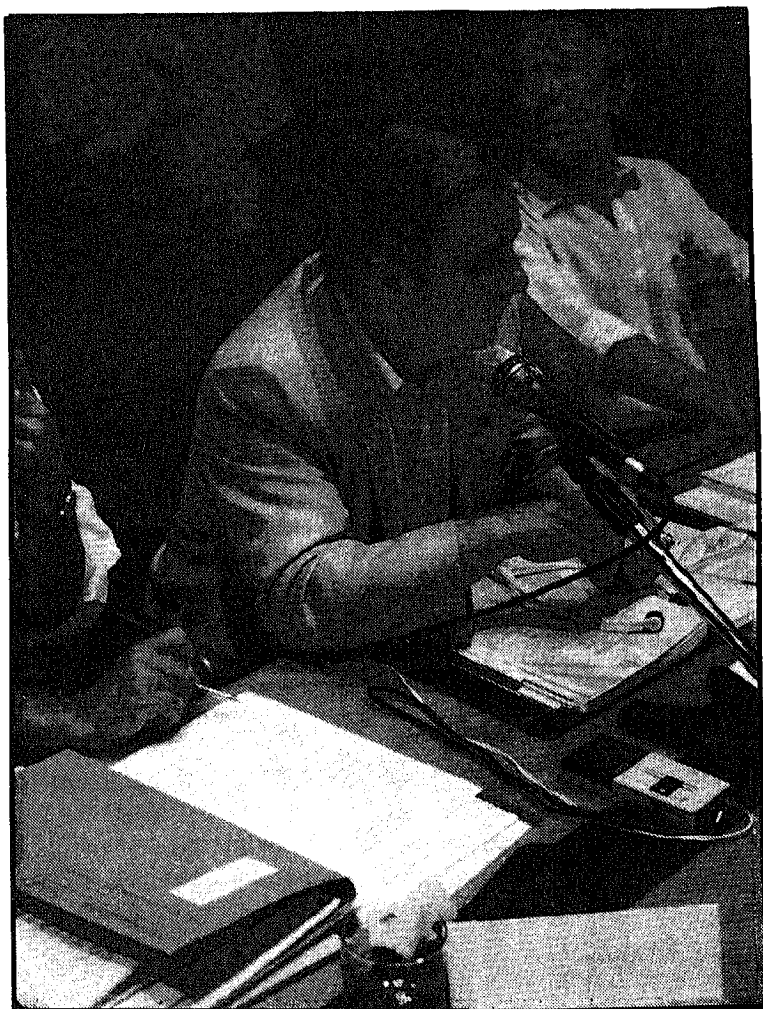
ITF unions get ready for Civil Aviation Week

Preparations for the launch of the ITF's Civil Aviation Week — scheduled for the second week in December — dominated the ITF's Civil Aviation Conference held in Tenerife from 28-29 September. Civil Aviation Week will mark the start of an international campaign to concentrate the attention of governments, the travelling public and union members on the negative aspects of airline deregulation.

Conference Chairman Bill Scheri's first task was a very sad one, to ask the delegates to stand in memory of the members of the Section who had died since the last Conference and, in particular, to pay tribute to the work of Mick Martin of the British T&GWU who had served as Section Vice-Chairman. David Peel from the same union was elected by the Conference as Mick's successor.

The Conference, which was attended by 113 delegates from 55 unions in 31 countries, adopted a detailed policy statement which will form the basis for the Anti-Deregulation Campaign. Introducing the statement, ITF Civil Aviation Secretary Pio Albanesi pointed to the transformation which has taken place in the civil aviation industry worldwide over the past ten years. New technologies and a world economic crisis have coincided with the effects of deregulation in the USA, some of which have been catastrophic. He stressed that governments have a vital role to play in regulating world civil aviation since only they can take decisions relating to safety; the quality and frequency of services; and the role of air transport in the overall national transport strategy. On the other hand we have to accept that "deregulation has arrived and it will never be possible to return to the world as it was before 1978".

Civil Aviation Week will therefore, the conference agreed, focus on a "New Framework of Regulation". Governments and international organisations such as the International Civil Aviation Organisation (ICAO) must impose stringent regulations on certain aspects of airline operations: safety;



Bill Scheri (IAM) at the mike with Harold Lewis

pollution standards; training and certification of staff. Governments must also exert strong influence over issues such as standards of service; frequency of flights; wages and social conditions; competition policy; and fares. Other aspects, such as detailed decisions on pricing and services should be left to airlines, in consultation with governments and with the agreement of their trade unions.

The slogan for the week will be "De-regulation — No Thanks" and this will reinforce the ITF's belief that US style deregulation has proved a disaster in the US and will be equally disastrous if applied elsewhere. The campaign will also emphasise that wherever there is increased liberalisation within a group of countries, this should be accompanied by moves to

harmonise working conditions and social benefits for aviation workers.

Several resolutions were adopted by the Conference. One, dealing with Air Safety, called for the creation of a joint European Air Safety Agency to co-ordinate safety regulations across national frontiers. Another condemned the anti-union policies being adopted by the management of UTA in France which is trying to cut staff wages by up to 60%.

The Conference was preceded by meetings of the Cabin Crew and Flight Deck Technical Committees which both debated in detail the question of licensing at ICAO. Ramos Miguel of the UGT was elected as Chairman of the Flight Deck Technical Committee to succeed Roger Bricknell and Cap-

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TRUMP BUYS SHUTTLE FROM LORENZO

September's US Court of Appeals ruling (briefly reported in the September issue of ITF News) that Eastern was within its rights in dismissing 4,000 Eastern employees as part of an autumn cost cutting exercise has hit the unions hard.

Commenting on the decision, the pilots' union chairman at Eastern Captain Jack Bavis accused the court of going against the central principles of the Railway Labor Act (which also covers aviation workers) that employers should not take action substantially altering conditions whilst engaged in contract negotiations.

The decision was all the more disappointing as the present round of job losses is unlikely to be the last and if the courts allow Lorenzo to get away with it this time the unions might well be rendered powerless to halt him in future.

Bavis said that the court ruling if not overturned would allow Lorenzo to continue cutting jobs until there was nothing left of the airline. ALPA would therefore petition for a rehearing of the case before the entire 11 judge panel of the Circuit Court of Appeals for the District of Columbia.

A second body blow was struck to Eastern's unions this month when they

lost another round in their year long battle to prevent airline boss Frank Lorenzo from selling the lucrative East Coast shuttle.

A deal was signed on 12 October selling the shuttle to New York property developer Donald Trump for \$365 million.

The shuttle service links the east coast cities of New York, Washington and Boston (Trump hopes to extend it to Atlantic City) in an hourly walk on service and is extensively used by businessmen and politicians. It will henceforth be known as the Trump Shuttle after its new flamboyant owner who already owns a number of hotels and casinos.

The sale of the shuttle could also make a substantial difference to Lorenzo's ability to withstand a strike at Eastern, which is now looking increasingly likely.

If the sale goes ahead it will more than double the cash reserves that he has been accumulating in a "war chest" against just that possibility.

Eastern's unions say that the sale marks a 'death knell' for the airline and vow that Lorenzo will have a fight on his hands.

There was extensive press speculation in the week following Trump's acquisition of the shuttle that Carl Icahn, who already owns Trans World Airlines, was eyeing Eastern and could be close to making a take over bid.

Lorenzo while saying — at least to the press — that he would probably not sell Eastern indicated that Icahn was a serious potential buyer and should be allowed to make a presentation to the Texas Air board.

A flurry of meetings took place between Icahn and the unions at both TWA and Eastern. While all parties observed a discreet silence on the content of the talks it was increasingly being suggested that an outside investor might well launch a bid for both airlines with the unions playing a part in the takeover.

However, the talks broke down on 17 October when Icahn confirmed to the press that there would be no bid for Eastern. It now remains to be seen if anyone is still interested enough in Eastern to make a bid for the company.

* Shares in Air Canada which have been floated on the stock exchange in

the first stage of the government's privatisation plan for the carrier have been eagerly taken up. Initially offered at Can\$8 they quickly rose to 8.25 in active trading, with airline employees buying 25 per cent of the more than 30 million ordinary shares on offer. The government will be retaining a 55 per cent stake in the company at least for the next six months.

Air India engineers work to rule

Air India aircraft engineers have withdrawn their cooperation and are working to rule in protest at the management style of the company which has side stepped their union — the ITF-affiliated Air India Aircraft Engineers' Association — and launched an all out attack on hard won rights and benefits.

Engineers' pay has been cut and travel privileges downgraded. The union fears that these moves could lead to the eventual loss of their travel concessions and that, if allowed to go unchecked, other hard won benefits including perhaps health care arrangements might well be axed.

The association has sought talks but Air India has adamantly refused to enter into discussions with it.

The engineers are refusing to work overtime and this has quickly produced a backlog of work. Air India is now seeking to have its planes overhauled abroad and at the union's request ITF unions organising engineering staff have been contacted and asked not to take on maintenance work that would normally be performed by AIAEA members.

In the latest development Air India has transferred engineers normally based at Heathrow Airport in London back to India and has asked British engineers to take over this work.

...new section officers

Continued from page 6

tain Randy Babbitt (US ALPA) was elected as Vice Chairman. The Cabin Crew Technical Committee elected J. Tamagnini of the Portuguese union SNPVAC as its new Chairman.

Delegates from European countries also met and agreed that the ITF should play a more important role in the coordination of trade union policies in relation to the creation of the internal market in EC countries by 1993 which will also have a profound effect on other European nations.

At the closing session of the Conference Scheri paid special tribute to the UGT, Spain and its International Secretary Miguel de Julian who had been responsible for the organisation of a highly successful conference.

SAS links up with Texas Air

Scandinavian Airlines System (SAS), which is 50% owned by the governments of Norway, Denmark and Sweden, and Frank Lorenzo's Texas Air signed a wide-ranging cooperation agreement on 4 October that will create the world's largest integrated system of passenger air routes.

SAS has been seeking to expand for some time and in recent months has pursued a number of options with airlines in Europe and in the United States, where it has long been anxious to get a firmer foothold. A number of meetings have been held with the Texas Air chief leading to the present deal taking in the two major carriers controlled by Texas Air — Continental and Eastern.

As a key part of the deal SAS will change the times of its scheduled services into the United States so that they link in with the domestic route network of Texas Air's subsidiary Continental.

The majority of SAS flights will be switched from Kennedy Airport to Continental's main hub at Newark, New Jersey, where SAS will share the new Continental terminal facilities at the airport.

The pact also gives SAS the right to buy a 10 per cent stake in the company which it is expected to take up over the next six months. Meanwhile, Carlzon has been invited to join the Texas Air board.

In return, Texas has indicated that it might buy a stake in one or more of the companies that hold part of the private half of SAS.

The accord also provides for coor-

dated marketing, reservations and scheduling systems and the two companies intend to establish a joint training programme for airline workers.

SAS will pay Texas Air a total of \$50 million (\$25m immediately and the rest in two stages as various stages of the agreement are implemented).

Union representatives of SAS employees in Sweden have welcomed the agreement which they believe will strengthen SAS's competitive position and give them increased job security.

In a message addressed to Lorenzo, the SAS employees' joint trade union council stressed the benefits of good industrial relations and said they hoped that Texas Air would take a leaf out of

SAS's book. Meanwhile, US aviation unions are urgently seeking talks with SAS on the implications of the link up.

The deal with Lorenzo should strengthen Carlzon's hand in his continuing search for a European partner — with Alitalia being the airline most mentioned.

* According to the Swedish paper Business Week, Texas Air would like to sign cooperation agreements with the other companies in the Amadeus group — namely the Spanish carrier Iberia, Air France and possibly Lufthansa, though the last named already has an extensive US network and might not be too willing to join.

PAL to be sold

Philippine Airlines (PAL) is the latest Asian candidate for privatisation following President's Aquino's decision last October to sell off the airline. Whether all or only part of the company will be sold depends on a valuation report due later this month.

It seems likely that the airline could go to a foreign buyer as a domestic purchaser would find it difficult to inject the capital the company needs, given its \$500 million debt burden and its loss making but socially necessary domestic routes linking the people of this large archipelago.

PAL's European US and regional routes will probably prove the main draw but the country's "open skies" policy may well mean that the new owner will find himself facing increased competition on some of PAL's scheduled domestic and international routes. The Civil Aeronautics Board has already received applications from a number of airlines seeking operating licences and one company — Cebu Air — could soon be operating a second international airline from Cebu city provided it wins the necessary approval.

JAPANESE AVIATION WORKERS DISCUSS PRIVATISATION

Privatisation and deregulation of the aviation industry were very much in the spotlight at the 20th anniversary convention of the Japanese Confederation of Aviation Labour KOKU DOMEI which was held in Kamogawa from 15 to 17 September. Delegates to the convention also expressed concern at the continuing problem of terrorist attacks on civil aviation.

The meeting was attended by Regional Secretary Mo Hoda who conveyed fraternal good wishes on behalf of the ITF's civil aviation affiliates to the assembled delegates.

In his address he said that while it might not always be possible to prevent the trend towards privatisation and deregulation of the industry the ITF would do everything in its power to protect the workers affected.

He praised the approach of the Japanese aviation unions in dealing with the privatisation of the national carrier JAL and said that unions elsewhere could usefully learn from the Japanese experience.

Thanks to union efforts, he said, there was a very real measure of industrial democracy within the privatised

company and no jobs had been lost.

He pointed out that the recent Asia/Pacific civil aviation regional conference in Terrigal, Australia had been entirely devoted to this problem and the questions raised there would be further developed at a conference slated for next year in India.

Finally, he assured delegates that the ITF continues to give high priority to fighting acts of terrorism against the industry — a concern that KOKU DOMEI clearly shared when calling for more effective airport security.

SEAFARERS

Brazilian seamen's union office broken into as court hears anti-corruption case

On the night of 24 to 25 May this year the offices of the Maritime Workers Federation in the Rua do Carmo in the heart of Rio de Janeiro were broken into. The safe and office cabinets were rifled and papers scattered everywhere. Other documents were torn up and strewn over the four room office suite. A substantial sum of money was also taken.

The reasons for the break-in, which according to the local police bore all the hallmarks of a professional job, were not hard to find.

Only two days before union President Mauricio Sant'Anna had been giving evidence before an official parliamentary panel in a case brought against the Transroll shipping company.

In his testimony Sant'Anna alleged that there had been serious irregularities in granting freight concessions to Transroll in trade with Europe.

The object of the raid can only have been to find the papers relating to the union evidence in this case.

If so, the thieves must have been disappointed. They had gone to a lot of trouble for nothing as all the relevant documents had already been lodged safely with the court.

Sant'Anna was clearly shocked by the outrage which he described as 'an act of terrorism meant to scare me off'.

If so, the thieves — or those they were working for — had again seriously miscalculated both the man and his union members.

The unions in the Federation pledged

their full backing to their President as the Transroll case raised important points of principle. Aside from the official corruption which it was alleged had given rise to the entry of Transroll into the important trade with Europe, the future viability of the state owned shipping company Lloyd Brasileiro was very much at stake.

Sant'Anna considers that by bring-

Pioneiro and even today relies heavily on chartered-in tonnage, mostly for ships with low cost Asian crews.

Transroll is also in a shaky financial position following the takeover of another small company — Kommar — which like it has only one ship, the *Karisma*.

The central question remains: why did the National Office for the Super-

... "an act of terrorism meant to scare me off" — Sant'Anna

ing evidence he will be defending the integrity of the national merchant marine and with it the jobs of Brazilian seafarers and he sees the break-in as part of an organised attempt to immobilise and destroy the Federation for its principled stand.

Recognising the importance of the case, other trade unionists in Brazil — led by the country's transport workers — have also rallied to Sant'Anna's support, while the wider international movement has offered him every encouragement in his efforts to protect the national flag fleet and with it the livelihoods of Brazil's seafarers.

The Federation's main objection to the entry of Transroll into the European trade is that the company is totally unsuited for carrying valuable Brazilian export cargoes. Until recently, it only owned one ship the

vision of the Merchant Marine (Sunamam) give approval for a company as unsuitable as Transroll to participate in the maritime trade between Brazil and Europe?

Sant'Anna's testimony alleges grave irregularities in public administration involving both Sunamam and the Ministry of Transport which he wants thoroughly investigated.

The question is an important one as the two conference companies Lloyd Brasileiro and the Aliança shipping company now have a third competitor — Transroll — in the trade with a 10% share. Their share, previously 25% each, has now shrunk to 18.5% and 21.5% respectively as a result.

The case continues and further reports on the proceedings will be carried in ITF News.

FORTHCOMING MEETINGS

4-5 November	Fair Practices Sub-Committee	Bombay
7-8 November	Maritime Policy Committee	Hong Kong
17-18 November	Steering Group on Offshore Industry	Rotterdam
30 Nov. - 2 Dec. 1989	Seafarers' Section Conference	Brazil
23 -25 February	Asia/Pacific Seafarers' Regional Committee	Auckland

Bermuda's booming flag

Bermuda's shipping registry is booming and has just passed the four million tonne mark for the first time. This year alone well over one and three quarter of a million tonnes has been accepted on to the registry, though the ending of the Gulf war could well see a dropping off of new tonnage as the need for escort protection from British warships diminishes. Nonetheless,

Transport Minister Stanley Stannard is forecasting that the registry could well make five million tonnes within the next few months.

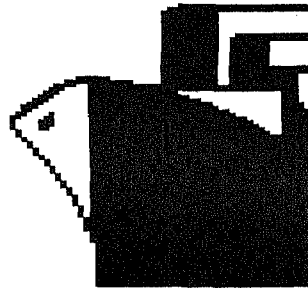
No final decision on France's controversial Kergeulen registry will be taken for six months at least, according to the Minister for the Sea Jacques Mellick. The Minister already has a report on the registry on his desk but says he will not act on it until he receives the findings of a wide-ranging study into the future of the merchant fleet, probably next April. Meanwhile, applications for admission to the registry which

has only 30 ships on its books would be looked at carefully. The Minister undertook to ensure that regulations on working conditions were strictly observed on Kergeulen flag ships and

reconciled with the obligation in Article 117 of the Treaty of Rome to strive for a constant improvement in living and working conditions and was in conflict with the clause in the Basic

Law (Grundgesetz) which establishes the principle of the unity of the German fleet. The right freely to choose one's profession enshrined in the Basic Law would also be under threat from a regis-

The ITF's regular flag by flag roundup



ter relying on the importing of cheap foreign labour. According to the Court for the Defence of the Constitution this right is undermined when members of a profession generally are no longer in the position of earning enough from that profession to secure their existence.

A lawyer engaged by the German seamen's union ÖTV to provide an authoritative opinion on the legal implications of the proposed second register has ruled that it would infringe both German and EC law. Professor Wolfgang Däubler who is professor of labour law at the University of Bremen said that the conditions set by the register for foreign seafarers could not be

ter relying on the importing of cheap foreign labour. According to the Court for the Defence of the Constitution this right is undermined when members of a profession generally are no longer in the position of earning enough from that profession to secure their existence.

On the eve of the parliamentary hearing set for 21 September ÖTV transport spokesman Eike Eulen called for effective measures at the European level to save German shipping. This made more sense than seeking salvation in a plan that wrecked the benefits

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Norwegian union boycott raises crew pay

The Cyprus flag bulker *Granada* put into the port of Narvik in Norway in late September to load a cargo of iron ore for Caen.

But the vessel's owners soon found they had made a disastrous mistake in choosing a Norwegian port where the local unions are at the forefront of the ITF campaign to obtain decent conditions for the crews of convenience flag ships.

Following previous efforts to obtain an ITF agreement for the crew of the 7,622 dwt ship and the lack of any response by the owners to letters pointing out the possible consequences of a

failure to obtain a Blue Certificate, the Norwegian Seamen's Union boycotted the ship.

The *Granada* was forced to leave the loading berth and anchor offshore in the roads.

Support for the union action came from the local court which ruled that the boycott was perfectly legal.

The owners first decided to appeal the decision but soon thought better of it and entered into negotiations with the union leading to the conclusion on 29 September of an ITF special agreement protecting the pay and conditions of all on board.

As a result the seventeen Filipino ratings on the ship, who signed on at the beginning of this year, will now be getting much higher salaries based on the ITF Standard Agreement which gives an AB \$821 a month.

The owner's decision meant that the ship was finally able to load its cargo of iron ore and depart the port though some days behind schedule.

When it arrived in Caen the local Foc inspector visited the ship to see that all was well. Since then, the *Granada* has made a return trip to Norway, where union officials also went on board.

ITALIAN TOXIC WASTE SHIPS ARRESTED

Italy's efforts to clamp down on the growing maritime trade in dangerous waste that has hit the headlines in the past few months are not having the success the government would like.

Despite a government imposed ban on export shipments, four vessels — the *Isola Turchese*, the *Mare Equatoriale*, the *Isola Blu* and the *Isola Celeste* — have been arrested in recent days trying to slip secretly out of the port of Manfredonia with nearly fifty thousand tons of toxic waste from the government-controlled Enichem chemical company in Milan.

Ironically, the shipments only came to light because they had been held up

by the disruption in the port when the *Deepsea Carrier* — itself returning to Italy from Nigeria with a similar load — attempted to dock there to offload its dangerous cargo.

The Mediterranean island of Sardinia is believed to have been the ships' final destination.

The *Deepsea Carrier* had encountered difficulties as it sought a port willing to take it and its 2,500 tonne cargo.

Opposition from unions in the port of Ravenna where it was originally due to dock was such that the government then diverted the waste ship further down the coast to Manfredonia.

The announcement of the ship's

imminent arrival in the port led to mass demonstrations by dockers and other workers. Shops, banks, schools and factories closed in protest while a line of fishing vessels blocked access to the harbour.

The protests continued for four days at the end of which the government agreed to look at the possible environmental impact on the port and to reconsider whether the ship should be allowed to dock there.

Meanwhile, the *Felicia* (ex the *Khian Sea*) — at sea for over two years with its cargo of toxic ash — is believed to be currently en route for Italy, possibly to attempt to dock at Ravenna.

...New Zealand national line up for sale

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obtained by German seafarers, he said. The cost saving arguments advanced by those responsible for framing the draft law had long been discredited and the estimated annual saving of DM 680 million (the figure now favoured is DM 250 — 300 million, ie well under half of the original estimate) had been recognised as a gross overestimate. He pointed out that it would cost the state heavily in unemployment benefit when German seafarers were put out of a job. None of the experts who had been engaged to comment on the proposed legislation believed the new register would stem the loss of German tonnage, he added. Even the owners were arguing that lower taxes and increased subsidies were more effective ways of preventing the haemorrhaging of German tonnage.

Some 400 pages of evidence were presented to the public hearing called by the parliamentary transport committee when it met on 21 September and while the proponents of the law claimed that no real alternative had emerged at the hearing ÖTV seafarers' section director Dieter Benze claimed a narrow victory for opponents of the bill on both the legal and economic arguments against the register's introduction. It seems that given the parlia-

mentary process now set in train it will be at least next summer before the register is introduced and even this timetable could be seriously affected if opposition parties force a reference of the second flag issue to the Court on the Federal Constitution.

A number of major shipping companies — led by the Australian National Line (ANL) and the Italian Lloyd Triestino — are showing keen interest in buying the New Zealand Shipping Corporation (NZSC) following the government's hotly-contested decision to sell off of the state-owned company by the end of this year. Potential purchasers are being attracted by the chance of obtaining a share of the Corporation's valuable European, Transasman and Japanese trades. The sale decision is opposed by many New Zealanders, and the seafarers' unions are putting up a particularly fierce fight against privatisation. The Corporation's board, arguing that it had been appointed to run the line not to sell it, has resigned en masse and a three-man caretaker team has been put in to see the company through the sale. Interested parties have until 25 November to bid and a decision is expected within four months. The NZSC made a loss of

NZ \$7 million (US\$4.4 m) in the first six months of this year though a NZ\$120 million cash injection in 1987 and the closure of its loss making North American services have put it in a far healthier position than it has been for some time.

Norwegian cruise ship operator Anders Wilhelmsen is set to grasp control of Miami-based Royal Admiral Cruises from his main rival Carnival Cruise Lines which had been hoping to win a majority stake in the company and may yet try to outbid its competitor. Wilhelmsen is buying out his two partners (Gotaas-Larsen and IM Skaugen) in Admiral for a total of \$567 million in a deal for which he has thirty days to obtain the finance to back up the initial funding promised from banks in Canada and Norway acting as his initial guarantors. The deal involves a tie up with the giant Hyatt Hotel chain which will take a fifty per cent share in a new joint company. The move marks a major expansion for Wilhelmsen which already owns the world's largest cruise ship — the 2,300 berth *Sovereign of the Seas* — and is actively planning two sisterships in a bid for the luxury end of the cruise market.

RO RO DECK DOORS QUICK AND CHEAP TO FIT SAY CONSULTANTS

A major safety improvement — the fitting of moveable bulkheads on the vehicle deck — could be made to cross Channel roll-on roll-off ferries at a cost of well under a pound sterling (probably as little as £0.35) on the ticket price.

The main advantage of the doors is that they would greatly enhance stability — their design makes ro ros very susceptible to a sudden inrush of water. The ship would then remain afloat for 30 minutes in an accident, giving vital extra time for passengers to be evacuated.

The traditional objection to bulkhead doors has been that they would be expensive to fit and would force major changes in operating schedules that would prove costly for ferry operators.

These doubts have now been swept

aside by MacGregor-Navire, a major supplier of ro ro equipment, which was commissioned by an independent British television company to look into the costs involved.

The MacGregor-Navire study shows that it is possible to install the doors easily and at moderate cost.

MacGregor-Navire say that the bulkheads could be fitted within a week during a vessel's annual overhaul in drydock at a capital cost of no more than £115,000 for a typical 8,000 grt ship.

The doors would take up the deck space of two cars and a lorry and thus companies would only lose the revenue generated by these vehicles and the passengers they would otherwise have carried.

It is estimated that port turn round

times would increase by no more than two minutes as the result of fitting the doors which are hydraulically operated and roughly half deck height. They take about 30 seconds to place in position.

This is surely a small enough price to pay for the increased safety that would result and operators can have little excuse for not installing the doors without further delay.

Had the bulkheads been fitted on the *Herald of Free Enterprise* the appalling loss of life — over one hundred and ninety passengers and crew lost their lives when the ship sank within a few minutes of leaving the Belgian Channel port of Zeebrugge in March 1987 — might well have been very greatly reduced.

DOCKERS

Job losses loom on Italian waterfront

In a move which would fundamentally alter the basis of dockworkers' employment, the Italian government has put forward a draft law which would eliminate all registered dockworkers from the ports by 1993. The law proposes that cargo handling work currently done by dock workers should be carried out instead by employees of

shipping companies or by the permanent staff of private companies specially established for that purpose.

According to Raffaele Liguori, General Secretary of the ITF affiliated UIL Transport Workers' Union, this will mean that by law 14,000 dockworkers will lose their jobs on 31 December 1992.

The dockers' unions are now awaiting a meeting with the government where they will express their total opposition to the plan.

If this proposal is not withdrawn or fundamentally amended, Liguori says a long and bitter industrial conflict in the Italian ports is certain.

ILA to appeal US box rule

US dockers and port employers have decided to appeal to the Supreme Court against the decision by the Court of Appeal to strike down the International Longshoremen's Association's 50 mile rule (see ITF News September 1988). The decision to lodge an appeal was made in Florida in mid September during the opening session of negotiations on a new Master Contract for the US East and Gulf Coasts. The two parties also announced their determination to negotiate on the setting up of "competitive union-staffed container freight stations".

Wharfies chart the way ahead

Major changes to the way the Australian ports industry functions were foreshadowed in the debates at the 27th All Ports Conference of the Waterside Workers' Federation (WWF) held in Sydney from 15 to 23 September.

The Conference met a few days after the publication of an interim report of a special three man government body (the Inter-State Commission) set up to enquire into efficiency in the waterfront industry.

Many of the Commission's recommendations, which have been endorsed in principle by the Australian Prime Minister, will have a major

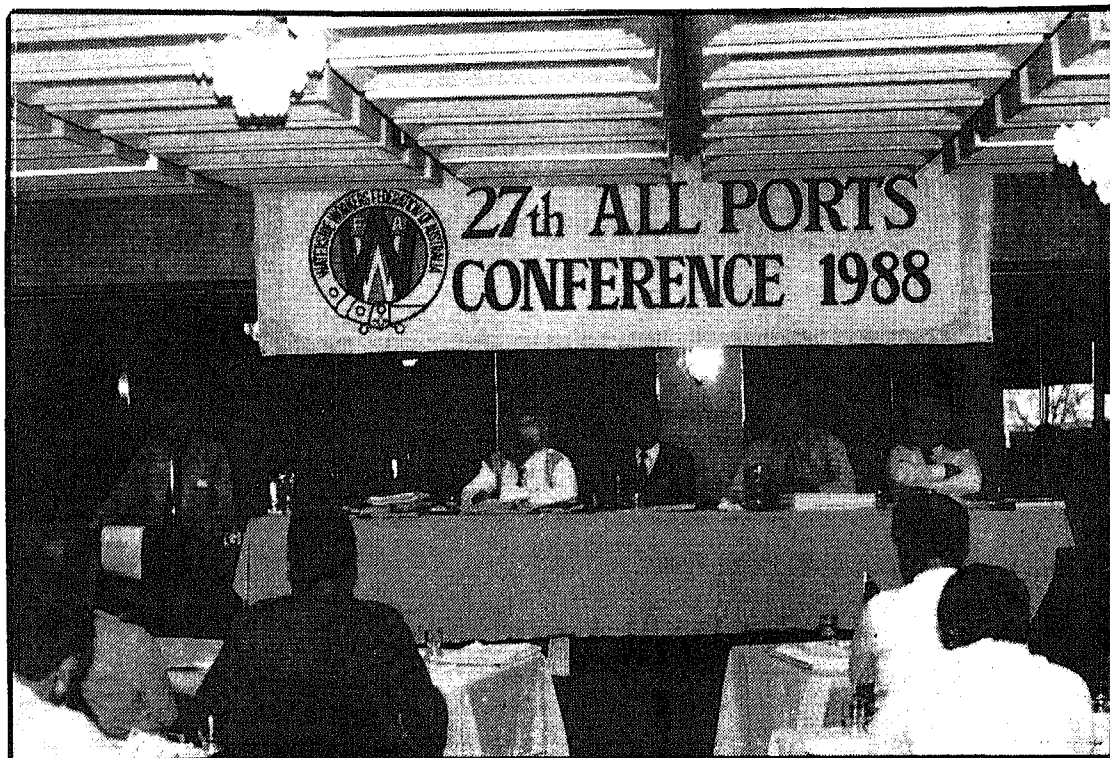
impact on the jobs and working conditions of WWF members. Among these is a proposal to end the industry wide job security system existing for dockers in favour of employment by individual companies.

Also proposed are major changes in the way the smaller Australian ports operate, including an end to the system where dockers in those ports receive income guarantees financed out of an Australia wide levy on port employers.

The main task of the All Ports Conference was to give guidance to the union's officers on the line they should take in submitting evidence to the second stage of the Commission's enquiry.

After a long and intense debate, the delegates agreed to give a cautious welcome to the report but to oppose vigorously any move towards company employment. This, it was argued, would be a move away from the high level of job security achieved by the union back towards the days of casual labour.

As evidence of the positive attitude taken by the WWF towards improving



The WWF all ports conference in session

waterfront efficiency, newly re-elected General Secretary Tas Bull reminded the Conference of the new joint venture operations which the union had started in a number of smaller ports. These operations, where the dockers had a financial stake in the outcome, had resulted in quite spectacular productivity improvements. Similar success had been achieved in container stuffing and stripping operations where new productivity schemes had been introduced.

The Commission report also calls for a big reduction in the number of unions covering waterfront workers, and the Conference gave the green light to continuing discussions between the WWF and other port industry and seafarers' unions with a view to establishing a Maritime Workers' Federation of some 25,000 members.

These discussions, which predate the Commission report, have been held as part of the general policy of the national trade union centre the ACTU to streamline the trade union movement into larger and more effective

industrial groups.

ITF Dockers' Section Secretary David Cockroft, who addressed the Conference, assured the delegates that they were not alone in facing major changes in working conditions and practices. Importers and exporters were exerting more pressure than ever before on shipping costs, and this was having a direct impact on dockers' job and income security arrangements and even their basic trade union rights.

He expressed deep appreciation for the enormous assistance which WWF members had provided for many years for other ITF affiliates, and paid special tribute to their leading role in the campaign against FOC shipping.

During the course of the Conference, the union staged a première showing of the WWF's new film "Wharfies" which covers the history of the union from its formation in 1902 by Billy Hughes to the present day. The film draws heavily on material from the WWF film unit which was established during the 1950s. ITF affiliates who would like to see a copy should contact the Secretariat.