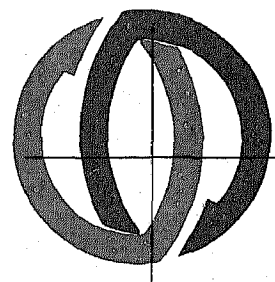


ITF NEWS



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NDLOVU CONVICTION — "A SERIOUS MISCARRIAGE OF JUSTICE"

SOUTH AFRICAN COURT JAILS TRANSPORT UNION LEADER

Alfred Ndlovu, first Vice-President of the ITF-affiliated Transport and General Workers' Union of South Africa and Natal Chairperson of the Congress of South African Trades Unions (COSATU) was convicted on Wednesday February 22 by the Pietermaritzburg Magistrates Court under section 54 of the Terrorism Act and of attempted murder (accessory after the fact).

The trial, which began in November (see *ITF News November/December 1988*) and was postponed till this February, raises very serious doubts about the South African State's willingness to tolerate any opposition whatsoever. The case against Ndlovu was weak and unsupported by any solid evidence, and the main thrust of the prosecution was purely political.

Ndlovu was sentenced on February 24 to five years imprisonment for the "terrorism" charge and and three years for the accessory to attempted murder charge, with the sentences to run concurrently. Being a conviction in a magistrates court, Ndlovu has the right to an automatic Supreme Court appeal, and he is now appealing both conviction and sentence.

"This conviction, if allowed to stand, would be a most serious miscarriage of justice and would send a message to the international community that South Africa is unwilling to accept legitimate and peaceful trade union activity. The ITF continues to give its total support to Alfred Ndlovu and calls for the conviction to be struck down." said ITF General Secretary Harold Lewis.

Ndlovu, who is married and has five children is described by his friends as "a peace loving man." He is a longstanding member of the TGWU and is highly regarded as an influential leader in the Natal region — a region scarred by violence instigated by Chief Buthelezi's notorious "Inkatha" organisation and UWUSA "union". TGWU and COSATU members have been the targets of violent attacks by Inkatha supporters, and UWUSA organisers have attempted to break up strike and stay-away actions by the unions.

Ironically, Ndlovu was involved in trying to make peace in Natal. According to a TGWU statement issued on the day of the sentencing "he took the initiative in trying to talk to local Inkatha leaders both directly and via local chiefs. His release would have enabled him to make a valuable contribution to the continuation and intensification of the important peace process. The hundreds of workers who attended today's court appearance bears testimony to the fact that he is held in high regard in his community."

Ndlovu was snatched by the South African police on October 10, 1987. He was held in detention without charge, access to family or friends, and with no reading or study material.

Ten months later, on June 17, 1987, he was finally brought before Pietermaritzburg

Continued on page 2

...the state is trying to categorise any opposition as 'terrorism'

Continued from page 1
Regional Court and charged with attempted murder and terrorism.

The state claimed that between June 1987 and October 1987, Ndlovu committed and planned acts of violence with the African National Congress (ANC). They claimed he instructed people in the use of firearms and instructed four men to kill another man.

The state also alleged that Ndlovu arranged accommodation, transport and food for an ANC member called Mjitha and assisted him in his work. They also claim that he encouraged people to leave the country to take military training with the ANC.

Little firm evidence of these allegations was actually produced in court.

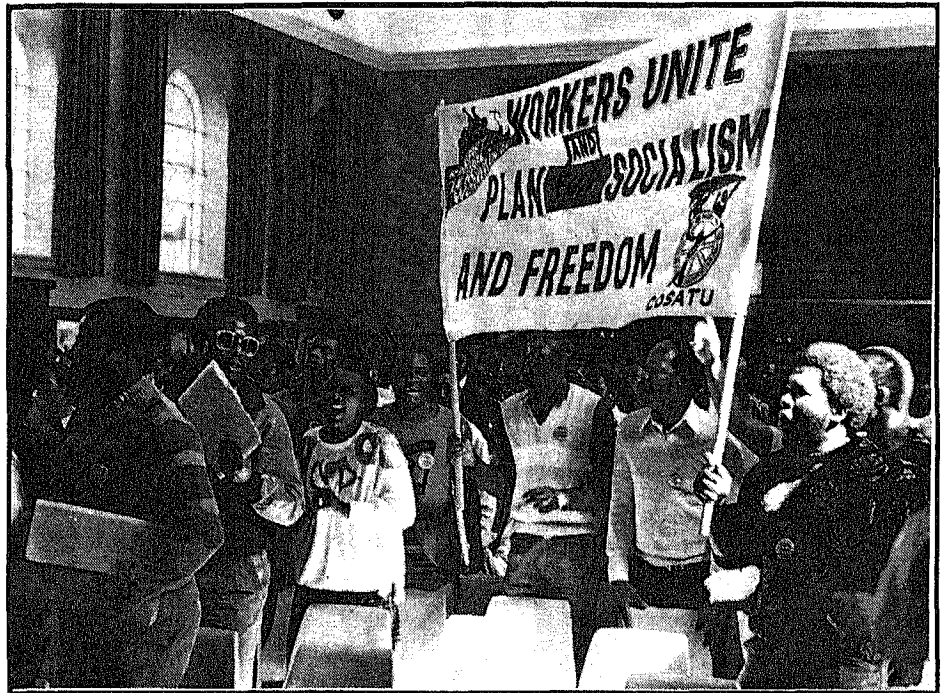
The evidence of the state's witnesses was a shambles. Two state witnesses were TGWU members who worked with Ndlovu in the same depot. One TGWU state witness contradicted his confession when he gave evidence and the state are now considering prosecuting him as a hostile witness.

The other TGWU driver, Jeffrey Kheswa (formerly an emergency detainee for 11 months) gave state evidence which did not implicate anyone, and he was then released.

It became increasingly clear as the trial went on that the prosecution was attempting to make a political linkage between the TGWU, COSATU and the ANC. By linking the trade union activities of a COSATU union with the armed campaign of the ANC, the state is ominously trying to categorise any opposition as "terrorism".

The last state witness against Ndlovu — a security policeman and "expert" on terrorism — attempted to draw a direct link between the ANC and COSATU by arguing that the union movement's "fair wage campaign" is an orchestrated conspiracy designed to whip up discontent. This was the sort of "evidence" that Ndlovu had to respond to. The logic of such an argument is that any peaceful opposition that "stirs up" discontent amounts to terrorism.

In reaching his verdict, the magistrate



The TGWU Congress, August 1988 : Democratic and peaceful union activity is threatened by the Ndlovu conviction.

managed to discount the confused and contradictory evidence in the case as witness' "reasonable forgetfulness". He ignored the fact that the TGWU and COSATU are legal, democratic and accountable organisations. The basis of Ndlovu's terrorism conviction was that

evidence on this count flimsy and contradictory, no-one has ever been caught or charged with the actual attempted murder Ndlovu is supposed to have assisted!

"The South African government should take a long hard look at what they are trying to do here," said ITF General Secretary Harold Lewis, "If they believe that trade union action is a form of terrorism then they are closing the doors to any sort of peaceful change or dialogue."

Lewis has re-iterated his previous appeal to affiliates to send letters of support to Alfred in prison and to his wife. His address is

ALFRED NDLOVU:
NEW PRISON,
PRIVATE BAG 9022
PIETERMARITZBURG 3200
REPUBLIC OF SOUTH AFRICA

and his wife:

MRS. NDLOVU:
c/o TGWU
PO Box 8131
CUMBERWOOD 3235,
REPUBLIC OF SOUTH AFRICA

The TGWU is "confident that the appeal to the Supreme Court will result in the setting aside of both sentence and conviction."

ON DEATH ROW...

There have been no developments in the case of the PUTCO 4 (Johannes Buthelezi, William Khuzawayo, Bethwell Sabelo and Stanford Ngubo) who are presently on death row in South Africa (see ITF News November/December 1988). A very large number of affiliates have sent messages to the South African government urging clemency for the bus drivers, and the ITF urges those who haven't to do so.

he was involved, by virtue of his trade union activities, in a conspiracy to overthrow the state.

On the accessory to attempted murder (after the fact) conviction, the judge found that Ndlovu had later assisted a man who had shot at a group of school-children who were being addressed by an Inkatha member. Not only was the

General Secretary: **Harold Lewis**

Publications Officer: **David Cockroft**

International Transport Workers' Federation
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Internationale Transportarbeiter-Föderation
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Implementing the coal boycott

Ways of increasing economic pressure on the Apartheid regime in South Africa were discussed at an informal meeting held at ITF headquarters in January. The meeting, which was attended by representatives of the International Confederation of Free Trade Unions (ICFTU) and by British and Dutch trade unions, was held to examine ways in which the joint campaign against South African coal imports sponsored by the ICFTU and the Miners' International Federation (MIF) and supported by the South African National Union of Mineworkers can be implemented in practice. The meeting agreed to establish a working group to plan further action, and to place special emphasis on persuading European Community governments to implement a legal ban on imports of SA coal. Research projects on the economic impact on jobs in Europe and South Africa of a successful boycott were agreed, and close relations will be maintained with the municipal authorities in the main European coal importing ports as well as the dockworkers' unions. Efforts would also be made, it was agreed, to persuade other OECD governments which were actively involved in the import of SA coal to seek alternative sources of supply.

PUT OUT THE FIRES OF APARTHEID!



BOYCOTT SOUTH AFRICAN COAL

INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS

INLAND TRANSPORT

ITF to organise symposium on environment and the railways

"Railways, Environment and Transport Quality" is the theme of an international symposium being planned for next year by the ITF's Railwaymen's Section. The Symposium which will take place in the Noga Hilton Hotel, Geneva on 21-22 February 1990, will bring together trade unionists, railway administrators, government represen-

tatives and academics to discuss the role which the railways have to play in the future of transport planning. Pollution, energy conservation, land use, accident costs, urban congestion, and transport service quality will all be the subject of expert papers, and the Symposium will also hear the issue discussed by transport planners, railway

managers and transport politicians. There will be a registration fee of SFr100 to cover lunches, refreshments and documents.

The number of places at the Symposium is strictly limited, so enquiries about participation should be made in good time to ITF headquarters.

ITF unions demand minimum Euro-cab dimensions

ITF road transport affiliates in Europe have seized the opportunity given them by the proposed amendment of the EC Directive on vehicle dimensions to argue the case for minimum dimensions to be laid down for the cabs of both articulated lorries and road trains.

The comfort and safety of truck drivers are not always given the high priority they deserve and EC governments remain to be convinced that it is necessary for cabs to be at least of a certain size.

Valuable support for the union argument for bigger truck cabs has come from the employers. Meeting within the EC Joint Committee for Road Transport the two sides of industry have agreed to set up a working party to recommend the cab dimensions they believe should be incorporated into the revised Directive.

Meanwhile, ITF unions are being urged to keep up the pressure on governments to add their weight to calls for cabs of a set size and improvements in cab construction which would mean an end to the fitting of cabs with 'top sleepers'.

ITF policy on cab design laid down last year at the Rio Section Conference insisted that where cabs were fitted with sleeping compartments these must be situated within the cab behind the driver's seat.

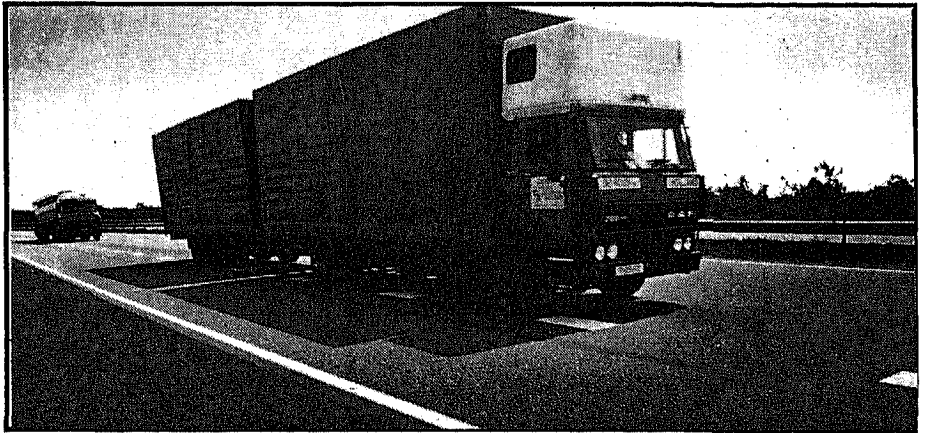
'Top sleepers' have many features that make them both a hazard to drivers' health in normal use and even a potential death trap in an emergency such as an accident or fire.

The health threat comes from fumes rising and collecting in the top sleeper, a problem that is exacerbated by the lack of proper ventilation, while a fire in the cab would leave the occupant of a top sleeper with no means of escape. Even if an escape hatch were fitted in the side, as has been suggested, the resting driver would have to choose between escaping head or feet first, risking serious injury whichever way he chooses.

Top sleepers that have been fitted afterwards (where a standard

cab is converted by cutting a hole in the roof) almost certainly weaken the structural integrity of the cab, diminishing its impact resistance in an accident.

Top sleepers themselves almost cer-



tainly do not meet the impact resistance standards for cabs laid down in Economic Commission for Europe (ECE) regulations. In a roll over accident, which we now know places greater stresses on the cab than were assumed when the regulations were drafted, any occupant of a top sleeper would be at great risk of being crushed.

A driver resting on the bunk in the top sleeper when the vehicle is in motion, as is often the case where vehicles are double or triple manned, can also pose a danger to himself and his fellow drivers. An occupied top sleeper raises the centre of gravity of a cab and in an accident this could cause the cab anchorages (these are designed to tip

forward for access to the engine) to break. The anchorages could also be at risk in a situation where a vehicle decelerates rapidly, causing the load to be projected forward and to hit the cab.

Finally, the building of top sleepers into vehicles, when the risks are already well known, could lead to legal action against both manufacturers and operators under the heading of 'product liability'. Product liability makes manufacturers who produce goods which are not safe or not as safe as they could be liable for damage or injury caused by their products. This liability might also extend to road transport operators who required an employee to use an unsafe product.

SPECIAL HELP FOR RAIL PASSENGERS

Help for the hard-pressed rail passenger is at hand — in Germany at least!

Anyone who has run into difficulties at stations they know well or at unfamiliar stations either at home or abroad — and there can be few who have not — will warm to the news of a German scheme, as simple as it is brilliant, that might even be adopted soon by other countries.

"Service Teams" were introduced in September last year by the Federal Railways (DB) at the Frankfurt rail terminal, and have proved so popular with the travelling public that they are now being extended to 34 other stations in the Federal Republic.

The teams are required to keep an eye on passenger facilities to ensure they are functioning properly (for example, they make sure there are enough luggage trolleys available) and generally to help passengers by offering practical assistance such as help with

lifting heavy luggage on and off trains.

Passengers unfamiliar with automatic ticket machines are helped to buy the right ticket — a boon when there are often so many tickets to choose from and the local system may vary considerably from the one the passenger is used to — and alighting passengers unfamiliar with the locality are shown the address they are looking for on the town plans displayed in the station concourse.

All the passenger needs to do is to look out for a member of the team, easily identified by their blue cap with the words "Dienst" in silver and their distinctive uniforms.

The extended scheme will run until the end of next year and rail passengers everywhere will be pleased to know that if it proves as successful as the pilot project it could be extended to other rail networks.

Towards a European high speed network

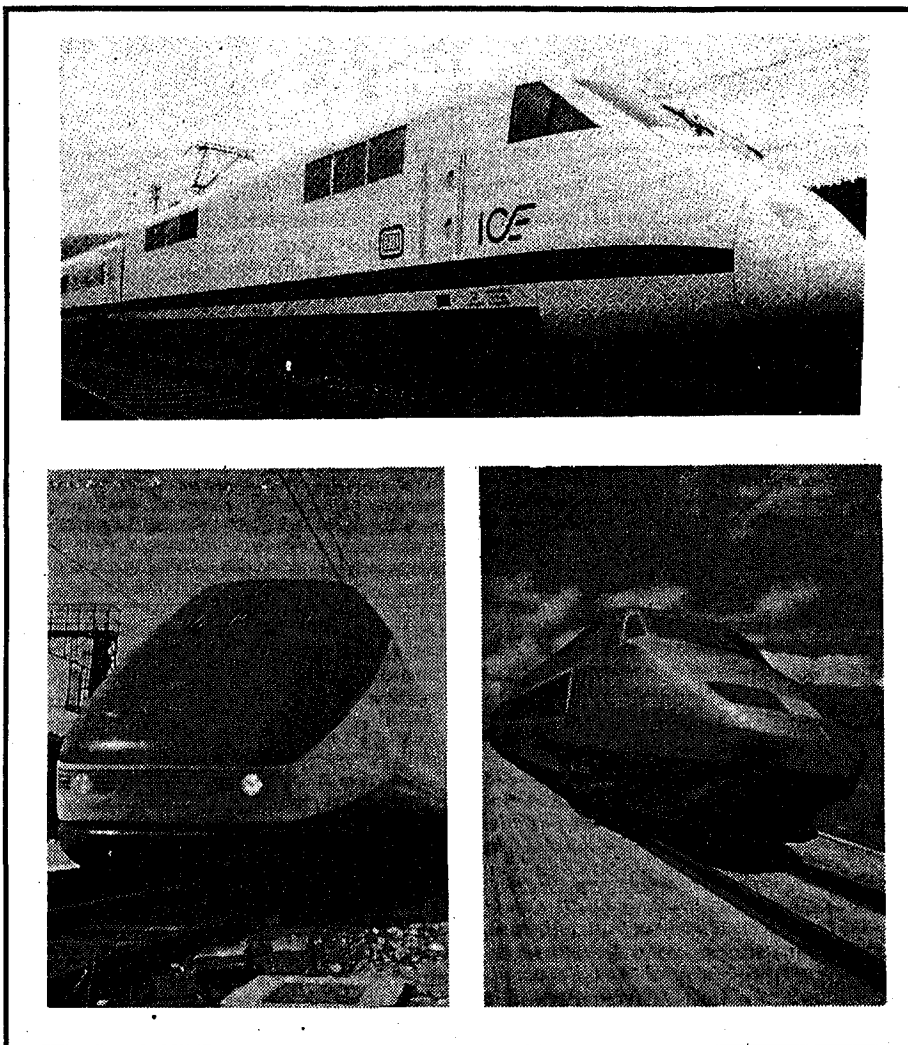
The European Community of Railways have unveiled an ambitious scheme for the integration and expansion of Europe's high speed rail network.

The body which groups together the railway administrations of all European Community countries, Austria and Switzerland has proposed a plan for European high speed railways that would see the existing national networks linked together in a continental system of 2-300 km/h trains by the year 2015.

According to the railway bodies, this would allow rail to play a dynamic role in the development of the European single market.

The proposals call for 30,000 km of new or upgraded track at a cost of ECU88 billion. The nucleus of this network already exists or is under construction within a number of the European countries (France, Spain, Germany, Italy, Switzerland and Austria) — and steps towards European integration are already underway. The most significant of these is the construction of the Channel tunnel between England and France. In addition to linking London into the extensive French high speed network, plans are already in place for links between the tunnel and Amsterdam, Brussels, and Cologne.

What is now needed, say the railways, is for all the European networks to be linked together. The most important links would be over the Pyrenees (to connect the Iberian network),



European high speed trains: the German ICE (top), the Italian ETR and the new record breaking French TGV Atlantique.

While ECU73 billion may sound like a lot of cash, the railways state that this only represents an investment of 10

Compared to other modes of transport, high speed trains pollute less and use up less land for their infrastructure — they are also more energy efficient than trucks, cars or airplanes.

"The future European high speed rail network would considerably assist the process of building a single European market," say the railways, "We must act now on this exceptional opportunity. The European Community of Railways is convinced that we must seize this initiative without delay."

Political response to the idea of a European high speed network has been positive. The European Commission and the European Parliament have expressed their support for the principle of a high speed network. Responding to these detailed plans, European Transport Commissioner Karel van Miert said the Commission would study the plans but would make no comment on the question of funding.

On December 12 last year, the French TGV Atlantique high speed train officially beat the West German's Inter-City Express operational train high speed record. The TGV Atlantique officially registered 408.5 km/h — the ICE's previous record was 406.9 km/h.

The speed was recorded during one of the TGV Atlantique's many trial runs, prior to the commencement of commercial services this spring. SNCF, the French railway, say that they expect the TGV Atlantique to reach 450 km/h before the trials are concluded. In actual commercial running time this represents a destination to destination speed of 320 km/h.

through the Alps (integrating Germany, Switzerland, Austria and Italy) and, most ambitiously of all, through Yugoslavia to Greece and between Denmark and Sweden (where another high speed line is being built).

The total estimated cost would be ECU88 billion, but 15 billion of this has already been committed by national administrations and private companies (in the Channel tunnel).

ECUs per inhabitant of the Community. It's estimated that far more money is lost every year by European industry because of road congestion.

The advantages of a European high speed network are clear. High speed trains offer passengers travel at half the price of airplanes and twice the speed of private cars or buses. High speed trains represent the most environmentally sound means of mass transport.

Job losses and pay cuts for Trinidad dockers

Dockers working on the waterfront in Port of Spain, on the Caribbean island of Trinidad are facing a twin blow to their job security and to their wages as a result of the 14 month 'adjustment' programme being implemented on the advice of the International Monetary Fund. A central element in the adjustment programme which accompanies this arrangement is a reduction of the overall public sector deficit from around seven per cent of Gross Domestic Product to 4.1 per cent during the programme's short lifetime. This can only be achieved, of course, by savage cuts in public expenditure.

The 2,600 workforce in the port is scheduled to be cut by more than 50% in the next few months by a combination of early retirement, voluntary redundancy and compulsory redundancy. The number of direct port oper-

ating staff is planned to fall from 948 to 356. In the meantime the Port Authority is so broke it can't even pay existing pensioners their entitlements and attempts were being made to put together a crisis loan of TT\$40m to keep the pension scheme going.

In late January, the government also announced an overall 10 per cent cut in the wages of all civil servants and

statutory body employees (including port workers). This cut, which follows some 4 years of wage freezes has been vigorously denounced by the Trinidad trade unions. In the parliament the Prime Minister suggested that workers were faced with the choice of accepting a pay cut or large scale job losses. The port workers, faced with both, are not amused.

ITF PROGRAMME FOR CARIBBEAN DOCKERS

A large scale two year education programme for Caribbean dockworkers' unions will be launched in April of this year following a visit to the region in January by ITF Dockers' Section Secretary David Cockroft. The programme, which is being supported financially by the Norwegian trade

union movement, is designed to enable dockers' representatives in the Caribbean to cope with the massive changes currently taking place in cargo handling methods, to enhance their bargaining skills, and to improve their involvement in protecting dockworkers' safety and health at work.

A regional seminar for ITF dockers' affiliates scheduled for the week commencing 24 April in Port of Spain, Trinidad, will plan the programme in detail and appoint national coordinators for each of the countries involved. A series of national seminars coupled with evening and weekend study circles will then take place under the supervision of the national coordinators during 1989 and 1990. The programme is being supervised by Francis Mungroo, General Secretary of the Trinidad Seamen and Waterfront Workers' Trade Union who is also Secretary-Treasurer of the Caribbean Maritime and Aviation Council, the regional body for ITF affiliates. Full time coordinator for the programme will be Roy Bannis of the Waterfront and Allied Workers' Union in Dominica.

Reluctant New York tug companies may face contempt action

Tugboat owners who have failed to rehire strikers in New York's long running tug dispute (see ITF News, January 1989) could soon find themselves facing a contempt of court case.

The National Labour Relations Board is currently considering whether legal proceedings should be taken against six owners for contravening a court ruling made late last year.

Its investigation is understood to cover a broad range of issues on which the ILA has produced evidence against the companies of unfair labour practices, including charges against at least one company of a failure to engage in good faith bargaining prior to the implementation of pay cuts.

The employers' claims that some of the men have not been rehired because of misconduct on the picket line are also being investigated case by case by the Board as is the employers' argument that tugmasters should not be subject to the ruling because they are supervisory staff and thus not part of crew contracts.

New York Local ILA president Al Cornette says the owners have only

reinstated 500 striking tugmen of the 1,200 affected by the district court order and that they are not using union hiring halls.

The union has reached a settlement with one owner which operates four tugboats. Mediated talks are still continuing and agreement is close with three other tug companies but the others are still insisting on deep pay cuts (of 50% to 60%).

Meanwhile, the ILA is actively pursuing back pay claims totalling over \$12 million on behalf of its tugboat members.

Truce agreed in Italian dispute

Some of the heat has gone out of the battle over attempts by the Italian government radically to change port working conditions in the face of fierce union opposition (see last issue of ITF News). After negotiations in Rome between the union and the Merchant Marine Minister Giovanni Prandini a one month truce has been agreed and widely accepted by most dockers. The breathing space this gives will be used to allow talks to continue on the controversial changes proposed to the dock labour scheme and on government plans for increased privatisation at specialised terminals in four Italian ports.

The port of Genoa, which has special labour problems, is the only port not a party to the peace plan but talks have begun with the CGIL dockers' union in the hopes of reaching an interim settlement here too.

Nigerians set life sentences for toxic dumpers

The Nigerian government has acted promptly in response to the notorious toxic dumping scandal that hit the world headlines last summer.

Life sentences will be handed out to anyone convicted of dumping harmful wastes under a new decree promulgated in Lagos at the end of last year.

Those liable to the new sentence include anybody who "carries, deposits, dumps, or causes to be carried, deposited or dumped" toxic wastes in Nigeria as well as people transporting

or dealing in such wastes.

The police have been given valuable new powers under the decree which frees them from the necessity to obtain a search warrant when conducting inquiries about possible dumping.

The decree also seeks to reduce the damage caused when poisonous wastes have been dumped by empowering the Ministry of Works and Housing to seal any area affected by dumping for an initial period of three months.

Experts say that it will take more than

the three years they first thought to decontaminate the small Nigerian port of Koko where leaking toxic chemicals were dumped by an Italian businessman last year.

The decontamination is being carried out by a joint team of Nigerian and Italian experts and according to the Nigerian Works and Housing Minister is likely to continue "indefinitely" as the pollutants are seeping deeper and deeper into the ground and threatening plant and animal life.

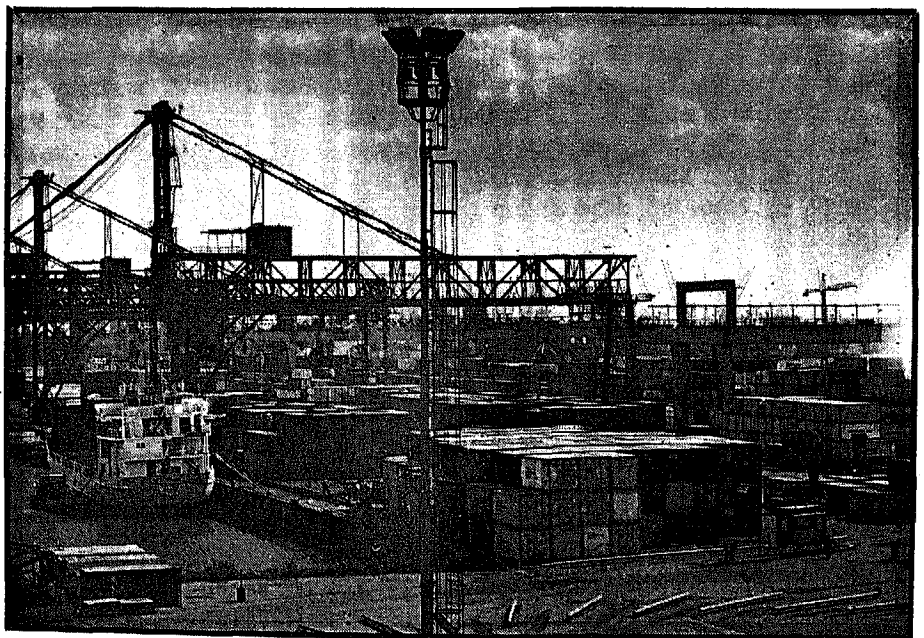
Tough talks ahead for Dutch dockers

Dockers in the Dutch ports of Rotterdam and Amsterdam are squaring up for a round of tough negotiations in the period leading up to the end of their current collective agreements. According to Kees Marges, Dockers' Secretary of the ITF affiliated Vervoersbond FNV, negotiations began on 1 February on behalf of the 10,000 Rotterdam workers covered by 22 agreements, while those for the 5 agreements covering 2000 Amsterdam employees are scheduled to start any day now.

The Union's demands are for a one year contract providing a real wage increase of 2 per cent in addition to the price compensation system which the dockworkers (unlike most other groups of workers in the Netherlands) have managed to retain. They are also asking for an increase in the total number of jobs through a combination of shorter working time, longer holidays and other measures.

A new demand this year is for extra payments for workers who receive social security payments as a result of long term (more than 12 months) illness. At present dockers get 100 % salary only during the first 12 months, falling to around 70% thereafter. The Vervoersbond is asking the port employers to make up the difference between the social security payments and full salary for up to 5 years.

In a move which indicates that the negotiations are likely to get very heated, the employers sent their 'demands' to the union simultaneously (usually they wait for the union proposals and then make a response to them). The employers' vision for the future consists of two year contracts



Rotterdam docks

and lays heavy emphasis on greater flexibility. On wages, they propose no increase in pay rates but instead a one year profit related bonus. On working time they want workers only to be available at the terminal when a ship is

there and they are needed to work.

According to Marges the national employers' organisation UNO intends to get directly involved in the docks negotiations which he expects to be extremely difficult.

WEST COAST DOCKERS TO LOSE US 50 MILE RULE?

It seems likely that dockers on the western seaboard of the United States will soon lose their right to stuff and strip containers within 50 miles of a port.

Longshoremen on the Atlantic and Gulf coasts recently lost their appeal to the Supreme Court against the Federal Maritime Commission's striking down of their 50-mile rule (see our last issue). Now the American Trucking Association, no doubt spurred on by

the court decision, has formally asked the FMC for a similar ruling in respect of the Pacific ports.

The Commission is obliged by law to hear comments on the petition. The ITF-affiliated International Longshoremen's and Warehousemen's Union, which represents west coast dockers, is currently evaluating its response.

But whatever the ILWU decides the days of the rule in the west will probably be numbered.

Lloyd's List takes a shot at the FOC fleets

The prestigious English language daily maritime affairs newspaper, *Lloyd's List*, has called upon the shipping world to examine root causes of the existence of sub-standard shipping.

In an editorial on February 10, the newspaper commented on the expanding system of Port State Control (PSC) which began in Europe in 1982. The principle of PSC is that coastal states employ maritime inspectors to check on the standards of vessels visiting their ports, irrespective of their flag, and force them to make immediate repairs to glaring defects in equipment or conditions.

In the seven years since the European nations agreed to establish this system, the inspections have provided a welcome and positive safeguard against the worst excesses of sub-standard

shipping. Many of the ships detained and forced to make immediate repairs are from the flag of convenience countries. Seafaring unions have long known that most operators of Foc ships cut corners with safety as well as wages.

Port State Control has been welcomed by the ITF, and affiliated unions assist PSC inspectors where they can. It is a rare example of a positive initiative by the European maritime nations who have stood aside while their own merchant fleets have been wiped out by the flags of convenience.

Seafaring unions have also pointed out that PSC does, in a sense, amount to closing the stable door after the horse has bolted. It is only because the phony register states who sell flag of convenience registrations have no control over the safety and conditions

of the ships they accept that other states have to fix their messes for them.

As *Lloyd's List* said:

"The principle of Port State Control is spreading now to other parts of the world, although never to those countries whose flags tend to fly over the sub-standard. It is a good system, but one which, if the flag of a ship really meant anything, would be completely unnecessary. Maybe it is time to look again at the root cause of the problem that gave rise to all this control."

The ITF warmly welcomes such a proposal, and hopes that the nations who have embraced PSC can take their lead from *Lloyd's* and tackle the fundamental ailment of the world's shipping industry — the existence of the so-called "convenient" registers.

Sri Lankan crew cheated of salvage reward

The Sri Lankan crew of the Greek owned *Saru* risked their lives to help salvage a ship and are now being cheated of their reward.

The Sri Lankan flag ship was in the Indian Ocean sailing from Indonesia to Suez last December 28 when the Master deviated course in response to a distress message.

Three days later, on New Year's Eve, they found the Cyprus flag tanker *Boni*, abandoned and on fire.

The Master ordered five crewmembers to take a lifeboat and board the ship before any salvage tugs could arrive at the scene.

"He made us understand that we will be paid a handsome amount through Lloyd's if we are successful to take the vessel under our custody, so we boarded the vessel while still on fire, with gas emitting from the cargo hold," said one of the crewmembers.

A tug appeared and the *Saru's* Master ordered his men to keep the tug away from the *Boni*. After discussions on the radio with the tug, the Master allowed the boat to approach the *Boni* in order

to put out the fire.

After putting out the fire, the tugboat informed the Master of the *Saru* that they were going to tow the *Boni* back to Singapore. The Master objected and sent another five (armed) crewmembers aboard the *Boni* with orders to cut the tug ropes if it tried to shift the ship. A mooring line was also secured between the two ships.

The next day another tug arrived from Singapore and told the Master that they had orders to tow the ship to Singapore. The *Saru's* Master responded by ordering the rest of Sri Lankan crew onto the *Boni*. He told them not to allow any tug to attach itself to the *Boni* or the crew would lose their money:

"So we kept a vigilant watch round the clock with weapons in hand and warning *Smit New York* [the second tug] not to come closer to the *Boni*," said a crewmember.

Twelve hours later another tug arrived, and the Master ordered the men to allow it to make fast. They secured a mooring line, and the tug started towing the *Boni* to Singapore (with

five crew still on board). A day later, on January 3, another tug arrived to help the first, and the remaining crew disembarked. The *Saru* continued her voyage to Djibouti.

Now the Master has gone back on his promise, and has entered into separate negotiations with the owners of the *Boni*. He has told the crew that they will receive a "bonus" for the work they did for him; but will not share in the salvage reward.

"We used our motor lifeboat several times between the *Boni* and the *Saru* even though both the vessels were surrounded by sharks. We risked our lives dangerously in all these conditions to gain something from Lloyd's Insurance as the Master promised. Now after the completion of the mission he is ready to negotiate with the owners and give us a mere bonus for the job. So now we feel we are cheated by him..." said a crewmember.

Crewmembers have contacted the ITF for assistance and advice, and they are considering taking legal action to secure their rightful share of the salvage.

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In the seven years since the European nations agreed to establish this system, the inspections have provided a welcome and positive safeguard against the worst excesses of sub-standard

shipping. Many of the ships detained and forced to make immediate repairs are from the flag of convenience countries. Seafaring unions have long known that most operators of Foc ships cut corners with safety as well as wages.

Port State Control has been welcomed by the ITF, and affiliated unions assist PSC inspectors where they can. It is a rare example of a positive initiative by the European maritime nations who have stood aside while their own merchant fleets have been wiped out by the flags of convenience.

Seafaring unions have also pointed out that PSC does, in a sense, amount to closing the stable door after the horse has bolted. It is only because the phony register states who sell flag of convenience registrations have no control over the safety and conditions

of the ships they accept that other states have to fix their messes for them.

As *Lloyd's List* said:

"The principle of Port State Control is spreading now to other parts of the world, although never to those countries whose flags tend to fly over the sub-standard. It is a good system, but one which, if the flag of a ship really meant anything, would be completely unnecessary. Maybe it is time to look again at the root cause of the problem that gave rise to all this control."

The ITF warmly welcomes such a proposal, and hopes that the nations who have embraced PSC can take their lead from *Lloyd's* and tackle the fundamental ailment of the world's shipping industry — the existence of the so-called "convenient" registers.

Sri Lankan crew cheated of salvage reward

The Sri Lankan crew of the Greek owned *Saru* risked their lives to help salvage a ship and are now being cheated of their reward.

The Sri Lankan flag ship was in the Indian Ocean sailing from Indonesia to Suez last December 28 when the Master deviated course in response to a distress message.

Three days later, on New Year's Eve, they found the Cyprus flag tanker *Boni*, abandoned and on fire.

The Master ordered five crewmembers to take a lifeboat and board the ship before any salvage tugs could arrive at the scene.

"He made us understand that we will be paid a handsome amount through Lloyd's if we are success to take the vessel under our custody, so we boarded the vessel while still on fire, with gas emitting from the cargo hold," said one of the crewmembers.

A tug appeared and the *Saru's* Master ordered his men to keep the tug away from the *Boni*. After discussions on the radio with the tug, the Master allowed the boat to approach the *Boni* in order

to put out the fire.

After putting out the fire, the tugboat informed the Master of the *Saru* that they were going to tow the *Boni* back to Singapore. The Master objected and sent another five (armed) crewmembers aboard the *Boni* with orders to cut the tug ropes if it tried to shift the ship. A mooring line was also secured between the two ships.

The next day another tug arrived from Singapore and told the Master that they had orders to tow the ship to Singapore. The *Saru's* Master responded by ordering the rest of Sri Lankan crew onto the *Boni*. He told them not to allow any tug to attach itself to the *Boni* or the crew would lose their money:

"So we kept a vigilant watch round the clock with weapons in hand and warning *Smit Newyork* [the second tug] not to come closer to the *Boni*," said a crewmember.

Twelve hours later another tug arrived, and the Master ordered the men to allow it to make fast. They secured a mooring line, and the tug started towing the *Boni* to Singapore (with

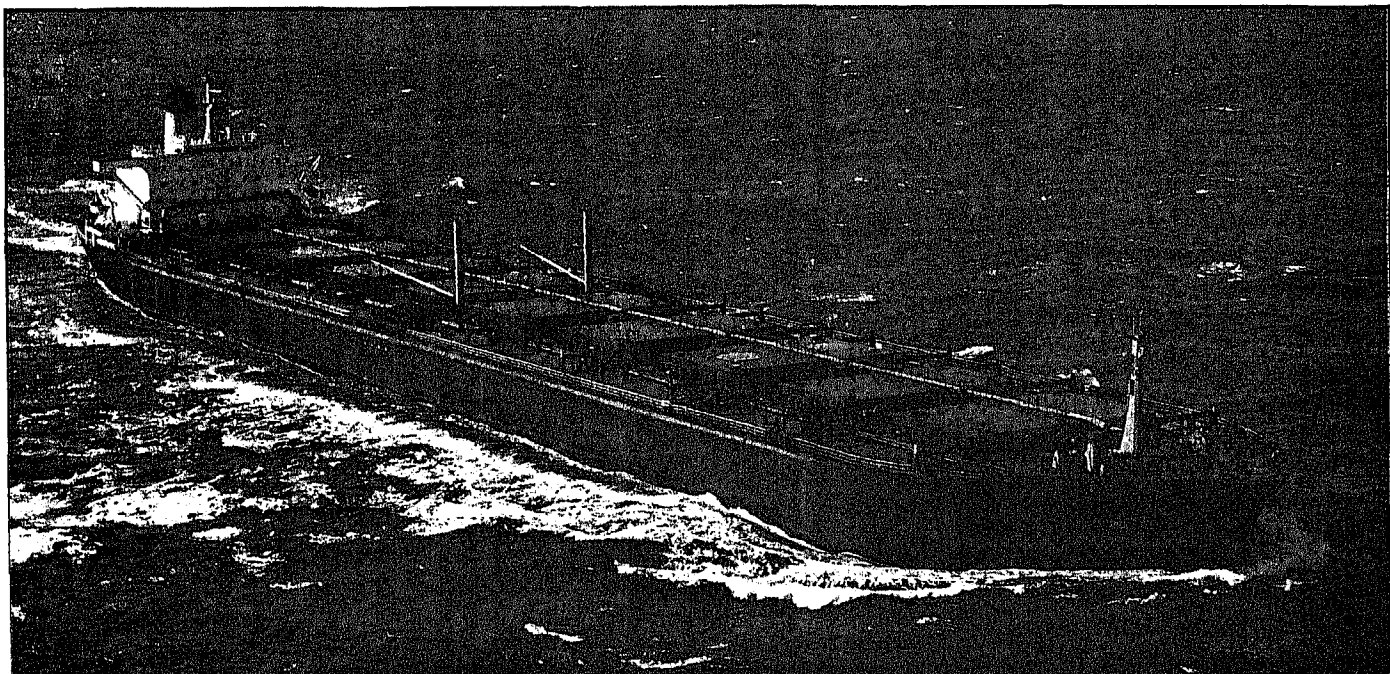
five crew still on board). A day later, on January 3, another tug arrived to help the first, and the remaining crew disembarked. The *Saru* continued her voyage to Djibouti.

Now the Master has gone back on his promise, and has entered into separate negotiations with the owners of the *Boni*. He has told the crew that they will receive a "bonus" for the work they did for him: but will not share in the salvage reward.

"We used our motor lifeboat several times between the *Boni* and the *Saru* even though both the vessels were surrounded by sharks. We risked our lives dangerously in all these conditions to gain something from Lloyd's Insurance as the Master promised. Now after the completion of the mission he is ready to negotiate with the owners and give us a mere bonus for the job. So now we feel we are cheated by him..." said a crewmember.

Crewmembers have contacted the ITF for assistance and advice, and they are considering taking legal action to secure their rightful share of the salvage.

DERBYSHIRE INQUIRY RESULTS ARE 'UNSATISFACTORY'



The Derbyshire (pictured under its former name)

Maritime unions acting on behalf of the relatives have been deeply disappointed by the results of the 46-day formal inquiry into the loss of the British combination carrier *Derbyshire* with all hands in September 1980.

44 persons went down with the ship when it sank without warning or trace after it was caught up in a tropical storm in the Pacific off Okinawa on 9 September 1980.

The investigation report published last month concluded that the 169,044 dwt carrier was most probably overwhelmed by "the forces of nature" in typhoon Orchid.

The investigation, under Wreck Commissioner Gerald Darling, found that the ship probably got beam on to the wind and sea in the darkness causing her to wallow and roll heavily and to ship mountainous seas across her deck and hatch covers.

She found herself in the most severe quadrant of the storm and may have experienced more severe localised weather and sea conditions that were more than her match, the report says.

The investigation examined the design and construction of the *Derbyshire* which were the centre of grave union concern, particularly in the light of incidents involving her sister ships built by the same yard — Swan Hunter — which seemed to indicate a basic structural weakness and design faults.

The inquiry largely rejected these arguments and found that the ship was properly designed and constructed and that the materials used were of an approved standard. One particular theory, put forward by marine surveyor Mr Ridyard who had lost a son on the *Derbyshire* and had argued that the hull might have become separated at frame no 65 was dismissed by the wreck commissioner as very unlikely though he did say that in the absence of firm evidence some element of doubt must remain.

The report further rejected the view that the condition of the cargo or its loading could have been partly to blame for the tragedy and possible cargo liquefaction was also ruled out as doubtful. Both these factors have been behind losses of other cargo ships and could well have played a part in this instance, the unions felt.

The findings, because they largely discounted their doubts and misgivings about the integrity of the *Derbyshire*, have come as a severe blow to the two maritime unions NUMAST and the NUS, both of which had campaigned vigorously for years for an official investigation into the unexplained tragedy and were represented at the inquiry.

Disquiet about the safe construction of the carrier were given added point by the fact that the British government

had at last conceded the request for an inquiry in December 1986 when one of the *Derbyshire*'s sister ships, the *Kowloon Bridge*, broke up in Ireland's Bantry Bay after foundering in a storm.

In a comment on the findings, NUMAST's legal officer Martin Rogers said the union believed that the ship was capable of withstanding typhoon conditions and he was clearly dissatisfied to some extent with the competence of the inquiry which he said did not appear to have the same depth of analysis as similar inquiries in the past. There had not been the same detailed examination of expert evidence on design, structure, building, inspection and cracking problems on the *Derbyshire*'s sister ships.

The NUS, in a separate comment, said that the inquiry upheld the myth that maritime disasters were somehow "inevitable", a position which was quite untenable.

But perhaps the most serious worry about the inquiry report is that it fails to provide any answers as to why so many combination carriers have been lost over the years. With no indication of what it is that is wrong with these ships that seems to make them so vulnerable more ships and lives will inevitably be lost and the families left behind will have to live out the rest of their lives with the consequences.

EC promises maritime policies...soon

Incoming EC Transport Commissioner Karel Van Miert says that proposals for making the EC fleet more competitive will be placed on the table at June's Transport Council session in Luxembourg (see also our last issue). The Commissioner made his statement in response to strong criticism from the Community's Transport Ministers' meeting earlier this month of the delay in presenting the proposals which are now two years overdue. The uncertainty about their substance was dispelled when the Commissioner said they would centre on fiscal exemption for profits, seafarers' earnings and investments; reduced social security contributions; assistance with fleet modernisation; improved port state control; and perhaps an EC cargo reservation scheme. Speaking on the oft mooted question of a 'Euro flag' Van Miert said that, while it was certainly a "seductive idea", problems such as the cost, the relationship between the EC and national Community flags, and the establishment of an EC register would have to be settled first.

The parliamentary bill setting up a second German register passed the Bundesrat (upper house) at the beginning of February and now only needs the signature of Federal President Richard von Weizsäcker before becoming law. The opposition of the seamen's union ÖTV to the register, while it won strong support from the public generally, failed to sway the legislators, despite the backing of the coastal states (or Länder) concerned for the effects on the local economy. The Social Democrat led states of Schleswig-Holstein and Bremen will probably now take the case to the West German Constitutional Court in one last attempt to halt introduction of the register. The ÖTV will seek to ensure that companies using the register keep West German crewing and that all seafarers, regardless of nationality, are covered by collective agreements.

Meanwhile, foreign seafarers already on ships switching to the new flag face an uncertain future. At best, their pay will be cut but owners will probably seek to replace them by newly-hired seafarers at even lower rates of pay. If this happens the ÖTV warns that the owners will be pursued through the

fleet fell by 6% in 1988. The number of ships fell by 34 to 621 totalling 16.5 million deadweight tonnes. Just over half of these were registered in Britain.

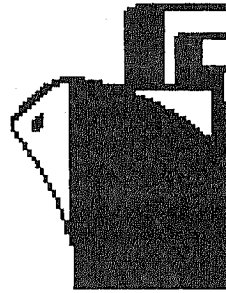
A new government order requiring foreign owners to seek permission from the Director General of Shipping to continue employing Indian officers on their ships has come under strong attack from the Maritime Union of India (MUI). MUI General Secretary K E Sukhia says he is greatly perturbed by the order and fears for the future of the 6,000 Indian officers involved whose contracts might not be renewed. Recently, Indian ships have been delayed in port because of a shortage of qualified Indian officers. Meanwhile,

European shipowners, who do not like the new restrictions any more than the union does, are seeking urgent talks with the government to voice their concern.

The Dutch government now says that it will not be introducing reduced tax liability for crews before 1990. This has led shipowners to seek an interim payment for 1989 when the scheme, which would have exempted 35 per cent of seafarers' earnings from taxation, should have been introduced (see ITF News, January 1989).

The labour situation at the New Zealand Shipping Corporation remains extremely tense, with action on a number of fronts (see our last issue). Though the 22-day picket of the *Tui* (ex *New Zealand Pacific*), imposed in protest at the transfer of the ship to a fully owned Hong Kong subsidiary of the NZSC, had to be lifted on 7 February in advance of an injunction, the maritime unions have won legal backing for their claim that the two Hong Kong one ship owners to which the *Tui* and her sister ship the *Weka* (ex *New Zealand Forum II*) have been transferred are indeed no more than "brass plate" companies. The labour court must now decide on the legality of the

The ITF's regular flag by flag roundup



courts. The legislation was adopted as the end of year figures for the German fleet were published. These show a drop of 39 ships to 623 ships, with 357 (or 57%) of these flagged out. The percentage figure has not changed since the previous year, with owners delaying a decision on flag changes, presumably in anticipation of the go-ahead for the new register.

Standards under the Gibraltar flag seem set to rise if a feasibility study by the Isle of Man based ship managers Wescol now with the new Socialist government is approved, as seems likely. The government has already formed a joint venture company with Wescol which will be responsible for administering and promoting the re-launched register on its behalf as part of a package designed to promote Gibraltar's advantages as an offshore centre.

A further 25% decline in the British-owned merchant fleet to twelve and a half million tonnes by 1992 is predicted if the government does not step in with the immediate offer of assistance, preferably in this year's budget. This warning comes from Ian Denholm, president of the General Council of British Shipping, and should be seen against last year's figures which show that total tonnage of the UK-owned

Continued on page 11

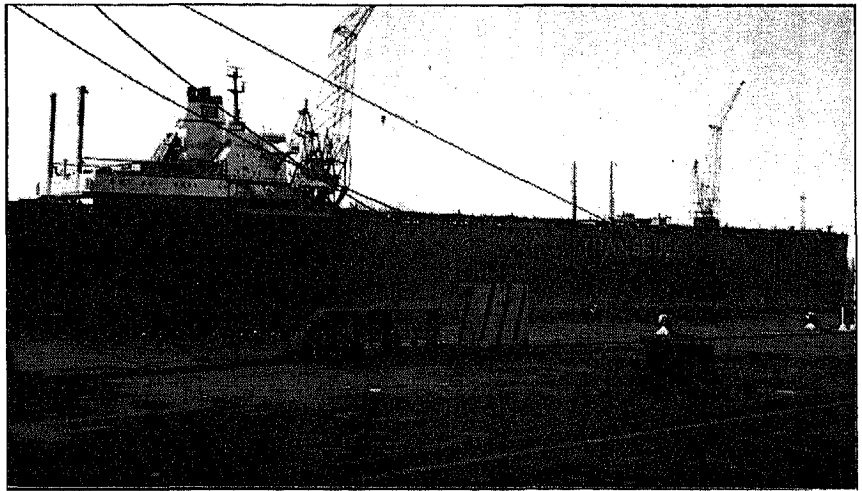
RECORD DAMAGES FOR BRAZILIAN SEAFARER

\$31 million has been awarded by a US court in a record damages payout to a Brazilian seafarer who was very seriously injured as the result of an accident in the port of Galveston fourteen years ago.

The seafarer was serving on the 25,231 dwt *Frotaleste* when he was hit by a train on the dock. He is now unfit for further sea service.

The seafarer claimed that the shipowner had a duty of care to him under the Jones Act while he was proceeding to and from his ship.

The award was handed down by the New York State Supreme Court against the seafarer's employer, the Brazilian shipping company Frota Oceanica Brasileira, which is thought likely to appeal against the judgement.



The Cyprus flag, German-owned *Yarrowonga* pictured here in the Dutch port of Schiedam where Inspector J. Harmsen from the Dutch Seafarers' union FWZ visited her on January 30. During her voyage to North America she had a serious engine breakdown, followed by a boiler breakdown, and drifted in the Atlantic for many days. Then hurricane force winds hit her and struck two enormous holes in her side both about 200 square metres in size. In the longest ever air rescue by helicopter, on January 14, the mixed German and Filipino crew were rescued some 800 kilometres east of Newfoundland. She was then towed to Rotterdam.

...Vanuatu runs a 'guess the 500th ship' contest

Continued from page 10

switch to foreign crews. Meanwhile, the focus of attention has switched to the *Weka* which is now back in Auckland after taking on British officers in Port Moresby. It has been unable to unload as the ten New Zealand ratings still on board have refused to move it to a working berth. The company has sacked them and in the latest twist has announced that it is suing the ten for the staggering sum of NZ\$11 million (US\$ 6.8 million), the value of the ship, in an attempt to get them to end their sit in. The New Zealand government has now stepped in and forbidden the further sale of the *Weka* to the Pacific Forum Line unless the ship is operated under what it terms "competitive international crewing conditions", enabling government subsidies to the South Pacific Island consortium to be withdrawn. Elsewhere, the crew of the *New Zealand Mariner* has also begun a 'sit in' in the Australian port of Melbourne. The *Mariner* has been laid up for one voyage while the NZSC attempts to negotiate new terms and conditions for its crew, though it insists that this ship at least will not be reflagged. A further ship, the *New Zealand Caribbean*, the sole asset of NZSC UK Ltd, has been sold to British interests.

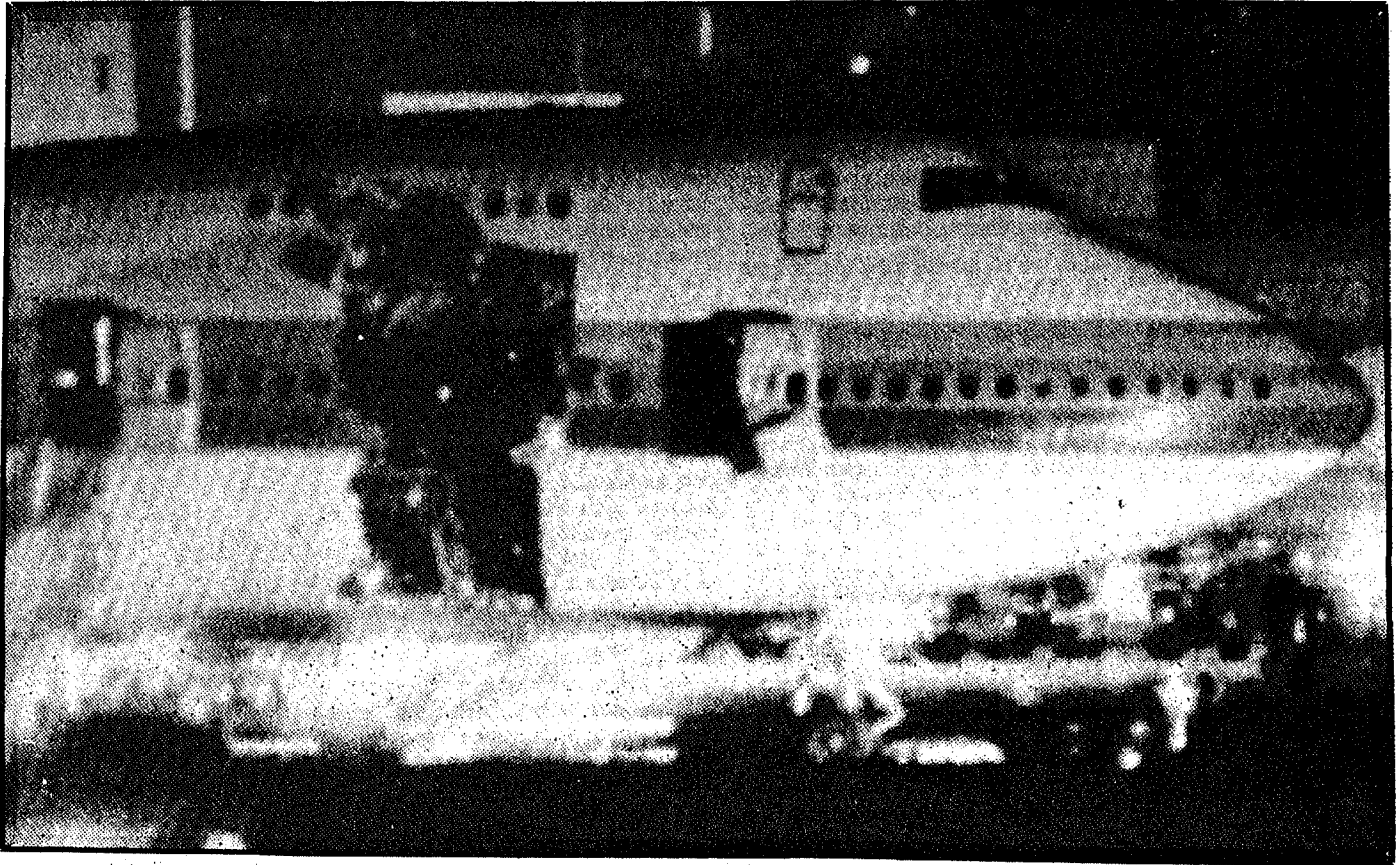
A maritime cooperation agreement signed by Pakistan and Sri Lanka earlier this month should bring substantial benefits to both nations. Under the pact, seaborne trade between the two countries will be shared equally between vessels of each country and both have promised to grant the other's ships priority at its ports. A maritime technology information exchange also forms part of the deal as does the development of joint shipping operations. Progress on the objectives will be monitored by a consultative committee.

There were only twenty-two ships of just over a quarter of a million tonnes registered under the Swiss flag at the beginning of this year, down from thirty-four ships three years ago. The Swiss flag, first introduced during the last war to safeguard the neutral country's food supplies, has had chequered fortunes of late. One owner — Suisse Outremere Reederei of Zürich — which had previously operated two reefer ships under the national flag withdrew completely last year and sold the ships to a Greek shipping company while there were cutbacks at other bulker and tanker operators.

Not content with one competition, Vanuatu has launched a second, inviting its friends who read the Vanuatu Maritime Services Newsletter to guess the date and time (eastern time naturally!) when the register is likely to take on its 500th ship! First prize is an all expenses paid trip for two to Vanuatu during the country's independence celebrations. All entrants qualify for a surprise prize. Entries to the registry's New York office please!

On a more serious note, the registry has just accepted its first one-man bridge tanker, the *Petrobulk Mars*, an 84,000 dwt ship to be operated by Naess Shipping. For obvious reasons, IMO regulations currently only allow one man operation during daylight hours and then only by the most senior ranked officer of the watch. While the Vanuatu registry is obviously pleased that determined efforts by Norsk Veritas and Burmeister and Wain have resulted in the ship being granted this classification status, the world's seafarers might be forgiven for thinking otherwise. The psychological stress on the sole officer manning the bridge, even with all the new technology available to him, is unthinkable especially during the strenuous night watches to which Vanuatu openly says it would like to see the IMO regulations extended.

Fuselage opens up in flight on 747 as safety fears for Boeing fleet increase



The United Airlines 747 back in Honolulu

Yet another Boeing jet has been involved in a serious accident. A gaping hole ripped open in the side of a United Airlines 747 en route from Honolulu to New Zealand on February 24.

The plane was 6,700 metres above the Pacific when the hole appeared and the cabin depressurised. Fourteen people were injured and nine were killed when they were sucked out of the cabin. Two of the four engines on the right wing went out, and the pilot skilfully brought the craft back to Honolulu on the two left wing engines. Boeing officials say that this is the first recorded incident of a Jumbo flying successfully on two engines on the same wing. 328 passengers and all the 18 crew members survived.

First reports indicated that there had been an explosion, but that now ap-

pears unlikely. Passengers have described hearing a hissing noise followed by the sound of metal tearing away from the plane.

The United Airlines Boeing 747-100 was delivered in November 1970 and last had a full maintenance check 88 days before the accident. Nineteen years is not considered too old for an operational 747 — the average age of the US air fleet is about thirteen years and the United fleet is nearly fifteen years and, in any case, the flying hours, number of completed cycles and the frequency of maintenance are more important than the actual age of the plane.

Investigations into why a huge 3X12 metre chunk of the fuselage around the cargo door fell off appear to have ruled out either an explosion or metal fa-

tigue. No traces of explosive have been found, and there are no signs of metal fatigue around the hole — but the cargo door itself is now at the bottom of the Pacific ocean.

After a cargo door opened in flight last year, the US Federal Aviation Administration ordered airlines in July to improve cargo door locking devices on older 747s. A spokesperson for United Airlines said, after the incident, that the airline had inspected the cargo door locking device before the accident but they had not yet installed the new part. (The FAA requirement was only to fit the new part by the end of this year.)

United officials praised Captain Cronin and the crew for bringing the plane back safely to Hawaii "under extreme emergency conditions" with only two engines.

PA103 bomb was hidden in radiocassette

The bomb that blew up Pan Am flight 103 over Lockerbie in Scotland last December was almost certainly concealed in a radio cassette player.

The British transport minister Paul Channon announced this piece of evidence at a special meeting of the governing council of the International Civil Aviation Organization (ICAO) in Montréal on February 16. The meeting then passed a unanimous motion calling for a worldwide tightening of aviation safety rules, including the possibility of introducing restrictions on carrying electronic devices onto planes.

The British authorities have said that the conclusion that the bomb was hidden in a radiocassette was the result of "painstaking and meticulous examination of debris" at the crash site.

The new security standards will take several months to draw up. US Federal Aviation Administration chief T. Allan McArtor said, at the ICAO meeting, that the new rules would not prohibit passengers carrying computers, radios, televisions, cameras, stereos and other electronic goods onto aircraft. Passengers who did carry such goods, however, would have to expect much more extensive searches of the equipment and other safety measures.

The rules are also expected to echo the concern expressed by the International Air Transport Association (IATA) in a statement issued January

19 about "the checking of personnel with access to parked aircraft on the ramp."

The new ICAO rules are also expected to cover the ability of courier companies to place packages on international flights.

* The causes of the sudden crash of a US-owned Boeing 707 in the Azores on February 8 remain unclear. All 144 people on board were killed when the plane hit a mountain on the island of Santa Maria. The 20 year old aircraft, which was owned by a small US airline (Independent of Tennessee), was carrying Italian tourists to Puerto Plata in

the Dominican Republic. The seven person crew were US citizens.

* Investigators are still trying to determine the cause of the crash on February 19 of a Flying Tigers' Boeing 747 in Malaysia. The cargo company's plane was on a scheduled run from Singapore to Kuala Lumpur when, at 6:30 local time it crashed into a hill 32 kilometres south of Kuala Lumpur airport. The five crew members were all killed. Conditions were misty at the time, but airport officials have stated that visibility was about three kilometres. The airport received no distress message from the aircraft.

THREE NEW ASIAN AIRLINES SIGN UP WITH ABACUS

There are three new recruits to the Asian computer reservations system known as Abacus. China Airlines, the Malaysian Airline System (MAS) and Philippine Airlines declared their intention last month to become partners in the \$100 million regional network. A final decision will be made in June.

The three airlines are now set to join the two founding system members Singapore Airlines and Cathay Pacific. The group's third member — Thai

International — is in a tricky position because of the Thai government's refusal to fund its participation unless the network computer is based in Bangkok. As a result it may well be forced to abandon Abacus and join one of the competing networks.

There is growing speculation that Korean Airlines could be the next to join Abacus, while the Indonesian airline Garuda will probably drop Abacus in favour of the rival Galileo network which includes KLM.

The Abacus project should be completed by the autumn of 1990, giving travel agents access to bookings for participating airlines, hotels and car rental companies through a central computer in Singapore.

In the US, two major carriers — American Airlines and Delta Air Lines — are combining their separate computer reservations systems into an independent two billion dollar operation in a bid for a larger share of the overseas market.

The cooperation deal signed on 5 February involves the setting up of an independent partnership, with the two founding airlines retaining at least 25% of shares in the new operation and Delta paying its partner \$650m for the privilege of association with Sabre, which is the largest US system.

Other airlines and travel companies are expected to take up the invitation to join the venture.

US draft law to limit crew hours

The FAA will finally be compelled to introduce duty time limitations for cabin crew if a bill just introduced in the House of Representatives has a safe passage into law.

US unions representing cabin attendants — especially the ITF-affiliated Association of Flight Attendants, which has petitioned the FAA on the subject — have been angered by the agency's adamant refusal to countenance restrictions of the type that already apply to cockpit crews.

Introducing his bill, Representative Norman Y Mineta said "there is no question that excessive fatigue can interfere with the performance of responsibilities affecting aviation safety".

AFA President Susan Bianchi-Sand

says that the flight attendant unions are firmly behind Mineta's bill and would make a joint effort to ensure that it went through its various stages this year.

Though the AFA's original petition dates from 1984 it has only just been turned down. Far too much time has been lost already and it is vital that the limits should be in place as soon as possible.

Referring to the current controversy over the drug testing of transport employees, Bianchi-Sand said "It is hypocritical to require drug testing of flight attendants to protect their mental alertness, while at the same time letting flight attendants work 24 hours or more in a row."

French rescue plan for Air Afrique agreed

Representatives of the ten nations who jointly own Air Afrique have endorsed the rescue plan for the ailing airline commissioned from the French government.

The plan involves a massive injection of French cash, probably in the order of about \$120 million (about two thirds of what the company needs to survive).

It was accepted "unanimously and in its entirety" in the words of the joint statement issued at the meeting held earlier this month in Yamoussoukro (Ivory Coast) to hear the French proposals and grant them formal approval.

Symbolic of the importance attached to the plan was the fact that eight of the countries in Yamoussoukro were represented by their head of state. The two

others had sent their Transport Ministers.

The report was drawn up by Yves Roland-Billecart, head of the French aid agency Caisse Centrale de Coopération Economique, who is expected to become the first non African chairman of the 28 year old airline at its next Board meeting whenever that takes place, replacing the present Congolese chairman.

Aside from the welcome cash inflow, the Roland-Billecart plan also envisages far more effective management for the airline which has become something of a byword for its lax management style.

One in three jobs at the airline — some two thousand — will go in harsh

staff cuts which are deemed essential to the airline's survival though the blow will be softened somewhat by generous severance payments.

The agreement is likely to mean some tough negotiations for Western European airlines seeking air traffic rights in Africa coupled with fierce competition from a more efficient, streamlined airline.

Air Afrique is jointly owned by Benin, Burkina Faso, Central Africa Republic, Chad, Congo, Ivory Coast, Mauritania, Niger, Senegal and Togo. It provides air links between 20 African countries and also flies to Europe and New York. It has a fleet of eight aircraft plus two chartered 727s.

Corporate shakedown in aviation intensifies

The shake-up in the airline world that has been one of the dominant features of the past few years seems to have gained renewed strength lately with almost every week seeing new mergers and cooperation deals, and news of the partial or total privatisation of airlines worldwide.

This last month has been no exception with the Israeli national carrier El Al, the Indonesian state airline Garuda and the Turkish airline Bogazici Hava Tasimiciligi (BHT) the three latest candidates for privatisation. El Al has shown profits for the past three years, and once it emerges from receivership later in the year the Israeli government is expected to place a substantial part of the company's equity on the Tel Aviv stock exchange or on overseas markets. Indonesia has already embarked on a policy of deregulation in the shipping, trading and banking sectors and it seems virtually certain that Garuda will be sold off as part of this strategy which is aimed at boosting the country's flagging oil-dependent economy. The Garuda president hopes that the government will retain a substantial stake in the airline to ensure continuity. A similar privatisation programme in Turkey has led to the sale, against considerable opposition, of BHT — the charter and cargo subsidiary of the state airline THY —

to a group led by the Irish airline Aer Lingus and a number of Turkish tour operators amid allegations that the company has been sold at a knock-down price.

One other large privatisation — that of Air New Zealand — that attracted strong rival bids from two international airline groupings when it was announced late last year has now gone ahead, with Qantas and its three partners the successful bidders. The price for which the company was sold — NZ\$660 million (US\$422.8 million) — was substantially less than predicted. Qantas now owns 19.9%, and Japan Air Lines and American Airlines 7.5%, leaving New Zealand financier Ron Brierley's company, Brierley Investments with 65%, of which 30% will be sold to the airline staff and the general public. Though the expansionary British Airways was pipped at the post this time it can comfort itself with the fact that according to ANZ chief executive Jim Scott the company still needs strong northern hemisphere partners.

The other major story of the month must be the acquisition by the California trucking giant Consolidated Freightways in a friendly takeover of the Connecticut-based Emery Air Freight Corporation in a deal worth \$230 million to create the world's largest heavy air cargo company. Emery

will be consolidated with Consolidated Freightways' airfreight unit into a new company to be known as Emery Worldwide, a CF company. It will have a fleet of a hundred plus cargo aircraft capable of handling a massive 210,000 shipments a day.

The merger comes hard on the heels of the \$880 million deal (reported in the last issue of ITF News) for the giant airfreight carrier Tiger International and forms part of a pattern of other though less spectacular acquisitions which industry analysts say are evidence of a clear move away from the historic division into air and ground operations towards integrated door-to-door freight companies. The overall aim of the companies dominating the sector is, again according to the analysts, to offer comprehensive international door-to-door services.

Air courier Federal Express hopes to do this by adding Tiger's route network to its own and grafting Tiger's heavy cargo business on to its successful envelope service, which it markets under the motto "When it absolutely, positively has to be there on time". The deal with Emery will enable Consolidated Freightways to turn its relatively small scale airfreight division into a massive operation which will have the

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IAM prepares for final showdown with Lorenzo

The embattled US machinists' union is now gearing itself up for a fight at Lorenzo's financially troubled Eastern Airlines as wage negotiations that have been continuing on and off for the past two years have reached a final impasse.

During these negotiations the company has been attempting to get the IAMAW to agree to numerous concessions totalling \$150 million. It has demanded a 23-50% reduction in wages, depending on the classification of the employee and the elimination of accrued pension benefits for three years and then a 25-50% reduction in all pension benefits.

Since 1975 Eastern Airlines members have contributed \$325 million to the carrier and it has additionally verified that more than \$100 million in savings have come from an IAM productivity scheme.

The 30 day cooling off period customary under US labour law has been invoked and is now slowly ticking away, with an all out strike of mechan-

ics, ramp servicemen, airline servicers, and stock clerks a very real possibility from early March if last ditch mediation sessions fail to produce a settlement.

Strike tactics under active consideration by the union could well involve the widespread disruption of airline and rail services — action that would undoubtedly prompt the government to intervene in what would be by then a very serious dispute indeed.

But the union feels that it has no other choice than to use every weapon in its armoury against an intransigent employer that has persistently attempted over a long period to impose unacceptable cuts in the terms and conditions of its members.

The morale of Eastern's unions was dealt a further blow at the beginning of the year when the District Court gave Donald Trump the go ahead on his controversial East Coast shuttle purchase.

As Eastern continues to lose money it can now only be a matter of time before

other company assets are put up for sale. Indeed, continuing talks between Texas supremo Frank Lorenzo and Pan Am's owner Carl Icahn have prompted speculation in some quarters of an early sale, although opinion on this is divided with some analysts saying that it is by no means clear who is likely to be selling to whom (see the article below in this issue).

Both Eastern and Texas Air's non-union Continental Airlines subsidiary reported huge losses in the fourth quarter of last year, taking the loss figures for 1988 for the entire group to \$718.6 million, well over the 1987 total of 455.1 million.

The continuing losses at Continental have forced the resignation of its president Martin Shugrue. Shugrue is the fifth Continental president in five years and has had little more success than his predecessors in turning the company round.

* The Scandinavian airline SAS has increased its stake in Texas Air to 9.9 per cent from 7.9 per cent.

...TAKEOVERS, ALLIANCES AND MERGERS DOMINATE THE INDUSTRY

Continued from page 14

added strength of its powerful trucking arm.

Meanwhile, again in the US, the troubled airline company Pan Am is facing an uncertain future. Earlier this month, the company's chairman Thomas Plaskett said that the company could not continue in its present form and that either it would have to be sold or it would be necessary for Pan Am itself either to acquire another carrier or to enter into a cooperation deal with one or more foreign companies to survive. The company urgently needs to improve its domestic feeder network to its international routes out of its New York and Miami hubs which have been steadily losing ground to its competitors. Plaskett's comments seem to be no more than a belated recognition of what industry watchers have been saying for a long time, namely that it is high time the company embarked on an immediate programme of expansion

after fifteen to twenty years of simply marking time, otherwise it will go under. As for possible purchasers, some analysts argue that any buyer would be frightened off by possible anti trust suits while others believe that three major US airlines could well be interested in parts of Pan Am's international route network. What does seem certain is that the desparately over-indebted company which has lost a total of over \$2 billion in the past five years has bought time by selling assets to tide it over the slow winter season.

Meanwhile, two other North American companies — Transworld Airlines in the US and the Canadian national carrier Air Canada — announced the first stage of what is eventually intended to be a broad commercial alliance when they agreed earlier this month on a mutual transfer of passengers on certain of their international routes. TWA's St. Louis hub is covered by the cooperation agreement, as are a number of European airports

including Vienna, Düsseldorf, Nice and Geneva.

Angered by the government's delay in granting it a licence, the giant Taiwan shipping group Evergreen has publicly declared that it might have to rethink its plans to move into the air transport market by 1992. The statement by the group's chairman is being widely interpreted as being designed to spur the authorities into action rather than an indication that Evergreen is now thinking of pulling out of the cargo and passenger venture to which it has already committed large sums. Arrangements have also been made with the Japanese airline All Nippon Airways to train personnel for its projected airlines and commercial links are under consideration with a similarly named though unconnected US air freight company Evergreen International — further indications that Evergreen is pressing ahead with its plans unperturbed by the fact that the government is dragging its feet.

PEOPLE

Francis Blanchard has retired as Director General of the International Labour Office, a post which he has held since 1974. He is succeeded by **Michel Hansenne**, the Belgian Civil Service Minister, who has been elected to his first five year term.

Charles Ford has retired as General Secretary of the International Textile, Garment and Leather Workers' Federation (ITGLWF) and has been succeeded by **Neil Kearney**.

Hermann Rappe was elected as the new President of the International Federation of Chemical, Energy and General Workers' Unions (ICEF) at the union's recent Congress. Rappe is President of the German Chemical, Paper and Ceramic Workers' Union and already has extensive international experience. Outgoing ICEF President is **Nils Kristoffersson** of Sweden. Meanwhile, ICEF Deputy General Secretary **Pekka Aro** is leaving his post in May to return to his native Finland. **Victor Thorpe**, ICEF Assistant General Secretary from 1976 to 1983, who has worked on many re-

search and advisory projects for the International in recent years, will take over as Deputy General Secretary in June.

André Bergeron has retired at age 66 as the General Secretary of the French CGT-FO Confederation at its 16th National Congress which took place from 31 January to 3 February in Paris. Elected to his post in Force Ouvrière in 1963, Bergeron has dominated its affairs for over a quarter of a century and left his stamp on the organisation. The new FO General Secretary is **Marc Blondel**, who was formerly the FO's secretary for economic policy. In a tribute to the outgoing General Secretary, Blondel said that Bergeron had made the FO into an essential feature of French life today. It was now up to all those charged with office to continue to build on what he had achieved, retaining the FO's independence and freedom of action and doing their utmost to obtain satisfaction of organised labour's demands. The organisation intended to take its proper place in the history of the remaining years of the 20th century, with all its social and

economic difficulties and other challenges.

John Flood, Deputy General Secretary of the British Union of Shop, Distributive and Allied Workers is retiring in April. Meanwhile, USDAW General Secretary **Garfield Davies** has been re-elected to his post after an uncontested election held to comply with Britain's trade union legislation.

We extend warm congratulations to **Xabier Murua** who has been elected General Secretary of the Transport Federation of ELA-STV (the Spanish Basque union centre) in succession to **José Miguel Unanue**. Unanue had asked to be relieved of his post in order to enable him to give more time to his duties as a member of the confederation executive.

William Winpisinger, President of the US International Association of Machinists and Aerospace Workers (IAMAW), retires at the union's quadrennial convention this June. Winpisinger has served three terms as President.

OBITUARIES

Irving Brown, an outstanding figure in both the US and the post-war international labour movement, died in Paris on 10 February, at the age of 77. Born in New York, Brown became the American Federation of Labour's representative in Europe in 1945, holding the post until after the AFL merged with the Congress of Industrial Organisations in 1955. It was during this period in Europe that Brown helped shape the post-war international labour movement through his many years of service in the International Confederation of Free Trade Unions with which he was closely associated from its earliest days. He it was who brought an end to the isolation of the American trade union movement by leading the AFL into the ICFTU. He himself worked for it as director of the ICFTU UN office in New York in the early sixties. He then worked for the AFL-CIO institute that provides technical aid to unions in Africa, returning to

Paris in 1973 to head the American labour federation's European office, and becoming, in 1982, the AFL-CIO's director of international affairs. Brown was also instrumental in the setting up of the forerunner of the present day TUAC (the advisory body to the Organisation for Economic Co-operation and Development).

Hoyt S Haddock died on 17 January, only a week after he retired from the United Seamen's Service (USS). He was 81 and had been seriously ill for some time. Haddock had been closely connected with the non-profit making agency ever since it was founded in 1942 and it is largely thanks to his efforts in a variety of voluntary and executive capacities during forty seven years of unstinting service that there are such excellent sporting and recreational facilities at the network of overseas centres for American seafarers

run by the USS.

For many years a radio operator, who saw gallant service during the Second World War, Haddock in a distinguished career was also the first President of the American Telegraphers' Association and a member of the US delegation to the important 1948 Safety of Life at Sea Conference in London. In his retirement, he had been extremely active on behalf of US seafarers, acting as a voluntary representative for the American Radio Association in Washington and on the Radio Technical Commission for Maritime Services. He had spent the last five years as USS president.

Kaj Palm, Vice President of the Swedish Navigating Officers' Association (SFBF) has died after a long illness. First elected to the union's executive in 1973, Kaj was SFBF president from 1980 to 1981.