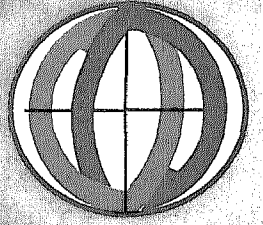


# ITF NEWS



## NEW ITF SECTION FOR TOURISM SERVICES WORKERS

A major new drive to organise workers in the tourism industry is likely to result from the meeting of the ITF's Travel Bureau Section which was held in London on 8 and 9 March. The Conference is also likely to be the last one held by the Section in its present form. One of the Conference's main conclusions was that the Section should be renamed the Tourism Services Section, and that participation in its activities should be opened both to other ITF industrial sections and to tourism and travel industry workers who are members of other International Trade Secretariats. Richard Rosser (TSSA) was elected Vice-Chairman of the Section replacing Bert Lyons from the same union who had retired from office. The other Section Vice-Chairman is Bro S Nakajima (Kanko-Roren, Japan).

The Travel Bureau Section, which was originally set up in 1974, is the smallest of the eight industrial groupings within the ITF and until now it has been the least active, reflecting both the low level of trade union organisation in the tourism industry and a lack of interest in international work by travel bureau industry unions. This lack of enthusiasm led Section Chairman Lars Hellman (HTF, Sweden) and Secretary David Cockroft to suggest that the Section might be wound up and replaced by a more flexible Committee on Tourism. This proposal was overwhelmingly rejected by the 30 delegates representing nine unions from eight countries present. They pointed out that the tourism industry had changed beyond all recognition in the past ten years. Tourism, particularly international tourism, and business travel were among the fastest growing industries in the world and they offer a massive opportunity for trade union organisation. This was the moment for the ITF to intensify,

not abandon, its tourism related work, they felt.

One problem for unions in the past had been the title of the Section. Travel Bureau employees, although an important group, only covered part of the tourism related occupations which needed to be covered by ITF activities. The Section should also cater for tour guides, who show tourists the important sights of their city or region, and tour managers, who escort holiday makers throughout their tour. The "tourism industry" is made up of different parts of the transport and various service industries, such as hotels and catering as well as various sectors of transport — air, sea, rail and road. The new "Tourism Services Section" must therefore work closely with other sections of the ITF which have an interest in tourism as well as with unions affiliated to the International Union of Food and Allied Workers' Associations (IUF) and the International Federation of Commercial, Cleri-

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**FINLAND SAYS NO TO SECOND SHIP REGISTER (8)**

# COSATU to take over SACTU

After some confusion, the exiled labour wing of the African National Congress, the South African Congress of Trade Unions (SACTU), has accepted that it has no future role in South Africa as a separate organisation.

Earlier reports that SACTU hoped

to "take over" the independent Congress of South African Trade Unions (COSATU) and absorb its officers have been denied. Instead, SACTU General Secretary John Nkadimeng said in Lusaka in February that his organisation accepts that COSATU is the dominant trade union force in South

Africa. SACTU and COSATU will meet next month to discuss the transfer of assets and personnel from SACTU to COSATU. SACTU had been an affiliate of the now effectively moribund Eastern European based Communist-controlled World Federation of Trade Unions (WFTU).

## Bomb attack on Turkish trade union federation

The headquarters of the Turkish national trade union centre Türk-IS was bombed on February 21 in an attack that appears to have been aimed at killing the entire leadership of the union.

No one was hurt, but the eight people who entered the building at 12:30 and threw bombs and molotov cocktails in General Secretary Orban Balta's office were clearly targeting the union's

management committee meeting, which had ended by the time of the attack. Serious damage was caused to the building by the explosions and subsequent fire.

The International Confederation of Free Trade Unions (ICFTU) has condemned the attack and asked the Turkish authorities to open a full investigation and bring those responsible to

court.

In a message of solidarity with Türk-IS, ICFTU General Secretary Johny Vanderveken expressed the ICFTU's deep sympathy with the union and its full support for Türk-IS' continuing campaign for the full respect of trade union rights in Turkey.

## *...The last Travel Bureau section conference?*

Continued from page 1

cal, Professional and Technical Employees (FIET) both of which were represented at the Conference.

Among the issues which the Conference urged should be dealt with is the professional licensing of tour guides and tour managers, both occupations where professional standards are important but where tour operators try, whenever possible, to use unskilled cheap labour. The dangers to tourists' safety of having bus drivers combine their driving duty with that of tour guide or tour manager was stressed. So too was the contribution of tour guides to tourists' appreciation of the historical and cultural aspects of the countries they visit. The best way to ensure a decent standard of service as well as stability of employment for professional tour guides was by the introduction of a statutory licensing scheme the Conference concluded and it agreed to

set up a special working group of tour guide and tour managers' unions to make proposals for licensing at both the international and the European level. The ITF campaign for a tour guide's licence will be pursued within the International Labour Organisation, the World Tourism Organisation and the European Commission.

Delegates also agreed to create a mutual assistance network so that trade unions can offer assistance to each others' members who encounter difficulties while working abroad. This is important since unions cannot always meet the needs of their members who travel through different countries with groups of tourists.

There was lively discussion around working conditions in an industry employing a high proportion of women, part-time workers and young people. The difficulties of securing pensions and other benefits for self-employed

workers were also highlighted. The ITF has circulated a working conditions survey to its affiliates, the results of which should provide interesting information as to standards in the industry.

New technology and particularly computer reservation systems are certain to have a major impact on employment and working conditions. Clearly, trade unions need as much information as possible as to likely changes in the structure of the big CRSs. There was considerable support for the idea of an information seminar on technology in tourism to be organised by the ITF, in cooperation with IUF and FIET. The message from delegates at the meeting was that the Section has a vital role to play in the future. Tourism is a growth sector in many national economies and there is a pressing need to organise and represent those who work in the various parts of the industry.

# Rights abuses continue in Sri Lanka

During a short visit to the ITF office on 6 March, Bala Tampoe, General Secretary of the ITF-affiliated Ceylon Mercantile, Industrial and General Workers' Union (CMU) gave some up to date information on the deteriorating political and human rights situation in Sri Lanka.

On a positive note, he said that the notorious Regulation 55FF which permitted any senior police officer to authorise the burial or cremation of a body has now been repealed following protests from the union and other civil rights groups (see ITF News February 1990).

On the negative side, however, he reported on the adoption of a draconian new law which was having a devastating effect on the activities of democratic trade unions. The Emergency (Prevention of Subversive Political Activity) Regulations number one of 1990 which were adopted by the government of President R Premesada in order to stop terrorism are, in reality, being used by managements to terrorise workers engaged in legitimate trade union activities. In a letter sent to the President on March third, the CMU draws attention to the fact that the regulation contains no definition of what constitutes "subversive activity".

The real purpose of the Regulations, the union says, seems to be to suppress activities in workplaces or educational institutions of trade unions or student unions that the managements consider objectionable, however legitimate and peaceful they may be. In support of this claim, the union cites regulation two which refers to "any political activity or otherwise connected with or concerned in conduct designed to adversely affect the due functioning of such workplace or institution." Despite the fact that the regulations have been in force for only a few weeks, Tampoe claims that his union has clear proof that managements have sought to prevent ordinary meetings of CMU branches or to deter members from taking protest action within the workplace by reference to the Regulations or to implied

threats of action under them.

The Emergency regulations merely reflect the atmosphere of fear which runs throughout Sri Lankan society. Terrorist acts committed by supporters of the extremist JVP movement have been met increasingly by counter terror from army units and government supported vigilante units against anyone suspected or even accused of being a JVP supporter. The case of Mr P P R Peiris, a CMU member, illustrates the climate perfectly. Mr Peiris, a senior member of the clerical staff of M/s Walker & Sons was taken from his home at 1:00 on January fifth by a group of armed personnel in civilian clothes. The next morning he was interrogated by an officer in uniform at an army camp to which he had been

taken blindfolded. Mr Peiris, who is 55 years old, is the CMU branch secretary at the company and a trustee of the pension fund. The only charge levelled against him during his interrogation was that he had been making "nuisance calls" and writing "threatening letters" to the management of the company "as a JVPer".

In view of the provisions of regulation 55FF, it was a very relieved Mr Peiris who was eventually released, without charge, at 2:00 the next day. Unfortunately many other Sri Lankans who have found themselves dragged from their homes or workplaces and summarily executed on the basis of nothing more than anonymous telephone calls accusing them of links with the JVP have not been so lucky.

## ITF Asia/Pacific Regional Committee meets in Hong Kong

Respect for trade union rights in developing countries and the expansion of trade union educational activities were among the issues discussed by the ITF's Asia/Pacific Regional Committee, which met in Hong Kong from 14-16 February.

The meeting was attended by 57 members, advisers and observers from 26 unions in 16 countries. General Secretary Harold Lewis and Asia/Pacific Regional Secretary Mo Hoda represented the ITF at the meeting.

S. Nakanishi of the All-Japan Seamen's Union was elected Chairman of the Regional Committee after the retirement of K. Doi. Vice-Chairmen are Mike Fleming of the Merchant Service Guild of Australia and Dr. V. David of the Malaysian Transport Workers' Union.

The meeting heard a presentation by D.P.A. Naidu, the International Labour Organisation's Regional Adviser on Rural Workers' Activities, on the role of trade unions in developing countries. He stressed the importance of involving trade unions as partners in national development so that the bene-

fits of economic progress could be shared by all sections of society. For this to happen governments have to guarantee trade unions real autonomy.

After discussion the Committee issued a call for international aid agencies to include clauses in their programme contracts requiring recipient countries to respect trade union rights.

Members delivered reports on trade union conditions in their countries, with discussion focussing particularly on Fiji, Malaysia, Sri Lanka, China and Hong Kong. A resolution was passed condemning the persecution of workers and independent trade union activists in China and calling for international human rights standards to be respected.

An important item on the meeting's agenda was an assessment of the ITF's Long Term Education Programme in the Region, which was launched in 1985. The Programme was originally due to terminate at the beginning of 1990, but the ITF had secured a twelve-month extension which is to conclude in a major evaluation seminar in Janu-

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# New European unions hold conferences

Wide variations are occurring in the different Eastern and Central European countries as far as the development of their emerging democratic trade unions is concerned.

In Czechoslovakia the old official ROH trade union centre held its confederal congress with the participation of the Co-ordinating Committee (KOC) on 2-3 March in Prague. The Congress dissolved the old organisations and set up a 'holding committee' to which the official unions' financial and property assets have been transferred pending their allocation to the new union organisations which have been set up in the past two months. On March 3, a new Czechoslovak Confederation of Trade Unions (KOS) was set up with the support of 34 of the 60 unions present, including all the major unions. The main issue to be resolved at the founding Congress was the federal structure of the new union movement. Czechoslovakia is a federal country of Czech and Slovak peoples and this needs to be reflected in the union structure. In fact only the Confederal layer was finalised at the Congress with a substantial number of Slovakian based unions arguing for a large degree of autonomy or even outright separation. In Bratislava on 1 March 23 Slovakian trade unions set up their own federa-

tion TSO although seven of these subsequently travelled to Prague where they took part in the founding Congress of KOS. The new KOS President is Igor Pleskot, President of the Metalworkers' union and a former Co-ordinating Committee member. The Vice-President from the Czech Republic is Richard Falber from the local government workers' union. The position of Executive Secretary has yet to be filled.

A key feature of the new Czechoslovak union movement will be the much greater role played by the industrial unions. This will require an important positive response from the ITF and other international trade secretariats. Václav Vanek, President of the Railwaymen's Trade Union Association OSZ wrote to the ITF on 1 March informing it that his union had been formed at a Congress on 15 February and was "looking forward to mutual cooperation" with the ITF.

In Hungary, the position is less clear. The SZOT official union centre held its Congress immediately after the Czechs and transformed itself into MSzOSz. A representative of the League of Democratic Trade Unions spoke to the Congress but was apparently heckled by many of the delegates. Sandor Nagy, President of SZOT has been elected President of the new

body and many of the other top leadership positions have been filled by former SZOT officials. The position of the group of "independent" unions which were formerly members of SZOT is not yet clear. The ITF Executive Board at its March meeting will consider an application for affiliation from the Hungarian Seafarers' Union which is affiliated to the league and contacts have also been established with the Democratic Trade Union of Budapest Passenger Transport Workers.

In Romania representatives of the FRATIA trade union centre met President Iliescu on 8 March for discussions about the disposal of the assets of the former official trade unions. FRATIA is now reported to have more than 800,000 members (up from 60,000 less than two months ago) and is still growing. The future of the union movement will be easier to predict after the Parliamentary elections due on May 20. The ruling National Salvation Front is expected to emerge from those elections as the largest single party but short of an absolute majority. The ITF Secretariat has been supplying the Romanian Drivers' Union with detailed information about the road transport industry, collective bargaining and social security.

In Bulgaria, the Congress of Podkrepa, the independent trade union federation, is due to take place on 17-18 March. The ITF has received an approach from the Seafarers' Union of Podkrepa, asking for information about affiliation.

International Confederation of Free Trades Unions (ICFTU) officials will visit the USSR at the end of March on a fact finding mission to assess the progress being made in the development of free trade unions. Discussions are planned with representatives of the Miners' and Fish Workers' Unions. An invitation has been extended by the ITF Secretariat to the USSR Fish Workers' Union to attend the ITF Fishermen's Section Conference in June as observers.

## ...ITF Asia/Pacific meeting

Continued from page 3  
ary 1991 which will chart the way for future activities.

Members highlighted the positive role played by the Programme in bringing together union activists in each country and in raising the ITF's profile throughout the trade union movement. The meeting endorsed the view that the Programme is "the single major initiative by the ITF and its affiliates in the Asia/Pacific Region to strengthen the grass root trade union movement amongst transport workers".

It was decided that affiliates in each country should examine the possibili-

ties for self-funding of the Programme from next year, and that the Regional Secretary should coordinate information on future plans. There was also discussion on how unions from the wealthier countries in the Region could be approached to help with funding on a selective basis.

On ITF affairs, the Regional Committee noted what it saw as the underrepresentation of the Asia/Pacific on the ITF's Executive Board, and passed a resolution requesting that the Federation's Constitution be amended so that an additional seat on the Board can be allocated to the Region.



# INLAND TRANSPORT

## ITF African rail workers' conference

The fourth ITF African Railwaymen's Conference was held in Harare, Zimbabwe from 20 to 22 February 1990. 22 delegates from 11 unions in 11 countries attended the Conference, which was supported by the International Association of Machinists and Aerospace Workers of the USA.

The ITF was represented by Assistant General Secretary Graham Brothers, African Vice-President Anderson Mhungu, and African Representative Ben (Roxy) Udogwu.

The opening session of the Conference was addressed by the Deputy Labour Minister of Zimbabwe, who spoke of the railways' crucial role in the expansion of trade, of his Government's concern to provide proper retirement benefits through a national

social security scheme, of the need for respecting the principle of tripartism (government-employer-trade union cooperation) in industry and of Zimbabwe's determination to improve health and safety at work.

The Conference was also addressed by the Permanent Secretary at the Ministry of Transport, by a representative of the General Manager of National Railways of Zimbabwe and by the General Secretary of the Zimbabwe Congress of Trade Unions.

Under the chairmanship of Samson Mabheka, President of the Zimbabwe Amalgamated Railwaymen's Union, the Conference discussed a wide variety of topics including the harmonisation of industrial relations, job security, trade union solidarity, removal of

asbestos from rolling stock, accidents and noise hazards and developments in transport policy and future prospects for African railways.

Raphael Okang'a, General Secretary of the Kenyan Railway Workers' Union, reported on the 17th General Assembly of the Union of African Railways (UAR) held in Kinshasa in October 1989 which he had attended on behalf of the ITF. The Conference requested the ITF to further develop relations with the UAR.

The Conference adopted resolutions on the harmonisation of industrial relations, on trade union solidarity, opposing railway privatisation, on leave of absence with pay, on health and safety on the railways and on the supply of spare parts.

## Japan prepares for road haulage deregulation

Japan's Transport Ministry is planning to amend road transportation rules to clear the way for deregulation. Regulations on truck tariffs will be lifted and the issuing of licenses will be abandoned.

Some foreign and domestic operators are expected to enter the market. Multinationals and the big trading houses are already swallowing up smaller firms. There are now 38,000 trucking firms in Japan but this number is likely to decline.

The immediate effect of the amendment will be slight. Analysts believe that the Japanese market will be deregulated gradually.

The trucking market will remain a fairly difficult one for new entrants. The ministry has included provisions in the two bills to protect the vested interests of companies that already have licences.

One of these provisions is that "the ministry will not grant licences to newcomers in a state of emergency". It is thought that a "state of emergency"

would entail a substantial increase in competition and a sharp drop in rates.

Strict Japanese licensing rules require the applicant to own enough land and garage space to accommodate more than ten trucks and to prove the new company has freight to carry. At pres-

ent, the applicant also needs the consent of the competing local trucking companies to begin operating.

Trucking companies will still have to report rate changes in advance to the ministry which will retain an advisory role.

## East German rail workers reform trade union

Railway workers in West Germany have welcomed the emergence of an independent trade union organisation for their counterparts in the German Democratic Republic.

Officials of the West German Railway Workers' Union (GdED) met members of the committee preparing to launch the new, democratised rail union IG Eisenbahn in East Berlin in February. Railway workers in the GDR have until now been organised in the state-run Transport and Communica-

tions Union.

The East-West meeting called for the governments of both countries to give "the highest priority" to investing in the modernisation and integration of the two rail networks.

\* In a separate development, the GDR government has moved to deregulate its road haulage sector as a prelude to privatisation. Haulage concerns are to be allowed to operate as privately-financed companies independent of state direction.

# Argentina to privatise railways

The Argentinian government is planning to privatise the country's railways in the latest stage of a series of reforms aimed at cutting the system's heavy financial losses. Thousands of jobs may be put at risk as a result.

The move by the new government comes after the failure of previous plans to restructure the railways and restore profitability. But railway workers fear that the government is seeking to blame them for the system's US\$2 million a day losses. A government restructuring plan has already called for the cutting of 8,000 jobs in the railways, to be achieved by redeployment into other

public sector companies. The railways presently have a total workforce of 95,000.

The four business groups that have expressed an interest in taking over

parts of the rail system are linked to the French and Spanish railways SNCF and RENFE, the West German railway builders Thyssen-Henschel and the Iowa Interstate Railroad in the USA.

## Istanbul to build metro

Istanbul is to build a metro and a 13 km-long rail tunnel under the Bosphorus strait which divides the European and Asian halves of the Turkish city.

The social democrat-governed municipality has launched the US\$1.7 billion plan in an effort to reduce traf-

fic congestion caused by the rapid increase in the city's population.

Previous administrations had failed to press ahead with plans for a metro system, but international contractors have now been given until March 22 to submit applications for the project.

## South African Transport services become Transnet Ltd.

South African Transport Services (SATS) assumes its new image as a private, though still state-owned, company on April 1st (see ITF News, February 1990).

The new company will be called Transnet Limited. There will be five operating divisions: Petronet (pipe-

lines), Autonet (roads), Spoomet (railways) and Portnet (ports) along with South African Airways (whose name remains the same).

The transfer of one of South Africa's largest commercial concerns to a corporate structure that prepares it for

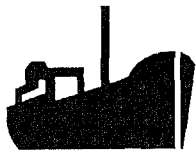
privatisation has been opposed by the trade union movement. As South Africa tentatively takes the first steps towards majority rule, parallel moves to transfer major state assets into private hands appear to be a way of safeguarding minority privileges through private ownership.



## FORTHCOMING MEETINGS

20-21 March	Executive Board	London
11 April	Cabin Crew Meeting	Montréal
25-27 April	Latin American Regional Conference	Montevideo
17 May - 18 May	Urban Transport Working Group	Hamburg
30 May	Dockers' Meeting	London
31 May - 1 June	Fair Practices Committee	London
13-14 June	Fishermen's Section Conference	London
31 July - 1 August	Executive Board	Florence
2 - 9 August	ITF Congress	Florence
3-7 September	Foc Inspectors' Meeting	Eastbourne, England





# SEAFARERS

## ITF Asia/Pacific Seafarers' meeting

The ITF's Asia/Pacific Seafarers' Regional Committee met in Tokyo on 19 and 20 February. Delegates from unions in fourteen countries attended the meeting which was chaired by the ITF Seafarers' Section Chairman Mols Sørensen. The ITF Secretariat was represented by Assistant General Secretary Åke Selander and Asia/Pacific Regional Secretary Mo Hoda. The All-Japan Seamen's Union (JSU) hosted the meeting, which was held in the new Seafarers' Welfare Centre "Mariners' Court".

The meeting discussed a wide range of maritime policy issues, including quota systems, ITF campaign activities, recruitment policies, training and qualifications. Second register problems and the question of beneficial ownership featured prominently in the policy discussions.

The delegates urged that where there is no ITF-acceptable collective agreement covering foreign crews on second register ships, the ITF Secretariat should encourage the affiliates in the flag country and the crew-supplying country to get together and provide joint collective agreement coverage for the vessel in order to prevent sub-standard conditions from being established on second registers.

The delegates also expressed strong concern at the present moves within the International Maritime Organization (IMO) to reduce the navigational watch to a single officer look-out on the bridge (see *ITF News*, January 1990). Delegates asked the ITF Secretariat to lodge the strongest possible protest with the IMO demanding the end of this regressive policy that could endanger the lives of seafarers, cause excessive stress and pose a serious threat to other ships and the environment.

On the continuing ITF campaign against Flag of Convenience (Foc)

shipping, the meeting held out the promise of increased assistance to ship's crews, partly because of the new International Labour Organisation (ILO) guidelines on procedures for inspection of labour conditions on ships and partly because of the overall intensification of the ITF campaign.

The day after the meeting, a joint working party consisting of seafarers' delegates from the Asia/Pacific region, Europe and North America met and

discussed the practical implementation of the ITF's "Madrid Policy" on beneficial ownership (so called because it was agreed at the 34th ITF World Congress in Madrid). A large measure of agreement was reached on European proposals (drafted at last year's Rotterdam European Seafarers' meeting) which seek to establish a code of conduct among ITF affiliates in dealing with the complicated issue of bargaining rights.

## *Regional committee to boost welfare activities*

A special seminar of the International Committee on Seafarers' Welfare (ICSW), sponsored by the ITF, was held in Singapore from February 25-28.

The seminar on Seafarers' Welfare in the Asian Region was attended by 61 people, representing the ICSW, Asian organisations and the International Labour Organisation (ILO).

The meeting agreed to set up a new sub-committee for the Asia/Pacific Region and to conduct a special survey of seafarers' welfare facilities and groups in the region, which will be published later this year.

The ICSW was founded in 1980. Its members are the ITF, the International Shipowners' Federation (ISF), the International Christian Maritime Association and government and other national agencies dealing with maritime welfare. Its secretariat is provided by the International Labour Office.

ITF Assistant General Secretary Åke Selander, who is currently Chairman of the ICSW, presiding over the seminar, said that it was now timely to "reassess the role of the ICSW, to redefine what is meant by seafarers' welfare and what services needed to be

provided."

Selander suggested that the ICSW should become a more formalised and cohesive organisation. Its main purpose, that of providing guidance on the implementation of ILO welfare-related Conventions and Recommendations, could well be complemented by research activities, technical reports and studies, advice on the provision of welfare facilities and the taking over from ICMA of the production of the worldwide Directory of Seafarers' Welfare Facilities.

ITF Seafarers' Section Chairman Mols Sørensen spoke to the meeting about the ITF's support for the latest ILO seafarers' welfare instruments, and called for an expansion of the ICSW's resources and activities. He explained the welfare activities of the ITF Welfare Fund and Seafarers' Welfare trust.

Representatives of the ILO, the ISF, ICMA and regional governments also made presentations to the seminar. It was clear that there was a wide variation in the region in the levels of services provided for seafarers' welfare and in the degree of government

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# Finland rejects second register

Finland has followed Sweden's lead in rejecting the concept of a second shipping register and opting for a package of positive assistance to national flag shipping.

A key parliamentary sub-committee has rejected the idea of a Finnish Second Register along the lines of the Norwegian, Danish and German International Registers. Instead, it has agreed to a package of direct state subsidies amounting to FM 80 million (\$20 million) per year to the Finnish fleet. Under the Finnish political system, the approval of this committee, which includes several powerful cabinet ministers, is certain to lead to full Parliamentary approval.

The plan is set to start from July 1. Shipowners have argued that it should last for five years, but it may only run, initially, for three or four.

Under the scheme, each shipowner will receive FM50,000 per seafarer employed up to the minimum manning levels laid down by the Finnish National Board of Navigation. Vessels in domestic and ferry trades and ships over 15 years in age are excluded from the scheme.

Henry Favorin, Chief Inspector at the Ministry of Transport has said that between 50 and 70 Finnish shipowners stand to benefit from the subsidies — which is roughly equivalent to the amount of tax paid per individual seafarer.

Shipowners support the package, though they had also lobbied for a

second register. The Finnish registered fleet has declined from a peak of 2.5 million tons gross in 1981 to about 900,000 tons last autumn. Even before these measures, however, there has already been an increase to over one million tons. Now, like Sweden, Finland should see its fleet continue to increase.

## Swedish union Executive visits ITF headquarters

The entire Executive Board of the Swedish Seamen's Union (SSU) came to the ITF Secretariat offices in London for a day of the first of March.

The Board members, including SSU President Anders Lindström, met ITF General Secretary Harold Lewis, Research and Publications Secretary David Cockcroft and Special Seafarers' Department Secretary Brian Laughton along with a number of ITF Secretariat staff for a day of discussions and information exchange about the ITF, the flag of convenience campaign and

recent developments in Eastern and Central Europe.

ITF General Secretary Harold Lewis welcomed the Board to London, saying that it was the first time, to his knowledge, that an entire affiliates' governing body had visited the ITF.

The SSU plays a key role in the ITF campaign against flag of convenience shipping, and the ITF General Secretary thanked the union on behalf of all ITF seafarers' affiliates for their important and continuing contribution to the campaign.

## ...Welfare Secretariat in Bangkok

Continued from page 7

involvement in these activities.

In discussion about Seafarers' Welfare Needs in Ports and at Sea, various papers were submitted to the seminar. General Secretary of the ITF-affiliated Indian NUSI Doctor Leo Barnes presented a paper detailing seafarers' welfare needs on board ship, which was well received by all participants.

The seminar recommended that the ICSW should consider the expansion of its activities, particularly in the Asia/Pacific region. The establishment of an Asia/Pacific sub-committee was also recommended

The subcommittee would work towards a number of broad objectives outlined by the seminar. These will be:

— To conduct and publish a regional survey of seafarers' welfare facilities;

— To identify areas and ports where such facilities are non-existent or inadequate;

— To formulate plans and proposals for upgrading existing facilities or instituting new ones;

— To compare national arrangements for the financing of seafarers' welfare;

— To establish links for practical co-operation in situations involving the welfare of seafarers moving between different ports;

— To maintain a link with the ILO to influence their ongoing work in this field.

The seminar asked the ILO to provide support services for this sub-

committee in the ILO Bangkok regional office in Thailand.

Finally, the seminar agreed that special importance should be attached to getting nations to ratify and enforce ILO Convention 163 and Recommendation 173 (both on Seafarers' Welfare at Sea and in Port, 1987). To that end members of the ICSW agreed that the secretariat should prepare a report on the extent to which administrations in the countries where ICSW members were represented were able or willing to undertake these obligations. This report will then be submitted to the Director-General of the ILO with the request that the urgent attention of member states should be drawn to the need to apply their international standards.



# Union response on EC maritime policy

European Community seafarers' unions have submitted their proposals for the future of the EC shipping to the European Parliament.

Initially shipowners and seafarers, meeting together in the Joint Committee for Maritime Transport, had sought to agree a common proposal. However, the owners and unions failed to agree on even the most basic points, and so the unions have drafted and submitted their own plans.

The document — "Positive Measures to Save EC Shipping" The Seafarers' Response — was presented to the European Parliament on March 1st. Further refinements, taking into account the rapid pace of developments in Eastern and Central Europe, will be made at a European Community Seafarers' meeting on April 17.

The presentation stresses the importance of the shipping industry to the EC. It is a lifeline for imports and exports, an earner of foreign currency and a positive benefit to the shipbuilding, steel and service industries.

The unions strongly disagree with the "free trade" bias of current European Commission proposals. This bias reflects the original Treaty of Rome — and it is an outdated philosophy in the world of shipping. The Community should be seeking a strategy of "practical intervention" in the market, say the seafarers.

Rather than opposing existing cargo sharing arrangements, the unions advocate the development in an orderly way of such agreements.

On Port State Control, the document advocates a strengthening of the present regime, with a particular emphasis on the social provisions of ILO Convention 147. Efforts should be made to ensure that there is a uniform regime of port state control throughout the community, so that no "ports of convenience" develop.

The unions also want the EC to investigate the viability of replacing the current nationally-appointed port state control inspectors with a European Community Inspectorate appointed and

directed centrally by the Commission.

Additional Port State Control should be extended to provide "Coastal State Control" with states assuming powers to enforce minimum standards on vessels passing through their waters. Both these control measures should also make the protection of the marine environment a high priority.

On the topic of the hotly debated EUROS proposal for the creation of a European Shipping Register (see *ITF News* January 1990), the unions state that the register, if introduced, should provide jobs for European seafarers. This should mean full crewing of EUROS ships with EC nationals. In fact, the Commission's original proposal, that EUROS ships should have a crew complement of half European Community citizens has already been rejected by the member states as including too many Europeans! New proposals, now being drafted by the Commission, will certainly involve an even lower figure.

The document deplores the fact that the original EUROS proposal suggests that non-EC nationals should be employed at rates lower than the ILO Recommended minimum (\$286 a month for an Able Seaman):

"The EC seafarers wish to reiterate their position that the employment of seafarers on EC vessels as well as on vessels of second registers at discriminatory rates of pay is unacceptable," the document says.

On Cabotage (the freedom to provide services in other states' coastal waters), the unions call for the EC to work towards a regulation that will protect the coastal and inter-island fleets of member states from unfair external competition. Intra-Community traffic should be reserved for EC flag vessels.

On Flags of Convenience, the seafarers demand that the EC recognise that the *Foc* system has provided a net economic and social disbenefit to the Community in loss of jobs, taxation, safety and damage to the environment.

On Social Matters, the document argues that Community seafarers

should be guaranteed job security and continuity of employment. Living and working conditions on board ships should be harmonized in an upward direction, training and retraining of EC seafarers should be maintained and developed. Overall, there should be a study conducted of the social aspects of seafarers' employment with reference to the negative impact of long working hours, long service periods and inadequate crewing scales.

The seafarers suggest a number of policy proposals for improving the competitiveness of EC shipping, including tax relief for shipowners and seafarers, social security reliefs, and maintaining duty free arrangements and Value Added Tax (VAT) concessions on EC flag ferries only. The EC should also look at the possibility of reserving community aid development cargoes for EC fleets, reserving strategic cargoes for EC fleets and a ban on carrying community cargoes by *Foc* registered shipping.

The direction of these proposals is the opposite of the present drift in EC transport policy, but it is important that seafarers' unions state that there is an alternative and that it can work. Both Sweden and Finland (see story in this issue) have proven that there is another choice to establishing second registers and surrendering to the free market whims of a few shipowners. *ITF* European seafarers' unions hope that the EC will look seriously at these alternatives before they act.

## **Bulgarian seafarers**

A new independent Seafarers' union has been formed in Bulgaria, and they are already seeking links with the *ITF*.

The *ITF* received a message from the newly formed Seafarers' Trade Union Section of the independent Bulgarian trade union *PODKREPA* (see *ITF News*, February 1990) on March first saying that the new union completely agrees with the "aims and principles of the *ITF*". They have asked for information about membership of the *ITF*.

# A Portuguese third register?

Just when it seems as if everyone who can has set up a second register, the Portuguese seem set to create a third. Despite the abysmal failure of the Portuguese second register in Madeira, plans are afoot to create yet another, "third register" based in the autonomous island-region of the Azores. The Madeira Open Shipping Register (MAR) has only managed to attract one ship — the 981 tons gross *Diego Bernardes* — since it opened for business last November. Maritime lawyers and banks are unhappy with the vague regulations governing the MAR — London-based banks have apparently vetoed transfers of ships that are associated with the register. Now the Azores regional government is reported to be planning another "open" register which would provide flag of convenience type facilities to Portuguese shipowners.

A joint committee representing all the major political parties, seafarers and shipowners in Greece has been established to deal with the cabotage issue. In the face of strong moves within the European Community to eliminate coastal cabotage (reservation of inter-island and coastal shipping to national flag shipping), there is a strong feeling amongst all parties in Greece that their internal fleet must be actively defended for social and security reasons. The committee aims to promote national interests and inform those directly concerned with developments in the cabotage debate. Athanassios Stamata-poulous represents the ITF-affiliated Panhellenic Seamen's Federation (PNO) on the committee.

The growing Flag of Convenience register in South Pacific US colony of the **Marshall Islands** has been boosted by a recent decision of the US government's Maritime Administration (MarAd). From mid-March this year, US beneficially owned or controlled

ships on the register will be eligible to apply for MarAd administered War Risk insurance in the event of commercial cover being unavailable. Similar provisions already exist for US-controlled vessels registered in Panama, Honduras, Liberia and the Bahamas. War Risk insurance comes into effect in the now increasingly unlikely event of a superpower war breaking out or a

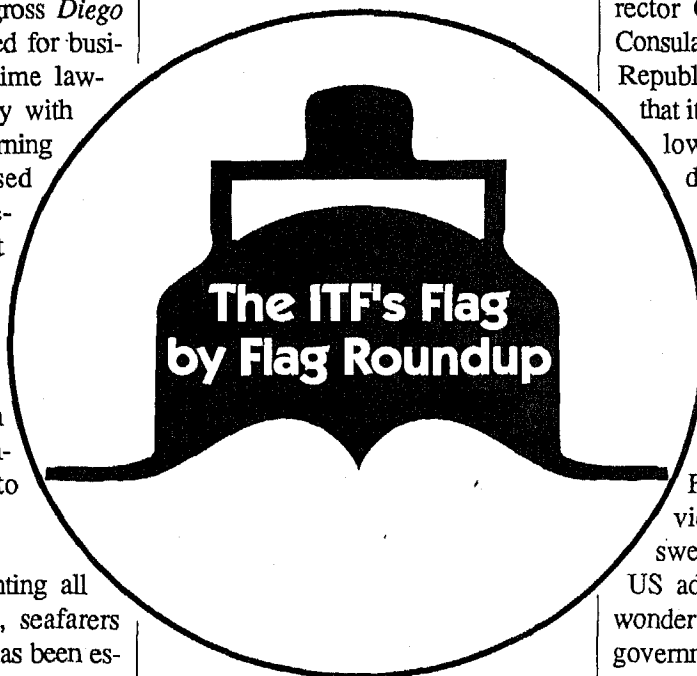
hard time securing jobs. Last year, according to the POEA, only five per cent of registered apprentices were able to get placements, and only one third of entry ratings were able to get jobs.

The Panamanian "government" have re-opened their New York "Consular and Maritime Affairs" office. In a press release, Dr. Guillermo Márquez, Director General of the Directorate of Consular and Maritime Affairs of the Republic of Panama has announced that it's back to business as usual following the "temporary closure" due to the "recent crisis". He thanks "the shipowners with Panamanian registered units for the patience and understanding they displayed" and reassuringly states that "some veteran staff members of the New York office have returned there, including Captain Al Fiore who will resume his previous duties." Now that it's all sweetness and light between the

US administration and Panama, we wonder what has become of the US government's statement, in their fax demarche to maritime administrations the world over sent last November that the Panamanian Foc register earned \$45 million a year for Panama plus "millions more in graft and corruption"? Meanwhile, the register is reported to be finalising arrangements to open six regional shipping register offices worldwide, thus allowing shipowners to circumvent the notorious "veteran staff" in the consular offices. The new offices will be in New York, Hong Kong, London, Singapore, Tokyo and Piraeus. According to the influential Lloyd's List newspaper "the phasing out of the maritime activities of the consular system no doubt will be welcomed by shipowners as it was open to considerable abuse. Stories are legion of individual consulates charging arbitrary fees for registration and of these offices being the source of bogus crewing tickets in circulation."

nuclear bomb explosion — events that automatically terminate existing commercial insurance policies. The MarAd cover lasts for an interim period of thirty days, pending a further evaluation of insurance needs. There are now two million tonnes deadweight registered in the Marshall Islands, including several large tankers. The ITF formally designated the register as a flag of convenience at last year's fair Practices Committee meeting in June.

The Philippine Overseas Employment Administration (POEA) is to launch a national training scheme for seafarers later this year. World demand for seafarers, particularly skilled officers, has been growing since 1988. Last year there were 115,000 Filipinos serving on foreign-flag ships, an increase of 16 per cent since 1988. But while demand is high for officers, ratings still have a



# ITF calls for British to hold inquiry over *Marine* loss of life

The ITF is backing a call by relatives of the ratings who lost their lives on the *Marine* last December (see *ITF News*, January 1990) for the British authorities to set up an inquiry into the circumstances surrounding the loss of the vessel.

In his letter to British Shipping Minister Patrick McLoughlin, ITF Assistant General Secretary Åke Selander expresses his "profound regret that the UK government has so far declined to hold an inquiry" and sin-

## Arms ship unloaded

The ship that was carrying weapons for the Lebanese Christian Militia, whose crew were held virtually hostage for six months, has now unloaded its deadly cargo.

The original crew left the *Atlantic III* in Malta on February 16 (see *ITF News*, February 1990) and were replaced by a new crew from Greece.

According to Lloyd's Register sources, the ship was unloaded at the Christian port of Jounieh on February 26 and has now been sold.

cerely hopes that the position will be reconsidered.

The Bahamian-flagged *Marine*, which was beneficially owned in the UK and crewed by British officers and ratings, set sail from the port of Liverpool on its fateful last voyage.

Inquiries have revealed that under its previous Swedish owners, the ship carried a crew of nine, including three qualified and certificated Able Seamen. After its reflagging the *Marine* was crewed by three officers and three inexperienced, untrained ratings who were recruited from a government job centre.

The ITF has questioned whether the *Marine's* owners complied with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (IMO STCW), which requires at least six months' appropriate seagoing experience or special training for ratings who form part of a navigational watch.

These points are unlikely to be the subject of thorough investigation in the initial Bahamian inquiry, as the latter is an "in-house inquiry" with very narrow terms of reference and

may or may not lead to a formal inquiry. In view of the very strong British connections in the case the ITF feels that an official inquiry in the UK would be more appropriate.

\* Two other Bahamian-flagged vessels have been detained by government inspectors in Britain owing to irregularities in their crewing. The ITF believes that there may be a connection between the ownership of the ships concerned, the *Moray Firth* and *Solway Firth*, and that of the *Marine*.

ITF Flag of Convenience Inspector Bryan Allen suffered a head injury when visiting the *Solway Firth* in Erith near London on March 3. He was forced to gain access to the vessel by means of a pilot ladder, no gangway being to hand, and in the absence of the requisite safety fittings and of anyone on deck duty he fell from the bulwark onto the deck.

Although the safety fittings were in place by the time the government inspector arrived, it emerged that the ratings on board were not qualified as required by the safe manning certificate, and the ship was detained for 20 hours until the necessary addition to the crew was made.



## PEOPLE

KAZUKIYO DOI has retired as Chairman of the ITF's Asia/Pacific Regional Committee. Doi, who retired as President of the All-Japan Seamen's Union in 1988, had served as Chairman since the Asia/Pacific Regional Committee was established in 1983, and played a key role in developing the prominent role of the Committee and in furthering

good relations among affiliates in the Region. His successor is SHOSHIRO NAKANISHI, also of the All-Japan Seamen's Union.

ANTONIO ROGERIO MAGRI, President of the Brazilian national union centre CGT and former head of the Sao Paulo electricians' union, has been appointed Minister of

Labour. The CGT was closely allied with the campaign of victorious presidential candidate Fernando Collor de Mello last December.

WERNER THÖNNESEN and COLLIN GONZE have retired from the Secretariat of the International Metalworkers' Federation (IMF).



# CIVIL AVIATION

## Eastern strike enters year two

Sunday March fourth marked the first anniversary of the start of the bitter strike by 9,000 members of the International Association of Machinists and Aerospace Workers employed by Eastern Airlines against the company's union-busting owner Frank Lorenzo.

Despite the decision by two other Eastern unions, representing pilots and flight attendants, to return to work late last year, there are signs that the tide is beginning to turn in the machinists' favour. Lorenzo's obsession with defeating the union at any cost has forced him into making enormous losses and Eastern's creditors are getting cold feet about continuing to support him.

Right from the start the Texas Air takeover of Eastern was a shady financial transaction. As union analysts have pointed out neither Lorenzo himself nor Texas Air actually put any cash into the purchase which was financed by the issue of \$320 million in 'junk bonds' and an injection of \$108 million in cash and \$230 million in bonds from Eastern itself. Texas Air took over a company which was in good, and improving shape as a result of the cooperative labour-management programs established by the unions and turned it into the biggest disaster in the history of American aviation.

After a year on strike it is easy to forget that the dispute was sparked off by deliberate cold blooded provocation of the union by Lorenzo and his bully boy management team. The union was presented with a 'take it or leave it' demand for wage cuts of up to 50 per cent with similar demands being made to the pilots and flight attendants. Once the strike which he was determined to have had begun, Lorenzo implemented his carefully prepared plan which involved putting Eastern into voluntary bankruptcy. From the beginning it was clear to the unions that Lorenzo intended nothing less than the total destruction of Eastern, for

many years the country's number one airline, and the transfer of its most valuable assets - landing slots, terminal space and aircraft - to his low cost, low quality, non-union subsidiary Continental.

Eastern's creditors, led by Boeing, Rolls Royce and Airbus Industrie may, however, have other ideas following the announcement by Texas that it had made a loss of \$885.6 million, during 1989. This staggering loss is a new record in the airline industry, one which has now been held for two years in a row by Frank Lorenzo. Even this enormous loss hides the true extent of Texas Air's problems. Before gains from asset sales, it is estimated that Texas Air's Continental and Eastern operations together lost \$1.2 to \$1.3 billion.

Lorenzo now faces mounting pressure from the company's creditors and preferred stockholders. During negotiations between the Unsecured Creditors Committee and Texas Air in February, the *Atlanta Constitution* quoted a source close to the proceedings as saying that there was "possibly an unbridgeable gap" between the parties over the proposed repayment terms.

Responsibility for Eastern's unfunded pension liabilities is a major cause of concern. The Pension Benefit Guarantee Corporation has made it clear to Texas Air that "they are not getting off the hook" by selling 40% of Eastern stock to the unsecured creditors.

Eastern's January load factor was an abysmal 57.4 per cent. Eastern was losing \$3 million a day in December and needed a 60 per cent load factor to stem the losses. Meanwhile Pan Am, one of Eastern's closest competitors, reported a 60.6 per cent load factor, while Northwest reported 63.5 per cent.

Nor is salvation likely to come from Lorenzo's favourite source of finance — the 'junk bond' market. These

high yield, high risk financial instruments have been highly popular sources of finance for dubious mergers and acquisitions in the US and elsewhere in the past few years but 1990 has already left a sour taste in the mouths of junk bond investors. US Federal regulators have taken over the Miami-based \$8 billion CenTrust Bank and Lincoln Savings and Loan, both of which had participated in the original junk bond offering by Eastern, and now Drexel Burnham Lambert, the orchestrator of the \$500 million junk bond network and prime mover in the whole junk bond market, has itself gone bust.

Having voluntarily put Eastern in the hands of the bankruptcy court, Lorenzo could see control of the company taken from him unless he can keep the confidence of the unsecured creditors. He has now agreed on a plan with a majority of them based on a promise that Eastern will turn a profit by the second half of 1990. This promise is pure fiction - like his promise last July to make a profit by the first quarter of 1990.

This agreement does not prevent another party from making an alternative proposal. The bankruptcy court has finally taken away Lorenzo's exclusive right to propose a reorganisation plan for the airline.

The union's fight has received widespread support from the public and the US Congress which recently passed a Bill to establish a Presidential Emergency Board, something which had already been recommended by the National Mediation Board. The IAM is now campaigning for a 2/3 majority in each house of Congress in order to override President Bush's veto of the Bill.

Meanwhile the IAM is taking steps to boost the morale of the workers still on strike with a series of mass rallies

Continued on page 13

# Airbus doubts after Indian crash

One of the World's newest airliners, an Airbus A-320, crashed on 14 February at the southern Indian city of Bangalore, less than two months' after entering service with Indian Airlines. Ninety people were killed in the accident and nearly fifty survived.

The plane was about to land after a flight from Bombay when it undershot the runway by about 1,000 feet and crashed into an empty reservoir. A fierce fire then swept through the fuselage. The quick reaction of the cabin crew in opening the aircraft doors immediately after the crash saved many lives, according to survivors.

The Airbus was one of 15 A-320s already delivered to Indian Airlines out of an order for 31 designed to replace its ageing Boeing 737s.

The state-owned company had originally chosen Boeing aircraft but it was overruled by the former government headed by Rajiv Gandhi.

The decision to use the A-320 for the airline's high density short and medium haul routes was highly controversial and in many quarters very unpopular. The Airbus A320 is one of the new generation of jet aircraft which uses sophisticated computer-based electronics to substitute the skills formerly provided by flight engineers. While the aircraft was still at the design stage, ITF flight engineer unions campaigned bitterly against the refusal of the Airbus consortium to include the option of a flight engineer's position.

In the case of the Indian Airlines order, pilots and flight engineers argued that the Airbus's highly sophisticated electronic systems were unsuit-

able for the local conditions - dust, severe monsoon rains as well as flocks of vultures that live on illegal trash dumps and slums adjacent to airports.

In 'fly-by-wire' aircraft like the A320, computers and electronics replace hydraulic links between the flight deck and the control surfaces in the wings and tails. In theory the computers are programmed to stop the pilots from doing anything which would put the aircraft in danger but, in practice,, many pilots fear that the computers may stop them from responding quickly in an emergency.

In 1988, when the first of the A-320s was about to be delivered, Indian Airlines' pilots threatened to refuse to fly them because they believed that the high technology aircraft could not be properly maintained in India. They have since also complained that none of the Indian airports have fully equipped instrument landing systems which allow the use of the automatic landing systems with which the aircraft is equipped. Towards the end of last year, maintenance engineers took strike action in support of their demand that everyone working on the A-320 should be trained at Airbus headquarters in Toulouse. Only selected engineers were being sent for training in France and were then expected to train the others.

Indian Airlines, which dominates the Indian domestic aviation market, is unable to meet the needs of the 30,000 to 40,000 passengers which use its services every day. The airline is chronically under-equipped, with only 50 or 60 jets to service more than 100 destinations. Planes often fly 18 hours a day

with multiple take-offs and landings.

The government has now grounded Indian Airlines' A-320s until an inquiry into the crash has been completed. It has also suspended delivery of the other A-320s on order.

Meanwhile other carriers have continued to operate their A-320 airliners normally. There are currently 77 A-320s worldwide, including the Indian Airlines fleet. The A-320 has proved to be a commercial success but pilots have complained of operational problems. Two cases of pressurisation failure were reported in the Bombay region during February.

The Indian crash is not the first involving the A320. An earlier accident occurred in June 1988 during an airshow at Toulon in France. The ITF-affiliated French National Union of Airline Pilots SNPL has called for the grounding of A-320 aircraft operated by Air France and Air Inter but the French civil aviation authorities have so far refused to take such a step. A representative of the French pilots commented that pilots "are uneasy about some aberrations in the computer system." He said that the human/machine interaction was unbalanced and could cause problems if quick decisions were required — the pilot cannot override the computer.

The Toulon crash was eventually attributed to pilot error. The SNPL said that if human error was found to be the cause of the Indian crash, "this undoubtedly derives from poor understanding between the machine and the pilot."

## ... Nationwide mass rallies mark anniversary

Continued from page 12

and marches to mark the strike's first anniversary. Events were scheduled for either Saturday March third or Sunday March fourth in Atlanta, Baltimore, Birmingham, Buffalo, Chicago, Detroit, Greensboro, Kansas City, New York's La Guardia Airport, Los

Angeles, Miami, Philadelphia, Pittsburgh, Portland Oregon, St Louis, San Francisco and Washington DC's National Airport.

\* Texas Air has recently agreed to pay \$280 million to settle claims that it bought assets from Eastern at prices far

below their real value. The money will help to settle Eastern creditors' claims.

David Shapiro, an examiner appointed by the bankruptcy court, said that a six-month investigation had shown that TAC had under-paid for assets by between £285 million and \$403 million.

# US maintenance regulation doubts

Since the revision in December 1988 of Federal Aviation Regulation (FAR) 145, foreign countries have been allowed to apply to the US Federal Aviation Authority (FAA) for permission to repair and overhaul US domestic aircraft. The new rule applies not only to aircraft which are flown outside the US but also to aircraft which are not used for international flights.

Previously, an airworthiness release or aircraft maintenance log entry had to be signed by a "certified mechanic or repairman". The new rule allows a person who works for a repair station outside of the US to "sign off" on maintenance, preventative maintenance or alterations.

Component parts of US-registered aircraft can now be repaired overseas, regardless of where they were built. An overseas manufacturer will also be able to contract maintenance of components to non FAA-certified sources. The rule could even lead to the manufacture of component parts by foreign manufacturers for American-made planes.

The FAA does not have sufficient resources to take on the additional responsibility of monitoring overseas repair stations. Without FAA supervision and enforcement, safety will be compromised.

The new rule was opposed by the ITF-affiliated International Association of Machinists and Aerospace Workers (IAM), along with other labour organisations affiliated to the AFL-CIO. However, it received support from the employers' organisation the Air Transport Association.

The IAM believes that there are currently 118 applications before the FAA from various foreign countries seeking approval for repair station certifications. The latest application has come from Thai International Airways (TAI) in Bangkok. This is shocking because TAI is not even able to perform major overhauls on its own small fleet of McDonnell Douglas DC-10-30 ERs.

Unsurprisingly, TAI's first contract

is with Continental Airlines. Texas Air Corporation has also signed a 3-year contract on behalf of Continental to fully service the fleet's 747s with ASATA Aircraft Services of Australia.

Now a grand federal jury is looking into allegations that Eastern's Chief Operating Officer Joe Leonard and its Vice-President for Maintenance and Engineering Ed Upton were involved in questionable maintenance proce-

## Radiation risk to aircrews

Disturbing new evidence on risks to flight crew from the effects of radiation have come to light in a new US government report. Scientists' recalculation of its figures show that the risks involved are even greater than initially stated.

The report by the Department of Transportation charts the impact on crew and passengers of regularly flying at high altitudes, where they are directly exposed to radiation from the sun without the filtering effect of the Earth's atmosphere.

The levels of radiation involved are greater than those normally encountered by workers in nuclear power plants.

An inaccuracy in the original report, which was released in February, led to a major understating of the cancer risks caused by this exposure to radiation.

## European Commission acts against Air France

The European Commission is to open proceedings against Air France over its takeover of UTA which it believes contravenes EC competition policy (see *ITF News*, January 1990).

Competition Commissioner Sir Leon Brittan is behind the move. He has said that the merger creates a group which appears to breach Article 86 of the Treaty of Rome. Under this article, the Commission is permitted to intervene

at New York's Kennedy and La Guardia airports and Atlanta's Hartsfield International Airport.

The grand jury is also looking into charges that Ed Upton knew that Eastern managers ordered mechanics to bypass safety guidelines and then made false entries in logbooks. The criminal investigation will also find out whether Joe Leonard knew that safety procedures were being bypassed and whether he ordered Eastern mechanics to do so.

The error — caused by a researcher copying the wrong number from a data sheet — led the report to underestimate the risk involved by a factor of 17! But after correction the figures suggest that among those flying on the most hazardous routes for 20 years, about one per cent are likely to die from cancer as a result.

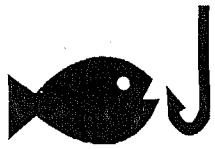
However, the ITF-affiliated Air Line Pilots' Association (ALPA), has pointed out that these predictions are not currently borne out in the actual incidence of cancer among flight crews.

Although it would be extremely difficult to shield aircraft adequately against radiation, the installation of monitoring devices in the cabin would make crews aware of the fluctuations in radiation levels and allow them to alter the aircraft's altitude when appropriate.

if it believes that a monopoly position is being abused.

The takeover gives Air France ownership of UTA and control of France's major domestic airline Air Inter — the group will control 97 per cent of the French domestic market. This compares with Lufthansa's 80 per cent control of the West German market and British Airways' 68 per cent of the UK market.





## European Driftnet ban

The European Community, following moves by the United Nations (UN) and various member states, is set to ban the use of driftnets.

The UN moratorium on drift nets starts in the South Pacific in July 1991

and will extend to the rest of the world from July 1992 (see *ITF News*, January 1990).

EC Fisheries Commissioner Manuel Marin is now proposing, as part of the Common European Fisheries Policy, a ban on the use of drift nets for tuna

fishing.

The Italian government has already introduced a temporary ban on the use of the nets for swordfish fishing from the end of this month, and the Spanish have adopted a complete and indefinite ban.

## UK North Sea dumping to end

Pressure from environmental campaigners and the European Community has finally forced the British government to commit itself to ending the dumping of sewage sludge in the North Sea by 1998.

By the turn of the century the British authorities are also to stop the practice of releasing untreated sewage into the sea through outfall pipes.

In a parallel move, the Agriculture Ministry has announced that the burn-

ing of waste at sea is to cease this year, and that no more liquid industrial waste is to be dumped at sea after 1992.

The bans are welcome news for fishing fleets in the region in view of widespread concern at the damage to the North Sea's eco-system caused by pollution, which poses a long-term threat to fish stocks.

However, environmental pressure groups such as Greenpeace have attacked the long timescales involved in

the bans, when there is a need for immediate action against dumping.

Britain has come under attack from the EC for the high level of pollution on many of its beaches and for its disproportionate contribution to the contamination of the North Sea. The government's moves come at a time when Britain is due to face sustained attack at the North Sea Conference in March over its procrastination on anti-pollution measures.

## USSR fish workers democratise union

Soviet fishery workers have taken the lead in democratising their union structures and achieving independence from political control.

At an Extraordinary Congress of the Soviet Fishery Workers' Trade Union in Moscow in early February, the members removed the remnants of the

bureaucratic old guard which once dominated the union.

The union also voted itself the power to act independently of the official national union centre AUCCTU, as well as dropping the leading role of the Communist Party from its constitution.

The fishery workers' reforming president, Vladimir Kuzmenok, was elected in a major internal shake-up in the union last July. The new leadership is set to defend the financial and political independence of the union from pressure by the AUCCTU, whose officials are unlikely to welcome the precedent that has now been set.

## Satellite surveillance of Dutch fishing ships

The movements of fishing boats from the Netherlands are to be monitored by the Dutch government — with the help of a satellite.

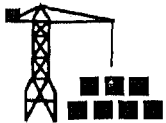
The extravagant move comes as part of efforts by the Dutch Ministry of Agriculture and Fisheries to crack down

on vessels which evade European Community fishing quotas by offloading extra catches at unauthorised ports.

All vessels from the Netherlands' 600-strong fishing fleet are now to be fitted with special transmitters which will pass on their position to the satel-

lite, enabling the authorities to detect any unscheduled stopovers.

The authorities have accused Dutch fishing crews of using considerable ingenuity to evade the quotas, including transferring surpluses to trucks at foreign ports and unloading at yachting marinas in the Netherlands.



# DOCKERS

## Thai dockers to join ITF

The port workers' union in Thailand, which has been involved in a major confrontation with the government over port privatisation (see *ITF News*, February 1990), is to apply for membership of the ITF.

The 3,000-strong Port Authority of Thailand Labour Union, which is affiliated to the Thailand Trade Union

Congress (TTUC), organises the majority of warehouse and clerical staff in the country's ports.

The union is concerned that the government's planned privatisation and deregulation of key container ports will lead to the complete casualisation of the workforce.

The ITF's Asia/Pacific Region is to

relaunch its Education Programme in Thailand following the appointment of Utumporn Srisorachat, Secretary of the Aerothai Staff Union, as the new Education Officer in the country. There are plans for a major education initiative for port workers, and a national education seminar is to be convened by the ITF in September.

## Calling All ITF Historians!

Have you carried out research on the history of the ITF? Published an article? Planning to publish one?

We at the ITF Secretariat already know of a number of researchers who have been working on various periods of the ITF's long and dramatic history. But we also suspect that there are more of you out there whose work we're not aware of. We'd like to hear from you, so that we can put you in touch with each other.

Moreover, it's only six years to the centenary of the ITF... Knowing what research has already been done would put us in a good position to decide what kind of historical material could be published to commemorate the centenary.

Write and let us know what aspect/s of the ITF's history you are interested in. We would also be grateful for copies of any material you have written, whatever language it's in and whether published or not.

Write to:

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