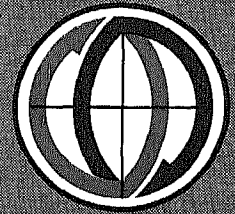


INFORMATIONS : NOTICIAS

ITF NEWS



NACHRICHTEN : NYHETER

TURKISH PORT WORKERS FIGHT MASS DISMISSALS

Nearly 400 Turkish port workers, who were sacked four months ago for belonging to ITF-affiliated dockers' union Likat-Is, are still carrying out a campaign of determined action.

The stevedoring workers, at the *Toros Ve Kimya Edustri A.S.* terminal in Ceyhan near Adana, mounted well-supported demonstrations in January, to demand their jobs back and call for the recognition of basic trade union rights (see *ITF News*, January/February 1992).

Sadly, since that date, no progress has been made, and the situation has deteriorated. That the workers were dismissed as a direct result of their trade union membership is not in dispute; government inspectors on recent visits to the port have recognised the fact.

Twelve of the sacked dockers felt so strongly that they launched a hunger strike on February tenth, supported by the other dismissed workers. Three of the hunger strikers are now seriously ill and have been hospitalised.

In a dispute that has been marked from the beginning by a huge amount of local solidarity with the workers, community support also continues.

However, it remains to be seen whether the government will live up to its election-time promises to restore trade union and civil rights in Turkey.

ITF Assistant General Secretary David Cockroft has written to the companies involved, to the Turkish Prime Minister and to the Minister of Labour

urging an immediate solution to the strike and warning that a formal complaint to the International Labour Organisation about the Turkish government's refusal to stop anti-union discrimination is being seriously considered. A circular has also been sent to all dockers' affiliates asking them to send similar letters.

Affiliates wishing to send protest messages should send them to the following numbers (with copies to Brother Melih H. Yilmaz, Likat-Is, Fax number +904 230 2484):

Prime Minister Süleyman Demirel, Fax number +904 117 0476

Minister of Labour Mehmet Mogultay, Fax number +904 117 9765

Managing Director of parent company TEFKEN HOLDINGS, Fax number +901 265 9420

Managing Director of TOROS VE KIMYA EDUSTRI A.S., Fax number +901 268 6259

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ITF backs Burma freedom campaign

The ITF has joined the "Free Suu Kyi, Free Burma" campaign, which seeks to obtain the unconditional release of Nobel Prize Laureate Aung San Suu Kyi and other political prisoners in Burma.

The ITF joins the International Confederation of Free Trade Unions (ICFTU) and the International Union of Food and Allied Workers' Associations (IUF) and a host of religious organisations who have united behind this international campaign.

The Nobel Peace Prize Committee, commenting on their 1991 award to Suu Kyi, described her

struggle as "one of the most extraordinary examples of civil courage in Asia in recent decades".

After clearly defeating the military dictatorship in free elections, Suu Kyi was placed under house arrest by the Burmese military in July 1989. According to the campaign, no one knows now where she is or even if she is still alive.

Her struggle has helped focus the world's attention on the plight of the Burmese people. The ITF's experience of the Burmese military regime's terrible treatment of its own seafarers (chronicled in the Seafarer's Bulletin and ITF

News) reinforces the need for a concerted international effort to isolate the Burmese regime and campaign for justice and democracy in Burma.

To join the campaign, please contact:

Free Suu Kyi, Free Burma
c/o David Arnott
UMOUN
11th Floor
777
UN Plaza, New York
NY 10017, USA

European Commission advocates carbon fuel taxation in green transport proposals

The introduction of a carbon tax is among proposals for a European environmentally-friendly transport policy, published in Brussels in February.

The Green Paper on Transport and the Environment advocates a duty on fuel and a carbon tax (which levies heavy duties on high consumers of carbon-derived energy) — likely to be controversial measures.

Presented by Transport Commissioner Van Miert, the paper was taken on board by the European Commission on February 19.

The document contains a recognition that modern forms of transport are not inherently responsible for environmental damage, but that they bear some responsibility; often due to wrong use.

It also promotes the standardisation of limits on emissions, noise and speed; an optimisation of the use of existing transport capacity (achieved through the increased use of combined transport, for example); and research programmes to improve the conditions of competition in transport.

The document's analysis of prob-

able growth in the single market demonstrates the need for moving away from road transport; particularly in the passenger sector.

At current rates, private cars in the Community will increase by 45 per cent by the year 2010; and whilst goods being carried by road are predicted to double, those carried on the railways are expected to go up by only a third.

ITF policy on the environmental issue is based on the equal treatment of all forms of transport to create a "level playing field". Currently the road transport industry thrives under far more favourable conditions (eg. cheaper fuel, subsidised infrastructure) than its alternatives.

The paper's backing for policies to encourage transport modes that are less destructive of the environment and provide an alternative to road transport is therefore promising.

Its support for the promotion of urban and inter-urban transport to provide real alternatives to the private car is also encouraging.

But the principle of free choice for the consumer moderated only

by a policy of informing users of the environmental consequences is upheld by the document.

A line must be drawn between the levels of growth in private road transport that are expected and even encouraged by the Community as a whole, and the desirability of such growth given the detrimental effects to the environment and to the other transport sectors.

The civil aviation industry is also expected to expand — by 74 per cent, following the introduction of the single market.

Eurocrats in Strasbourg, though, may be thinking twice about their choices as they become dedicated public transport users — due to a new ban on cars in the city centre.

Estonia joins ILO

The Republic of Estonia has become the 153rd member of the International Labour Organisation.

Chinese workers form new free trade unions

Chinese workers are currently defying their country's ageing political leaders on a scale not seen since the "Beijing spring" of 1989.

Calling themselves the China Free Union Preparatory Committee and modelling themselves on the independent Polish trade union Solidarity, the members of a new independent trade union organisation have political ambitions as future leaders of a democratic Chinese government.

Like the founding members of Solidarity, these free trade union pioneers intend in due course to set up an alternative democratic worker-based political party, capable of one day taking power and thus ending over forty years of Communist rule.

"Ten years ago Poland's Solidarity union was established. Now it has won a decisive victory. China's Free Union has now been formed and ten years from now we will also win a decisive victory," is the message of the anti-government manifesto which members of the Preparatory Committee circulated throughout China at the end of January.

Despite the deeply repressive political climate, a number of underground groups were formed last year in Beijing and other Chinese cities. Although small, with a membership ranging from 20 to 300, the new independent workers' organisations have an influence that belies their size and are thought to be behind a number of strikes in the capital, including one in a factory employing over a thousand workers.

Fear of an infection of the body politic with the "Polish disease" has put the wind up China's gerontocracy. Instructions have already gone out to the government's henchmen in China's hated Ministry of State Security, the MSS, the counterpart of the old Russian KGB.

Fourteen underground labour or-

ganisations in Beijing have been targeted — some units have been infiltrated (although the secret police could have their work cut out as the new organisations, mindful of what happened to their predecessors, observe conditions of the strictest secrecy) and the MSS is busy gathering evidence of "counter revolutionary activities" to justify retaliatory measures.

Government paranoia has now reached such a point that it has even turned on the puppet All China Fed-

eration of Trade Unions (ACFTU), ousting "disloyal" cadres and diminishing its status within state enterprises. Foreign observers of the Chinese press note that fewer column inches are now devoted to coverage of "official" trade union activities.

With government support for the ACFTU at such an historically low ebb, the Free Trade Union Preparatory Committee hopes that independent trade unions will now spring up spontaneously in workplaces around China.

Draft maritime nuclear transport rules agreed

Measures agreed at the International Maritime Organization's (IMO) Sub-Committee on the Carriage of Dangerous Goods (CDG) on January 27-31 included a re-affirmation of the IMO's nascent policy on the transport of Irradiated Nuclear Fuel (INF).

After one of the most animated debates of the CDG's 43rd Session, the Sub-Committee headed off an attempt by the International Atomic Energy Agency (IAEA) to put a draft code on the transport of INF on ice.

The Agency disagrees with the IMO initiative, arguing that the transport-specific regulations being developed are a departure from IAEA thinking which currently attaches no special safety features to the mode of transport. The Agency says that safety is built into package design.

ITF unions have been prominent in the debate on the carriage of INF on purpose-built ships.

Following a 1990 ITF Congress resolution that such material should only be carried on specially-designed ships, dockers in Rotterdam refused to load cargo onto a ro-ro freighter, the *Companion Express* (see *ITF News*,

January 1991).

Unions are now concerned about the French passenger freighter *Nord Pas de Calais* which is being used to carry spent nuclear fuel cargoes across the English Channel en route to the Sellafield nuclear fuel plant. Increases are expected in the number of INF cargoes on this route over the next few years.

At the meeting, ITF Assistant General Secretary David Cockroft, speaking for the ICFTU/ITF delegation, reiterated the trade unions' opposition to any INF shipment being carried on non-purpose built vessels.

The draft IMO regulations do not provide for a total ban, but do compromise by imposing what look likely to be strict limits on the quantity of INF permitted on each type of vessel under a three-category system.

The Sub-Committee resolved to ask the IMO Maritime Safety Committee (MSC) to consider the IAEA's proposal for the formation of a joint coordinating group, but the recommendation to develop the Draft Code as a

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Dutch dockers organise against racism

Trade unions must take the lead in fighting global racism and prejudice, say Dutch unions.

Kees Marges of the ITF-affiliated Vervoersbond FNV is one of the many people worried by the upsurge of racism in Europe over the past year. Recently it seems no European country has been without its racist, neo-fascist element and the accompanying street violence, intimidation and victimisation of racial groups, many of them refugees.

On his return from a meeting of the European Dockers' Committee in November 1991, where a motion condemning the increasing level of racism and xenophobia in many European countries was supported, Marges had discussions with many members of his union and with colleagues from other unions in Holland.

Convinced by these discussions that there was a place for more education by and within the trade union movement, Marges mobilised support for a written statement entitled "Union Members Against Racism", to be distributed by trade union members in canteens, staff restaurants, waiting rooms and other meeting places.

Marges' idea was that members should not just distribute the pamphlet, but talk to people about their views at every possible opportunity.

Due to the broad scope of the campaign, trade union organisations in other sectors have become involved. A campaign group of 20 people, all well known for their work with rank and file union members, was formed. On February 18th a Press Conference was held in the room at the FNV offices named after Edo Fimmen, the inter-war ITF General Secretary with a reputation for making his life's work a fight against prejudice worldwide.

The statement was sent to trade union offices in the Rotterdam area and in other parts of the country, and was given considerable coverage by newspapers and the national media.

The statement calls for a conscious decision by individuals from all communities to make an effort to understand each others' problems and to tackle the issue together. It also demands an explicit rejection by politicians of racial hatred.

Racism, the statement says, "is wrong. It has its origin in misplaced prejudices, and the misunderstood problems of inadequate housing and unemployment. Ethnic communities get the blame; they become the scapegoat for a problem of which they are as much the victims as other people.

"...Other customs, other cultures and other religions are being experienced as a threat, as the result of

unfamiliarity with them. Unfamiliarity causes uncertainty, and uncertainty leads to protest and resistance. Profiteers stir this up, sometimes for political ends; sometimes for more sinister motives.

"Other cultures enrich our society...we are not solving our problems by making the minority the scapegoat. On the contrary, this is more likely to lead to extra tension in our society.

"...Let us, union members, be unanimous in our rejection of xenophobia, discrimination and racism, especially in our own personal circles," the statement concludes. "Let us use our common sense and our humanity to create solidarity!"

Marges reports that so far the unions' campaign has been a great success, largely due to all the individuals whose commitment to the campaign has seen the pamphlet widely distributed.

The Dutch example is one that could be followed by other Europeans. The ITF, as a worldwide organisation uniting people of different cultures in hundreds of countries, enthusiastically supports the initiative. The ITF constitutionally opposes discrimination of any type, and will give its support to any other trade union planning similar campaigns.

...IMO refuses to abandon nuclear rules discussions

Continued from page 3

stand-alone code of practice goes ahead.

The meeting agreed that the code should be adopted by the IMO Assembly and implemented as a recommendation.

Among other issues debated, a strategy for tackling the handling of dangerous good in port areas was energetically discussed. Delegates at the meeting agreed that a gap exists in the provisions for training shore-based personnel and back-up workers, especially in container packaging terminals. Delegates were vocal in their agreement that the IMO has a vital role to play in improving port safety.

The updating of IMO Recommendations on the Safe Transport, Handling and Storage of Dangerous Goods in Port Areas (1983) was given a kick-start, and a working group was convened to examine the issues.

Participants agreed there was a need to expand the scope of the Recommendations with the object of producing a more comprehensive document to include additional information and guidance. A draft is to be prepared for submission to the next CDG Sub-Committee scheduled for 19-23 October 1992.

The main task of the CDG Sub-Committee is the updating and over-seeing of the International Maritime Dangerous Goods (IMDG) Code.

Among the amendments discussed at the January meeting were measures on new criteria for the classification of combustibles, marine pollutants, and stowage and segregation.

Developments affecting the carriage of dangerous goods at the United Nations, the International Civil Aviation Organization and the International Labour Organisation were reported.

In the build-up to full harmonisation in January 1995 of safety regulations in the maritime, air, road and rail transportation of dangerous goods under the umbrella of the United Nations (UN), the bywords for this meeting were flexibility, harmonisation and coordination.

Sri Lankan unions fight government restrictions

The ITF-affiliated Ceylon Mercantile, Industrial and General Workers' Union (CMU) called a general meeting of its members on 29 January 1992 to protest against the working of the Essential Services Regulations — introduced by President Premadasa in July 1989 — which are interfering with the right to conduct legitimate trade union activity.

5,000 CMU members representing well over a 100 union branches around the country attended the meeting, many of them stopping

work or taking time off to do so.

General Secretary Bala Tampoe explained to the meeting how the regulations were interfering with the peaceful exercise of democratic rights as illustrated by the recent Simca garment workers' strike and strikes in the Ja-Ela area.

The regulations, he said, were regularly used as a pretext for the mass dismissal of strikers (all 235 Simca employees have been sacked and the company is refusing to reinstate them) and restrictions on peaceful

picketing. Under the guise of "maintaining public order" the Defence Ministry had also banned marches, while the police had misused their powers under the regulations to arrest and detain trade union activists while investigating "alleged complaints" against them.

A resolution calling on the police to respect the democratic rights of workers was unanimously adopted by the meeting, which also gave its backing to the union campaign for the repeal of the regulations.



INLAND TRANSPORT

ILO standards for inland transport workers

International standards for inland transport workers abroad were agreed at a meeting in late January.

The 12th Session of the International Labour Organisation's (ILO) Inland Transport Committee met in Geneva from 22 to 30 January 1992. The Session, following the ILO's normal tripartite structure, was the first under the ILO's new rules for the conduct of industrial committee type meetings, the agenda being reduced to a General Report on developments in inland transport since the last session (January 1985) and a single technical agenda item. The Session was attended by 200 delegates and advisers from the 38 countries newly elected as members of the Inland Transport Committee, as well as representatives of international organisations, including the ITF.

WORKERS ABROAD

The technical agenda item (proposed by the ITF at the 11th Session) was the important question of "The Social and Legal Protection (including Repatriation) of Inland Transport Workers engaged in International Transport during their Temporary Periods Abroad". The decisions of the ILO Inland Transport Committee, and other industrial committees,



on the principal agenda item for discussion are presented in the form of Conclusions. The Conclusions on social and legal protection for inland transport workers abroad contain many progressive guidelines and were adopted unanimously by the Committee at its final plenary session on January 30.

The Conclusions note the continuous growth of international inland transport due to the globalisation of markets, internationalisation of trade and opening up of frontiers, all of which means that increasing numbers of inland transport workers will be working abroad, often in unfamiliar conditions and without the protection they have enjoyed in their home countries. Regional and subregional agreements are appro-

appropriate international instruments for defining the conditions under which inland transport is carried out and the principle of tripartite consultation between governments, employers' and workers' organisations should apply in the formulation and implementation of such agreements.

With regard to conditions of employment, agreed conditions should remain in force and not be changed to the detriment of the worker during temporary stays abroad. If a worker's contract of employment is terminated during his or her absence abroad, he should be repatriated and given an opportunity to defend himself, the time taken by repatriation not being included in any time limit laid down for contesting a dismissal. The problem of insolvency of an employer who has workers abroad at the time the undertaking becomes insolvent creates specific difficulties. Here, governments should arrange repatriation at no cost to the worker.

HARMONISATION NEEDED

The need for harmonisation of differing working conditions is underlined, with special attention placed on driving periods, duty time and

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ITF truckers' contact lists published

Truckers inevitably encounter problems abroad and would welcome a word of friendly and well-informed advice from local unions.

It is in the spirit of such practical solidarity that two initiatives have been undertaken by the ITF Secretariat at the request of the Road Transport Workers' Section meeting in Copenhagen in May 1991 (see *ITF News*, June/July 1991).

To assist drivers caught up in border blockades, the ITF has just issued two lists of union contacts — one covering Africa and the other Europe. These lists give the names, addresses and telephone numbers of officials, at union headquarters and in border areas close to major transit routes. Full details are provided of the languages spoken by the officials so that drivers can choose a contact person who speaks their language.

The lists have been circulated to

ITF-affiliated road transport unions for distribution to their members, many of whom will have had bitter first hand experience of being held up for days at borders.

ITF Assistant General Secretary Graham Brothers held talks with the International Road Transport Union (IRU) at the end of January on how unions and employers can work together to reduce the difficulties caused by frontier blockades.

The IRU has agreed that it will give the ITF advance warning of likely trouble spots so that this information can be passed on to affiliates. In return, the ITF has asked its road transport unions in Africa and Europe to let the Secretariat know of any action that could cause border delays so that the ITF can inform the IRU.

Similar lists of contact names — again for Africa and Europe — have been drawn up by the Secretariat with

the aim of providing on the spot assistance to professional truck drivers who may need legal advice or medical assistance.

A number of unions already offer help to foreign union members either unconditionally or on a reciprocal basis and the aim of the new ITF scheme is to extend such initiatives and put them on a more systematic basis.

The contact names cover different areas of all the major European nations (including Romania which offers the names of more than forty officials around the country) and three countries in Africa.

Possession of these two lists should give drivers added confidence when they set off on international journeys that should they encounter an unexpected problem help will be only be a phone call away.

... Employers' duties to staff working abroad

Continued from page 5

minimum rest periods as well as procedures for their enforcement in respect of both employees and self-employed carriers. In the event of cabotage, compliance should be with the regulations of the country where the cabotage is being performed. As regards the transport of dangerous goods, this should always be done in accordance with UN norms, and the establishment of an international training and certification system is set as an objective to ensure the competence of workers involved in the transport of dangerous goods.

The Conclusions recognise the duty of transport employers sending their workers abroad to provide proper insurance coverage and sufficient written information to enable the workers to comply with the practices of the countries to which they operate

A particularly important point is the requirement to take account of

the difficult situation a foreign worker encounters in arranging his defence if accused of infringing laws or regulations abroad. He should not be held in custody due to his inability to produce bail money or pay fines, for example. In the workers' interests, the public authorities need to provide greater security for vehicles' and vessels' crews during transit and at places where rest periods are spent on board. While new communication technologies have in some respects had a positive effect on the efficiency of operations, have improved working conditions and reduced isolation, measures are necessary to guard against their misuse and to ensure that data concerning a worker is made available to him or her. Finally, adequate social protection should ensure full coverage to meet all necessary expenses arising in the event of sickness or occupational accident and repatriation of workers due to medical reasons or in the event of death should be guaranteed. The right to

emergency medical treatment, including transport to the nearest proper medical facilities, should be unconditional. Discussions during the formulation of the Conclusions were led on the workers' side by ITF President Jim Hunter, Canada, who was elected Chairman of the Workers' Group. The Workers' Vice-Chairman of the Conference was ITF Vice President Ricardo Pérez, Argentina, who was also workers' spokesman in the Steering Committee dealing with the drafting of the resolutions. Secretary of the Workers' Group was ITF Assistant General Secretary Graham Brothers who said after the meeting: "The results achieved demonstrate that a tripartite approach to problems can produce positive solutions. It now remains for the ITF and its affiliates to translate the terms of these Conclusions into concrete provision in the appropriate international agreements which regulate inland transport so that our members gain practical benefits from them."

Czech and Slovak unions unite against rail closures

Railway workers' unions in the Czech and Slovak Federated Republic have reacted angrily to plans by the national railways (UR CSD) to close down a number of unprofitable lines.

Both the ITF-affiliated Czech and Slovak Railwaymen's Trade Union Association (U OSZ) and the Federation of Locomotive Drivers issued strongly worded statements last month condemning the government for bowing to foreign pressure and the railway management for adopting short-sighted policies which ignore the pressing need to protect the already overburdened environment.

The unions argue that the CSFR's growing importance as a transit nation demands the modernisation and expansion of the rail network and not the reverse.

Only a technically sophisticated rail system, the unions say, will be capable of attracting transit cargoes that will otherwise be carried by road.

Instead, it looks as if the railways are set to become increasingly underdeveloped—experience shows

that once lines have been closed they are lost for good and further cutbacks often follow.

The unions paint a nightmare scenario of a country with a moribund railway system but criss-crossed by tens of thousands of kilometres of motorways, overflowing with heavily polluting cars and trucks and city dwellers forced to wear masks to protect them from roadside emissions.

But it is not too late, the unions believe, for these cost-cutting measures to be reversed. They feel sure that the plans would never have been mooted in the first place had the longer-term implications been more clearly in the minds of the decision-makers.

While the country undoubtedly faces severe economic difficulties that demand drastic solutions, cutting back on the railways, the un-

ions fear, is a false economy that will cost the nation dearly in terms of poorer health from steadily deteriorating air quality, reduced personal mobility and spiralling levels of environmental pollution.

Other countries, the unions point out, are already paying the price for neglecting their railways. The CSFR is luckier than most, it could learn from their mistakes and avoid going the same way.

Copies of the statements have been widely circulated among politicians and local mayors in the affected regions and among the general public whose support is being sought.

A special appeal has also gone out to government bodies responsible for the environment and public health to associate themselves with the joint union campaign on behalf of the railways.

OBITUARIES

Gerhard Pohl, former Vice President of the German Railwaymen's Union (GdED), died on November 23, aged 69. Pohl worked for the GdED for 35 years and at the time of his death was still active, taking part in discussions and contributing many useful ideas. The rail union's first youth secretary, he was the youngest delegate to the founding congress of the German Trade Union Confederation (DGB) in Munich. He continued to take a very keen interest in the union's work on behalf of young railway workers for whom, along with its female membership, he was always an active fighter. Another key area of union activity with which he was closely associated was that of co-determination and it is largely thanks to his pioneering work that rail workers today play an active part in the industry's decision-making process. Elected to the executive in 1981, he became Vice President in 1984 and retired in the following year. Pohl was also active within the ITF, where he was a member of the Committee of the Road Transport Workers' Section as well as helping to organise preparations for the ITF's publicity train — one of the most successful projects carried out by the Railwaymen's Section in recent years.

François Staedelin, President of the Economic and Social Committee of the European Community and former Secretary of the European Trade Union Confederation (ETUC), has died.

East African rail revival

Kenya, Uganda and Tanzania are currently considering a revival of the old East African Railways Corporation. If this proves possible, as seems likely — the breakup, fifteen years ago, was political and the three rail managements are in favour of joint operation — it will give a welcome fillip to trade, with imports and exports being carried on the region's efficient railway system rather than on its badly maintained roads.



PEOPLE

John Maynes retired as National President of the Federated Clerks' Union of Australia at the end of 1991. John was first elected to the presidency of the union back in 1954 and has thus held the union's top post for some thirty seven years. Throughout his time in office he has played a leading role in the international trade union movement and has done a great deal to foster close ties between Australian unions and fellow trade unionists in the Asia and Pacific region. Within the ITF he is very well known, having served for many years on the Committees of three of its industrial sections — road transport, civil aviation and tourism services. He was also the first Australian to be elected, in 1974, to the Executive Board of the white collar international FIET. At home, he has represented the clerks' union on the ACTU since 1950 as well as serving on numerous committees and boards dealing with a wide range of labour issues. He is succeeded as National President by **R Clarke**.

Barbara Shailor has been appointed International Affairs Director of the US International Association of Machinists and Aerospace Workers (IAM). Shailor, who was previously the union's Special Projects Representative, succeeds Ben Sharman who retired in August last year. During the years she spent as the union's special representative — a post to which she was first appointed in 1978 — she has helped head up the union's legislative and organisational activities, as well as working with community and civil rights groups to broaden support for basic worker rights. Her experience as a lecturer at the IAM's Placid Harbor education centre and as coordinator of the union's shop floor education project will no doubt stand her in good stead as IAM International Affairs Directors have traditionally played a leading role as lecturers at education seminars, particularly those organised for transport trade unionists in Africa. **Alex Bay**, who had briefly taken over responsi-

bility for the union's international affairs following Ben's retirement, has written to the ITF saying that he will miss the many trade union contacts he has made abroad.

Sir Frank Walcott retired as General Secretary of the Barbados Workers' Union (BWU) at the end of last year. Frank, who has headed the island's biggest and most influential union for many years, has had a distinguished career both in his native Barbados and in the wider international arena. He is one of Barbados' leading and most respected citizens, President of the Senate (the upper house of the Barbados parliament), a previous long-serving President of the Caribbean Congress of Labour — a region wide trade union body which is based in the island's capital of Bridgetown — and a leading member of several national boards dealing with trade union concerns and the general welfare of Barbados citizens. Internationally, he has ably assisted in the work of the International Labour Organisation and the International Confederation of Free Trade Unions on behalf of the world's transport workers — serving as a member of the ILO Governing Body and of the ICFTU Executive Board. Within the ITF, Frank has many friends of long standing, made during the long years he has been a member of the Committee of the ITF Dockers' Section. On hearing of his retirement, ITF General Secretary **Harold Lewis** wrote to Frank thanking him for all his "help and comradeship" and hoping that their paths would cross again quite soon. **LeRoy Trotman** has taken over as the union's Acting General Secretary.

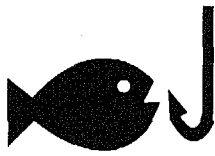
Trade unionists from all over Denmark came to the headquarters of the Danish Navigating Officers' Association in Copenhagen on February 28 to say goodbye to one of Denmark's leading trade unionists. Just two months after celebrating his silver jubilee, **Knud Mols Sørensen** is stepping down as General Secretary to

take a well-earned retirement. Seafarer and docker unions belonging to the ITF will be pleased to know that Mols is staying on for the time being as Chairman of the Seafarers' Section, Co-Chairman of the Fair Practices Committee and member of the ITF Executive Board, whose March meeting he will be attending as usual. While the reception signified the end of Mols' long union career, it also marked the next stage in that of the union's new General Secretary **Peter Funch**. Peter, who will be 54 next month, has been a full-time union official for the past twenty four years, most of that time as second in command — invaluable experience which will fit him well for his new task. General Secretary **Harold Lewis** sent him a congratulatory message, saying that the union was in good hands and regretting that he would not be there to say hello personally as he would be attending an ITF meeting in New Zealand at the time.

Jan C Terlouw has resigned as Secretary-General of the European Conference of Ministers of Transport (ECMT) on being appointed governor to the Dutch province of Gelderland. Terlouw has been ECMT Secretary-General for the past eight years.

Jennie George is the new Assistant Secretary of the Australian Council of Trade Unions (ACTU). George is the first woman to become a full-time officer of the ACTU. She is the former Director of the Trade Union Training Authority, the body which has provided training for the ITF's team of Asia/Pacific education officers.

Grisha Alroi-Arloser is the new Director of the International Department of the General Federation of Labour in Israel (Histadrut), succeeding the late **Avraham Alon**. Alroi-Arloser is the former Director of Information of Histadrut's International Department and more recently has served as a labour attaché in the Israeli embassy in Bonn.



ITF mobilises for crucial safety meeting

A critically important meeting in Iceland this June will decide the future shape of fishing vessel safety standards — and the ITF is urging all affiliated fishing organisations to be there.

It is widely acknowledged that safety standards on fishing vessels are scandalously poor (worse even than for merchant shipping) and it has long been a key aim of the ITF and fishing unions to seek international agreement on better standards.

Progress seemed to have been made in 1977 when the members of the International Maritime Organization (IMO) approved the Torremolinos International Convention for the Safety of Fishing Vessels — a comprehensive treaty which covered most aspects of lifesaving, navigational standards and crew training.

Sadly, the Convention has never entered into force because it has failed to achieve ratification by the required states representing 50 per cent of fishing vessel tonnage.

As a compromise, various states have now proposed the creation of a "Protocol" to the Convention which will water down the provisions of the original treaty and, it is hoped, encourage more states to ratify. Clearly, this has never been enthusiastically welcomed by the unions — the priority is to salvage as much as possible.

The major watering down in the Protocol involves lifting the starting length for fishing vessels from 24 metres to 45.

An IMO diplomatic conference is planned for early 1993 to launch the protocol. An IMO inter-sessional meeting will be held from June 1-5 this year in Reykjavik, Iceland. This meeting aims to produce a final draft for consideration by the 1993 conference.

"This meeting will probably be the last opportunity to make any changes to the draft Protocol, since it will be almost impossible to get amendments

through during the 1993 conference," said ITF Assistant General Secretary Åke Selander.

Selander is appealing to all affiliates organising fishermen to come to this meeting — either as part of their national delegations or through ITF accreditation as observers. The dead-

line for room bookings in Iceland is the first of April.

The meeting will determine a number of very important issues relating to the scope and depth of vessel length exemptions — affiliates should contact the ITF Secretariat if they are able to participate.

UK minister in Zulfikar criticism

UK shadow shipping minister Joan Walley vigorously criticised the government in February over the handling of recent fishing vessel disasters in UK waters.

Referring to the collision between the British fishing boat *Wilhelmina J* and the Cyprus-registered tanker *Zulfikar*, and the hit and run accident involving the fishing boat *Ocean Hound* (see **ITF News**, October and December 1991), Walley said there was something "seriously wrong" with the government's attitude.

"The Government should undertake a review of fishing activity and maritime safety in UK waters and look into the restraints imposed by international maritime law, and the effectiveness of our own merchant shipping legislation, on our ability to prosecute foreign shipowners," she added.

Walley had already voiced her concern about the *Zulfikar* case, a tragedy in which six men died, in a December letter to UK Minister for Shipping, Patrick McLoughlin.

She expressed doubts over the acquittal by a Cypriot enquiry of the Master and Second Officer of the *Zulfikar*, calling it "a disgrace", arguing that the low manning complement on board at the time of the accident was in violation of Cyprus's own regulations, themselves a fiasco.

"I would like to point out that the main charges against the Captain and Second Officer of the *Zulfikar* pertained to leaving the scene of an acci-

dent without rendering assistance. Under Cyprus law this is covered by legislation concerning traffic offences, the penalty under the Cyprus law being the loss of one's driving licence," she said.

If the Cyprus government are being accused of not taking the problem seriously, then equally McLoughlin's approach leaves much to be desired.

In his letter of January 28 to Walley, whilst agreeing with the criticism over the breaches of Cyprus manning regulations on the *Zulfikar*, the Shipping Minister still appears to believe that the investigation was carried out by a competent authority: a "properly constituted Cypriot court of law".

On the subject of the *Ocean Hound*, lost in the English Channel in August 1991 as the result of being run over by a much larger vessel, McLoughlin was similarly edifying.

He claims that more evidence exists than that shown by Coastguard radar recordings. Answering Walley's request to consider raising the wreck on humanitarian grounds, for the sake of the relatives' peace of mind, he said:

"Even if there was no inherent risk, the *Ocean Hound* is not the only fishing vessel to have sunk with loss of life in recent months. Quite clearly it would be invidious to raise one without the other."

If so many fishing boats have been lost, it is evident that Walley should be taken up immediately on her request for a review of maritime safety in UK waters.

CIS fisheries union completes ITF formalities

The number of fishing workers affiliated to the ITF increased by a factor of four with the final completion of affiliation formalities by the Fish Industry Workers' Union (FIWU).

FIWU is a confederation of unions in the Confederation of Independent States that was created by new elections and rank and file action out of the old-Communist run USSR union.

The move towards a confederal structure was agreed before the recent disintegration of the USSR, and FIWU has long been a champion of democratisation of the ex-Communist system. Its application for affiliation was accepted by the ITF Execu-

tive Board in March 1991 — and now all formalities (including the payment of six months' affiliation fees) have been concluded.

The union participated in the 1990 ITF Fishermen's Section Conference in London, has translated the ITF Fisheries Bulletin into Russian and distributed it and is enthusiastic about future co-operation within the ITF.

During last August's ill-fated putsch attempt in the then USSR, the union took an immediate stand against the coup attempt (when many trade union organisations were silent). FIWU issued a statement supporting democracy and opposing the use of military

force. FIWU called upon all popular organisations to oppose the putsch.

FIWU has also written withdrawing formally from the now all but defunct "Trade Union International of Transport Workers" — the Hungarian-based, World Federation of Trade Unions controlled body that once claimed to rival the ITF. The letter states that:

"... during our last years of participation in the Trade Union International our efforts to reform the union in accordance with present day demands and the future of the international trade union movement have appeared to be in vain."



TOURISM SERVICES

US workers in hotel boycott

Workers at the Parc 55 hotel in San Francisco (USA) have been engaged in a fight for union recognition for more than two years. The union campaign has involved rallies, boycotts and mass pickets — a sit-in at the hotel resulted in 92 arrests.

Local 2 of the ITF-affiliated Hotel Employees and Restaurant Employees Union organises some 12,000 hotel, restaurant and club employees in San Francisco, making it the city's largest private sector union.

A high proportion of its membership are from the city's diverse ethnic minority communities who are some of the lowest paid and least protected workers in the United States.

Without a union contract, job security and grievance procedures, medical, dental or health care benefits are virtually non-existent. Union organisation has managed to improve conditions over the years. But more recently, luxury hotels opening in the city have shown a determination to keep out unions.

Local 2 began organising in Parc 55

on 7 June 1989. The hotel management responded by threatening employees who had contact with the union — security guards were assigned to follow activists inside and outside the hotel. But by September 1989 a majority of Parc 55 employees had signed up.

This did not stop the management's campaign of intimidation.

In December 1990 the hotel drastically reduced medical and retirement benefits for Parc 55 employees.

The National Labor Relations Board (NLRB) is currently prosecuting the hotel for over 80 separate violations of the law. The NLRB investigation heard testimony that the hotel had engaged in threats against employees, had conducted interrogations, illegal surveillance activities and had attempted bribery.

The NLRB has said that these violations are so serious that a fair union election cannot be held, and that the remedy should be for the hotel to negotiate a contract with the union. A judge has still to give a decision in the

case.

The workers have succeeded in getting their city to turn its back on Parc 55. The boycott campaign is endorsed by a long list of city leaders, local and national politicians, union and community leaders.

The union says: "To date the boycott has almost decimated the hotel's local business and is beginning to cut into national convention business. The list of boycott endorsers grows daily."

One regular Parc 55 customer is British Airways which uses the hotel for flight crew on stopovers.

A representative of the ITF-affiliated TGWU cabin crew union said "We respect and support the struggle that the Parc 55 workers are engaged in. Our members do not expect to be forced to cross a picket line... our own union is involved in a parallel strike at a hotel in London belonging to the same anti-union owners. There is no way we can say this conflict is nothing to do with us. We want BA to add its pressure on the company to negotiate a settlement."



BA-KLM merger is called off

The planned merger between British Airways and KLM Royal Dutch Airlines was called off on February 27.

Intensive negotiations had been continuing since last October with the aim of creating Europe's most powerful airline and the world's largest air cargo carrier.

Information about the content of the talks was withheld from the British and Dutch unions which expressed concern about the possible implications for jobs and conditions in the two companies and a meeting was held at ITF headquarters in December to coordinate the union response (see *ITF News*, January/February 1992). US affiliates were

also kept informed of developments since the merger, had it gone ahead, would also have involved North West Air. KLM already has a 20 per cent stake in the Minneapolis-based carrier and BA is currently seeking a 29 per cent stake.

Although considerable progress was made between the parties on the main structure of the proposed alliance the two airlines were unable to reach agreement on the percentage share each should have in the holding company and as a result the merger talks have ended.

Working out the precise details of mergers between companies operating in different countries, especially in an industry subject to com-

plex national and international regulation, will always be difficult and the intricacies involved in agreeing a financial framework for the companies' joint operations finally proved unsurmountable.

Despite the failure of the current merger — and of an earlier projected tieup with Sabena, also involving the two airlines — both BA and KLM remain convinced of the benefits of international cooperation. The two companies are currently generating healthy profits which should make them attractive to other airlines as a possible partner and even a renewal of the merger talks is not being ruled out by industry sources.

ITF education seminar for new Mali union

In a trip to West Africa last November, ITF African Regional Representative Ben Udogwu visited Mali where he took part in the first ITF seminar in that country.

ITF links with this French-speaking West African nation go back to 1982 when Udogwu and the Togolese civil aviation union leader Kokou Fantognon (now ITF coordinator for Francophone Africa) met the leaders of the Civil Aviation Workers' Union. The union was keen to affiliate but the political climate was not favourable and so it took until January 1991 before the union — officially known as the Aeronautical Section (SSA) — could be welcomed into the ranks of the ITF.

Although originally planned for twenty five participants, the seminar had to be extended to thirty — a reflection of the extensive interest it had attracted among the union's members. Participants came from

Timbuktu, Gao, Mopti, Kai and Nioro and arrangements were also made to enable a member of the Air Afrique union in Bamako to take part.

The SSA belongs to the six union strong national transport workers' federation and so it was perhaps not surprising that the first day of the seminar had a high profile — as shown by the presence of the Minister of Transport Tchekoura Doubia, as well as of the General Secretary of the national centre, the UNTM, Bakari Kareme, who is also the General Secretary of the Transport Workers' Federation — two organisations that were actively involved with the advanced preparations for the seminar.

Speaking at the opening ceremony on November 23, SSA General Secretary Oumar Dicko expressed his thanks to the ITF for the seminar which he said was an historic gesture. The Minister of Transport was

similarly enthusiastic, referring to the seminar as a "great manifestation of solidarity with the SSA".

Topics covered included discussions on basic trade union rights and the role of the national centre as well as the history, structure and activities of the ITF in Africa. The seminar also took in a number of rather more specialist items such as health and safety and accident prevention and international conventions applicable to the aviation industry.

Oumar Dicko, who is also the UNTM's Director of Education, led a team of highly experienced lecturers, who included Ben Udogwu and Kokou Fantognon.

In his report on the seminar, Udogwu said that the SSA, though small, is clearly an influential union, and that the participants were grateful for the opportunity to discuss real trade union topics in a free political environment.

Unions plan European co-ordination

There is an urgent need for civil aviation unions in the European countries to co-ordinate their collective bargaining activities in the light of the liberalisation of the air transport industry and the growing international links between airlines.

This was one of the conclusions of a meeting of aviation unions from thirteen European countries held in Brussels on February 18. The meeting, which was organised by the ITF and the "Brussels Committee" was called mainly to enable the trade union members of the EC Joint Committee on Civil Aviation to prepare themselves for a plenary session of the Committee the next day, but it also provided the opportunity for a first discussion on giving a European dimension to collective bargaining, something which has until now been a purely national activity.

LEADERSHIP CHANGES

The meeting expressed its appreciation to Manfred Hölzel (ÖTV, Germany) who had acted as trade union Vice-Chairman of the Joint Committee since its creation in 1990. He is leaving the union to take up a senior position at the Berlin Airport Authority. The meeting agreed to elect René Valladon (FO, France) as the new Vice-Chairman and Manfred Maertske (ÖTV) to fill the position on the Joint Committee Bureau created by Hölzel's departure. After a detailed discussion on the working methods of the Joint Committee, it was agreed that the ITF/Brussels Committee should ensure that the other members were better informed about the work of the Bureau and the various working groups which had been established.

FLIGHT TIME

ITF Assistant General Secretary David Cockroft gave the meeting a detailed report on the discussions which were continuing on the sensitive issue of flight and duty time limits (see *ITF News*, January/February 1992). A working group had been con-

vened the previous week at which the employers' representative had described the current draft (which gives the airlines 90 per cent of what they want) as "too left wing". After protests from the unions about this sort of language, he had substituted the word "extremist"!

In short there was absolutely no flexibility or desire for a jointly agreed compromise whatsoever apparent. The union organisations representing both flight deck and cabin crew were united in their total opposition to the current draft (which has been prepared by the Joint Aviation Authorities) and they were now asking for a meeting with Transport Commissioner Karel Van Miert to explain their position in detail. In the meantime, all the unions present were asked to lobby their national governments in an attempt to influence the decision making process within the JAA.

LICENSING

On licensing, progress has been much easier. Working group meetings had been held on both flight deck and ground maintenance engineer licences. In both cases, they would be reconvened to consider drafts currently under preparation by the JAA. Further meetings are planned for despatchers, cabin crew and other ground staff. These meetings will examine the need for common European licensing and/or training standards.

THIRD PACKAGE

Much of the trade union meeting (and of the JCCA meeting the following day) was taken up with a detailed discussion on the Commission proposed "third package" of civil aviation liberalisation measures. The idea of reaching, if possible, a joint position with the employers was endorsed, but the unions stressed that any such policy must state clearly that liberalisation without social harmonisation is unacceptable. In fact, the biggest problem in reaching a joint statement was reconciling the huge gap which exists between the existing scheduled

airlines (which want to keep their existing markets and be allowed to compete a bit more with each other), the charter carriers (which want to grab the most lucrative bits of the scheduled operators' business) and the regional airlines (which just want to be left alone). The trade union side meeting also formally endorsed an ITF/Brussels Committee paper summarising the trade union position and noted a resolution on similar lines submitted by the Spanish union FETCOMAR. The meeting agreed that if union demands for a phasing in of liberalisation measures were not taken into account by the Council of Ministers, more direct trade union action might have to be considered.

JOINT COMMITTEE PLENARY

The items raised on February 18 were again discussed at the plenary session on February 19. On flight time the Commission made clear that it still wants a joint opinion but that its patience is running out. It will put a proposal forward by the summer with or without the Joint Committee. On licences, it was agreed that a working group should be established to deal with Air Traffic Controllers. On the third package, after a long debate, and after advice that the Council will try to reach a decision on the package on 26-27 March, the Committee authorised the Bureau to prepare a unified text highlighting areas of agreement. The Commission was, however, strongly criticised for consulting the Joint Committee after, instead of before, publishing its proposals.

Other items discussed during the JCCA session were JAA-European Community relations, radiation protection for aircraft crews, and airports and the environment. The Joint Committee, which was originally created against enormous employer opposition, has since developed into an important and respected forum where representatives of both employer and union organisations can debate the future health of the industry in an open but constructive manner.

Cabin crew save lives in MD81 crash

Eva Björnemark was a useful person to have on the SAS MD-81 jet which took off from Stockholm's Arlanda airport on December 27. Within five minutes of take off the plane had crashed into a forest.

All 129 passengers on board survived. Eva was the purser on board the flight. She has also been the chief union safety representative for SAS cabin personnel for the past four years and had taken part in a training course on aircraft emergencies in November. Last spring she also took part in an accident investigation course arranged by her union, the ITF-affiliated HTF. With 23 years of flying without incident Eva never imagined her training would be called upon so soon.

She describes how shortly after take off the plane began to vibrate: "It sounded like stones were being thrown about in a washing machine. I had never experienced anything like it. I thought this is it."

The cockpit door was open and Eva was able to see and talk to the captain. He was not able to tell her what was the matter. He reached for the emergency check list but had no time to run through it, and prepared immediately for an emergency landing.

In those vital seconds Eva acted to forestall any outbreak of panic and instructed the passengers to "keep calm, bend down and hold your knees" as the plane came down through the trees and landed on a frozen snow covered field. This warning saved a number of passengers from more serious injuries.

Eva suffered injuries — rib fractures and fractures of cervical vertebrae. It took a long time for the emergency services to reach the crash (it was five hours before Eva herself reached a hospital).

Eva and other cabin crew members did their best to ensure that passengers were protected from being frozen, administering first aid, wrapping passengers in blankets and cushions, and reassuring passengers until help arrived.



As official investigations get underway into the SAS MD-81 air crash at Gottröra near Arlanda airport in Sweden on December 27, the vital safety role of cabin crew has an accepted place in the inquiry process.

The ITF-affiliated HTF is represented in the inquiry by Agneta Dahlqvist, chief safety representative with the airline company Scanair, who is taking part as a cabin safety expert, and by Ulla Bolter, president of the HTF cabin safety committee. Ulla has studied the safety role of cabin crew for many years and has represented the ITF on a Joint Aviation Authorities study group on operational rules for cabin crew.

Inquiry orders A320 cockpit redesign

The French government has ordered Airbus Industrie, the European aircraft consortium based in Toulouse, to make changes to two cockpit control panels on the A320.

The instruction follows the publication of the preliminary report into the crash on January 20 of an Air Inter A320 Airbus into a mountainside during the descent to Strasbourg airport.

While not identifying the cause of the crash, the independent investigators believe that changes in the cockpit layout would make the computerised controls less confusing to pilots and enable them to cope more easily in an emergency.

Specifically, they have expressed concern at the positioning of the descent controls. The current display makes it easy for the pilot to confuse the indicator giving the angle of de-

scend with that indicating descent to a set height.

Transport Minister Paul Quilès has already followed up the report's second recommendation that all passenger aircraft be required to carry ground proximity alarms. He has instructed the French Aviation Authority to ensure that all French airlines install the alarms by this June. (The crash jet carried no alarm.)

In their third and final recommendation, the accident investigators urge that Airbus Industrie look again at the placing of the A320's emergency radio beacon.

The beacon on the crash jet was located in the cone and was destroyed on impact. As a result, it took four hours for the rescue team to reach the crash site, by which time some of the survivors had perished.

The civil aviation industry in East/Central Europe and the CIS

With the dissolution of the Soviet Union into 14 newly independent Commonwealth (CIS) and Baltic states what has happened to the world's largest airline, **Aeroflot**? In 1990 Aeroflot carried nearly 138 million passengers, mostly on domestic routes. International operations earned US\$2.4bn in revenue.

In June 1991 Aeroflot's Moscow International Commercial Division and the Russian Division of Aeroflot merged and formed the Production and Commercial Organisation (PKO). The new airline may be called Aeroflot International. The PKO controls the Moscow airports which account for 83 per cent of international traffic (with its prized hard currency earnings).

There are 24 international Baltic and Commonwealth airlines affiliated with the PKO. As many as eleven of them may be based in the Russian Federation. Except in the Baltic states, most former Aeroflot divisions will continue to operate, for the moment, under the Aeroflot banner on international routes under existing bilateral agreements, and inter-republic flights will not be considered international. Many areas such as ownership of aircraft are still unclear and may lead to dispute. The 24 airlines, however, control their own assets, and are signing their own joint venture deals and alliances with airlines outside the CIS.

In May 1991, **Finnair** signed a joint venture with the former St Petersburg Division of Aeroflot. **British Airways** have signed a joint venture deal with Aeroflot in Moscow. **Byelorussian Airlines** has signed a strategic agreement with **Aer Lingus** for onward flights to New York from Shannon.

Lufthansa is also interested in a joint venture with part of Aeroflot.

The Baltic states have formally launched their airlines **Estonia Air**, **Baltic International** and **Lithuanian Airlines** as independent national car-



riers. Lithuania Airlines, which is part owned by two Finnish consortia, has entered a co-operation agreement with **Sterling Airways** of Sweden. Baltic International has a minority investment by a Texas-based group. This Group is now seeking to buy up Aeroflot's 30 per cent share, formerly held by the defunct Soviet Ministry of civil aviation.

Another new flag carrier is **Adria Airways**, for the new republic of Slovenia, following the country's recognition by the European Community.

COMPASS COLLAPSE

Compass Airlines, the only new carrier born out of deregulation in Australia, has collapsed with debts of US\$112.3m. The collapse came after a savage fare cutting war with the country's two leading domestic carriers **Ansett** and **Australian**, and has prompted a major government review of the deregulation policy.

After taking over US\$520m of its debt the Philippines government has sold off **Philippine Airlines**. A 67 per cent stake has been auctioned to a consortium led by AB Capital and Investment Corporation. A leading member of the consortium is Antonio Cojuangco, cousin of President Aquino. The Philippines government has also agreed to sell a 10 per cent stake to the Sultan of Brunei.

Korean Airlines is fighting a government ban on its purchase of any new aircraft. The government says that aircraft imports are a major cause of its US\$9.6bn trade deficit.

LATIN AMERICA

American Airlines and **UAL**, after its purchase of **Pan Am** routes, between them now own more than half the US-Latin American market. In response Latin American airlines are forming strategic alliances. El Salvador-based **Taca** has bought minority stakes in **Aviateca** (Guatemala), **Aeronica** (Nicaragua), **Lacsa** (Costa Rica) and **Sahsa** (Honduras). **Vasp** of Brazil is seeking an alliance with **Transbrasil** and made approaches to **Aeroperu** and **Pluna** (Uruguay). Employees in **Aeronica** went on strike in February protesting against privatisation and the sale of 49 per cent to Taca. All domestic and international flights were halted. The airline's union **Sindicato de Aeronica** is demanding that the government stick to its promises of job security.

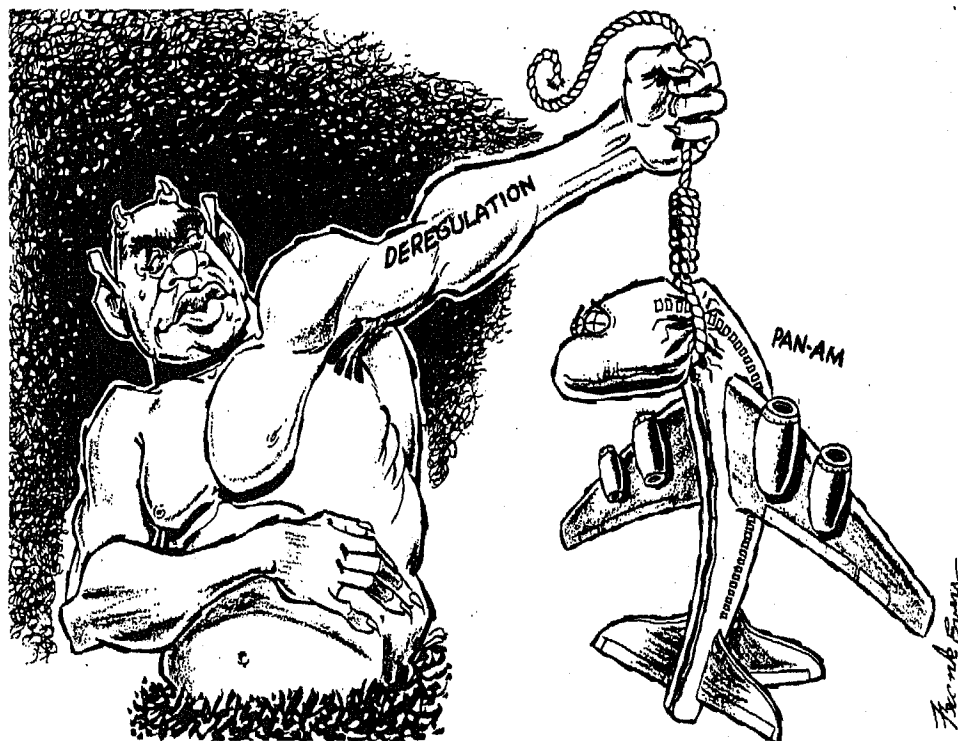
Unions react to Pan Am collapse

Forty six years ago on September 4, 1945 the Air Transport Division of the ITF-affiliated Transport Workers' Union in the United States was born when TWU officers signed their first airline bargaining agreement covering Pan American World Airlines ground employees. This was soon to be followed by Pan Am contracts covering cabin crew and flight engineers. From this base TWU, ATD quickly spread to American Airlines as well as many other bargaining units throughout the airlines.

On 4 December 1991 Pan Am closed. This disaster follows only months after the closure of Eastern Airlines, another long time TWU represented carrier.

According to the TWU, efforts to establish an employee share ownership project at the JFK maintenance base with investment from DynAir and the Port Authority were sabotaged by Delta Airlines which had promised to finance and support the re-organisation of Pan Am. The plan had tentative work orders which could have saved 1,600 jobs by mid-January. According to John Kerrigan, Director of the TWU Air Transport Division:

"From the outset Delta opposed our efforts. They made it clear that a



TWU-sponsored company was unacceptable. In fact, Delta offered work to a subcontractor, interested in joining us, but only if it was done at another location. Delta told them they did not want TWU to get credit for saving jobs. We are still proceeding, however, but it is more difficult and has less up-front potential as well."

The TWU is also worried that other airlines which have been buying up Pan Am's routes, while they may hire

former Pan Am employees, may refuse to take on TWU members.

*The chances of Pan Am's former employees obtaining any of the severance pay, medical benefits, accrued vacation pay etc which may be owed to them are extremely low. Chief Executive Officer Tom Plaskett, however, got US\$1.25m in severance pay. His replacement, Russel Ray, got US\$700,000 for working less than three months.

ILO condemns Paraguayan government

The ILO has condemned the failure of the government in Paraguay to act on a complaint brought by the ICFTU with the support of the ITF on behalf of cabin crew in Paraguay.

ILO case No. 1546 refers to events which date back to December 1989 when the national carrier Líneas Aéreas Paraguayas refused recognition to the Paraguay Flight Attendants' Association (APAV). Four members of the union executive Antonio Garcia, Ralf Gehre, René Salamon and Francisco Montanaro, all flight supervisors with twelve or more years of service, were transferred to ground jobs. When they opposed

their transfers they were dismissed by the Colonels and Brigadier-Generals who run the airline "for insubordination".

The airline also tried to force other employees to resign from the association. APAV says that the airline wants to get rid of the union which has been complaining about the violation of statutory regulations governing working conditions. These include crew not being replaced on regular 14 hour flights and duty periods of up to 40 hours. There is no medical insurance, life insurance or collective agreement.

The ILO Committee on Freedom of Association, having waited for

twenty months without receiving any response from the Paraguayan government, proceeded to examine the complaint without it.

The Committee has now found the Paraguayan government in violation of Article 1 of Convention No. 98, which protects workers from anti-union discrimination:

"...and requests the Government to take the necessary measures to ensure that Líneas Aéreas Paraguayas will immediately reinstate these four trade union leaders, and to keep the Committee informed in this connection."

Indian unions reject privatisation

Indian unions have severely criticised the recent decision of the Indian government to privatise Air India and Indian Airlines.

The criticisms come in a document produced out of the ITF-sponsored seminar on "Social and Labour Consequences of Privatisation Policies in Civil Aviation in India", held in Bombay on 23-26 January 1992, attended by 31 trade union leaders in the civil aviation industry, and have been forwarded in a letter to Narasimha Rao, the Indian Prime Minister.

The letter told the Prime Minister: "The (trade union) leaders recorded their total opposition to privatisation as it would bring further misery to the poor and middle classes, quick money to a few and erosion of our nation's sovereignty. The private sector's profit motive will not only hit the consumer ultimately, but will also lead to lopsided economic development which in time will result in regional imbalances and a further growth of regionalism."

The unions say that the privatisation programmes being undertaken by the Indian government are being pushed by the World Bank and IMF. Yet privatisation, they say, has never met its declared objectives in developing countries. In particular there is no evidence in India's experience that privatisation provides either managerial expertise or substantial new investment. Indeed private industry in India is heavily dependent on public sector finance.

The unions say that on the other hand the privatisation of airlines is likely to mean that profits will override service standards, reduce safety levels, and produce greater instability in the industry.

The failure of air taxis in India also gives little encouragement over the fate of any unprofitable domestic routes. These are likely to disappear without regard to public service needs.

ing in Bombay the ITF sponsored Civil Aviation Trade Union Leadership Training Programme has been holding a series of regional seminars in India on the themes of privatisation and contracting out of services in civil aviation and about communications skills for trade unionists. Seven "training camps" were held involving more than 200 hundred activists from Bombay, Calcutta, Delhi and Madras.

"...privatisation of airlines is likely to mean that profits will override service standards, reduce safety levels, and produce greater instability in the industry."

This is an important issue with current regional tensions in India.

The unions say that there is already a creeping form of privatisation taking place with the contracting out of airline services to private companies. Indian aviation is already completely dependent on foreign technology — in avionics, aircraft technology, and air traffic control technology — and that privatisation will lead to the control of air services by foreign companies.

As well as the union leaders' meet-

Civil aviation workers from baggage handlers to engineers and pilots, from Air India, Indian Airlines, Vayudoot, Pawan Hans, and from foreign airlines attended, as well as workers from the National Airports Authority and the International Airports Authority.

The seminars resulted in an immediate drive to improve co-ordination between civil aviation unions in India, and a programme to improve education in individual unions.

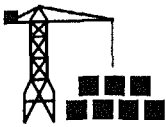
Air Panama buys off union contracts

The new Panamanian government, set up after the US invasion in December 1989, has been set on privatising the national carrier Air Panama.

According to one intending bidder, Manfredi President of Aeronautical Industries in Panama:

"In reality Air Panama would cost nothing. The government just wants someone to assume debt amounting to around US\$8m, mostly past maintenance bills. Other costs are at the discretion of the purchaser, and... would involve terminating all contracts with employees, at a cost of between \$6.8 m and \$7m. We would strongly recommend this for two reasons: one, this would mean cancelling three major union contracts; and two, the company presently has too many employees. Air Panama can operate with just half the present workforce."

In December 1991 the government accepted a bid from a Panamanian business consortium which has only had to pay up \$3.5m in severance pay to the 316 former employees. Only 160 of these are to be re-employed in the new Air Panama operations.



DOCKERS

Hired thugs used in port takeover

Port employers in Nigeria have used violent tactics against dock workers in the last few months.

In August 1991, the ITF-affiliated Dockworkers' Union of Nigeria won a salary increase which doubled wages for dockers in all Nigerian ports.

Some port employers decided to quash the union's success by starting a campaign of destabilisation against it.

"On 14 August, they simply hired thugs and besieged the two Lagos ports...dockers were harassed and beaten out of the port. The idea was to cause chaos, give the union a bad name and get it deregistered," said ITF African representative Ben Udogwu.

The hired thugs carried placards against an increase in union dues, which had risen (but at a rate substantially below the wage increase).

As the invasion of the port developed into a bloody riot, it became obvious that they had the co-operation of the police and Ministry of Transport officials.

Over two days, the hired gangs took control of the two Lagos ports. Against all odds, leaders of the Dockworkers' Union fought to keep the violence under control.

Government collusion in the affair seemed to be confirmed when the authorities decided to appoint a trustee to examine the union's constitution over the dues increase and organise new union elections. Despite the fact that there was no need for new elections (constitutionally they were not due until 1993) union General Secretary Jonas Abam and President Ogunleye decided not to oppose the imposition of the trustee.

But the situation deteriorated.

"Well over 2,000 registered Dock Workers have been driven out of the docks and thugs have taken over their jobs at the ports," Nigerian affiliates wrote to the ITF at the end of January.

"The Secretariat of the Dockworkers' Union of Nigeria has been taken over by a sole administrator and all union officials have been driven out of the Secretariat with all organs of the union being dissolved: implying the dissolution of the Dockworkers' Union itself," they added.

Assistant General Secretary David Cockroft has written to the Nigerian President General Ibrahim B. Babangida protesting about the measures.

"The ITF strongly supports the efforts of the Dockworkers' Union of

Nigeria in its attempts to protect its members' jobs. The actions of the port employers, apparently supported by government ministries, are in conflict with the internationally recognised standards enshrined in the conventions of the International Labour Organisation (ILO). As such, the ITF and its four million affiliates worldwide consider this a very serious issue," he said.

Affiliated dock workers' unions are being circulated with requests to send similar messages.

US West Coast dockers mobilise

US dock workers at all West Coast ports staged a dramatic one-day demonstration on February 17.

More than 4,000 workers from the ITF-affiliated International Longshoremen's and Warehousemen's Union (ILWU) attended a union rally at Wilmington, Los Angeles, in protest against new contractors Southern Pacific Lines (SP), who took over on

February 11. SP has laid off over 300 ILWU workers at the Intermodal Container Transfer Facility at the ports of Los Angeles and Long Beach.

Colombian port reform planned

Colombian port workers are protesting against the arbitrary cancellation of labour agreements and rapid port re-organisation.

The Colombian trade union federation Confederación de Trabajadores de Colombia (CTC) wrote to the ITF in January about government Decree No. 035, which liquidates the national port company and introduces a new system excluding trade unions. Pension rights, severance pay and other bonuses will disappear under the new regime.

In the build up to the introduction of the measure port workers organised limited work stoppages in preparation for full strike action.

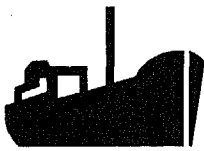
"This arbitrary decision by the government violates the Constitution, labour law and the conventions of the International Labour Organisation," said a CUT spokesperson.

Chilean dockers seek job security

Chilean dockers from the ITF-affiliated confederation COMACH have written to the ITF complaining about trends in the ports industry.

During the Pinochet dictatorship, registered dock work, specialised workers and trade union rights to collectively bargain were phased out or abolished, whilst containerisation drastically affected working conditions.

Unions are now disappointed that, having given their enthusiastic support to the new democracy headed by Patricio Aylwin, the government has not done more to restore their rights.



SEAFARERS

Shameful casualty facts expose Panama and Cyprus as worst registers in world

Ship losses in 1991 were the worst for several years, and Flag of convenience (Foc) registries continued to top the list.

Figures released by the Institute of London Underwriters (ILU — covering vessels 500 grt and over) reveal that 182 ships of 1,708,464 grt were lost in 1991 — an increase of over 30 per cent in ships and 40 per cent in tonnage from 1990.

The ILU 1991 Casualty Statistics should be compulsory reading for those in the maritime industry who continue to be complacent about vessel safety and the obvious link to Foc registers.

The 1991 tonnage losses were the highest since the 1979 and 1980 record worst years. Many of those casualties were directly attributed to the spate of exploding tankers — a problem solved, say the underwriters, by their insistence on the installation of inert gas systems:

“In contrast with 1979 and 1980, there was no such exceptional reason for losses in 1991, which were widely distributed between all types of vessel,” says the ILU 1991 Report.

They do, however, point to the “long-term deterioration in bulker safety” and the ILU calls for “action to reduce the level of losses suffered by bulkers; without it these losses are likely to get worse”.

The ILU identifies the well known Foc states as the worst offenders. The highest number of ships lost (see box) were registered under the Panamanian Foc, the second highest is Cyprus (an increase in casualties and yet another blow to the ill-conceived “Cyprus-is-getting-better” campaign in certain circles):

“Half the tonnage lost came from six flags which each lost more than nine ships. Maintaining their own

1991 Total losses by nationality*

ITF Flags of convenience

Antigua and Barbuda	1	996
Bahamas	5	76,608
Cyprus	17	229,782
Honduras	6	11,983
Lebanon	1	1,598
Liberia	5	145,421
Malta	12	96,647
Panama	26	238,513
St. Vincent	6	18,671
Sri Lanka	1	2,751
Vanuatu	1	896
Total	81	823,866

World	182	1,708,464
Foc % of world	44.5	48.2

ITF ship by ship and second registers

Hong Kong	1	75,330
Norway	6	36,749
Philippines	9	82,500
Singapore	3	46,901
Total	19	241,480
% of world	10%	14%

*Source: 1991 Institute of London Underwriters (ILU) Annual Report and Casualty Statistics

unenviable record, Panama and Cyprus together lost about a quarter of the total...” says the ILU.

ITF figures, based on adding up the designated Foc registers, reveal that 44.5 per cent of the ships lost and 48.2 per cent of the tonnage came from Focs (who only account for about 30 per cent of the world’s tonnage). The ITF ship-by-ship registers (where a substantial minority of vessels are Foc), together with Norway (having a

large second register) and the Philippines (which uses its bareboat charter system as an Foc) account for a further ten per cent of lost ships and 14 per cent of tonnage.

“The somewhat more encouraging loss ratios of the mid-1980s, suggesting that shipping was becoming safer, have not lasted and, as already pointed out, there are strong indications that with an ageing world fleet this worrying trend will continue,” says the ILU.

Transparent toilet on German bridge

The toilet on the bridge of the German flag *Bonn Express* has glass walls. The officer of the watch is always on duty.

This is because the ship no longer carries a night lookout — a situation which, though deplorable, is quite legal.

The glass W.C. is an extreme example of the consequences of insistent demands from German shipowners for deep manning cuts on German ships and the government's acquiescence to those demands.

Speaking to the *Frankfurter Rundschau* newspaper, Dieter Benze, head of the Seafarers' Section of the ÖTV,

complained that by dispensing with the night lookout and the radio officer, and supervising engine room operations from the bridge and other manning reductions, seafarers were being constantly stretched to their limits.

You might have thought that with its 15-man crew the Hapag-Lloyd owned *Bonn Express* would be a small ship, but it is 233 meters long and when fully loaded can carry 2,600 containers.

The experiment with a one-man bridge has been extended beyond 31 December 1991, with official blessing. In its defence, the German Transport

Ministry insists that the single man bridge is only allowed in good weather.

The German shipowners' association think that technically more sophisticated ships and containers require fewer people on board.

But Knut Schröder, an experienced ship's pilot on the Kiel Canal is horrified by what is happening on the *Bonn Express* and in a protest to the German Transport Ministry says:

"To me this an expression of utter contempt for human beings. Productivity must be kept up even when shitting. You can't say clearer than that when declaring your support for an unsocial market economy."

Fresh evidence in Derbyshire case

New research by a union official into the 1980 sinking of the UK-flag *Derbyshire* has increased pressure on the British government to hold a new enquiry into the bulker's loss.

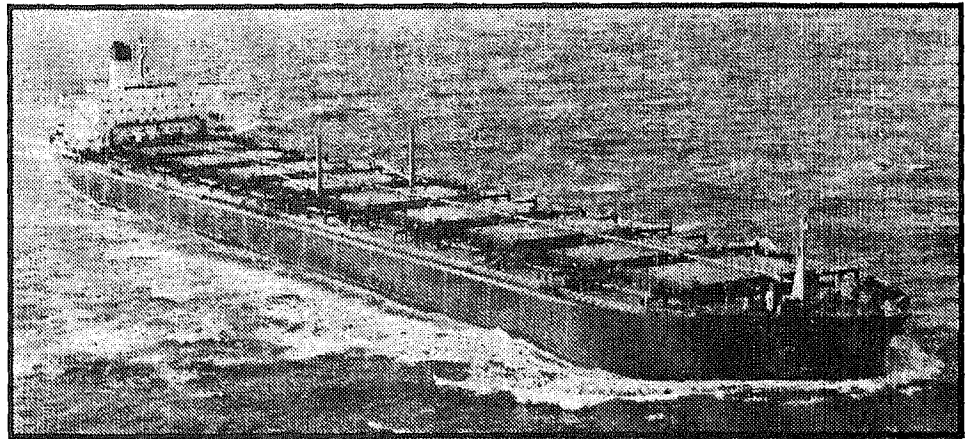
Liverpool official of the ITF-affiliated Rail, Maritime and Transport union RMT Billy Anderson has consistently backed the families of the lost crew in their long campaign for government action on the sinking of the bulk carrier (see *ITF News*, September 1991).

The families and union are firmly convinced that the bulker sank because of serious design deficiencies that led to cracking beneath the deck at Frame 65. If this were properly established, large compensation would be payable to the families.

The first, belated government enquiry in 1989 stated that there were no structural faults behind the sinking.

Despite this, it is widely acknowledged that all five of the *Derbyshire's* sister ships (*Kowloon Bridge*, *Tyne Bridge*, *Furness Bridge*, *Cast Kittiwake* and *Sir Alexander Glen* — all Oil Bulk Ore carriers) have developed faults at Frame 65.

Now Billy Anderson has investigate the other 19 vessels built as part of the same shipyard contract. All four ice-strengthened 32,000 tonne ships (*Joseph R. Smallwood*, *Frank*



D. Moores, the *Strait of Canso* and the *Hindustan*) developed cracks at a point equivalent to Frame 65.

Four of the eight liquid combination carriers built at the same time also showed similar stress symptoms.

In an open letter to the British transport minister and other members of parliament, Anderson details this new evidence:

"The amount of OBOs losses since

1976 and vessels cracking, have been running at roughly 20 a year, often with tragic circumstances of all hands lost, yet no one seems to point their finger at design faults, and these ships were designed to withstand the weather and were also passed by the classification societies. If this was happening in aviation or any other mode of public transport the outcry would be tremendous."

Australian ore exporters set bulker rules

Two of Australia's leading iron ore exporters are rejecting capesize bulkers older than 15 years in a bid to cut casualties.

Hamersley Iron and Broken Hill are nominating vessels and have told shipowners they will reject any ship older than 15 years.

Hamersley ships 50 million tonnes of iron ore annually (half of Australia's total export).

Belgian deal on Luxembourg crewing

A deal has been reached between the ITF-affiliated **Belgian** Transport Workers' Union (BTB), the government and shipowners for the engagement of Filipinos on Luxembourg flagged, Belgian-owned ships. Negotiations, which began in December 1990, took an entire year. The owners originally wanted the right to hire eight Filipinos per ship, but the final deal will allow only four. Furthermore, the union has achieved a guarantee that the number of crew will remain as of the end of 1988 — safeguarding the jobs of existing crew.

The **Caribbean** government-owned West Indian Shipping Corporation (WISCO) appears to have collapsed. In December 1991, the WISCO chartered *Caricom Link* was impounded in Miami for non-payment of a US\$98,000 debt on rented containers. The cash was found, and the vessel released, but the charter has now been discontinued. WISCO's other two ships have also run into cash problems, and the organisation is owed millions of dollars by member states. All operations have now been suspended.

The **French** flag has registered its first growth for 30 years. Figures for the end of 1991 show a net gain of three vessels to 216. In 1960, there were 798 and the French fleet was ranked ninth in the world, today it is 25th.

The **Hong Kong** register, after one year of operations in its new autonomous form, increased by 250,000 grt to reach 6.5 million grt at the end of last year.

The **National Iranian** Tanker Company (NITC) is considering flagging out its fleet of tankers in a bid to raise cash and finance newbuildings. This move would be similar to the Sovcomflot/USSR Cyprus flagging out operation two years ago — in a complicated deal involving Norwegian and

French banks, a leaseback arrangement brought hard currency revenue to the then USSR shipping company.

One condition of the operation involved the conclusion of ITF-acceptable agreements for the reflagged ships.

The **Norwegian** fleet shrank for the first time last year since 1987 — but only by a small fraction. According to the Norwegian Shipowners' Association (NSA), the fleet stood at 1,151 vessels on January first 1992. 896 vessels, totalling 39.2 million tonnes, are in the NIS second register — slightly down from 39.9 million the year before. The traditional register continued its inevitable decline, falling from 275 vessels (just under two million tonnes) last year to 255 ships of 1.6 million tonnes. Norwegian-owned foreign flag tonnage grew from 13 to 13.2 million tonnes in the same period.

The **Ukrainian** government has set up a state marine administration which inherits their share of the former USSR maritime ministry (Morflot). Ukrmorflot, divided into ten depart-

ments, will supervise the Ukraine's three major shipping companies, ports, shipyards, maritime academies and other maritime functions. It is headquartered in the main port of Odessa and will begin operations on the first of March. Ukrainian ships are still flying the hammer and sickle flag of the old USSR, and the question of a future maritime flag has yet to be determined.

CC.OO transport sections merge

Following an internal reorganisation, Spanish seafarers in the Comisiones Obreros (CC.OO) are now members of the ITF.

While the transport federation FETCOMAR-CC.OO has been an ITF affiliate since 1990, the seafarers, organised separately in the SLMM-CC.OO, were not.

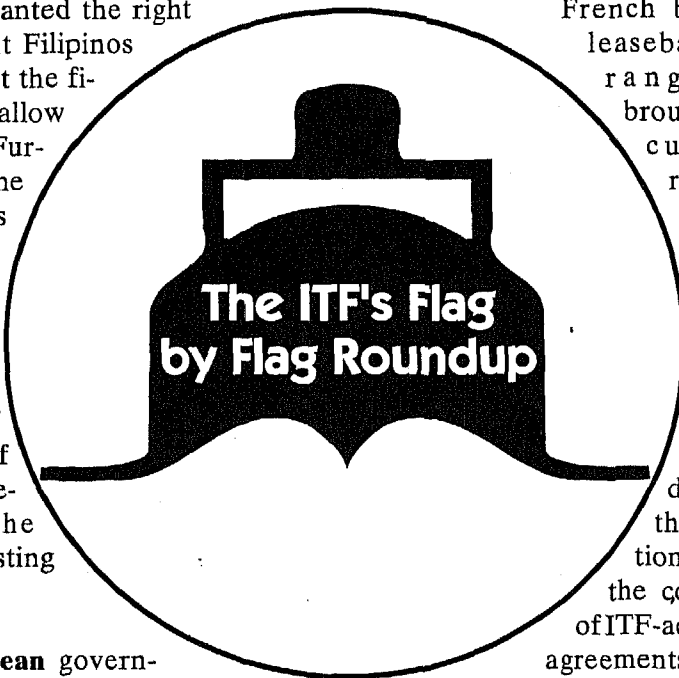
The SLMM decided to merge with FETCOMAR — and the new Merchant Marine Section of the federation was accepted by the FETCOMAR congress meeting in early February. The new section intends to participate fully in all ITF seafarers' activities.

Australian seafarers' union joins ITF

The Seamen's Union of Australia is now a fully-fledged ITF affiliate.

The SUA was provisionally accepted into ITF membership at the October 1991 Executive board meeting, and would have completed formalities earlier but for the vagaries of the international mail system.

The 6,500 strong maritime union has long been a key player in the ITF campaign against Flag of Convenience shipping. In co-operation with the Waterside Workers' Federation (an ITF member since 1971), the SUA has helped to establish Australia as a country where exploited seafarers know they can get effective help.



Unions must attend next IMO safety meeting

The following article has been written for ITF News by Ernst Rolf Olsen, from the ITF-affiliated Norwegian Seamen's Union in order to help convince affiliates of the importance of attending the forthcoming International Maritime Organization's Maritime Safety Committee meeting from 6-10 April, in London.

On April seventh 1990 the Bahamas registered passenger vessel *Scandinavian Star* caught fire and 158 lives were lost.

After this disaster the whole maritime world demanded that something be done to improve safety on board and avoid such disasters again.

The *Scandinavian Star* disaster revealed a number of defects and weaknesses in both the ship and her crew. Some of these defects and weaknesses had or could have had an effect on the course of the disaster, while others probably did not influence this particular disaster but under different circumstances could have had negative consequences.

HUMAN ERROR?

The disaster revealed various forms of human error. The most serious of these was that the clearance given to the ship by the owners and by some of the senior management on board the ship itself took little or not enough account of the safety of the passengers and the crew or of the working environment on board.

The disaster also revealed a number of other defects and weaknesses on the part of the ship and the crew, some of them affecting the crew's qualifications, etc. and the safety equipment and other equipment on the ship.

Many of these weaknesses need to be corrected by means of new requirements for ships and crews.

OTHER DEFECTS

The disaster also revealed weaknesses and defects in factors that were not directly connected with the ship, the crew or the owners. Such factors were, for example, deficiencies in the inspection of the ship and crew, weak points in the rescue services, and omissions in the provisions governing the economic insurance of injured persons and survivors after ship accidents.

In the IMO, and especially in the "Sub-Committee on Fire Protection", this disaster has been on the agenda to enable the maritime industry to upgrade safety on board.

The most important recommendation is that sprinkler systems should be installed in all accommodation areas.

Fires on board reveal that smoke detectors installed in the accommodation areas should be compulsory and smoke detectors must initiate a signal on the bridge and at the detector in question.

Regarding inspection and control, the authorities need to verify that the crew are able to perform satisfactorily in the interests of safety on board. Essential features that should be checked are the satisfactory performance of boat and fire drills, that the crew are familiar with the ship and that they are able to cooperate in an emergency. This includes checking that the crew members have a sufficient command of a common language to be able to communicate adequately with each other and with the passengers.

SPRINKLERS

In the IMO "Sub-Committee on Fire Protection" we have met difficulties with some of the requirements just mentioned on the grounds of cost effectiveness and also stability problems.

We who represent the crew cannot accept these grounds for not improving safety on board for both crew and passengers.

Regarding smoke detectors in cabins, there were split opinions on when this should come into effect.

The Nordic countries, supported by a small number of other countries, were in favour of fitting smoke detectors in all cabins by 1994.

Other countries were of the opinion that if the ship has sprinklers in cabins

and smoke detectors in corridors and stairways, they would not need to install smoke detectors in cabins before 1996.

From an ITF viewpoint we had to stress that a thermally controlled sprinkler system will function to a large extent as an automatic heat-activated fire alarm, as well as a fire extinguisher. It does not, however, constitute an adequate detection system.

Fires often begin by smouldering, during which time they do not give off enough heat to trigger a thermally controlled sprinkler system. A long period of smouldering may produce a considerable amount of smoke, and if we are to rely only on the smoke detectors in corridors and stairways and not have them in the cabins, people in cabins may die.

Even with this viewpoint there was a majority for not having smoke detectors in cabins before 1996.

WORKING GROUP

A big majority in the working group were of the opinion that sprinklers have to be installed in older passenger ships and that sprinklers should be installed in all ships as soon as possible.

Even so, it remains to be decided when new ships shall have sprinklers. Some of the participants in the working group were of the opinion that fitting sprinklers on board existing ships should be linked with stability requirements.

Regarding ro-ro ferries, there was a clear majority in the working group to upgrade these by 1996.

Before the working group report was handled in the Plenary, some delegations who had the minority view in the working group were very active in lobbying delegates from countries which did not participate in the working group to take their view. They succeeded in this, and the minority view in the working group was made the majority view of the Plenary, which will be put forward to the next MSC meeting in April 1992.

The battle for improving safety on board both for passengers and crew will continue in the next MSC meeting. I therefore hope that as many ITF affiliates as possible will participate in the MSC to enable us to fight for higher safety standards, both for passengers and crew.

Abandoned crew goes home

The Filipino crew of the Panamanian flag *Tonje Cob*, abandoned by their Canadian owners in **Curaçao**, Netherlands Antilles, have now returned home (see **ITF News**, January/February 1992). COB Shipping of Aurora, Ontario had told the ITF that the

crew's entire outstanding wages (a total of US\$80,000) would be paid by the new owners who were buying the ship. The potential buyers appear unwilling to do this and conditions on board the ship degenerated — water, food and fuel all ran out. In view of this extreme level of hardship, the crew's union (AMOSUP,

Philippines) paid for the repatriation of the crew and gave each man \$100 for expenses — otherwise they would literally have starved. The ship is still under arrest in Curaçao, the crew are still unpaid and the owners, apparently, remain uninterested in their plight.

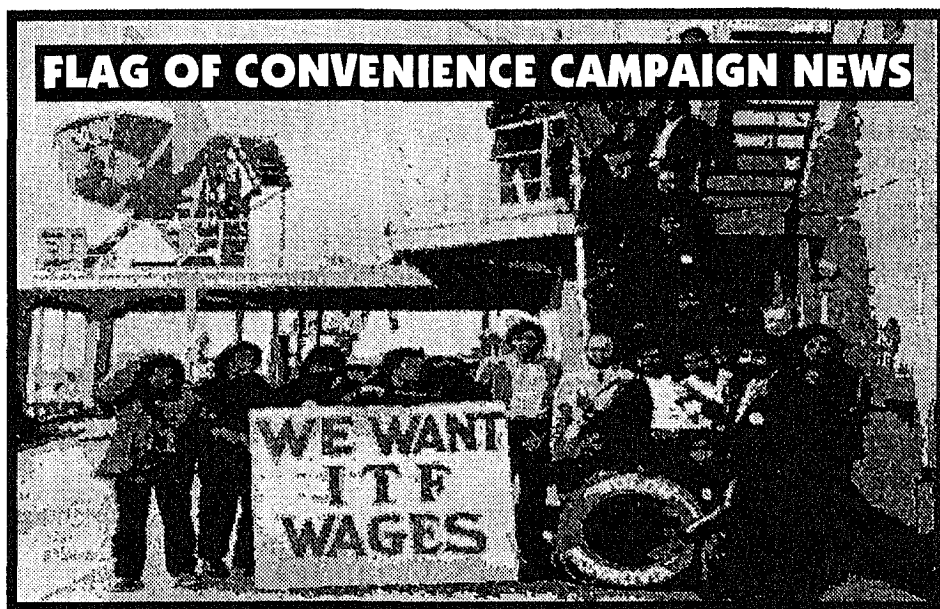
The Panamanian flag *Ocean Drama*, in **Pusan, Korea** has now been arrested for crew backwages (see **ITF News**, January/February 1992). The ITF-affiliated Federation of Korean Seafarers' Unions (FKSU) is helping the 14 Burmese crew — the union has supplied basic provisions (the owners are bankrupt and the crew have simply been abandoned). The arrest is for approximately \$70,000 in back pay.

The case of the Panamanian flag *Mashco Star* (see **ITF News**, January/February 1992) has now been settled. A number of the Indian crew approached the ITF to claim three

months' back pay and repatriation. Their case was handled by Charles Briffa, from the ports section of the ITF-affiliated **Malta** General Workers' Union (GWU). The union gave notice of industrial action against the vessel, and a representative of the UK

ship's articles which clearly state that the crew are entitled to winter clothes. The ITF was alerted as the vessel left Antwerp for Hamburg. The vessel had received emergency provisions of \$7,780 (for 19 crew over three months) and a payment of \$20,000

was paid to the crew to calm them down. The Sri Lankan crew's daily food allowance was set at \$4.50, the Greek officers received \$7.50. The *Gill* arrived in Hamburg on January 19. Temperatures were around -10°, and everything on the vessel was frozen. "Have you ever watched a crew making a ship fast under such adverse weather condi-



owners promptly arrived to negotiate. The crew were eventually paid \$10,727 plus two days travelling expenses and repatriation and they left Malta on January 13.

ITF Inspector Ali Memon was shocked by the conditions on board the St. Vincent registered *Gill* which arrived in **Hamburg** in mid-January. Not only had the Sri Lankan crew not received their low (under ILO) wages for five months, they had little food, no water and no winter clothing. The German owned, Greek operated Flag of convenience ship left the port of Annaba with insufficient supplies for the trip to Antwerp and Hamburg. The crew barely got by on a starvation diet of rice — and so they spent the Christmas and New Year period hungry, cold and poor. When the ship arrived in Antwerp, the crew, dressed in thin shirts and slippers, had to work on deck in freezing conditions. This was a clear violation of the Sri Lankan

tions, merely wearing T-shirts and slippers?" asks Ali. Contact was made with the German owners who claimed that all crew matters were the responsibility of the Greek agents, who in turn responded by trying to get the crew to sign a piece of paper declaring that they had no claims whatsoever against the owners or ship and that they were satisfied with everything on the vessel. Fortunately, the London and Hamburg P&I lawyers advised the owners to settle the crew's justified demands in order to get the vessel out of Hamburg without any problems. The owners then tried to cheat the crew in backwage calculations by not paying the overtime difference properly. The ITF insisted on proper payment and they relented. A final settlement was agreed — the difference between the crew's contracted wages and the ILO minimum (\$18,381) was paid in cash to the crew.

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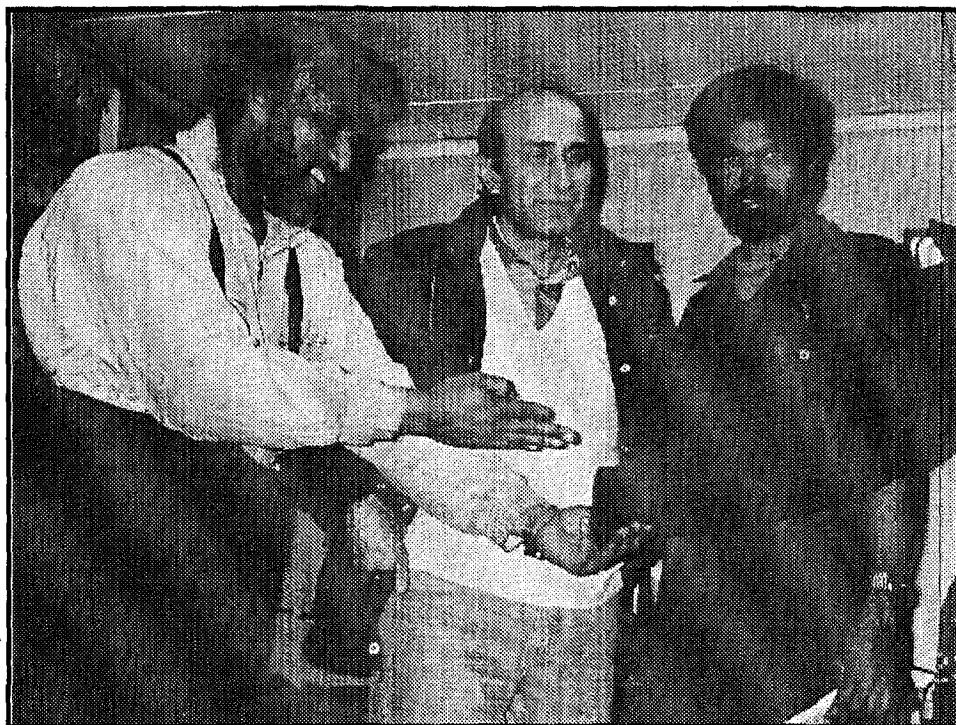
... T-shirts and slippers in sub-zero weather

Continued from page 22

Working and winter clothes were obtained and handed over to the crew in the presence of the Inspector. New provisions were ordered, and the allowance for food was raised to \$7.50 for all crew. The intended signing off of three crew was withdrawn. The wages and clothes were received by a very pleased crew on January 23 (see photo).

In a similar case in **Bremen**, ITF Inspector Ali Memon secured winter clothing and safety shoes, along with \$12,000 in backwages for the crew of the Cyprus flag *Sunderland Star*. The vessel arrived in Bremen without food or water, and was detained by Port State Control authorities for eight days on safety grounds. The crew were not receiving their contracted wages, and Memon secured their outstanding monies in full.

When **Hamburg** ITF Inspector Ulf Christiansen paid a routine visit to the 34 year old 496 grt Honduras flag *Alfa* at the beginning of February he found that the coaster's three man Filipino crew were being underpaid and had only received occasional small advances against their outstanding pay. The German master had not kept proper wage accounts for some months — he had made a few brief calculations on oily scraps of paper and that was all. The crew were on very low rates, which led Christiansen to point out that the ILO international minimum also applied to crew members on Honduras flag ships. Because the crew had no contracts of employment the master and the local agent insisted that they "could be required to serve for an unspecified period of time" and that as they had paid for their air fares from Manila to Hamburg they would also have to meet the cost of the return flight out of their own pockets in line with "normal company practice". After some initial resistance, the captain and the owners' agents eventually agreed to pay the



men the money they were due — a total of 6,651.34 DM (US\$4,100) was paid out on February sixth — and to meet their repatriation costs.

In **Hamburg** yet again (it's been a busy month for the ITF German inspectors — whose activities, it should be noted are receiving quite a lot of good press coverage in the local and national German media these days), the Cayman Islands registered *Rio Colorado* was detained for safety reasons by Port State Control authorities. The crew were South American, British and Croatian. Two Croatian crew members wanted to sign off because of family problems — the owners initially refused to pay, but were convinced eventually to do so.

The Liberian flag *Paulina*, crewed by Indians and covered by a standard ITF Agreement, called in **Shellhaven**, England. The basic wages were being paid, but only fixed overtime had been given to the crew. ITF Inspector John Woods settled the claim and the crew received \$29,765 in overtime backpay.

ITF Inspector John Jacobsen came to the aid of three crew members on board the Cyprus flag *Cosel* which called in **Fredericia**, Denmark at the end of January. A number of serious safety defects were identified, and Port State Control detention was effected. Three crew members wanted to sign off and be repatriated and paid outstanding wages. After negotiations, this was agreed and done.

ITF meets IMO on piracy

ITF Assistant General Secretary Åke Selander joined leaders of the UK officers' union NUMAST in a meeting to discuss piracy with the International Maritime Organisation (IMO) Secretary General last month.

Whilst welcoming plans by Malaysia, Singapore and Indonesia to station armed police on ships in high risk areas such as the Malacca Straits, NUMAST General Secretary John Newman pressed for more action.

"We want to see action to tackle the problem at source", he said.

NUMAST want high-profile naval patrols, and better information, communication and reporting systems.

Baltic seafarers' unions meet

Delegates from seafarers' unions in Finland, Russia, Estonia, Latvia, Lithuania, Poland, Germany, Norway and Sweden, meeting in Gothenburg, Sweden from February 2-7, have established a Baltic Co-ordinating Committee and have called for a regional seafarers' conference next year.

The conference was organised by the Swedish Seamen's Union (SSU) and supported by the Swedish national centres and the ITF. 45 delegates from 13 unions in nine

Baltic states participated.

In a statement adopted by the meeting, the unions pointed out that standards in Baltic ferries are now quite good, and the transport system is of vital importance to the peoples of the region — and so it should be defended.

The unions stressed the need for close trade union co-operation in the Baltic and the need for traditional seafarers' unions to assist the new and reconstructed unions in the technical and educational

fields.

The conference called upon the seafarers' unions to organise a co-ordinating committee, with one delegate per country which will prepare the arrangements for a Baltic Seafarers' Conference in late 1992.

The SSU has assumed responsibility for the first meeting of the Committee, and SSU President Anders Lindström has written to all unions in the region asking for representatives to the Committee.



FORTHCOMING MEETINGS

17 March	Management Committee	London
17-18 March	Executive Board	London
8-9 April	Urban Transport	Luxembourg
19-20 May	Cabin Crew Technical Committee	Washington
19-20 May	Railwaymen's Section Committee	London
21 May	European Railwaymen's Committee	London
8-12 June	Fair Practices Committee/ Dockers	London
16 June	Flight Deck Technical Committee	London
26-27 June	Insurance Committee	London
7-8 July	Civil Aviation Steering Committee	London
2-4 September	Latin American Dockers' Conference	Vitoria, Brazil
7-11 September	Inspectors' Seminar	Eastbourne
30 September- 2 October	Road Transport Section Conference	Japan
17 November	Ground Staff Technical Committee	London
18-20 November	Civil Aviation Section Conference	London

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 Internationale Transportarbeiter-Föderation
 Fédération Internationale des Ouvriers du Transport
 Internationella Transportarbetarefederationen

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