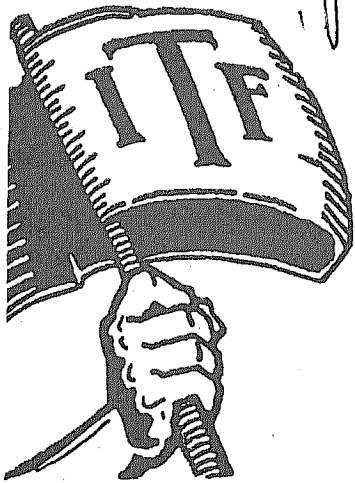


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# NEWS

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# New African ITF structure adopted

A new democratic regional structure and a reinforced programme of activities in the African region were among the results of the 3rd African Regional Conference of the ITF, which took place in Lagos, Nigeria, from 16-18 May.

The conference, held in cooperation with the Friedrich Ebert Stiftung of Germany, extended to Africa the general review of ITF regional activities and



NPA Workers' union leader Billy Oro (left), Chairman of the ITF Nigerian Chapter with ITF African Regional Representative Roxy Udogwu.

structures which have already been undertaken in the Asia/Pacific and Latin American regions during the course of 1993. It also carried out an in depth study of the impact on African workers of the Economic Structural Adjustment Programmes (SAP) being imposed on many African governments at present by the International Monetary Fund and World Bank as a condition for financial assistance.

Probably the most significant decision of the conference, which brought together 66 delegates from 23 African countries, was the establishment of a permanent African Regional Committee, with members drawn from Southern Africa, Anglophone and Francophone West Africa, East Africa, Central Africa and the Indian Ocean. The establishment of this Committee, which will

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Pictured from left to right at the ITF African Regional Conference: Billy Oro (see front-page); Nigerian Minister for Transport and Aviation Chief Ebenezer Babatope; and Nigerian Labour Congress President Pascal Bafyou.

Continued from page 1

require the formal endorsement of the ITF Executive Board at its next meeting, will be accompanied by sub-regional committees and a network of African sectional committees keeping an active eye on industrial matters. This new structure will ensure a much higher degree of activity and involvement by African unions in ITF work on the Continent.

In their discussion on SAPs, the delegates expressed strong opposition to the large scale job losses, cuts in wages and destruction of transport infrastructure which were being imposed on their countries. They also recognised however, that mismanagement, bad planning and corruption by African governments had contributed to the crisis. The conference conclusions noted that Africa's development is dependent upon efficient goods and passenger transport systems specifically adapted to the needs of African countries and noted that, with a few exceptions, the first trade unions heard about SAPs was when governments or employers presented them with demands for massive job losses. Unless trade unions are fully involved in the planning and implementation of these programmes from the beginning, the conference argued, they will produce only higher unemployment, lower living standards and a further deterioration in transport infrastructure. They therefore called on all governments, the IMF and World Bank to involve unions fully in all aspects of planning SAPs and to abandon all conditions which have led to large scale retrenchments among railway, road transport, maritime ports and aviation workers. The conference also called for full respect by African governments for basic trade union rights and condemned the increasing tendency of governments to sponsor the creation of management controlled "yellow" splinter unions.

Holding the Conference in Lagos was a decision of some historical importance for the ITF since its previous attempt to hold a regional

conference there in 1986 had been frustrated by the intervention of the state security police who had forcibly closed the conference as a 'subversive' activity. This had been a major factor leading to the unhappy period during which the Nigerian government had banned all unions from affiliating to international trade secretariats. Thanks to a campaign, led by the ITF, the decree enforcing this ban was lifted. Throughout the ban period the Nigerian affiliates had fought long and hard to maintain their long association with the ITF, and the welcome which they provided for the delegates demonstrated their determination to put the past behind them.

The changed atmosphere, despite the continuance of military rule, was also shown by the presence of Nigerian Transport Minister Ebenezer Babatope who addressed the opening session of the Conference. Babatope, long a friend of Nigerian labour, made clear the importance which he attached to the ITF's presence in Lagos. Also speaking at the opening were Pascal Bafyou, a former railwayman who is President of the Nigerian Labour Congress, B Oro, President of the Nigerian Chapter of the ITF and Acting General Secretary David Cockroft. All noted the historical fact that it was the first African trade union meeting to take place following the democratic elections in South Africa.

Other topics discussed during the three day meeting included trade union rights, international solidarity. The conference ended with the presentation to all participants of gifts from the Nigerian affiliates and of traditional Nigerian costumes to the three ITF Secretariat members present: Cockroft, Education and Projects Office Kees Marges and African Regional Representative Ben 'Roxy' Udogwu.

### The new African Regional Committee

<b>Southern Africa</b>	
Alex Mahlatjie	South Africa
L Mabuluki	Zambia
E B Setlahre	Botswana
<b>West Africa — Francophone</b>	
Julien Tahou	Ivory Coast
Richard Akwei	Togo
Rene Segbeaya	Togo
<b>West Africa — Anglophone</b>	
J B Oro	Nigeria
J Eduafo	Ghana
P Kamara	Sierra Leone
<b>Indian Ocean</b>	
R Sydama	Mauritius
<b>East Africa</b>	
J B Okello	Uganda
J N Malii	Kenya
<b>Central Africa</b>	
M Kouessabio	Congo

# Turkish unions hunger strike for basic rights



On May 25, presidents of 25 Turkish public servants' unions, including the ITF-affiliated Demiryol-sen and Tüm Hava-Sen, began a hunger strike in a park in central Ankara. The hunger strike is the first action in a series planned by the unions to bring attention to their demands for the recognition of full trade union rights, including the right to bargain collectively and the right to strike. In addition, they are protesting the programme of austerity, announced by the government on April 5.

At midnight on the first day of the strike, 84 people, including hunger strikers and other trade union leaders and members, were seized by the police. As ITF News goes to press, among those still detained at police headquarters are seven railwaymen (including the president of Demiryol-sen, Orhan Altug) and one union member from Tüm Hava-Sen. A new group continued the hunger strike after the first group had been removed by the police.

The Turkish unions have appealed the ITF for support in their endeavour to claim basic trade union rights. ITF Acting General Secretary David Cockroft sent a letter of protest to Suleyman Demirel, President of the Republic of Turkey, declaring support for the trade unionists demands for full trade union rights. "We condemn the actions of the Turkish authorities in detaining members of our affiliates Demiryol-sen and Tüm Hava-Sen for participating in a peaceful protest in support of these demands, and call for their immediate and unconditional release," wrote Cockroft.

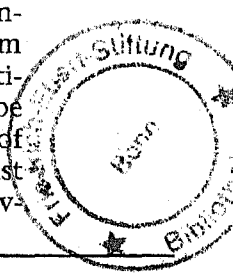
## ITF COMMITTEE BACKS HUNGER STRIKERS

The issue of securing full trade union rights for public sector workers was high on the agenda for the third meeting of the ITF Turkish Coordinating Committee which took place in Istanbul on

May 6. The meeting brought together representatives of the ITF's four existing affiliates (Railwaymen, Aviation Workers, Seafarers and Dockers) together with two new affiliates Hava-Sen and Demiryol-Sen which are part of the new 20 union public service alliance.

The meeting, which was attended by ITF Acting General Secretary David Cockroft, decided to give full support to the public service workers hunger strike on 28 May and also discussed how to maximise solidarity in Turkey and internationally, against the privatisation programme of the Ciller government which was posing a serious threat to public transport services.

Addressing the meeting, Cockroft emphasised the important role of the coordinating committees both in forging closer unity between ITF affiliates in Turkey and in increasing the impact of Turkish unions inside the ITF. He stressed the growing strategic importance of Turkey as a bridge between Europe the former USSR republics in Asia, and the Middle East countries, and as a key element in the growing Black Sea economic cooperation area. He pledged maximum ITF solidarity with the Turkish unions in their fight against the privatisation programme, part of the government's austerity package, which has been placed under the control of the notoriously anti-union president of Turkish Airlines Yaramanci. It based on a bill rushed through Parliament which gives a green light to the government to privatise any industry in the next three months, without further Parliamentary scrutiny. Cockroft provided examples from other countries of successful union anti-privatisation strategies and advised on tactics to be adopted not only against direct privatisation of public transport undertakings but also against gradual privatisation by contracting out of services to low cost non-union companies.



# First meeting of NAFTA Transport Ministers

— Inter-American Regional News —

US Transportation Secretary Federico Peña, Canadian Transport Minister Douglas Young and Mexican Minister of Transport and Communications Emilio Gamboa met at the end of April in Washington DC for the first transportation summit under the North American Free Trade Agreement (NAFTA). While some issues, such as border congestion, were handled in joint sessions involving all three nations, most agreements were concluded in separate bilateral meetings, an indicator to the standard disparity between the three pact nations.

Mexico agreed to let US trucks traffic within a 12-mile border area — a right already granted to Canada earlier this year — as well as allowing larger US trailers to travel on Mexican roads (see article under Inland Transport, this issue). Most US-Mexican talks centred around the relaxation of transport regulation with an aim to open the country to increased US participation in the Mexican transportation market, all within the NAFTA framework.

In talks between Canada and the US, the focus was on setting common agendas for the two nations. It was agreed that the two North American neighbours would honour safety audits of trucking companies conducted by the other government. Canada also agreed to try to develop national drug and alcohol testing standards so that the two nations could recognise the testing programmes of each other and not retest foreign transport workers. In the civil aviation sector, agreement was less immediate, and officials agreed only to decide whether there is any reason to resume formal bilateral talks, while the US has been pushing for an open-skies free-trade pact, a policy the Canadians have been reluctant to approve.

The three government transportation chiefs also signed a maritime agreement, which proved to be more of a framework to use for future governmental co-operation and sharing information, instead of something that will directly affect the maritime industry. Hopefully, however, the pact will have some bearing, through the use of shared information, on the effort to stamp out substandard shipping. The director of the office of international affairs at the US Department of Transportation, Mr. Arnold Levine, said the pact to share information could help safety officials in the three nations to track unsafe vessels, that have improperly trained crews or that have bad accident records. "These are the ones who perhaps haven't had their records follow them from port to port as closely as they should have," said Levine.

The agreement sets up a process for member nations to exchange information on vessel casualties, deficiencies and safety violations, to discuss joint positions on international maritime conventions and to work on unified maritime safety, security and pollution prevention.

## LABOUR AND THE ENVIRONMENT SUFFER IN FREE TRADE FEVER

US President Bill Clinton is a supposed advocate of linking labour and environmental issues to free trade agreements, and the highly inadequate NAFTA side accords are often quoted as proof of this contention. Washington began insisting that labour and environmental issues be linked as well to the world free-trade pact, GATT, but gave way to ensure the signing of the agreement. In expanding the NAFTA to include Chile, the US government appears to be faithful to its record: abandoning labour and the environment in the end, for the benefit of big business and free trade. Chile's foreign minister has said that his country is considering abandoning its effort to join the NAFTA, and would concentrate instead on reaching free-trade agreements with countries in Europe, Asia and throughout Latin America. "Excessive US demands" in regard to labour and environmental issues are said to be the reason behind the decision. "We are light years away from environmental standards in the US," the Chilean Foreign minister has said. Following that statement, the Journal of Commerce nonetheless reported that: "Chile remains the top candidate for a new free-trade agreement with the United States," according to a governmental report. The document praised Chile as the Latin American "leader in long-term macroeconomic stabilisation." Chile's record of "sustained economic growth and ... efforts to alleviate poverty are also unsurpassed," the report added. In addition, the report said that the Clinton administration is "committed to a free-trade agreement," with Chile, and that it "intends to work with the Congress toward this goal." If Clinton is at all sincere about his pledge to labour and the environment, including Chile in NAFTA will prove a difficult task, while conservatives in the congress have clearly voiced their position, in that they will reject any free trade pact linked to labour or environmental issues.

## LATIN AMERICAN INTEGRATION WILL HELP THE REGION'S TIES WITH EUROPE

Strengthening its own sub regional trade and

Continued on page 5

# ...Improving Latin American/European ties

Continued from page 4

co-operation groups, such as Mercosur and the Andean Pact, is the key to the region improving its ties to the European Union (EU), according to European Commission Vice President Manuel Marin. At a meeting of foreign ministers of the EU and Latin America's Rio Group, Marin stated that sub regional groups could be best used to articulate, discuss and resolve specific problems, such as the Central American banana exports to Europe. This would allow for larger groups, such as the Rio Group to discuss together with the EU wider political and global questions, such as the reform of the United Nations Security Council, or regional security.

Latin America's achievements in recent years in the areas of political stability and economic progress necessitate a new kind of relationship with Europe, Marin said. He went on, however, to say, that the "social debt" of inequality and poverty left by the rapid economic progress remains an "outstanding subject" which must be dealt with by the countries of Latin America. In view of the region's sensitivity to linking

trade agreements to labour and environmental issues, Marin said he did not think these issues should be linked to trade. "It would be perceived as a trick to be used by the rich countries to impose restrictions on trade," he said "The only formula is to link these issues to the process of development, as an incentive to social development." Marin suggested that European countries, for instance, could offer financing and additional concessions to Latin American countries that initiate projects to end child labour or protect and improve the conditions of workers.

Just such an effort at regional integration can be seen with negotiations aimed at establishing a South American free-trade agreement — an idea originated by Brazilian President Itamar Franco — scheduled to begin by the end of June, according to Celso Amorim, Brazil's foreign minister. The concept entails the reduction of tariffs and the elimination of non-tariffs barriers (with some exceptions) over a ten-year period. Mexico would be a welcome partner in the pact, and current bilateral trade agreements could be harmonised in the South American treaty.

Economic sanctions against countries that neglect social demands, the introduction of a social clause in the GATT treaty and a high-profile trade union alternative to neo-liberal policies were measures agreed at a Conference organised by the ICFTU's inter-American regional organisation ORIT (Organización Regional Inter-Americana), 18 to 21 April, in Panama City.

Entitled "Economic Development and Labour Rights", the Conference brought together trade unionists from ORIT-affiliated national centres, from the International Trade Secretariats (ITS) and from a selection of European trade union centres.

The ITF was represented by Ricardo Perez, ITF Latin American Vice President, from the Argentinian road transport union, the Federación Nacional de Trabajadores Camioneros y Obreros del Transporte Automotor de Cargas.

The meeting dealt with ORIT's policy for the American continent, which is based on the need to develop an alternative strategy to neoliberalism. Delegates agreed that in order to put such a strategy into practice, it was important to develop action plans at continental, subregional and national levels.

James Howard, representing the ICFTU, underlined the re-emergence of the harsh inequalities that often affected the most disadvantaged in society — unskilled workers and women had suffered because of the growth of the informal sector, he said. He warned the Conference of the growing attack on trade union rights worldwide.

Luis Andersen, Secretary-General of ORIT, said "on the one side, we have the crude reality of growth without employment... and on the other side, the spectacle of impoverished workers looking for dignified, stable, socially-productive, paid work. Without

a doubt this problem is central to our daily struggle, as much in the northern as in the southern hemisphere".

He underlined that the globalisation of the Economy based on the north-south inequalities was neither acceptable nor sustainable. Delegates discussed the effects of structural adjustment, the decline of heavy industry, and of the privatisation of public companies — unemployment and extreme poverty.

The Conference concluded that regional trade and integration agreements should establish social charters and use economic sanctions to be against countries who violate them.

Social provisions should be introduced in the GATT treaty and examined by the United Nation Commerce, Trade and Development (UNCTAD), to ensure allowed balanced development as well as production, delegates decided.

They agreed that trade unions should reinforce their representation at all levels in international fora, and develop an alternative vision in cooperation with other social organisations — cooperatives, agricultural workers' movements, women's organisations, groups organising in the informal sector, indigenous peoples' and human rights organisations, for example.

"The Conference also concluded that a strengthened trade union movement was a prerequisite for the building of a true democratic process", said Perez.

"This means trade union education for rank and file members as well as trade union leaders, an internal democratisation of unions and the use of new technology. Political independence, and the full participation of all members of society, including women, are essential", he added.

# Asia/Pacific sub-regional seminar promotes union cooperation



The ITF Regional Secretary for the Asia/Pacific Region, Shigi Wada, and the ITF Coordinator for education and field activities in the region, Mahendra Sharma, organised in Colombo, Sri Lanka, April 18-22, together with the FES, a sub-regional seminar on "Structural Adjustments and its Consequences for Transport Workers in South Asia." Twenty three participants from Bangladesh, India, Nepal, Pakistan and Sri Lanka attended, represented civil aviation, dockers, rail and road transport workers.

The conference covered a variety of topics that relate to the structural adjustment programme or SAP of the International Monetary Fund (IMF) and the World Bank. ITF representative Mahendra Sharma spoke on the development of co-operation among unions from various transport sectors in the South Asia region, while Wada spoke of the "Japan experience" with regard to the restructuring of the transport industry in that country.

All speaker presentations were followed by discussions, where the participants were divided into the four groups representing their transport sectors, and each group examined the effects of SAPs on their own field of activity, the effect on jobs, and how trade unions in their countries were responding to the situation. The groups were also asked to examine the potential of co-operation and co-ordination of activities among the various unions in the different sectors of transport, nationally and regionally. The role of the ITF in promoting such co-ordination and co-operation was also examined.

After review, and consideration of the issue,

the conference was of the firm opinion that the eventual implementation of the SAPs in the region would lead to job losses, deregulation of wages and other benefits now afforded to workers. In addition, the general public will also suffer the adverse affects of the SAPs, as privatisation will result in the deterioration of services, and private entrepreneurs will most likely not maintain necessary routes in remote areas, and during off peak hours.

Participants were of the view that the full extent of the negative aspects of the programme have not been realised by large numbers of workers, and the multiplicity of the unions has kept them from taking effective action, with the exception of lodging protests or holding demonstrations.

As transport workers in the South Asian countries are better organised in comparison to workers in other sectors of society, it is felt that they should take the lead in combating the implementation, or at least minimising the adverse affects of the programme in the region. This can be achieved by means of educational programs for workers, as well as for the general public, and most importantly increased co-ordination and co-operation among different unions. Participants declared that the activities conducted by the unions in pursuit of the objectives outlined during the course of the seminar will require assistance from every source possible, and they strongly urge the ITF and other international organisations to render all assistance possible in the accomplishment of the stated goals.

# Slovenian and Croatian seminars launch new ITF Education programme

The ITF launched its educational programme for Eastern and Central European transport workers with seminars in Slovenia and Croatia at the beginning of May.

The seminars focused on the privatisation process in Central and Eastern European countries and the role of transport workers in dealing with these major transformations. The seminars were organised and led by ITF Education and Project Officer Kees Marges, with assistance from ITF Communications' Department Secretary Richard Flint, ITF German Foc inspector Ali Memon (who spent ten years working as a seafarer and living in the former Yugoslavia) and Nils Enevoldsen from the International Labour Organisation's Workers' Education Branch.

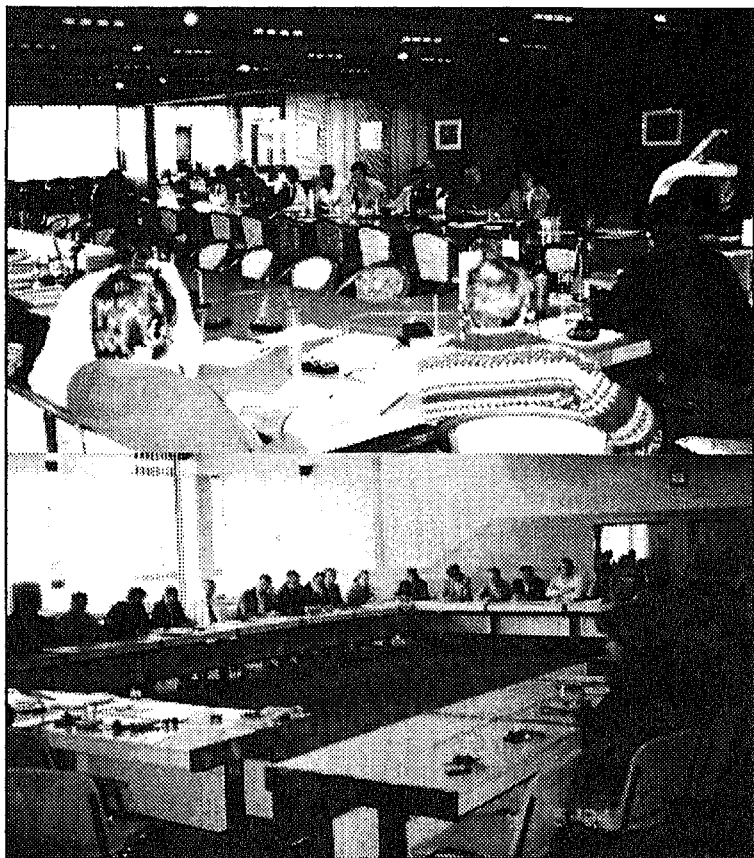
Presentations were made on basic trade union principles, the structure of the International Labour Organisation, the consequences of privatisation on transport workers worldwide and the privatisation process in the respective country. Presentations were followed by lively question and answer sessions and extensive discussions. The first seminar was held in Brdo, near Ljubiana in Slovenia from the 5th to the 7th of May. 32 delegates from 14 unions attended this seminar.

The Croatian seminar was held from the 9th to the 11th May in Zagreb, Croatia and was attended by 25 delegates from the four ITF affiliated transport unions in Croatia.

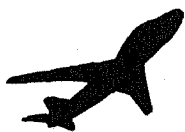
In assessment of these seminars, participants in both countries rated the presentations and discussions as very good to excellent and the ITF's initiative in organising these seminars was warmly welcomed by all present. Despite the fact that the two countries are neighbours, both members of the former Yugoslavia and speak languages intelligible to each other, there are a host of differences between the two countries.

Slovenia is by far the wealthiest of the former Yugoslavian states or any country in the ex-Communist Eastern and Central European region. Slovenians enjoy a standard of living comparably to that of southern European states like Greece, Portugal and Spain. Slovenia, always the wealthiest part of the former Yugoslavia, has managed the transition to a market economy (though incomplete) with relatively less pain than any other country in the region. Slovenia's major problem has been the fact that the tourist industry has suffered severely because of the wars in neighbouring Croatia and Bosnia. Along with relative wealth, Slovenians also enjoy a fairly well developed democratic culture with political pluralism and basic respect for human rights.

Croatia — on the other hand — is very differ-



ent. With 25 per cent of the country under military occupation by the Serbian minority and with the Croatian government's involvement in the war in Bosnia, it is clear that the Croatian economy has deteriorated in the last few years. The militarisation of the country has caused a severe strain on the potential economic transformation and it is a credit to the ITF affiliated unions that they have managed to keep the principles of free and democratic trade unionism alive in spite of the terrible situation. Representatives from the Dockers' union from the port of Split told the seminar about the difficulties of doing trade union work when the town was being bombarded and electricity supplies were nonexistent. Democratic culture in Croatia is still lacking in many areas. The democratically elected government controls all the radio and television stations and all but two of the newspapers. The scope for opposition to the regime is limited and the government has frequently intervened in a non-democratic way in many areas of society — much of this may also be related to the military situation and it was the unanimous feeling of the seminar that peace in the region is a necessary precondition for any kind of progress. Nevertheless, the ITF affiliated transport workers' unions continue to do a good job in organising and representing their members in spite of the appalling circumstances.



# CIVIL AVIATION

## European Parliament backs aviation unions in future of air transport

The European Parliament has rejected the ultra-liberal recommendations of the Comité des Sages as "not adequate to the scale of the current crisis".

The Parliament's Resolution on the Report of the Comité des Sages was passed on March 9, only two days after the Day Of Action by aviation unions brought the unions' message "Deregulation— No thanks" on to the streets of Brussels (see ITF News, April 1994).

The resolution "expresses its solidarity with ground staff for the Day Of European Trade Union Action"; backs the trade union demand of "consultation with trade unions at every stage of the procedure" before reaching any decision on the liberalisation of ground handling procedures; declares, that proposed measures should take account of the impact on employment, security and the environment; and it calls on the European Commission to set up an inquiry into key industry problems, such as fare wars, insisting that trade unions play a full role in such an inquiry.

The Parliament rejects the entire scope of ultra free market recommendations of the Comité des Sages and makes it clear that social dialogue and public service must play a central part in the restructuring of the aviation industry in Europe. It says governments must ensure that wider social and public interests are served by the industry. It also appears to reject the current Commission policy which allows governments to inject state aid into companies on the sole basis of commercial investment criteria. This policy has effectively led to restructuring— with job losses — being a precondition for the Commission to grant permission for state aid to an airline.

The Parliament resolution, which says that: "Member State Governments have the right to take social, employment and strategic interest factors into account is assessing the need for financial injections into state-owned airlines," reports that any solution to the crisis of the aviation industry must include:

- full consideration of the "social clause", which offers minimum social standards and employees' rights;
- recognition of the important public service role of the industry;
- a full consideration of the impact of all measures on the environment and safety, affecting both workers and users;
- that liberalisation measures be accompanied by technical and social harmonisation;
- a comprehensive approach to state aid to

include even social and employment criteria; • an investigation—with union participation— into the problems of:

- overcapacity and pricing;
- Third Package safeguards;
- airport operation and ground handling
- the establishment of a single European air traffic system;
- placing air transport into a comprehensive integrated transport policy, including the planning of airport infrastructures and their links with other modes of transport.

This resolution, a direct result of the valuable work done by the Committee of Transport Workers Unions in the European Community (CTWUEC), and aviation unions, strongly allies the European Parliament with the goals of the workers.

René Valladon FO (France), Chair of the ITF Civil Aviation European Committee (who, as the only union member on the Comité des Sages, led criticisms of the committee's report) states: "The European Parliament Resolution should be the basis of new EU air transport policy. If it was implemented it would mean that the Commission's claims that European liberalisation is different to US deregulation might become true".

This is unlikely to be the case, however, due to the limited power of the Parliament, the sole elected body of the EU. Most power lies with the Commission, and with the member Governments through the Council of Ministers. Nevertheless, under the new post-Maastricht rules, the Parliament may be able to check some of the more liberalising measures. If after the June elections, the new Parliament supports the resolution, the Commission may need to place greater emphasis on the social dimension of its civil air transport policies.

\* A number of trade unions in the European Union met in Athens in April to reaffirm their commitment to state participation in the airline industry and to the importance of the social dimension of the civil aviation sector.

The meeting, hosted by the Greek ITF-affiliate OSPA, rejected the "open skies" policies being proposed for the European Union, opposed the recommendations in the "Comité des Sages" report and called for the Council of Transport Ministers to abandon the process of deregulation in the light of its consequences on airline viability.



# European Unions challenge ground handling liberalisation

European trade unions are accelerating their campaigns against national and European Commission initiatives to liberalise or privatise airport services (see *ITF News*, March and April 1994). Italy and Germany are just two of the countries where ITF affiliates have gone on the offensive to protect jobs and quality services.

In Italy, the principal ground staff unions, FILT-CGIL, FIT-CISL and UILTrasporti, all ITF affiliates, met in March in Rome at a Conference on *The Situation of Italian Airports after Privatisation and Deregulation*, to develop a joint response in the face of government proposals for liberalisation and privatisation.

In their conclusions, the unions considered that free competition between airports largely rendered superfluous efforts to increase competitiveness within individual airports.

Subcontracting of services, or the establishment of competing services in areas such as ground handling, would create new unproductive demands on limited space, technical and infrastructure resources, and make planning and strategic management of an airport's integrated range of functions all the more difficult.

Allowing airlines to be responsible for their own airport ground services would only serve to extend tariff wars between airlines into a new arena, in a way that would undermine both the quality of service to the public, and the terms and conditions of employees.

In their discussions, the Italian unions firmly identified historical underfunding and the lack of strategic planning by government as the reasons for Italian airports' difficulties.

The unions expressed fears that in private hands, the situation would be worse, rather than better, as the need to siphon off returns in terms of profits and dividends further cut into investment funds.

The unions argued that a shift to free competition was a simplistic formula that failed to address the realities facing Italy's airports. They proposed, for instance, the adoption of a national strategy for the airports in which public service, quality and standards of safety would be at the core.

The role of hub and regional airports could then be developed in a co-ordinated way, taking account of prevailing economic and strategic interests. At the core, the unions argued, should be a public service perception, in which the social dimension of airport services should override the concerns of some airlines to further increase their profit margins.

As the Italian unions were discussing their strategic alternatives to deregulation, the German trade unions were keeping up the pressure domestically to prevent the liberalisation of airport ground services.

An intensive lobbying exercise resulted in an unanimous call from the consultative body that brings together Transport Ministers of all the German "Länder" (Regions) against the Brussels deregulation proposals.

Bowing to union pressure, the Federal Transport Minister did a "U-turn" on liberalisation, and issued a statement that "The Federal Government does not see any need for action regarding the further liberalisation of ground handling services".

The German Public Services and Transport Workers' Union, ÖTV, which has spearheaded the campaign, remains fearful, however, that the Commission may still proceed by the backdoor with its liberalisation plans.

In order to prevent such a move, the union has gained the backing of the Socialist Group in the European Parliament, where a resolution was adopted calling for guarantees that the Commission will investigate the employment, investment and environmental impact of any liberalisation before taking any decisions.

The resolution also demanded that the impact on jobs be taken into account, and called for more active involvement with the unions.

With the European Parliament elections due in June, the union makes the point that airport employees should be seeking the view of Parliamentary candidates on liberalisation when deciding who to vote for.

With initiatives such as these, it is clear that those within the Commission who would wish to see a deregulated airport sector will not necessarily get their own way.

# Benin workers opposes ASECNA restructuring and privatisation

The government of Benin is facing objections from SYNATRAMAC, the Benin Meteorological and Civil Air Union, to its proposals to leave the ASECNA system and to privatise the major airport at Cotonou. The Union has challenged the government to respond to its own alternative proposals which would reduce costs while ensuring that the social dimension of civil aviation services is protected.

At the moment, Benin is a member of ASECNA, a multinational public agency which provides air traffic control, meteorological services and airport management services for fifteen West and Central African countries and for Madagascar. In April 1992, ASECNA proposed the establishment of a management agency for Benin's airports and the eventual transfer of meteorological services to a national public agency.

A feasibility study carried out in May 1993 by Aéroports de Paris, ADP, recommended the establishment of an autonomous airport management company. These recommendations were considered by a Special Commission set up by the Benin government, which, in January 1994, brought forward measures for restructuring in the form of a National Civil Aviation and Meteorological Agency (ANAM) and a private sector company to run the airport at Cotonou.

The proposal would involve the revocation of the existing charter between ASECNA and Benin, and its replacement by a new contract.

## SYNATRAMAC HAS OPPOSED THE PLANS

The privatisation of the Cotonou airport has raised a number of concerns. The Union argue that it should remain in public hands, as a public service, rather than an enterprise geared to profit for its shareholders. Cotonou is the only potentially profitable airport in the country, and SYNATRAMAC believe that any profit derived from it should be directed toward improvement of the entire national airport infrastructure.

The union point out that supposedly forthcoming private sector funds for the modernisation of the airport are by no means assured. Another major factor in the Union's opposition to the plan is costs, which under private management would undoubtedly increase, as the airport seeks greater profitability. Further increased costs would accrue from the duplications of services by ANAM and ASECNA.

The Union has sought to respond positively to the debate about the future of civil aviation in Benin by proposing its own alternatives to the Special Commission and Government plan.

## AeroPerú privatisation turns sour

Despite initially supporting the privatisation of AeroPerú, cabin crew employees in STETAP, an ITF-affiliate, have found themselves at the receiving end of a concerted anti-union campaign, following the 70% takeover of AeroPerú by AeroMéxico in 1993. The Secretariat has protested on behalf of its affiliate to the relevant Peruvian and AeroMéxico authorities.

Almost immediately on taking over the management of the firm, AeroMéxico reduced the number of AeroPerú cabin crew to 14, with a basic monthly salary of just US\$100, while at the same time contracting a total of 86 new cabin crew from an employment agency.

The new employees received a higher basic salary than their vastly more experienced AeroPerú counterparts, but were not awarded any social or welfare benefits, or travel concessions.

The employment agency, Top Service, has made it clear to cabin crew recruits that any attempt to negotiate their conditions would lead to instant dismissal.

The Union meanwhile, has sought to update

its collective agreement for cabin crew, but has not achieved a negotiated settlement, with the result that there has been no increase in salary for three years.

Though Peruvian law allows for arbitration in such instances, the AeroMéxico management has closed off this route, and instead sought to bribe cabin crew affiliated to the Union to sign a new contract.

In return for a US\$2,000 loan, cabin crew are being asked to sign away salary and benefits, and accept worse working conditions.

Both unionised and non-unionised cabin crew have been pressured into signing the contract, which employees are only being allowed to have sight of during meetings and are not permitted to retain.

In particular, the contract does not lay down flight duty time limitations or working hours, in breach of Peruvian aviation legislation. AeroMéxico's response to the illegality of the new contracts is to claim that the law is obsolete as it does not allow it to extend working time.

# New collective bargaining aid for civil aviation affiliates

A new international, computerised database of working conditions in civil aviation will be unveiled to affiliates at the 37th ITF Congress in Geneva, in August.

The Secretariat has decided to computerise responses to the 1994 questionnaire of Civil Aviation pay and conditions to offer an improved service to affiliates.

The new computerised database will be used to produce an up to date summary report on working conditions, as in previous years, but will also allow for tailored answers to detailed enquiries from affiliates.

The new service is expected to be up and running by the Autumn of this year.

Stuart Howard of the Civil Aviation section says "The idea behind this new initiative is to be able to respond more flexibly and rapidly to the collective bargaining information needs of affiliates. The project will allow for printouts to be prepared for different regions, for specific classes of employees, and for comprehensive company and airline profiles to be produced. Eventually it will be possible to make comparisons over time on key indicators such as pay and employment levels, allowing

affiliates as well as the Secretariat to identify and respond to major trends in the industry."

"We believe that the database will become an essential bargaining tool in an industry which is rapidly globalising its operations. The next time a major airline merger or alliance happens — when Lufthansa-UAL and Iberia link up, for instance — we will only have to press a button to tell the unions the pay and conditions of all the airlines in the group," says Howard.

But that will only happen if unions in the section return the survey questionnaire forms which provide the information for the database. The success of the project relies on union participation. For this reason, union delegates at the Civil Aviation Section Committee last November were insistent that all unions should make returning the questionnaire a priority commitment.

"A good response will make a good database, but in this project it is important that there are



no major gaps in the data. Every gap weakens the database. This is why we are urging every airline to get their responses in to us. We believe that no union will want to see a gap where its companies are concerned," says Stuart Howard.

As George Ryde, TGWU (Britain) Vice-Chair of the ITF Civil Aviation Section pointed out: "This is a simple basic commitment to each other. There is no reason why there should not be a reply for each affiliate." Ryde believes the project will provide real rewards.

"This is a very exciting project. It is a major step forward from our previous surveys of conditions. The unions will have in their hands the only comprehensive, comparative data on conditions, airline to airline, airport to airport, worldwide. With the industry in such a state of rapid change, it should have a real and practical influence on our capacity to respond to mergers and to bargain effectively."

# Cabin air quality: AFA helps get new rules

The Federal Aviation Administration (FAA) in the United States has proposed to cut the allowable level of carbon dioxide in jet cabins by 83 per cent, an action which has the full support of the ITF-affiliated Association of Flight Attendants (AFA).

"Cabin air quality is a serious on-the-job health issue for AFA members," says Fred Casey, AFA National Vice President. "At individual carriers, through the media and on Capitol Hill, the AFA is sounding the alarm and fighting for improvements in the quality of cabin air."

Meg Leith, AFA coordinator of occupational safety and health, and a member of the ITF Occupational Health and Safety Working Group, is pleased that the government is looking at the matter, but says more needs to be done.

"Breathing difficulties, dizziness, nausea and incapacitation are being suffered by attendants and passengers."

Meg Leith raised the topic of cabin air quality at the ITF Occupational Health and Safety Working Group meeting held in Copenhagen in April.



Over a year ago Deanne Clarke and her three flying partners experienced severe health symptoms during a 45 minute Anchorage-to-Fairbanks flight. Since then she has been unable to work.

"Shortly after departure, I began to experience dizziness, nausea and my hands started to shake," she told members of the Senate. "Fifteen to 20 minutes into the flight, I had to sit down because my hands were numb; I was having difficulty concentrating." Clarke and fellow crew members' symptoms persisted even after landing. When Clarke was asked what the company's response was, she told the hearings:

"They wanted us to get back on the plane and continue working the trip".

Finally a supervisor sent the crew to the hospital in a company van, although two passengers who had become ill were taken to the hospital by ambulance.

Investigation of this incident revealed that, prior to departure, the plane's reverse thruster had been serviced, vaporised fuel was inadvertently drawn into the cabin.

"We were actually breathing vaporised fuel exhaust during pre-boarding and in-flight," said Clarke, who sustained permanent neurological damage. Still the cabin crew had difficulty convincing the company they were ill.

1993, and has worked since with other members of the Working Group collating information on cabin air quality.

The AFA has conducted a long campaign on the issue of cabin air quality.

The FAA move preceded a hearing set for May 18 by a House Aviation subcommittee on H.R. 2985, a bill that sets minimum standards for fresh air flowing through airplane cabins. Among the committee witnesses to give testimony to the hearings was AFA President Dee Maki.

The FAA action would cut the level of carbon dioxide in cabins from three per cent of total air to 0.5 per cent — the current level set by the Occupational Safety and Health Administration for buildings. The heightened level of carbon dioxide can cause headache, malaise and fatigue, the FAA said.

The comprehensive OSHA reform bill — S. 575 and H.R. 1280 — would place responsibility for the health and safety of airline workers with OSHA instead of the FAA. This is also the something the AFA has long campaigned for.

Meg Leith says the union has received many complaints of headaches and blurred vision, but added that the complaints may understate the airplane air quality problems:

"Most flight attendants don't tend to report health problems," unless they are extremely dramatic and the attendants close to fainting."

The airline industry is resisting the move to fresher air in cabins, claiming that existing levels are healthy. To lower the carbon dioxide level, airlines would have to pump in more fresh air at a cost of about 1.8 cents per passenger mile, the FAA estimated.

Airline officials cite a study by the Air Transport Association that found the current practice of pumping half-fresh and half-recycled air into cabins "does not reveal a potential for human health hazards."

But the experience of flight attendants giving testimony at the Congressional hearings proves otherwise.

Deanne R. Clarke is one of the three attendants who suffered poisoning of the brain and anoxia — a lack of oxygen — after inhaling vaporised fuel exhaust that entered the airline cabin when engine thrust reversers were tested while passengers and crew were on board.

Cathy Gilberts-Silva developed nodes and polyps on her vocal cords, the result of 20 years of bad air quality in cabins.

Pamela Touchstone, an attendant for 11 years, developed serious symptoms as a result of poor cabin air quality.

# Battle of transatlantic alliances

## Main Links between European and North American Airlines: Spring 1994

Company Names	Equity Holdings	Code Sharing
Virgin-Delta	Being considered	Yes
British Airways-USAir	24.6% in USAir	Yes
Lufthansa-United	Being considered	Yes
Air France-Continental	No	Yes
Air France-Air Canada	No	Yes
Sabena*-Delta	No	Yes
KLM-Northwest	20% in Northwest	Yes
Swissair-Delta	5% cross holding	Yes
SAS-Continental	16.8% in continental	Yes
Austrian-Delta	No	Yes
Lot Polish-American**	No	Yes

\*33% owned by Air France    \*\*Proposed

Source: Civil Aviation Authority, FT

European and North American airlines are manoeuvring to build further cross-Atlantic alliances in a bid to keep up with the competition and steer passengers towards their services.

Early links such as the not very successful alliance between SAS and Continental or the more solid link between Swissair and Delta were only the first in what has proved to be a steady stream of alliances. KLM is developing a seamless transatlantic link with North West Airlines, helped by the Dutch-US open skies agreement. British Airways' equity link with USAir, replaced an earlier marketing relationship with UAL.

The importance of transatlantic tie-ups was sharply demonstrated late last year when the ALCAZAR merger between KLM, SAS, Swissair and Austrian Airlines floundered, mainly on a dispute over which member's US partner should become the ALCAZAR partner. Loyalty to existing US partners proved stronger than commitment to the proposed European merger.

The latest such alliance is that between Virgin and Delta. The deal, which still requires the approval of US and British regulatory authorities, would involve the purchase by Delta of between 15 per cent and 20 per cent of seats on Virgin flights to London from seven US airports. Under the deal Delta would independently price, market and sell the seats on flights which would

carry Delta and Virgin flight codes. The so-called "blocked-space" and codesharing agreement would provide estimated additional revenues for Virgin of between US\$150 million and US\$220 million a year, and absorb excess capacity on Virgin's current North Atlantic services. Both airlines are said to share a similar culture, one element of which is the hostility of both carriers to Unions.

For the European carriers, the alliances represent a significant opportunity to gain a stake in the onward travel market for transcontinental passengers, while the American airlines benefit from reciprocal routing of passengers within the Continent.

Typically such alliances include shared airport facilities, reciprocity of frequent flyer programmes and joint marketing agreements. Timetable changes to improve connections, freight co-ordination and package tour links further enhance the through-routing of passengers between the partners.

In addition to the formal links shown in the table below, a new triangular alliance appears to be developing between United Airlines, Lufthansa and Iberia. This has raised speculation about whether the UAL link with Iberia will extend to its Latin American subsidiaries Aerolíneas Argentinas and Viasa.

# Canadian-American deal takes globalisation forward

The future of Canadian Airlines (CAI) has finally been settled after Air Canada dropped its objections to a deal between PWA, which owns Canadian Airlines and AMR which owns American Airlines, the largest of the US mega-carriers. The deal has major implications for the direction of Canadian civil aviation.

AMR is to take a 25 per cent stake in Canadian. A key part of the deal also insists that Canadian withdraws from the Gemini computer reservations system, which it shares with Air Canada, and enters the Sabre system owned by AMR.

CAI has become vulnerable to take over ever since Canadian deregulation forced it into ruinous levels of competition with Air Canada and other Canadian domestic carriers. The main debate has not been whether CAI would survive independently, but whether it would merge with Air Canada to form a single Canadian carrier, or with American Airlines.

Either merger option was certain to involve major job losses. PWA has not made any statements on projected job losses resulting from the merger with AMR. Canadian Airlines is the second largest private sector employer in Western Canada.

The stake in CAI has cost AMR US \$190 million. This money will soon return to AMR, however, which will earn US \$100 million per year, for the next 20 years from a part of the deal which ties CAI to buying in AMR services.

AMR is stressing that the deal is a "services alliance" rather than a marketing alliance.

AMR is trying hard to develop the hiring out of its administrative services and computer technology, including accounting, data processing, operations planning, pricing and yield management as a major side of its business. (AMR airline reservations clerks, when not answering passenger travel enquiries are employed in telephone selling for all kinds of consumer products which AMR gets contracts to sell.)

Most of AMR's data processing work takes place in its huge data centre in Barbados. AMR moved this work from Tulsa in Oklahoma to Barbados in 1983 to take advantage of much cheaper labour costs. AMR says it will be able to greatly reduce CAI's costs by tying them in to this system.

Canadian deregulation has seen Canadian aviation opened to globalisation as a multi-airline domestic industry has become reduced to one dominated by two loss-making carriers. In 1989 Air Canada and CAI were operating at a profit. Since 1990 the two carriers have accumulated operating losses of CAN \$2 billion.

It was this situation that secured PWA for American Airlines.

The deal means that the option of a single airline strategy with an Air Canada-CAI merger is no longer available. Canadian aviation will increasingly be tied to global alliances, in particular to the US mega-carriers to the south.

AMR has tried to play down fears that it will take control of the day to day operations of CAI. Airline analysts, however, believe that as the US and Canada move towards an "open skies" agreement, AMR will soon look at CAI in terms of complementing American Airlines operations, and will also not be interested in loss making

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**Air Canada has been attempting to develop its own global links by buying a 27.5 per cent share of bankrupt Continental Airlines.**

**Air Canada recently concluded an extensive marketing alliance with Air France. It also has an alliance with UAL. Air Canada has repeatedly requested pay freezes from its employees.**

**In another aspect of globalisation earlier this year Air Canada shifted its data processing operations to El Paso on the US-Mexican border. As one union official put it: Air Canada now has its own maquiladores.**

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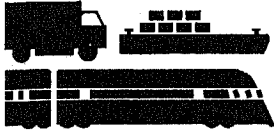
Canadian routes.

A study in 1992 by the Faculty of Commerce and Business Administration of the University of British Columbia in Vancouver predicted:

"The acquisition or control of PWA by a US mega-carrier would lead to a situation where the two Canadian carriers would be reduced to feeder carrier status". The report also forecast that while US-Canada transborder traffic would increase, domestic and international traffic would decrease.

Tim Pettee, airline analyst at Alliance Capital can see AMR developing Canadian as a low cost subsidiary feeding from Canada into American Airline's hubs. As he told Commercial Aviation News, in May 1993:

"I think American would like Canadian to operate these new transborder services. Canadian could provide feed to American's hubs at Dallas, Chicago and elsewhere. Canadian could probably do this more cheaply, if Canadian's unions make more concessions, and some of American's overhead is shifted to AMR subsidiaries".



# INLAND TRANSPORT

## NAFTA, Teamsters' strike, bring changes for US truckers

With the conclusion of a tentative agreement on April 29 the costliest strike in the history of the US trucking industry was brought to a close. Begun April 6 after stalled contract negotiations, the International Brotherhood of Teamsters struck 23 major less-than-truckload (LTL) carriers, which originally brought over 110,000 (later brought down to 70,000) truckers and dockers on to the picket lines (see ITF News, May 1994).

Approval of the proposal is determined through a rank and file mail ballot, the results of which won't be known until early June. The agreement is said to have enough support to pass, but the vote on it is expected to be tough, with opponents claiming it was concessionary and proponents saying it preserved full-time jobs.

The final deal calls for a four-year contract with wage and benefit hikes of \$US3.20 an hour; binding arbitration of grievances; an increased freedom for trucking companies to use lower-cost intermodal service for up to 28 percent of long-haul moves (up from the previous ten percent, but not as much as the employers original 35 percent demand); provisions allowing for new hires to be paid 75 percent of applicable minimum wage standard at hiring gradually increasing over 24 months to 100 percent; and on the issue of part time employees, dock workers, known as casuals, will receive \$US14.45 an hour while other casuals will start at 85 percent of full pay, gradually increasing to 100 percent (up from the employer proposed \$US9 and hour.)

One industry expert noted that the contract deal was neither a breakthrough contract for management nor a penalty contract on labour. "It's a mild improvement on the status quo." Mike Belzer, senior research associate at Cornell University's Institute of Collective Bargaining, said "both parties are ultimately in the same boat. They have been hammered by the forces of economic deregulation. It's a fair contract but it's too bad they had to go through such a battle to get there."

Truckers have estimated that about 25 percent of their business will be lost to non-unionised or regional carriers. Yet all involved parties are still waiting to know the long-term result of the strike: Is the shift of freight away from LTL carriers during the strike permanent or can the carriers win back enough freight at acceptable rates to maintain their service networks. Even

prior to the strike, the future of the industry was in question. Some industry analysts foresaw an acceleration of the long-term downsizing of the national, unionised less-than-truckload market that has been under siege from non-union, regional carriers, package express concerns and air freight companies for the past several years.

In support of the contract, International president Ron Carey said the deal has "stopped the attack on full-time jobs and won important improvements in job security, pensions and wages."

### US BORDER TRUCKERS NEGLECTED BY NAFTA

Programs created to ease the pain of job losses in the US resulting from the North American Free Trade Agreement (NAFTA) may not cover US trucking services adversely affected when the Canadian, US and Mexican borders are opened up next year.

The so-called "adjustment assistance," one of the provisions in the farcical labour side accord of the NAFTA, is available to workers who lose jobs due to an absolute decrease in sales or production, because the same sales or products have increased in Mexico or Canada, and contributed importantly to job losses, or because there has been a shift in production to Mexico or Canada. Researchers at Texas A&M University wrote in a recently published report on labour mobility and the NAFTA that this link between job losses and product or sales substitution with Canadian or Mexican goods causes services, especially at border crossing zones, to be excluded from assistance. "...certain job loss in the service sector on the border which is most likely to be affected as a result of the temporary entry provisions of NAFTA will not be protected," the researchers wrote. "Consequently, if a US commercial truck driver loses his job to a Mexican truck driver, the US truck driver will not be eligible for benefits under NAFTA."

The importance of the issue comes to light in consideration of the fact that December 1995 will see the opening of US border states to international trucking, and Mexican drivers who earn lower pay can haul loads from Mexico to anywhere in California, Texas, Arizona and New Mexico. And by 2004, all of North America will

Continued on page 16

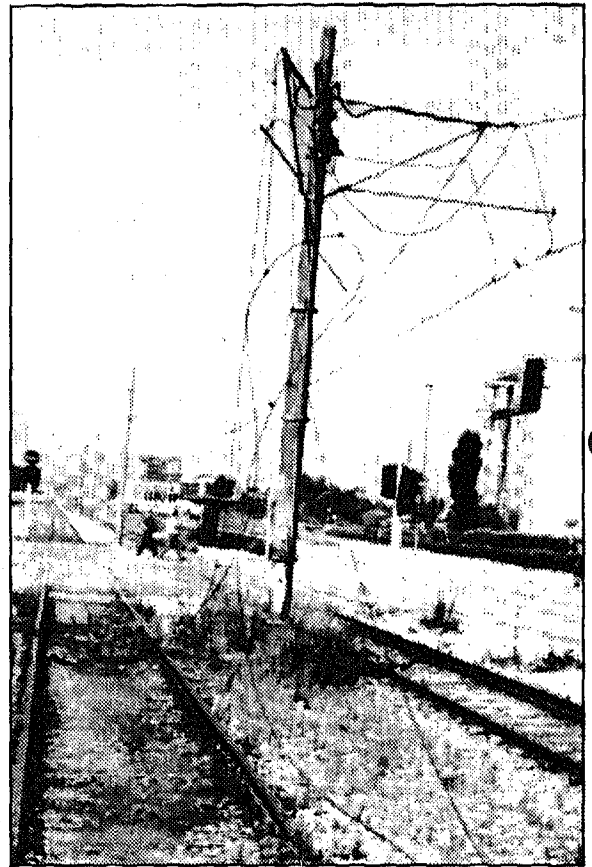
# Sarajevo appeals for aid to rebuild transport network

The besieged capital of Bosnia — Sarajevo — is launching an international appeal to rebuild the public transport network of the shattered city. The appeal — entitled "One Round for Sarajevo" — is calling upon public transport passengers all over the world to donate the price of one ticket to help rebuild the public transport system in Sarajevo. The mayor of Sarajevo and the manager of the public transport system in Sarajevo have appealed to mayors all over the world to assist the appeal by ensuring that collection boxes are present in street cars, buses and metro stations and to set aside a collection day for the Sarajevo appeal. The appeal dates are the 21st of June for Europe, USA, Canada and Mexico; the 29th of July in South America, Africa, Australia and New Zealand and the 29th of August in the rest of Asia.

The city needs to buy 20 street cars, 20 cable cars, 110 buses, 65 minibuses, 30 service vehicles, and to repair the power network and destroyed track.

"Since we are convinced that the blockade will be lifted and the Bosnian crisis resolved peacefully in the near future, we are already engaged in extensive planning for the future reconstruction and development of Sarajevo. We want to rebuild a modern multicultural, multi-confessional and multinational city which we are proud to say has always been a part of European environment," said the mayor of Sarajevo and the manager of the public transport system in a letter to the mayors of the world.

Until April 1992, Sarajevo's trams, trolleys and buses carried 900,000 passengers a day.



"For over two years now all these women and children, old and sick people had been forced to walk hour after hour, kilometre after kilometre along destroyed tramway tracks and under broken wire, passing burned out vehicles, 236 of these vehicles have been totally destroyed," said the letter.

## ...NAFTA tough on US truckers

Continued from page 15

be open to international trucking. "The border, which is most likely to be the victim of trans-border job losses, is an area that wasn't even considered under NAFTA," said a co-author of the study, James R. Giermanski.

### NORTH AMERICAN TRUCKING ALLIANCE MEETS WITH NAFTA TRANSPORT MINISTERS

The heads of US, Canadian and Mexican trucking associations met at the end of April with the transportation secretaries of the three countries to discuss truck standardisation, among other things. The three trucking groups have formed an alliance (see ITF News, May 1994), hoping to expedite governmental actions for their industry, said a spokeswoman for international affairs at the American Trucking Associations. "The

(Clinton) administration has given us the signal that anything arranged on the industry level will be more warmly received and easier to get through than if we are always at odds with each other," she said. The meeting was the first time that officials met to consider the concrete reality of NAFTA, discussing such things as bridges, highways, border crossings, and customs procedures.

Prior to the meeting, the Mexican government made public their intent to grant US truckers the right to operate within a 12-mile "frontier zone" south of its border — a right already afforded to Canadian truckers. Mexico also announced its willingness to permit 53-foot truck trailers (the US standard) on Mexican highways.





# FISHERIES

## Union wins aid deal for New England fleet

The ITF-affiliated Seafarers International Union (USA) was instrumental in getting the US Commerce Department to release US\$30 million in economic aid to New England fishermen. Announcement of the aid package came at the end of March following a month in which New Bedford (Massachusetts) seafarers were joined by fellow fishermen from other ports in their state, and in the state of Maine, in tying up their vessels in Boston Harbour for two weeks. After that protest, back in their home town, the Bedford fishermen conducted a peaceful sit-in on the steps of the town's federal building to call attention to the problems associated with the increasing federal regulations and decreasing stock in the area.

Despite the release of the "disaster aid," fishermen still feel concerned, that it may not be enough to deal with the problems in their industry. Distribution of the funds remains a key issue, and there are fears that only a small portion of the sum will actually be used for direct relief to the fishermen for whom it is intended. US\$12 million of the package will come from the Commerce Department's National Oceanic and Atmospheric Administration, in the form of loan guarantees and direct grants for alternative economic activities, and a series of Fishery Assistance Centres, including two mobile operations to help affected fishermen. US\$18 million of the aid is intended for entire communities affected by new regulations and declining fish stocks. This portion of the aid will focus on long-term recovery of the impacted towns and villages through community reinvestment and diversification.

The above mentioned regulations, instituted by Washington earlier this year, lower the limits on groundfish and scallop catches. (Groundfish is a general term for haddock, cod, various flounders and other commercially important species of fish.) The measures are an attempt to combat the ill effects of over fishing in the area, which was originally brought on by governments efforts to build up the commercial fleet, and which have greatly reduced the amount of fish in the area. In practical terms, they call for fishermen to use larger mesh nets for groundfish and larger rings for scalloping dredges. A shortage of the new nets and rings, however, coupled with complications in the implementation of the plan pushed the start of the new program up, from the original March 1 date, to May 1 for the nets, and June 1 for the scalloping rings.

Following the new net and ring mandate, the government informed fishermen of two new schemes to limit the days they would be allowed to sail during this year. Under the so-called fleet system, a vessels is allowed 190 days at sea, while the individual boat system is based on the average number of day the boat sailed in the previous year, reduced by ten percent.

The idea behind the program is to reduce the size of catches in the area, aiming at preservation. As it turns out, it actually hurts those vessels which have been practising conservation — such as those sailing under SIU contracts which mandates four days ashore for every ten days at sea — while rewarding non-union boats that merely enter port to offload fish, change crews and return to sea.

To track the days at sea, the National Marine Fisheries Service (NMFS) has ordered fishing boats to carry Vessel Tracking Systems (VTS), also known as "black boxes" which cost roughly US\$5,000, plus monthly user fees. The SIU has spoken out against the use of such "black boxes," promoting instead a call-in system. When fishermen protested the implementation of the VTS, the plan was temporarily withdrawn, with the SIU proposed system to be used in the interim. In addition, an official promised the fishermen he'd seek funding to cover the costs of the "black boxes" if their uses was to be mandated.

It was at this point that seafarers and fishermen joined forces in Boston and New Bedford harbours, at a "boat-in," to call attention to the severe situation of their industry. At the height of the event, more than 1,800 fishermen and 6,000 workers in associated industries in New Bedford alone stopped work, demonstrating their support for the protests. In Boston fishermen met with state officials attempting to obtain a fisheries disaster declaration, which would bring about the release of the US\$30 million earmarked for fisheries support.

The struggle continues, however, for the New England fishermen. "We feel that our fishermen are responsible for lighting a fire under the politician and bureaucrats," said SIU Executive Vice President Joseph Sacco. "It is important to use this momentum to bring the industry together and seek permanent solutions." The SIU is presently co-ordinating meeting among fishermen along the New England coast to address their mutual concerns.

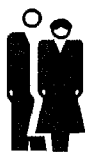
# Canada cracks down on Flag of convenience pirates

The Canadian government has introduced legislation that would allow it to arrest "pirate" vessels plundering dwindling fish stocks outside the country's 200-mile territorial limit. Federal Fisheries Minister Brian Tobin stated that Canada has already tried through diplomatic channels to persuade foreign fishermen to stop catching cod and flatfish in the area off the east coast, where a fishing moratorium was declared last February by the 15-nation Northwest Atlantic Fisheries Organisation (NAFO). Still vessels flying foreign flags have persisted in catching young fish just outside Canada's territorial limit.

The Canadian Foreign Affairs Minister André Ouellet said the new bill cannot be considered a unilateral extension of Canada's boundaries, still officials will be able to arrest any vessel

contravening the moratorium regulations, both inside and outside the territorial limit. Mr. Ouellet also reports that Canada has precluded any international challenge of the bill by advising the International Court of Justice in The Hague that it will not accept the court's jurisdiction in the matter.

An international maritime lawyer, Ms. Evelyne Meltzer, President of Meltzer Research and Consulting of Halifax, says that Ottawa's decision to police the area outside its territorial boundaries may not be strictly legal, but it is morally correct: "(The bill) goes beyond the letter of the law, but I would suggest that it is in keeping with the spirit of the law." Ms. Meltzer feels that Canada will surely be given wide latitude in the matter because of the problem's urgency.



## PEOPLE

ITF Executive Board member **John F Peterpaul** is leaving the US International Association of Machinists and Aerospace Workers (IAM) at the end of May, having been appointed to the Management Board of United Airlines (of which the IAM is now a major shareholder). A former aviation mechanic and holder of a commercial pilot's licence, John Peterpaul became IAM Airline Coordinator in 1970. By 1972, he had been promoted to Administrative Assistant to IAM Vice President Winpisinger and only a year later came the move to his present post as IAM Vice President for Transportation, a post he has held now for over two decades. Throughout a long and successful union career Peterpaul has made a major contribution to the work of the ITF. He is the longest-serving member of the ITF Executive Board, having been first elected on to the Board at the 1974 Stockholm Congress. The new IAM Vice President for Transportation is ITF Civil Aviation Section Chairman Bill Scheri.

**Ferenc Fúréz** of the Hungarian Aircraft Technicians' Independent Trade Union MALEV (Repulogep-Muszakiak Fuggetlen Szakszervezete) was elected one of three managing presidents of the Liga Democratic Confederation of Free Trade Unions at the fifth extraordinary congress held on 23 April 1994. Fúréz will be responsible for national affairs.

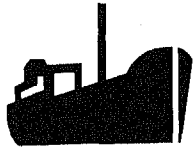
**John Moore** retired as National Secretary for Commercial Road Transport of the British Transport and General Workers' Union (TGWU) at the end of May. He is succeeded by **Danny Bryan**. John Moore is a member of the Section Committee of the Road Transport Workers' Section and of its Steering Committee.

The ITF has appointed its first ever Legal Adviser, from the beginning of May — **Deirdre Fitzpatrick** — who worked previously for the Denton Hall law firm.

## OBITUARIES

We have just learned that Italian Executive Board member **Mario Guidi** has died. A tribute to Mario, who was head of the International Department of the Italian Transport Workers' Federation FIT-CISL and who was well known and respected by his many friends in the seafar-

ers section, will be included in the next edition of ITF News. Members of the Fair Practices Committee meeting in London at the beginning of June have expressed their deep sorrow at the sad death of a leading figure in the ITF Foc campaign.



# SEAFARERS

## NZ ferries issue lock out notice

New Zealand seafarers working on the Inter-island ferries have been served with lockout notices, effective Monday 27th of June. Members of the New Zealand Seafarers' Union employed by the American owned New Zealand rail ferries have received their notices under the terms of the notoriously anti-workers "Employment Contract Act" — a law which has been condemned by the International Labour Organisation.

Wisconsin Central Transportation Corporation — the new owner of New Zealand rail — operate largely non-union operations in the United States. They are demanding a 9 per cent wage cut for seafarers and redundancy of 246 workers (more than half of the existing staff, see *ITF News* May 1994). The company originally issued lockout notices for May 23rd, but the ITF affiliated New Zealand Seafarers' Union won a major victory in the New Zealand Employment Court which ruled that the initial notice was deficient. The company has now reissued the notice with effect from June 27.

"The unions are preparing to fight this with everything we have. We appeal to our brothers and sisters in the ITF to support us in this struggle," said New Zealand Seafarers' Union President Dave Morgan.

A senior lecturer, Gordon Anderson, at Victoria University (Wellington, New Zealand) has said that this form of industrial action is largely foreign to New Zealand: "basically, this type of lockout is a fairly heavy handed sort of thing. It is a practice that is fairly common in the United States, although in the US it is often done to permanently lock the workers out and bring in what amounts to permanent replacement workers, so it is effectively a de-unionisation tactic," said Anderson

The company has already advertised in Australia and the United Kingdom for scab workers to replace the locked out seafarers.

ITF Assistant General Secretary Åke Selander has written to the General Manager of New Zealand rail demanding that the management withdraw the lockout notices and restore collective bargaining and has warned that "the New Zealand maritime unions are part of the ITF and are bound to receive every assistance possible and necessary from other affiliated unions." ITF affiliates are asked to protest against the lockout to New Zealand Rail (fax number: +64 4 493 8676) and the New Zealand government (fax: +64 4 473 7045) with copies of their messages to the ITF and the New Zealand Seafarers' Union (fax: +64 4 471 0896).

## Solidarnosc fights transfer of Polish ships to Foc's

Polish seafarers in the ITF-affiliated National Maritime Section NSZZ "Solidarnosc" are demanding that the government abide by an agreement signed on February the 4th, and stop transferring ships from the Polish national register to Flags of convenience.

Over 100,000 Solidarnosc members from all branches of the union demonstrated on February the 9th in Warsaw (see photographs) demanding that the government abide by agreements concluded with the Solidarnosc trade union.

The National Maritime Section signed an agreement with the Polish Prime Minister, the Polish Labour Minister and Polish shipping government on February the 4th. Among other things, the agreement proposed to initiate procedures that would stop the transferring of ships from the Polish national register to Flags of convenience. Up till today, according to Janusz Maciejewicz, President of the National Maritime Section, the Polish government has "not done even one step in line with the agreement".



# Union group opposes Navieras buyer

The Mills Capital Group, an investment group based in Chicago, Illinois, USA, has been chosen by the Puerto Rican Government Development Bank to take over the ailing Navieras de Puerto Rico. The organisation, which has the backing of several major companies, will supposedly put up US\$30 to US\$40 million in cash and assume an additional US\$110 million to US\$120 million in debt, with the remainder of the US\$320 million debt being forgiven by the government. The government will swallow the debt if a buyer agrees to take over the company as an ongoing entity, thereby allowing most of the carrier's 750 employees to keep their jobs. While a key union of Navieras said it is ready to talk to the Mills group, another group of employees that tried to buy the state-owned ship line, charged that it wasn't give a full chance to present its proposals. "This is the wrong decision for the government," said Florentino Rios, a Navieras employee and president of Puerto Rico Ocean Services, Inc. or PROSI, the name of the group of which the union employees are a part. "We are the only one who can guarantee jobs, freight stability, continuity of the service, and that San Juan will be our base, not New York or any place else. We can guarantee that we will create more jobs and can guarantee the labour peace, which is the most important issue in this whole situation," Rios stated. The Puerto Rican legislature will hold approval hearings, where PROSI who joined forces in mid May with another rejected Navieras bidder to form an alliance which will present their joint proposal, this time directly to the parliament.

## 15 NATIONS TARGETED IN USCG SAFETY CRACKDOWN

Ships from Argentina, the Bahamas, Belize, Cyprus, the Dominican Republic, Ecuador, Honduras, India, Malta, Paraguay, Peru, St. Vincent and the Grenadines, United Arab Emirates, Vanuatu and Venezuela have been singled out for increased safety inspections when in US waters, by the United States Coast Guard (USCG), under a crackdown on unsafe vessels, urged by the US Congress. These countries have been tagged due to the fact that they have "higher-than-average rates of substandard ships," the Coast Guard said. The CG is under pressure from Frank Lautenberg (a Democrat from New Jersey) and other legislators to rid US waters of ships that pose a risk to life, property and the environment, due to structural unsoundness, or crew and equipment deficiencies. The USCG will also consider the performance record of a ship's owner and the classification society with which a ship is listed, in addition to targeting ships by

flag state, in determining boarding priorities. The US port state authority will train additional personnel and will assign special inspectors to teams that board foreign freighters, all as part of its heightened inspection efforts. Increased attention directed at substandard ships has resulted in more foreign-flag detentions, the CG says. More ships have been detained in the first half of this fiscal year as compared to all of 1993.

## US MARITIME REFORM LEGISLATION TO BOOST US-FLAGGED SHIPS

The US Presidential administration is backing a major maritime reform act that will boost the US shipping registry. The Maritime Security and Trade Act of 1994 calls for a 10-year, US\$1 billion Maritime Security Program, which would go into effect during fiscal year 1995. The aim of the measure according to US Secretary of Transportation, Federico Peña, is clear: "This legislation is designed to maintain a modern American merchant fleet, ensure continuing American presence in the transportation of our international commerce and provide adequate sealift for national emergencies." Those companies with ships affected by the proposal would receive US\$2.5 million per vessel per year; by fiscal year 1998, the payments would be reduced to US\$2 million per ship per year, until the program concludes at the end of fiscal year 2004. An estimated 52 vessels, all flying the US flag and carrying American crews, would be involved in the program, which is based on a company agreeing to make its ships available, or provide space on board the vessels for the Defense Department during national emergencies. Furthermore, the vessels have to remain active in foreign commerce and can be no more than 15 years old. The program will be financed by an increase in tonnage fees, which would raise an estimated US\$100 million per year. US President Bill Clinton has let it be known that he does not want any Defense Department money used to pay for the operating subsidies. At the same time, US trading partners are expected to inform the US government of their concerns with the proposed rate hike. The Council of European and Japanese National Ship owners' Associations said the tax hike is an unacceptable surcharge in violation of agreements that trade taxes be related to a service provided. US shipping companies, on the other hand are saying that even with the proposed subsidy payments, more changes are needed in the law in order for them to survive as US carriers. In addition, they say that any ship not eligible for the program should be allowed to reflag out to a foreign

# Seafarers oppose a European Foc

An expanded meeting of the ITF European Seafarers' Regional Committee Steering Committee (ITF ESRC-SC) was held in Athens on 12 and 13 May 1994 under the Chairmanship of Knud Mols Sørensen, Denmark. The meeting was attended by top officials from ITF seafarer affiliates in Belgium, Denmark, France, Finland, Germany, Greece, Great Britain, Netherlands, Spain and Sweden. George Katsifaras, the Greek Minister of Merchant Marine, was invited to address the opening session of the meeting.

In a question and answer debate, the Greek Minister confirmed that nothing had been finally decided with regard to the introduction of EUROS (the European shipping register) and underlined that any viable proposals must have the consent of all EU member states. He also confirmed that the present proposals represented a much watered down version of the original EUROS proposals. In his opinion, the industry must adopt a united approach to EUROS and the workers' interests must be protected as well — it was not a one-sided affair. He was prepared to promote the seafarers' interests but did not feel that it was realistic to seek to impose European cabotage.

John Halas, General Secretary of the Pan-Hellenic Seamen's Federation, in a keynote address to the meeting, stressed the need for job security and continuity of employment in the context of EUROS and expressed concern at competition from cheap flags and crews. He questioned the need for a EUROS register which could not be termed a high quality register without the employment of European union seafarers. Promotion of employment was inherent in the agreement on a social policy outlined in an annex to the union treaty. Unless the seafarers' demands with regard to "EUROS" and the "Positive Measures" were met, the seafarers might have to resort to strike action and to call on other groups of European transport workers for assistance.

It became patently clear from the question and answer debate that the subsequent discussion among Committee members that the Positive Measures towered above EUROS in terms of importance and the meeting went on to adopt a Resolution which argued that EUROS, if instituted on the present terms, would develop into a kind of European flag of convenience register and that therefore the ITF Fair Practices Committee should serve early notice on the EU Commission that EUROS would be given the FOC label unless the conditions changed drastically in favour of the European seafarers. The meeting reiterated the seafarers' view that in order to halt the decline in European shipping the EU Council of Ministers should proceed to adopt the Positive Measures which should take into account the social dimension of the Euro-



pean shipping industry and provide financial and fiscal support for shipowners and seafarers.

On the question of cabotage, the meeting entrusted a Small Working Party to develop a more detailed policy based on the Resolution on European shipping adopted by the Joint meeting of the ITF European Seafarers' Regional Committee and the CTWUEC Maritime Section held in Stockholm on 10 March 1994. Attention was also drawn to the fact that the EU Commission had still to act on a European Parliament Resolution from 1992 on the liberalisation of maritime cabotage and its economic and social consequences, which called on the Commission to draw up a detailed study of the possible effects of liberalisation of maritime cabotage on employment in the maritime sector, and to take appropriate measures to alleviate those effects. The Resolution also urged the Council and Commission to authorise exemptions from liberalisation for certain types of cabotage, such as passenger vessels, until the Commission's studies are completed and the necessary measures are adopted and implemented.

The meeting also adopted a Resolution to the effect that a panel of experts on European maritime safety be appointed under the auspices of the ITF Seafarers' Section Maritime Safety Committee to act as advisers to the ITF and CTWUEC Secretariats on EU maritime safety issues to enable the ITF and the CTWUEC to respond fully to the plethora of maritime safety Directives emanating from the EU Commission.

The ITF Secretariat was represented at the meeting by Åke Selander, Assistant General Secretary, and the CTWUEC Secretariat by Hugues de Villèle.

# Asian-Pacific nations to share safety information

Efforts to rid the seas of substandard shipping will soon get a co-ordinated boost from a database of information covering Asia, owing to the formalisation of a data information exchange system to improve port state control inspection at a recent meeting in Beijing.

Hong Kong took a leading role in the venture: "With the reputation of the Hong Kong registry and flag at stake, we encouraged the government to bring this scheme to fruition," said the director of the Hong Kong Shipowners' Association. In all, fifteen Asia-Pacific maritime authorities agreed at the meeting to accept the principles of the memorandum and thus participate. Besides Hong Kong, the fifteen include Canada, Australia, China, Japan, South Korea, Malaysia, New Zealand, Singapore and Papua New Guinea. And Indonesia, the Philippines, Thailand, Russia and the Solomon Islands are expected to join formally after their governments give approval. The International Maritime Organisation (IMO) and the International Labour Organisation (ILO) participated as observers. Flag of convenience countries with large numbers of ships on their books, such as Panama

and Liberia have not yet expressed a desire to join the system.

The measure is seen as an important step toward creating a world-wide database of a ship's entire history, following the example of aircraft in the aviation sector. Many in the maritime transport industry feel that such information would improve the sector's image as well as its performance. Members will have access to the information system in order to determine which ships entering their jurisdiction should be targeted for inspection.

Talks are also scheduled on interregional exchanges, which would considerably enhance the global effectiveness of port state control by limiting options open to operators of substandard vessels to evade inspections, says Mr. Pyrke. He adds that compiling an up-to-date register of ships should also serve to reduce the temptation by some port authorities to go for quantity rather than quality: "It's easy to collect scalps by inspecting third- or fourth-generation container ships only a couple of years old and run by a reputable company and, predictably, find nothing wrong."

## Nearly 40 percent AMSA inspection rate in Australia

The Australian government's commitment to improving the safety of shipping is demonstrated by the results of last year's Australian Maritime Safety Authority (AMSA) port state control activities. The level of port state control inspections on ships visiting Australia has increased dramatically. While the number of ships calling at Australia remain fairly constant, the number of ships inspected has increased from 578 in 1990 to 2,003 in 1993 — nearly 40 per cent of all vessels visiting Australian ports.

"Ships detained as a result of port state control inspections in 1993 were observed to have deficiencies which seriously impaired their seaworthiness and contravened the requirement of international conventions. It is thus evident that some owners or operators continued to operate ships which do not substantially comply with these conventions," said the 1993 AMSA Port State Control Report. The majority of deficiencies detained — like those reported by the European Port State Control authorities — fell within in the area of life-saving and fire-fighting appliances — "indicating lack of maintenance of items not used during normal operations on board. This emphasizes the continuing need for

the Port State to carry out inspections under existing convention procedures," said AMSA.

The AMSA approach includes a welcome consideration of the importance of crew living and working conditions.

"Ships on which the health and safety of the crew is not adequately safeguarded are classified as substandard. A substandard ship is defined under the Navigation Act as: a ship is for the purposes of this Act substandard if the ship is seaworthy, but conditions on board the ship are clearly hazardous for safety or health. The inspections are carried out under the provision of marine orders, part 11 "substandard ships". These orders give effect to the spirit of ILO 147 concerning crew accommodation, food, catering and preventable occupational accidents. These inspections form part of the port state control inspection regime and are normally made in inspections affecting seaworthiness."

Port State Control in Australia is flourishing and serves as a good example of the levels of high standards that need to be demonstrated in the new Asia/Pacific regional port state control regime.

# UK government report slams Foc registers for incompetence

A British government sponsored report into the prevention of pollution from merchant shipping has called for the establishment of special anti-pollution funds (paid for substandard ship-owners), and a far more rigorous application of port state control in Britain.

Lord Donaldson's report "Safer Ships, Cleaner Seas" was commissioned following the *Braer* incident in 1993, but was not specifically about the *Braer*.

The government called upon Donaldson to advise on whether further measures were appropriate or feasible to protect the United Kingdom's coastline from pollution from merchant shipping.

The enquiry concludes that some action is already being taken, there is a pressing need for the United Kingdom to take new initiatives, internationally, regionally and nationally. The report recommends 103 points of action to deal not just with the threat from ships bound for UK ports, but also with the equal threat of passing traffic.

The enquiry notes that the cause of virtually all accidents may indeed be human error, but that it is impossible to alter human nature. It concludes that safety and prevention of pollution go hand in hand and that the best way of preventing pollution is to improve the standards and make improvements to the safety of shipping.

Donaldson urges the creation of two special funds, one to meet the costs of more rigorous port state control inspections and the other to pay for emergency systems to counter pollution, including increased salvage resources. Donaldson has adopted the "Polluters' pay" principles and recommended that the fund for port state control inspections should be set up on a "full cost recovery basis" with charges scaled to make the worst ship pay the most.

The other fund estimated at US\$10 million a year, would pay for emergency assistance in counter pollution measures. The British government have already stated that they will begin to publish monthly the details of ships detained — their defects, names, flags, owners, operators and classification societies. Donaldson recommends that port state control should develop more of a targeting approach where ships that have previously been detained for safety violations or which have not received a clean bill of health from port state control authorities should be targeted for future inspections. The report clearly identifies the real problem in shipping safety. Ships are supposed to be regulated by flag states — but many flag states (our old friends, the Flags of convenience) do not do the job they

are supposed to do. Donaldson called for the International Maritime Organisation to do more to persuade flag states to improve, but in the meantime rigorous port state control appears to be the only solution that he is willing to recommend. Of course, and it is a point that the ITF and the maritime unions made time and time again, it is the very existence of the Flag of convenience system that causes these problems in the first place. Port state control — as welcome as it is — can never fully compensate for the damage done to the world's shipping by the existence of Flags of convenience.

## IMO conference amends SOLAS convention

A SOLAS (Safety of Life at Sea Convention) Conference was held May 17-24, in conjunction with the International Maritime Organization (IMO) Maritime Safety Committee's (MSC) 63rd session. The Conference adopted the following significant amendments to the International Convention for the Safety of Life at Sea (SOLAS):

- **Chapter X — Safety measures for high speed craft:** A new measure adopted for the International Code of Safety for High Speed Craft, will be applied to high speed craft constructed after January 1, 1996, as well as to existing high speed craft which undergo major repairs, alterations or modifications after that date.

- **Chapter XI — Special measures to enhance maritime safety:** This new chapter, containing four regulations, adopts a number of IMO Assembly Resolutions.

- Regulation 1 deals with procedures for amending SOLAS;

- Regulation 2 gives force to the IMO resolutions concerning guidelines on the enhancement programme of inspections during surveys of bulk carriers and oil tankers;

- Regulation 3 adopts the IMO ship identification number for all passenger vessels of 100gt and over, and for all cargo ships of 300 grt and over. This regulation applies to all vessels regardless of their date of construction;

- Regulation 4 give effect to the IMO procedure for the control of operational requirements related to the safety of ships and pollution prevention, thereby establishing legal grounds for the exercise of operations control over foreign flag vessels by port state control officers.

These new amendments will enter into force under tacit acceptance on June 1, 1995, unless rejected by one third of the contracting parties representing at least 50 percent of the world's tonnage.

- **Chapter IX— Management for the safe operation of ships:** This new chapter, made up of four regulations, gives effect to the International Safety Management (ISM) Code, adopted in an IMO Assembly resolution, and deals with international management code for the safe operation

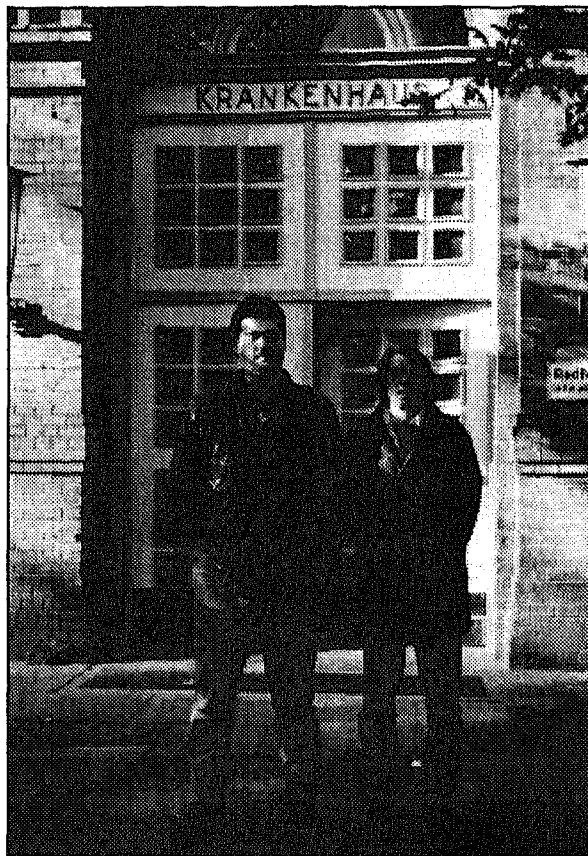
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# ITF Germany wins compensation for Argentine seafarer

— Foc Campaign News —

The German ITF office has succeeded in obtaining US\$7,200 in compensation for an injured Argentinian seafarer who suffered a severe hearing loss in an industrial accident. The case was settled this March, a full year and a half after the initial accident took place. The seaman was serving on the NIS (Norwegian Second Register) *San Diego*. In September 1993 he visited the ITF office in Hamburg and reported that he had become deaf in his left ear due to a fall on deck from an accident a few weeks before in the port of Santos, Brazil. The seaman reported the problem with his left ear to the first officer when the ship was bound from South America to Europe and asked to see a doctor in the first European port. At the end of August, the container ship arrived in Europe but no doctors' visit was arranged when the ship called in Rotterdam and Felixstowe. Finally, in Hamburg, the third port visited the seafarer was able to visit a doctor. The seafarer was immediately transferred to a hospital at Hamburg where he was operated on at the beginning of September 1993. His hearing ability in his left ear could not be saved, unfortunately. The seafarer was then transferred to the Hamburg seamen's home at the middle of September. The agency wanted to repatriate the seaman to South America in the middle of October, but he approached the ITF and asked whether he was due damages because of the loss of

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ITF Inspector Ulf Christiansen (left) with the compensated crew member.

## ...Amendments to SOLAS passed at convention

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of ships and pollution prevention.

— Regulation 1 specifies the definitions of certain terms and vessel types;

— Regulation 2 provides for the gradual introduction of the ISM Code to all ships regardless of the date of construction, and based on the following criteria:

- \* Passenger ships, including passenger high speed craft, affected by the code no later than July 1, 1998;

- \* Oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high speed craft of 500 grt and over, no later than July 1, 1998;

- \* other cargo ships and Mobile offshore drilling units (MODU) of 500 grt and over, not later than July 1, 2002;

- Regulation 3 holds a company responsible for the operation of the ship and holds the vessel itself responsible for complying with the ISM Code;

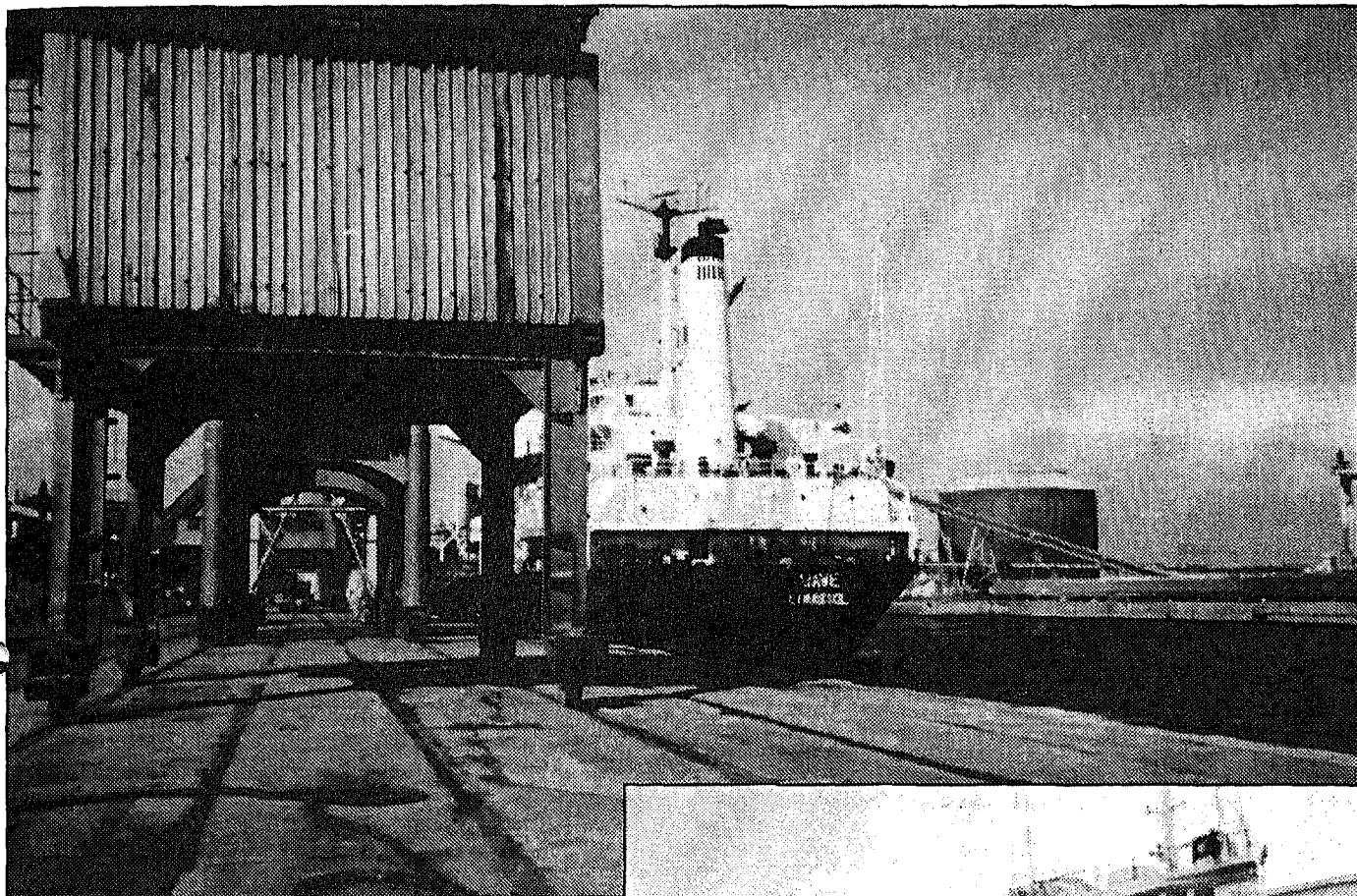
- Regulation 4 requires governing bodies or

their representatives to issue a document of compliance to companies complying with the requirements of the ISM code, a copy of which must be kept onboard the vessel. In addition, a "Safety Management Certificate" will be issued to every ship to verify that the company and its shipboard management operate in accordance with the approved safety management system.

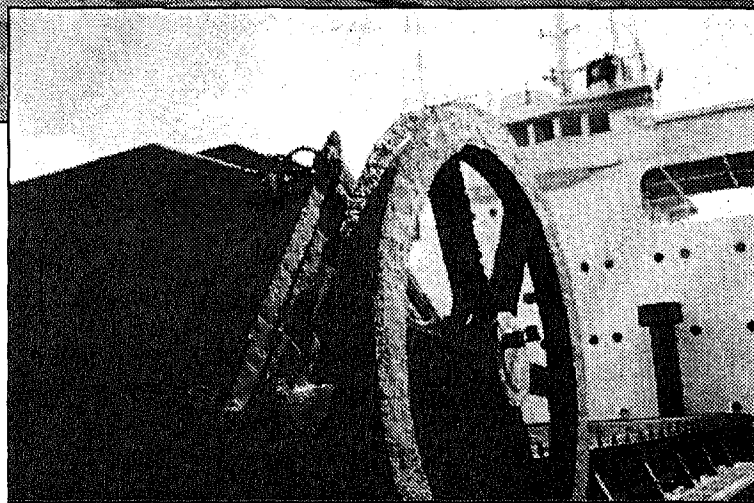
This amendment will enter into force under tacit acceptance on January 1, 1998, and then be applied from July 1, 1998

A special conference resolution, the Accelerated Tacit Acceptance Procedure under the 1974 SOLAS Convention in Exceptional Circumstances, aims at reducing the stipulated time for the tacit acceptance procedure, in exceptional circumstance, from 12 to six months, provided that a three-fourths majority of the contracting governments presented at a SOLAS conference vote accordingly. The measure also call on the IMO to take necessary steps to ensure the possibility of convening such conferences, in exceptional circumstance, and at short notice.





Pictured above and left, the Cyprus flag *Wave*, in Avonmouth, England. Following an alert from the ITF, the ship has now been detained by the authorities.



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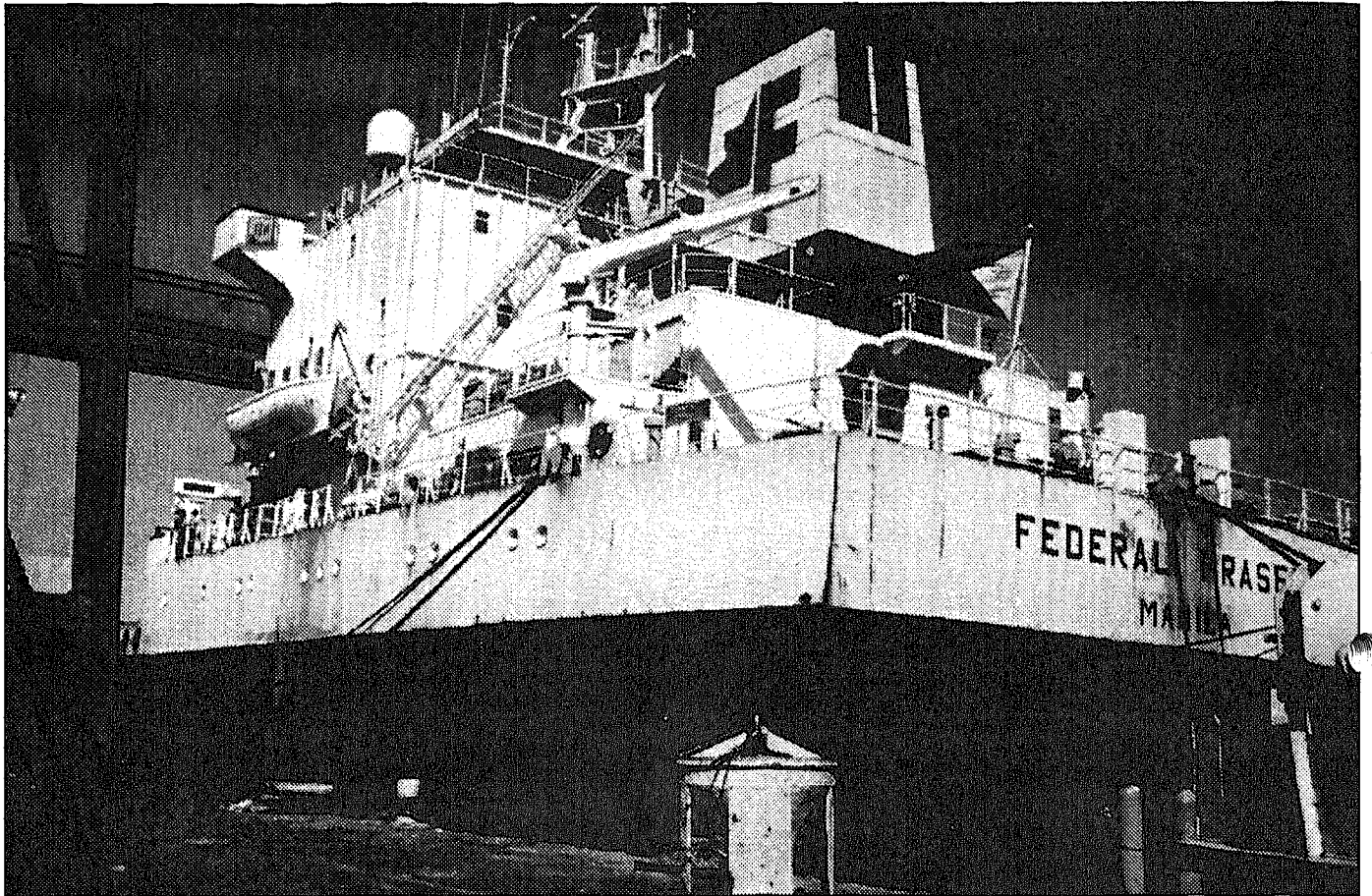
hearing. ITF inspector Ulf Christiansen contacted the Hamburg agency and pointed out that the doctors' had a written "sick note" for the seaman saying that he should not work while he continued to need medical treatment. Christiansen also insisted that the seafarer should remain in Hamburg until all medical tests had been concluded. The seafarer remained in Hamburg and was regularly examined and tested. Christiansen contacted the Norwegian shipowner and the Hamburg P & I insurance representative. Christiansen said that, according to the man's contract of employment, compensation was due to the seafarer. Meanwhile the seafarer suffered further hearing loss in the right ear which was treated and luckily restored — though he remained impaired in hearing in that ear as well. Christiansen ensured that the seafarer regularly received his sick pay in Hamburg, the costs of his seamen's home and hostel stay and the doctors' fees. On 22nd of December 1993, the seaman was repatriated to Buenos Aires at the expense of the Norwegian shipowner. Further negotiations were then held about the amount of compensation that should be paid to the seafarer. Finally, at the end of March, it was agreed to pay the seaman US\$7,200 for the loss of hearing. The money was transferred to

his Argentinian bank account. Christiansen and the ITF German office give special thanks to the doctor who was in charge of the case, the Chaplain of the Hamburg Mission to Seamen and the German translator (an unemployed seaman who spoke fluent Spanish) who helped the Argentinian seaman during his stay in Hamburg.

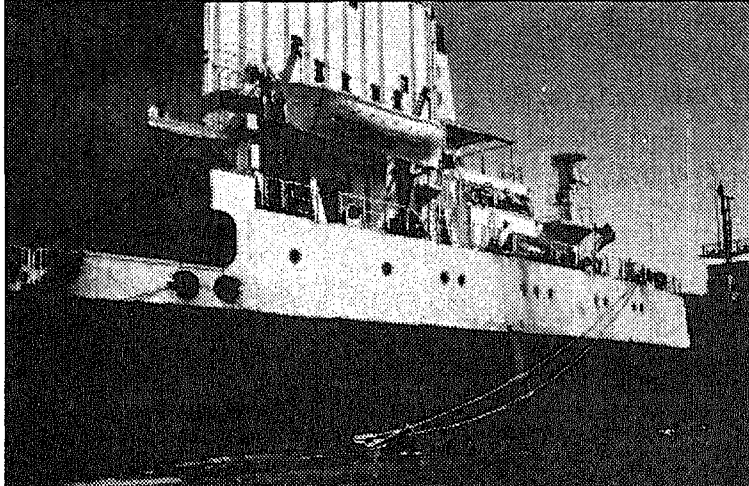
A routine inspection of the Cyprus flagged *Wave* at the port of Avonmouth, England on 4th of May 1994 revealed a number of problems to ITF inspector John Wood. The ship was very poorly maintained and in a state of disrepair — (see photographs). After visiting the ship, Woods informed the port state control authorities who have issued a detention order against the ship.

ITF inspector Spiro Varras visited the Filipino flag *Federal Frasier* in the middle of April. This

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The Filipino flag *Federal Frasier*.

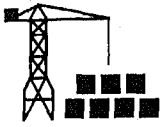


mouth based Boston Shipping appears to be specialising in making minor structural alterations to unseaworthy hulks and then sailing with them. *A. D. Tempos* is a Panamanian registered Flag of convenience that arrived in Plymouth three months ago. Boston Shipping converted this 30 year old wooden hatched cargo ship in order to carry containers. Following the intervention of RMT official Baz Gregory, the ship is now under port state control detention. The ship was detained for inadequate documentation and because the maritime safety agency inspectors were not satisfied that the structural operations were safe. In fact, it would appear that the stability of the vessel was seriously compromised by the alterations. Baz Gregory also intervened to assist a Kenyan seaman on board the ship who had not received any pay for three months. He received his money and was repatriated at the owners' expense. An able seaman on board the vessel was contracted to earn only US\$250 per month — far below the International Labour Organisation minima. The ship's agent is a particularly shady entrepreneur who specialises in making money through acting for banks in repossession cases and operating vessels at the lowest possible margins. Even in circumstances where respectable shipowners would never dare to venture, these kind of operators, unfortunately, flourish and make money.

Continued from page 25

Filipino flag vessel had no collective agreement and the crew were earning below International Labour Organisation minimum wages. Payments were delayed and bad remarks had been put in the seamen's books for no reason by the captain. With ITF assistance, Varras obtained a total of US\$2,930 in due wages, extra work and leave pay and the captain corrected all the bad remarks that he had made in the seafarers' book.

The ITF-affiliated National Union of Rail, Maritime and Transport Workers (RMT) has exposed a shady shipowner who appears to be specialising in operating patched up rustbuckets with severely underpaid Third World crew. The Ply-



## DOCKERS

# ILA fights for jobs with union busting company

In another fight against union busting on private docks, the ITF-affiliated International Longshoremen's Association (ILA), which organises dockers on the East and Gulf (of Mexico) Coasts of the US, has fought a tough battle since January this year for jobs, and above all, jurisdiction in the port of Cloucester City, New Jersey. At the end of April when union leaders and terminal chiefs met again to discuss the issue, the union was prepared to make concessions to regain the area, and the 70 full time positions that go with it.

Thomas Holt runs his own New Jersey terminal, where in January, ILA workers were replaced with former Teamster dockers after local ILA officials were unable to collectively come to a compromise with Mr. Holt over warehouse work rules

at the disputed terminal. Holt declared the concession necessary to remain competitive. The replacement could become permanent through complicated legal manoeuvring when Holt then leased the facility to another company, (one owned by his sister), that didn't have a contract with the ILA, and which hired former Teamsters who'd formed a new union, calling themselves the Independent Dockworkers Union Local 1, to operate the terminal.

This particular labour/management dispute comes at a sensitive time, while the port is undergoing structural changes. In addition, the port is suffering a decline in its market share of the lucrative Chilean fruit business, for which it is trying to compensate in part by exacting wage and work rule concessions from the ILA, unlike any ever seen in a major East Coast port.

The move is seen as the strongest challenge in decades to the ILA's traditional dominance over the East Coast docks. And the introduction of non-ILA labour to the waterfront in the New Jersey/Philadelphia area caused concern among competing stevedores both in and outside the area, who believe it could lead to a competition with Holt where they claim a disadvantage due to their "expensive" ILA labour.

*The move is seen as the strongest challenge in decades to the ILA's traditional dominance over the East Coast docks. And the introduction of non-ILA labour to the waterfront in the New Jersey/Philadelphia area caused concern among competing stevedores both in and outside the area, who believe it could lead to a competition with Holt where they claim a disadvantage due to their "expensive" ILA labour.*

Some port executives have considered that Holt removed the ILA in a union busting move; that is, to eventually take them back, humbled. Some believe his intention is for the ILA longshoremen to work the ships, while less expensive, more "flexible" Teamster workers would work the warehouses and cargo carrying services.

Holt obviously needs the ILA workers, as con-

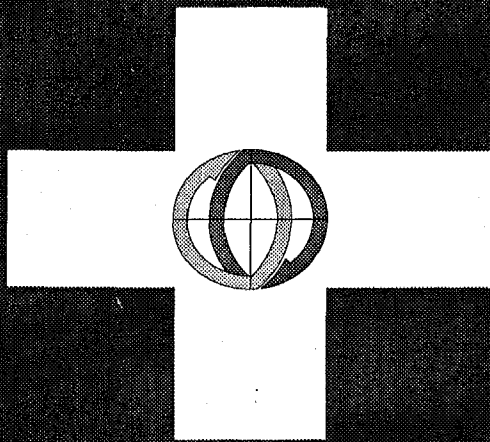
firmed by the president of one of his competitor stevedoring firms, who states that: "Holt realises that he's not going to make his operation successful without the professionals of the ILA." Thomas Blackwell, president of ILA local 1332 ascertains that if the Holt had considered the non-ILA longshore workers competent enough, he'd not be interested in talking with the ILA again.

The ILA has already been forced into concessionary agreements, and the deadly competition on the private docks in the area is casting a dark shadow on the future of the union. Following the meeting between Holt and ILA President John Bowers, Bowers said: "Some of (Holt's) problems I'm sympathetic with. We want to have more discussions and find out what kind of relief they need."



# FORTHCOMING MEETINGS

1-2 August	ITF Conference on Women Transport Workers	Geneva
2-3 August	Executive Board	Geneva
4-11 August	37th ITF Congress	Geneva
18-19 October	Occupational Health and Safety Working Group	Lisbon



**37 CONGRESS**

**Genève, 4-11/ 8 /1994**

**Acting General Secretary: David Cockroft**

International Transport Workers' Federation  
Federación Internacional de los Trabajadores del Transporte  
Internationale Transportarbeiter-Föderation  
Fédération Internationale des Ouvriers du Transport  
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## Communications meeting at Congress

A special meeting of ITF affiliated unions research and communication people will be held during the forthcoming ITF Congress in Geneva this August.

Details of the meeting will be provided to Congress participants in Geneva.

This meeting will also include a discussion of the ITF history project, with presentations from ITF affiliates active in the history celebration project.