

ITF

NEWS



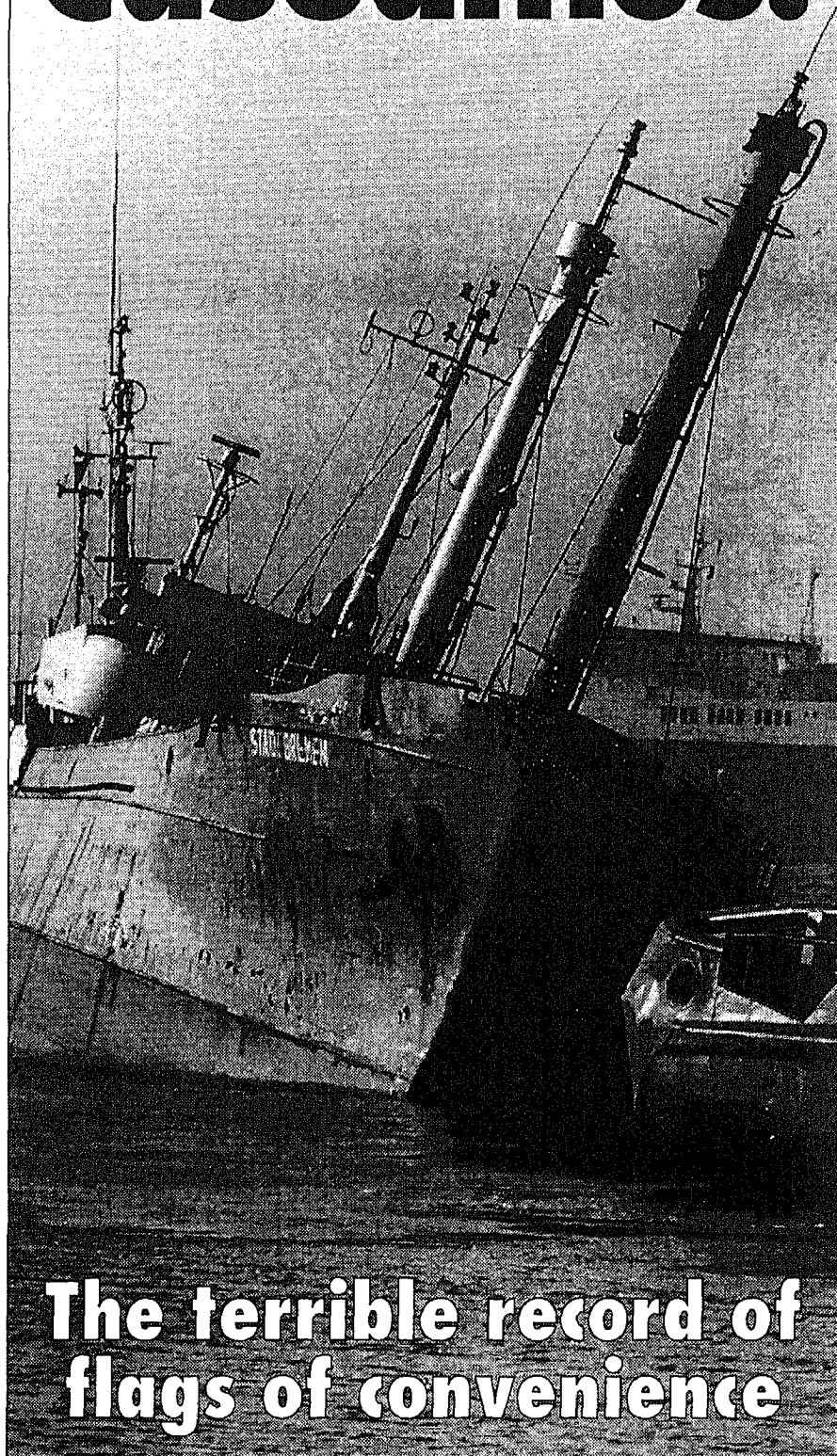
**INTERNATIONAL
TRANSPORT
WORKERS
FEDERATION**

**INFORMATIONS
NOTICIAS
NYHETER
情報
NACHRICHTEN
HOBOCTH**

June 1996

No. 12

Casualties:



**The terrible record of
flags of convenience**

Contents

Global round-up:

Why Japanese transport spread worldwide; Belarus condemned on trade union rights; ITF and PSI establish common ground

2-5

Seafarers:

Joint seminar with owners discusses new safety rules; Flags of convenience have the worst casualty record; ITF hails first steps towards flag state convention; Indonesian seafarers can arrest their ship to claim assault damages

6-10

Dockers:

Week of action will focus on cargo handling

10

Civil aviation:

Unions and health and safety experts meet; Ministers confer on future of Air Afrique; Concern grows over violence to cabin crews

11-12

Inland transport:

Romanian metro strike outlawed; Pledge to resist FOCs on Latin American waterways; Roads lobby opposes proposals to assess social costs of transport

13-14

ITF News is produced at ITF Head Office by the Communications Department. Send contributions by fax: ● +44 (171) 407 0319 or via the Internet: ● comms@itf.org.uk

FOC campaign under scrutiny

VOLUME 23 Number 3 of the Transportation Law Journal from the University of Denver is required reading for anyone – friend or foe – who is interested in the ITF and its maritime activities.

Entitled "The International Transport Workers' Federation Flag of Convenience Shipping Campaign: 1983-1995", the volume is written by two of the world's most experienced ITF watchers:

● Herbert Northrup, Professor at the Wharton Business School, University of Pennsylvania, who, together with a colleague, Richard Rowan, was responsible for a series of highly critical studies of the international trade union movement in the 1970s and 1980s, culminating in a detailed book about the ITF campaign published in 1983;

● Peter Scrase, partner in the London law firm Holman Fenwick & Willan, who was the driving force behind a series of legal cases brought by shipping interests against the ITF during the same period.

An uncritical analysis of ITF activity is not to be expected from two such authors and, predictably, the article contains many of the classic arguments against the campaign which have been advanced by shipowners throughout its 50 year history.

Nor is it any surprise that ITF finances, which were subject to detailed scrutiny in the 1983 study, should come under the microscope again. Peter Scrase has long been one of the main readers (perhaps the only reader) of the annual financial returns which the ITF, because of its technical status as a UK union, is obliged to make each year to the British government. They point out, correctly, that the strength of the ITF in the shipping industry is closely linked to its financial as well as its industrial muscle.

The fact that the ITF has the resources to fight back when challenged in the courts has made legal battles over the campaign much more even-handed than would normally be expected, despite the tendency of many national courts to favour the shipowners' side. In its legal battles, the ITF is also helped by the lack of solidarity amongst shipowners.

Two other points made will provide food for thought for ITF affiliates in the future. One is that the campaign's avowed central objective that ships should be reflagged to the owner's country has never specifically featured in the demands during boycott action by ITF affiliates, chiefly because national labour courts

OPINION

ITF
General
Secretary
David
Cockroft
writes



have tended to view such demands as too political. As I said in a detailed commentary sent to Professor Northrup after publication, this is an idea which we shall take up specifically in the ongoing review of ITF policies and procedures.

The second, and more fundamental point identified by the study is the growing financial and political power of

the ITF in relation to its maritime affiliates caused by the continuation of the flagging-out process. The paper is right when it says: "As the ITF works hard to tighten its restrictions against FOC shipping, it increases its power vis a vis its affiliated unions in the developed world," but it is wrong when it suggests that "the ITF needs to continue to lose its war against FOC shipping in order to maintain its income and power", but that this is neither intended nor welcomed.

More fundamentally, however, developments in the industry have left the ITF with very little choice. If we had not grown in strength, the result would have been the elimination of any kind of genuine trade union representation in the shipping industry and much lower standards on board than exist today, and the

fact that independent unions exist at all in the labour supplying countries is also almost entirely attributable to the work carried out by the ITF.

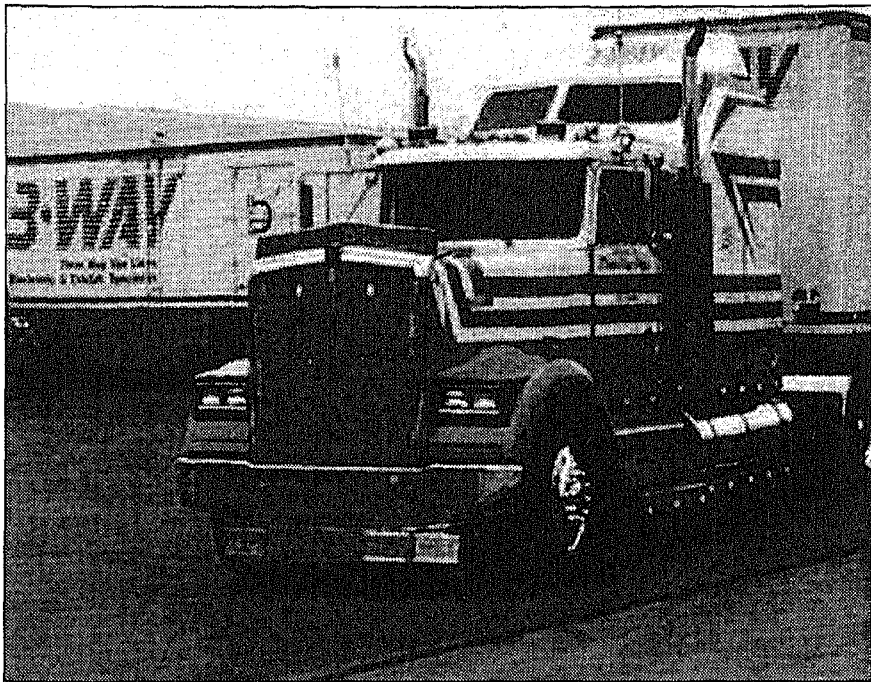
I and my colleagues are continually stressing that the ITF has not given up its fight against the principle of flags of convenience. Some key governments

'If we had not grown in strength, the result would have been the elimination of any kind of genuine trade union representation in the shipping industry and much lower standards on board than exist today, and the fact that independent unions exist at all in the labour supplying countries is also almost entirely attributable to the work carried out by the ITF.'

and respectable shipowning companies are beginning at last to appreciate the truth in what we have been saying all along. What Northrup and Scrase find hard to understand, however, is that we mean what we say. If the FOC system were eliminated, the ITF would become much poorer but our affiliates would be much stronger and we could concentrate attention more on the problems being faced by all ITF affiliates in the face of the increasing globalisation and deregulation of the rest of the transport sector.

In the meantime, we intend to share the experiences of practical solidarity which we have learned in dealing with flags of convenience not only with our own affiliates in the fishing, aviation, road and other transport branches, but also with our sister International Trade Secretariats in other sectors. ■

■ *The growing importance of economic free trade zones in the hemisphere will have major implications for all transport workers, says the ITF.*



"It will be of major importance to unions throughout the hemisphere in fostering closer international labour solidarity at a time when governments are concentrating increasingly on liberalising and deregulating transport markets and labour markets."

ITF to host major inter-American union conference

THE rapid and apparently uncontrolled acceleration in the creation of economic free trade zones throughout the Americas, and the massive threat which these developments pose for employment security, wages and working conditions of transport workers, will be the focus of a special ITF Inter-American conference later this year on transport and economic integration.

The conference will examine developments within NAFTA (North American Free

Trade Agreement), MERCOSUR (the trade pact between Argentina, Brazil, Chile, Paraguay and Uruguay), the Andean Pact, the Caribbean Basin Initiative and other inter-governmental agreements from the perspective of transport workers' interests.

All ITF-affiliated unions in North, Central and South America and the Caribbean are being invited to the conference, to be held in Mexico City from 10 to 13 September.

A series of workshops will deal with each individual

trading group and, with the major transport sectors, will try to identify minimum social standards to avoid social dumping as well as ways of achieving a social dialogue with the inter-governmental structures concerned.

Jack Otero, former ITF Executive Board member and currently responsible for international affairs in the US Labor Department, has been closely involved in the planning of the conference.

The ITF will also be inviting representation at senior level from the Clinton administration and other government and international representatives.

According to General Secretary David Cockroft the conference will mark the beginning of a much closer degree of co-operation and solidarity between unions in the Americas.

"It will be of major importance to unions throughout the hemisphere in fostering closer international labour solidarity at a time when governments are concentrating increasingly on liberalising and deregulating transport markets and labour markets," he adds.

● Further details about the conference are available from the ITF's Rio de Janeiro office: Avenida Presidente Vargas, 446 - Salas 603/604, CEP 20085-900 Centro, Rio de Janeiro Brazil (telephone +55 21 233 2812). ■

Turks sacked for joining union

THREE members of the ITF's Turkish road transport affiliate, TÜMTIS, were dismissed at the Sivas Sürat warehouse in Istanbul in April after exercising their basic rights to join a union of their own choosing.

The workers then set up a protest outside the warehouse but were harassed by eight men armed with revolvers and finally arrested by the police.

When union leaders arrived at the police station to submit a report they were also taken into custody.

ITF General Secretary David Cockroft, in a strongly worded letter of protest to Turkish Prime Minister Mesut Yilmaz, said: "We strongly support the demands of our Turkish affiliates for the reinstatement of their members and full recognition of their trade union rights." ■

Book
review

Dutch labour historian Bob Reinalda, of the University of Nijmegen, reviews "Die Internationalisierung Japanischer Transportunternehmen" ("The Internationalisation of Japanese Transport Companies") by Wieland Nötzold, published in Germany by LIT Verlag Münster.

THE internationalisation of the Japanese transport industry has a very specific character. Foreign investments have not been made in order to find profitable sources abroad, as is the case in many other countries, but mainly to safeguard the position of Japanese firms on their home markets.

This means, according to Wieland Nötzold, who is an expert on Japanese industry, that Japanese transport firms strongly depend on their Japanese customers. Therefore their international strategies are very functional (transport of cars) and oriented towards the needs of specific customers (small shipping and carrier services). Even in global networks, such as large shipping and airline companies, Japanese customers dominate strategic considerations.

In the long run, however, Nötzold expects that Japanese transport will become less Japan-oriented. He already notices such a trend the longer these firms operate abroad. Scientific research on the internationalisation of Japanese transport is still scarce, which makes Nötzold's book all the more welcome.

The book mainly deals with the industrial side, but Nötzold also reveals the social effects of the internationalisation of Japanese transport, in particular for seafarers. In 1953 the Japanese Ministry of Transport proudly mentioned that its seafaring took international advantage of the low labour costs in Japan. During the 1960s, when Japan joined the General Agreement on Tariffs and Trade and the Organization for Economic Cooperation and Development, all kinds of traditional regulations and restrictions for shipping were removed. This meant that more and more Japanese vessels were registered in flag of convenience countries, with negative effects for labour conditions. As a result of national trade policies Japanese vessels accounted for 11.9 per cent of

Why Japanese transport spread worldwide

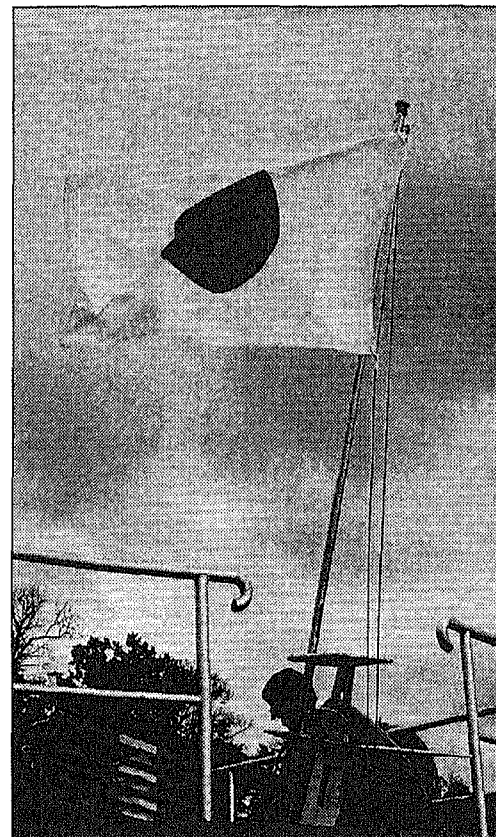
world shipping capacity in 1970. This meant second place behind FOC country Liberia and soon made Japan the largest shipping country in the world.

During the 1970s the position of the seafarers worsened. Half of all seafaring jobs were lost following moves to rationalise this competitive industry still further. A model ship developed in 1979 needed a crew of only 18 persons instead of 32. A new model ship built in 1989 could even function with 14 persons.

The position of Japanese seafarers has also deteriorated because more and more non-Japanese seafarers have been

engaged. Nötzold shows that 22 South-East Asians only "cost" US\$500,000 a year, while 22 Japanese cost over five times as much, namely \$2.7 million. These are shocking figures. The conclusion is that the internationalisation of Japanese transport has been paid to a large extent by seafarers, both through low wages and severe job losses. We may also note that Japanese shipping now profits from an effective regional labour market in Asia. ■

■ *The internationalisation of Japan's transport sector has been paid for largely by low-paid seafarers, according to this new study.*



Belarus condemned on trade union rights

Transport strikes cannot be outlawed on the grounds that they affect essential services, says ILO

THE International Labour Organisation's committee on freedom of association has condemned the government of Belarus for violations of the right to strike, arrest of trade union leaders and restrictive legislation on freedom of association.

And in a decision which will be welcomed by transport unions worldwide, the committee said that governments could not ban transport strikes on the grounds that they disrupt essential services.

The committee's verdict came in response to a formal complaint by the International Confederation of Free Trade Unions following measures taken by the Belarus authorities against industrial action carried out by Minsk metro workers and the trolleybus crews in the city of Gomyel, between in August 1995.

The constitution of Belarus guarantees the right of workers to organise, to bargain collectively and to strike.

However, 23 metro workers were detained by special police of the Interior Ministry (OMON) at the start of the strike while walking peacefully from the worksite to the headquarters of the Free Trade Union of Belarus (SFB).

The ILO committee has recommended that:

- the government modifies its legislation to ensure that transport workers unequivocally enjoy the right to strike.
- the government refrains in future from us-

"Although the constitution of Belarus guarantees the right of workers to organise, to bargain collectively and to strike, 23 metro workers were detained by special police of the Interior Ministry while walking peacefully from the worksite to the headquarters of the Free Trade Union of Belarus."

ing police force, in the context of a legitimate strike, for reasons other than maintaining public order.

The committee has also urgently requested the government to refrain in future from imprisoning trade unionists for organising and or participating in strike action.

It went on to emphasise that the dismissal of workers for taking part in legitimate strike action constitutes anti-union discrimination in employment and request the government to take the necessary measures, without delay, to assure the reinstatement of the sacked strikers.

The violent incident during the metro strike which sparked international protests, including one from the ITF, occurred when OMON forces wearing masks fired shots in the air telling workers to lie on the ground before detaining them. Although the detainees were released, criminal investigations continued against the

strike leaders resulting in their detention for between 10 and 15 days. Requests for a lawyer during interrogations were denied and one individual was held in secret. The offices of the SFB were also searched and telephone lines cut.

A decree banning the SFB and the union of Minsk Metro workers was published on 1 September, despite protests that it was a clear violation of the constitution of Belarus and international labour standards. ■

In brief

Donation

■ One further donation has been received for the ITF History Fund: 50,000 escudos from the Portuguese union Sindicato dos Quadras da Aviação Comercial.

Recommended

■ The "Yahoo Internet Guide", which is published monthly by Yahoo Japan, chose the ITF's Japanese World Wide Web page as one of the 80 best arrivals of the month in its May issue. The page can be accessed on <http://www.bekkoame.or.jp/~itfjp>. The ITF's main Web page can be reached on <http://www.itf.org.uk>. Meanwhile the International Labour Organisation has launched its own Web page (in English, French and Spanish) on <http://www.unice.org/ilo>.

AS part of the series of meetings the ITF is holding with other international trade secretariats to develop joint initiatives, ITF General Secretary David Cockroft met his Public Services International (PSI) counterpart Hans Engelberts in London early in April.

Both General Secretaries noted that the ITF and the PSI held common ground in their work to combat the negative effects of neo-liberalism and privatisation. They agreed therefore to investigate areas of co-operation on research and education projects.

ITF and PSI establish common ground

For example, the shared use of labour-friendly consultancies to work on providing alternative trade union strategies was a useful measure, it was agreed.

In addition, PSI affiliates with public employees in

the ports will be targeted with information on the ITF's flag of convenience campaign as a result of the meeting.

Questions affecting overlapping areas of membership such as air traffic control, urban transport and tourism services employees were also discussed.

The PSI meeting follows a meeting last year with ICEM, the chemical and mineworkers' international, and a meeting in March with the IMF, the metalworkers' international. ■

INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

100 YEARS OF INTERNATIONAL SOLIDARITY

CO-ORDINATED ACTION IN GERMANY, THE NETHERLANDS, BELGIUM, AND NORTHERN FRANCE

ADVANCE WARNING

TO ALL SHIPOWNERS & OTHER INTERESTED PARTIES

The ports of Germany, the Netherlands, Belgium, and Northern France are amongst the busiest in the world and are central to the success of the ITF's long-standing fight against the flag of convenience system. The ITF's campaign which was started in 1948 has two key objectives:-

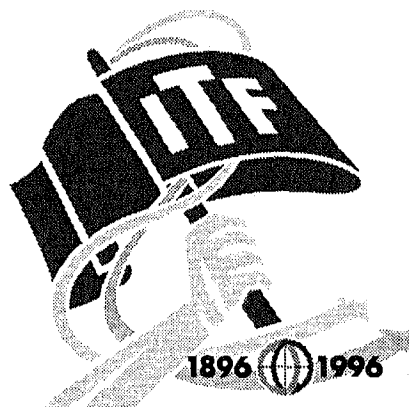
- the eventual eradication of the flag of convenience system, and
- the establishment of minimum international standards on flag of convenience ships.

Towards these two objectives the ITF's affiliates are organising during the first week of June 1996 a co-ordinated campaign of industrial action against FOC ships visiting the ports of these countries. The leaders and activists from all the major maritime unions as well as the combined forces of the ITF Inspectorates based in these countries will be taking part in this action.

The purpose of this week of action is threefold. Firstly, we aim to highlight that the ITF and its affiliates are entering a new phase of mutual solidarity and co-operation between seafarers' and dockers' unions. Secondly, we aim to demonstrate to shipowners, and ship charterers the risks they run if they try to avoid trade unions and refuse to adopt ITF acceptable minimum standards. Finally, the week of action will highlight the ITF's cargo handling campaign which aims to resist shipowners' attempts to force seafarers to do work traditionally done by dockers.

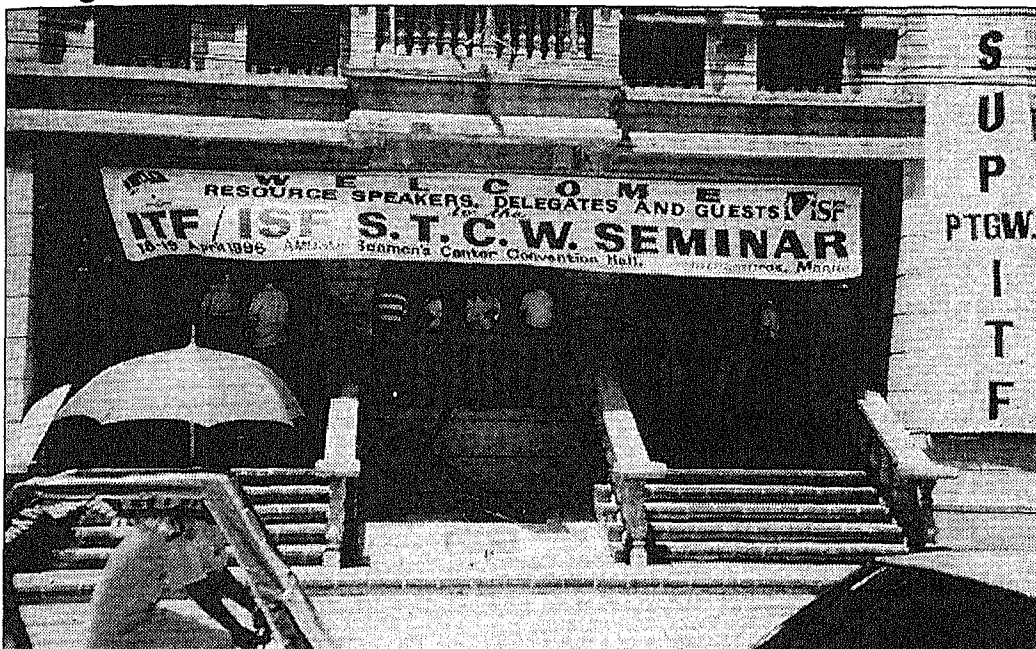
The campaign will be co-ordinated by the ITF so that ships diverting to avoid the action will be monitored and targeted for industrial action. **Ships without ITF acceptable collective agreements will be the specific targets of the week of action commencing 2 June 1996.**

If you require further information about the shipping registers designated by the ITF as flags of convenience or about other aspects of the ITF's flag of convenience campaign please contact the ITF at the following address:-



ITF House
49-60 Borough Road
London
SE1 1DS
Tel: + 44 171 403 2733
Fax: + 44 171 407 0115
Internet: info@itf.org.uk
URL: <http://www.itf.org.uk>

■ This advertisement has been placed in maritime publications circulating in north west Europe. See also report on page 10.



CONSTRUCTIVE co-operation between unions and employers in the shipping industry was reinforced by a seminar sponsored jointly by the ITF and the International Shipping Federation (ISF) on 18 and 19 April in Manila, the Philippines.

The seminar discussed the implementation of the newly revised International Maritime Organization (IMO) Convention on Standards of Training, Certification and Watchkeeping (STCW). Nearly 250 delegates attended this seminar in the Seamen's Centre of AMOSUP, the largest Filipino seafarers' trade union. Delegates represented shipowners, crew managers, seafarers' unions, maritime students and governments.

Speaking at the conference, Otto Dijkhoorn, of the IMO Human Element's Section, said: "I am pleasantly surprised and grateful and am sure that the IMO will warmly welcome the fact that the ITF and ISF have organised their first joint seminar on the implementation of the revised STCW Convention."

He added: "Both organisations were very active during the revision of the convention and the fact that they have organised this joint seminar in Manila is evidence of their commitment to its full implementation."

The seminar was organised by the ITF-affiliated AMOSUP union and the Filipino Ship-

Joint seminar with owners discusses new safety rules

"The ITF warmly welcomes the fact that we can work together with shipowners to improve safety at sea and we hope that this seminar will be the beginning of a process of closer and more efficient co-operation."

owners' Association and was addressed by representatives of the ITF, the ISF, the IMO, the World Maritime University, the Australian Maritime Safety Agency and the UK Merchant Navy Training Board.

AMOSUP President Greg Oca said at the conclusion of the seminar: "As in many other countries, there is a considerable amount of work to be done here in Manila if the new international minimum standards are to be met."

The ITF was represented at the meeting by Seafarers' Section Assistant Secretary Jon Whitlow, who said: "This seminar represents an important act of co-operation with the ISF and shipowners in general. The ITF warmly welcomes the fact that we can work together with shipowners to improve safety at sea and we hope that this seminar will be the beginning of a process of closer and more efficient co-operation."

Two more joint seminars are planned for Bombay (India) and Gdynia (Poland).

"The ITF generally supports the adoption of measures which increase safety of life at sea," said Whitlow, "Seafarers have nothing to fear from the revised convention provided the maritime administrations fully abide by their obligations." ■

■ After the joint ITF/ISF seminar in the Philippines (left), two more are planned, in India and Poland.

SEAFARERS

ITF News analyses the latest shipping accident statistics and finds that FOCs, whichever way the figures are presented, come out worst, along with bulk carriers and older ships in general

FEWER ships of over 500 gross tons were lost in 1995 than were recorded in any previous year. So says the Institute of London Underwriters (ILU) in its annual report for 1995. According to the ILU, 95 ships in all were lost – a figure expected to go up to 110 when all records are taken into account.

The reduction in vessels lost was across all shipping sectors. The total recorded tonnage lost was 693,000gt (expected to rise to 850,000gt) compared to 1,420,000gt lost in 1994.

The percentage of world ships lost was 0.23 per cent and the percentage of world tonnage lost was 0.15 per cent – both the lowest figures since 1986.

The apparent reduced losses do not disguise some worrying features of 1995's losses, however.

There are four ways of comparing vessel losses between flags. One can compare any one of the following: the absolute number of vessels lost; the absolute tonnage lost; or the percentage of tonnage lost of the total fleet. Whatever mode of comparison is used, not only do flags of convenience (marked*) top the list, but FOCs account for over half worldwide losses in 1995.

■ **Worst 10 flags in terms of absolute numbers of vessels lost in 1995 (1994 numbers in brackets):**

- 1 Panama*: 13 (20)
- 2 St Vincent and Grenadines*: 6 (7)
- 3 Cyprus*: 5 (12)
- 4 Honduras*: 5 (5)
- 5 Antigua and Barbuda*: 5 (0)
- 6 Indonesia: 4 (4)
- 7 South Korea: 4 (3)
- 8 India: 3 (1)
- 9 Liberia*: 3 (3)
- 10 Russia: 3 (5)

From the above we can see that Panama again lost the greatest number of vessels, as was the case in 1992, 1993, and 1994. Six of the 10 worst flags in terms of absolute numbers of vessels lost were FOCs (indicated by *).

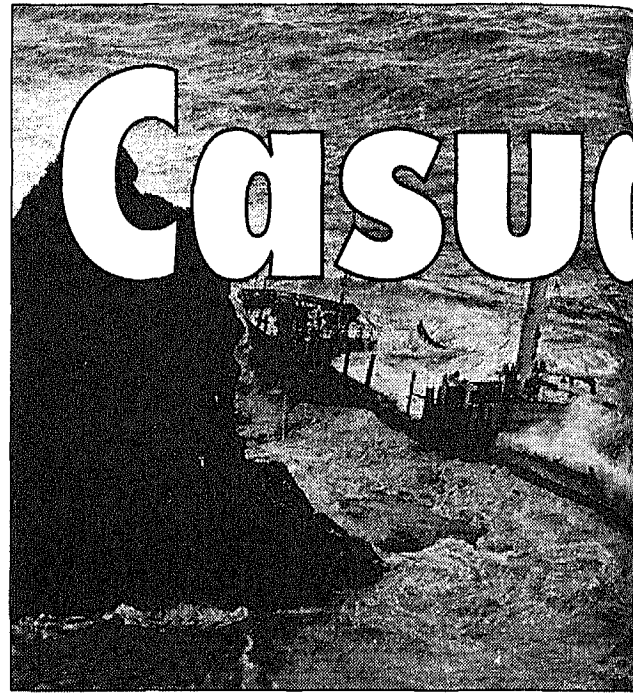
■ There was considerable lobbying of government delegations to the IMO Flag State Implementation conference by ITF affiliates before the meeting began. In addition, the International Confederation of Free Trade Unions, the International Metalworkers' Federation and the International Federation of Chemical, Energy, Mine and General Workers' Unions also issued supporting circulars to affiliates.

THE outcome of the fourth session of the International Maritime Organization's (IMO) Sub-Committee on Flag State Implementation (FSI), held from 18 to 22 March, was in general positive for the ITF representatives present.

The ITF officers and those of affiliated unions who were part of government delegations were especially pleased that a proposal to strengthen the responsibilities and obligations on a maritime flag state to ensure the proper operation on its register has been kept alive despite the frantic opposition of the flag of convenience states represented at the meeting.

The discussions largely focused on the joint United Kingdom/Australian proposal for a new convention which would, among other things:

- clearly set out the responsibilities of a flag state and criteria against which their operation could be measured
- provide a mechanism for the assessment of the operation of flag states by using objective criteria
- identify measures, including sanctions, that may be necessary to ensure that states fulfil their obligations and responsibilities as flag states.



Flags of convenience

■ **Worst 10 flags in terms of gross tonnage lost (number of vessels in brackets):**

- 1 Liberia*: 192,076 (3)
- 2 Cyprus*: 165,756 (5)
- 3 Panama*: 56,890 (13)
- 4 St Vincent and Grenadines*: 37,488 (6)
- 5 Malta*: 22,691 (2)
- 6 Hong Kong: 15,865 (2)
- 7 Bahamas*: 14,058 (2)
- 8 Indonesia: 13,574 (4)
- 9 Greece: 13,450 (2)
- 10 Honduras*: 12,883 (5)

Seven out of the 10 worst flags in terms of tonnage lost are FOCs*, with Liberia ranking number one.

■ **Worst 10 flags in terms of tonnage lost as percentage of flag fleet:**

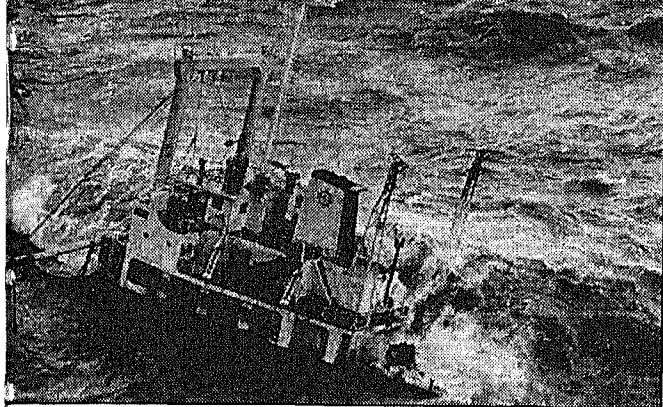
- 1 Honduras*: 1.40
- 2 Egypt: 0.783 per
- 3 Cyprus*: 0.693 p
- 4 St Vincent and G
- 5 Antigua and Baha
- 6 Indonesia: 0.559
- 7 Thailand: 0.479 p
- 8 Liberia*: 0.326 p
- 9 Hong Kong: 0.17
- 10 Malta*: 0.139 p

The FOC flag fleet have the worst record of flag fleet lost – 10 times the world average lost in 1995. Six out of 10 are FOCs.

Whilst only five per

ITF hails first steps towards flag state convention

ilities:



have the worst record

per cent
ent
r cent
enadines*: 0.669

uda*: 0.556 per

er cent
r cent
cent
per cent
r cent

nduras continues to
d for the percentage
with more than ten
age of 0.147 per cent
of the ten worst flags

lk and combination

carriers were lost out of the total of 95 ships in 1995, these five vessels accounted for over a third of the total tonnage of 693,433gt lost:

- Bulk and combination carriers: five ships lost, totalling 238,038gt,
- Tankers: nine ships lost, totalling 189,857gt,
- Other ships: 81 ships lost, totalling 265,538gt.

Whilst the ILU does not include a specific category of passenger vessel in its 1995 statistics (these are included in "other ships"), its report points out that 1995 saw a number of casualties to cruise liners and ferries, including high speed craft, often with the emergency evacuation of passengers.

Measures such as these, backed up by effective sanctions, are regarded by ITF officers as a key objective of the political campaign to banish FOCs.

As the Australian and UK proposers did not specify what form of sanctions they had in mind against those flag state administrations which did not fulfil their obligations, there was no agreement on whether such a new instrument should be developed. However, the option was not excluded, nor was the Canadian proposal, which favoured exploring the possibility of creating short-term remedial measures along with formulating a new convention.

Both options are to be discussed at the next FSI Subcommittee meeting scheduled for January 1997.

ITF Assistant General Secretary Mark Dickinson said afterwards that the ITF felt this to be a positive outcome, as there had been a very real danger that both proposals would be rejected outright.

He added: "The fact that the proposals still remain on the table may, in the future, mark a turning point in the ITF FOC campaign." ■

The report expresses concern that there could be an escalation of casualties in the passenger sector, as cruise liners search for new destinations far from effective emergency help and as commercial pressures to reduce ferry journey times result in increasingly high speed sailing.

The report points out that a series of non-fatal cruise liner fires and groundings in US waters led the US Coast Guard in July 1995 to order a high priority review of foreign-flag vessels.

Between 1991 and 1995 a total of 31 passenger vessels were lost – 24 of them being 20 years old or more.

A significant proportion of vessels lost are 15 years old and older. However, as the ILU points out, a large proportion of tonnage lost was relatively new, and was of higher value.

The total value of vessels lost during

Age in years	Vessels lost	Tonnage
0-4	1	15,865
5-9	4	153,711
10-14	14	145,479
15-19	22	87,805
20-24	30	243,743
25 and over	24	46,830

1995 was a massive US\$520 million. This figure does not include the high environmental costs – dealing with pollution, for example – resulting from the loss of a few very large ships.

The ILU report carries no overall statistics on deaths linked to vessel losses. Is this an indication of the priority the insurance companies give to human life?

The ILU report provides five different reasons of the loss of ships. Because the categories are fairly broad, they do not tell us a great deal about measures that should be taken to prevent losses. They do not reflect the contributing factors.

So, for example, we do not know how many of the weather-related losses could have been prevented by improved ship design or better crew training.

However, the figures are instructive in terms of indicating overall trends.

It would be optimistic to interpret the reduction in the total number of ship losses as a consequence of a commitment on the part of owners to the protection of human life and the environment.

However, the ILU itself takes a more cynical view. It points out that the fall in losses may be related to a combination of the following economic factors:

- Because shipping values are relatively high at present, owners have found it worthwhile to repair vessels before they reach the level of becoming potential losses.
- Older tanker tonnage has declined in value and therefore older tankers have been scrapped before becoming losses.
- The hull warranty surveys of insurers has resulted in a number of ships being withdrawn from service. ■

Team work in Spain wins over \$100,000 for Romanian crew

■ A nine-day strike by 17 of the 15 crew members of the Cyprus-flag *Pacific Frost* forced Greek-based Sumo Shipmanagement to pay them US\$101,003 in backpay.

The fact that the Romanian crew were not being paid in line with an ITF agreement signed in 1994 was brought to the attention of Spanish ITF Co-ordinator Miguel Coronado when the ship docked at Marin, in north west Spain, in April. Valencia-based Coronado, a member of the FETIC-UGT transport union immediately contacted his colleagues in the fellow ITF-affiliated FETCOMAR-CC.OO. union in Vigo. They rushed to the ship and helped the crew organise the successful stoppage.

"This action shows everybody that the ITF inspectors and ITF affiliates work like a real team to defend the rights of seafarers," said Coronado afterwards.

On the day the ship set sail the Romanian Seafarers' Union signed an ITF agreement with the owner.

Meanwhile the five crew members who had not taken part in the strike changed their minds when the ship arrived at its next port of call, Beverwijk, the Netherlands. With the assistance of ITF Co-ordinator Roud Touwen, they received both \$47,000 between them – and a lesson in the power of solidarity.

Successful follow-up inspection wins \$90,000

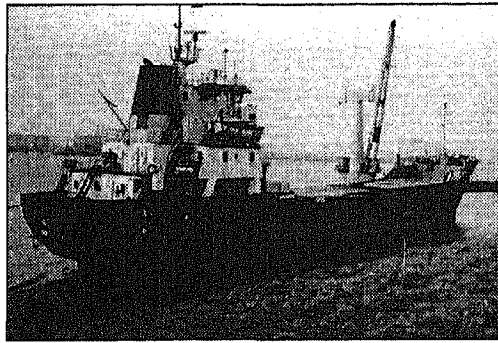
■ ITF Japanese Inspector Hideo Ikeda visited the Panamanian-flag vessel *Stark Van* 5 April at Osaka Port after receiving information from the New Zealand Seafarers' Union that the food standard was extremely poor on board.

Although Ikeda found that food conditions had improved, he discovered that the ship had concluded an ITF standard agreement in October 1995 by the German Inspector Ulf Christiansen, but that the owner had not even been paying TCC (total crew cost) agreement wages to the crew since then.

He immediately began negotiation with the Japanese shipowner Khona Enterprises and its agent Boyan of Korea. Eventually on 15 April, the owner paid the outstanding wages of US\$90,000. Because the ship had already left for New Zealand, the money was sent to the NZSU who acted on behalf of the crew.

Ikeda commented afterwards: "I am glad to follow up the good work of Ulf in securing the proper wage for the crew. It's essential that different regions back up each other in our ITF Inspectorate system."

Ikeda later found out that the Korean ITF Inspector in Pusan had also won a \$30,000 backpay claim from the same ship owner at that time.



■ ITF Inspector in Rotterdam, Gert-Jan Harmsen won backpay of US\$13,057 for four crew members of the Greek-flag *Astra* (left) after the Greek-owned ship had been arrested by a mortgage bank. The two Yugoslavs and two Egyptians were also repatriated. The arrest itself, on 15 February, was a moment of high drama, with the crew opening a porthole on the main deck to allow the bailiff, accompanied by police officers, to board the ship. The Greek master then locked himself in his cabin, and the police had to use force to enter it and then escort him from the vessel.

A RULING in the Supreme Court of Western Australia has held that the Indonesian crew of the Panamanian-flag *Glory Cape* who jumped overboard following a violent dispute, in which one seafarer died, can arrest the vessel and bring a claim against the owners.

In a landmark judgement for Australian maritime law, the judge ruled that in cases of personal injury by assault the vessel on which the assault occurred can be arrested.

The ITF brought the legal action in Australia, and is now acting on the court's ruling.

The case arose when the *Glory Cape* was arrested the vessel in Dampier, Western Australia, following a request for assistance from the Indonesian crew members over unpaid wages and conditions on board.

The master gave assurances that the vessel would not sail until the dispute was settled.

However, shortly afterwards the vessel's main engines were

Indonesian seafarers can arrest their ship to claim assault damages

started. The Indonesian radio officer approached the master about this and was told that the engines were only being tested. The radio officer, still suspicious, rang ITF Inspector Norm Pickles to inform him of what was happening.

The Indonesians then equipped themselves with lifejackets and tried to discuss the matter with the master, who by now had locked himself in the wheelhouse. They then tried leaving the vessel but found that the quick release mechanism of the lifeboat had been immobilised with steel cables.

One crew member succeeded in chopping through the cable, but they were approached by Chinese crew

members carrying iron bars. The Indonesians were ordered to return to their cabins but when they refused they were attacked. In fear of their lives five of them jumped overboard, while another two injured Indonesians, including one who was unconscious, remained on board.

The Indonesians were in the water for over four hours and no attempts were made to rescue them. It was during this time that one of them, Budi Santosa, died.

The other four were finally found and rescued by a pilot boat and taken to hospital where they were treated for exposure to the sea and injuries sustained in the attack by the Chinese crew members. ■

Week of action will focus on cargo handling

WITH port workers and their traditional trade union organisation under attack throughout the world, dockers' trade unions in north west Europe are expected to give enthusiastic support to the ITF's week of action in June against flag of convenience shipping.

This is because ITF collective agreements for FOC ships contain a cargo handling clause which specifies that seafarers should not be forced to undertake cargo handling work traditionally performed by other workers.

The clause allows dock workers' unions to prevent ITF-covered crews on FOC ships from

engaging in union busting or strike breaking.

ITF Dockers' Secretary Kees Marges is coordinating the support from port unions for the week of action from 2 to 8 June, and is forecasting an excellent response from port unions.

"The ITF is fighting against attempts to break trade union organisation in the ports, so it is important for dockers and seafarers to show mutual solidarity for each other," he adds.

ITF-affiliated unions in France, Belgium, Netherlands and Germany have dedicated themselves to a relaunch of the campaign against FOC shipping, beginning with the coordinated week of action in June.

The week of action will see ITF Inspectors and affiliated transport workers' unions visiting FOC ships and seeking new ITF collective agreements.

There are over 4,000 ITF collective agreements on FOC ships, out of a total of approximately 13,000. ■

DOCKERS

Russian dockers in protest strike

■ All ports in Russia came to a standstill in April when the ITF-affiliated Dockers' Union of Russia staged a one-hour warning strike in protest against the government's policy on commercial ports.

The union says that the ports are being used less than 60 per cent of their capacity and that the government favours the interests of foreign ports.

Ineffective taxation and high railway charges are leading to more and more freight that could be handled by Russian dockers going through the ports of the Baltic states, Ukraine and Finland instead.

The union is concerned that Russian ports are poorly equipped and cannot compete favourably with their neighbours.

Unions and health and safety experts meet

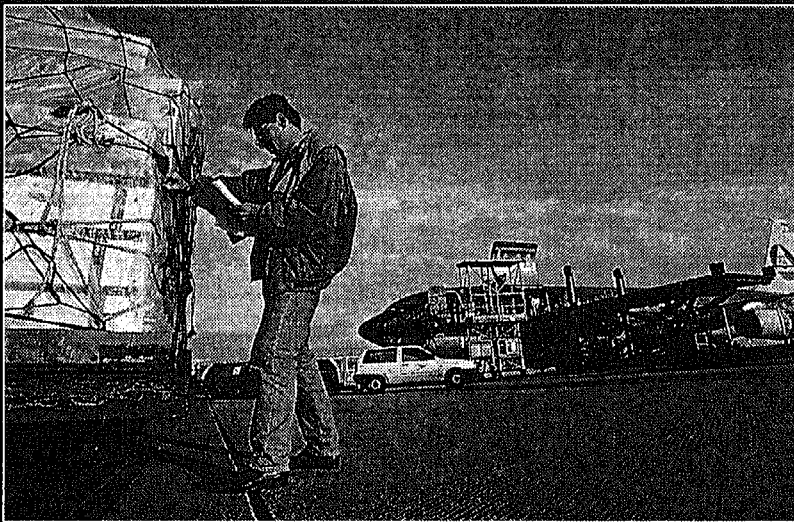
ITF seminar in Dublin agrees on action plan

OVER 40 health and safety representatives and officials from more than a dozen unions met with specialists on occupational health in civil aviation at the third Civil Aviation Section Occupational Health and Safety Working Group meeting, held in Dublin on 27 and 28 March. The meeting was hosted by the Irish union SIPTU and had the highest attend-

ance yet. This year the meeting focused on two key topics: cabin air quality and ramp safety.

The meeting was addressed by world experts, including Dr Claus Curdt-Christiansen, the head of the ICAO (International Civil Aviation Organization) aviation medical department, on cabin air quality, and George White, one of the initiators of a major international study on ramp safety.

The discussions and information brought together during the working group meeting will form the basis of ITF Civil Aviation Occupational Health and Safety Briefings, aimed at disseminating health and safety information among the ITF's civil aviation affiliates. Other detailed documents will be put into the ITF's growing library on health and safety. ■



Ramp campaign planned

THE ITF is to launch a campaign to emphasise that ramp workers are safety professionals. Accidents on the airport ramp (or apron: the airside area of the airport) are estimated to cost the industry US\$20 billion a year in damage to aircraft alone. What has not been calculated by the operators is the cost in terms of human misery and deaths that come from accidents in ground handling, but it is recognised that the ramp has a very high injury and accident rate.

As liberalisation of handling services makes further inroads at airports across the world, safety standards are coming under even greater pressure as contractors compete on the basis of lower costs and higher productivity. The result is a greater risk of accidents, threatening not only

ground workers but also passengers, from unreported damage to aircraft structures.

Participants at the ITF meeting in Dublin concluded that it is time that the employees on the ramp who are in charge of highly expensive equipment and aviation hardware and who are responsible for safe working in such a potentially dangerous environment should gain more recognition as professionals.

The meeting was addressed by a number of speakers, including George White from Dublin's Trinity College Aerospace Psychology Research Group, who is a founder member of the SCARF programme. This programme is developing safety training courses for airport ramp functions. He identified improved training, safe operating standards, "no blame" strategies, and better quality supervision for ground handlers as the key to improving safety. ■

Air quality task group set up

ITF cabin crew unions are to set up a Cabin Air Quality Task Group. The decision came out of the discussions on cabin air quality at the ITF health and safety meeting in Dublin. The group will be responsible for promoting a greater awareness of cabin air quality issues and will lobby with public interest groups, manufacturers, operators and governments in favour of international standards to protect air quality. The group co-ordinator is Chris Witkowski of the AFA in the United States.

The decision to establish the new task group followed from a detailed review of technical knowledge of health hazards associated with poor cabin air quality and a look at future prospects for international regulation.

The debate was opened by Dr Claus Curdt-Christiansen of the ICAO. It was his recommendation that the ICAO establish a study group to look at minimum standards of cabin air quality – a recommendation not accepted elsewhere within the ICAO – that has reopened the debate about international regulation of air quality on aircraft. In his presentation he stressed that "hygienic standards for the cabin environment should be established in order to ensure safety and well-being of crew and passengers".

Richard Fox, of Allied Signal, gave an analysis of the regulatory and certification standards relating to air quality in the United States. Fox is an expert in engine and ventilation systems and is currently involved in initiatives to establish a US standard for cabin air quality. His presentation included an overview of sources of contamination of cabin air as well as proposals for future research priorities.

Other activities agreed at the meeting include a programme of future work in support of the ICAO resolution recommending smoking bans, and initiatives involving passengers and manufacturers in support of improved air quality. ■

■ Unions fear that the airline will be drawn into a closer alliance with Air France.



Ministers confer on future of Air Afrique

In brief

Sacked for following safety rules

■ A cabin crew member of the Cape Verde national airline TACV has been fired for refusing to fly beyond the maximum duty time without intermediate rest. Two others have been suspended without pay. The union SITTIUR has appealed to the Labour Court. The ITF is drawing the attention of the International Civil Aviation Organization to its concern that crew members are being punished for following safety procedures. ICAO rules say that all countries should provide flight and duty time limitations which cover cabin crew.

Fired for wanting a union

■ Two local union officers of the US cabin crew union AFA have been fired by Mountain West carrier which is part of United Express based in Denver. The cabin crew voted for AFA representation in May 1995. Since then the AFA has been trying to negotiate a first contract. One of the sacked members is a member of the union negotiating team. AFA President Patricia Friend, who joined the union picket line, says: "These flight attendants, many of them making wages so low that they qualify for food stamps, are working at a company that deprives them of basic human rights - free speech and the right of association." United Express is a subsidiary of United Airlines.

TRANSPORT ministers from 11 African states met in Abidjan, Ivory Coast, on 2 April to discuss the future of Air Afrique. The meeting marked the 35th anniversary of the multinational airline which serves 11 francophone West African states. However, the meeting was called more out of crisis than celebration. The airline has a US\$392 million debt and does not produce operating profits high enough to service the debt.

Unions representing Air Afrique's 4,500 workers, through their co-ordinating committee, ISTAA, have been at the forefront of pressure to bring government representatives together to discuss the state of the airline. The unions say that successive survival plans initiated by the manager Yves Roland-Billecart and his team of French expatriate managers have failed to make the airline commercially viable and his current plan simply seems set on drawing it

ITF calls on governments to take active role in deciding fate of airline, rather than opting for privatisation and deregulation

into a closer alliance with Air France which is both a competitor and a shareholder in Air Afrique.

The union has demanded that the airline should give more opportunities for African senior staff.

In mid March the unions suspended plans for a 24-hour strike in which the removal of Roland-Billecart was a central demand after it was agreed that the government representatives meeting would look at the unions' demands. The unions have already been offered consultation on the staffing policy and the future of the airline.

An ITF statement reflecting the conclusions of the last ITF African Civil Aviation Section Committee meeting calling for a strong lead from governments and for co-operative solutions for civil aviation in Africa rather than privatisation and deregulation was presented to the meeting of ministers by ISTAA. ■

Concern grows over violence to cabin crews

CABIN crew appear to be suffering a problem of growing violence from passengers.

The Canadian cabin crew union CUPE has reported that staff shortages due to cuts made by the airlines in recent years appear to be leading to more customer dissatisfaction and it is the cabin crew who are in the

front line of passenger anger. As we reported in the last issue of ITF News one cabin crew member had been assaulted three times in two months. According to CUPE president Denise Hill: "It's out of control".

One Dutch cabin crew member was recently stabbed by a passenger. The Dutch cabin crew union VNC says: "The VNC is very worried about the increase of aggression on board and has put this matter on the table nationally as well as internationally." ■

ITF sends letter of protest to Prime Minister

A TWO-DAY strike by the ITF-affiliated USLM metro workers' union of Romania was declared illegal by the country's Supreme Court in March.

As soon as USLM started strike action in protest against poor wages and unsafe working conditions union leaders were summoned to the court with no time allowed to prepare their case or permitted the right of defence. The trial lasted three minutes.

In order to break the strike Metrorex, the state-owned operators of the metro network, used threats of dismissal to those workers who refused to sign a statement of loyalty to the government. Hourly roll calls were implemented at each workplace to keep the workers away from the main metro stations and Piata

Romanian metro strike outlawed

Unirii, the centre of the strike action. In addition, the authorities refused to allow Ion Radoi, the USLM President to be a part of any negotiating team.

Once the strike ended the Metro workers were dismissed despite an official letter from Metrorex assuring them that they would not be. The metro authorities are

still refusing to negotiate with the union.

In a letter to Nicolae Vacaroiu, the Romanian Prime Minister, ITF General Secretary David Cockroft said: "Such actions constitute a serious violation of trade union rights recognised both in the Romanian constitution and in ILO (International Labour Organisation) Conventions 87 and 98."

He added: "The ITF joins the International Confederation of Free Trade Unions (ICFTU) in calling on you to take rapid measures to settle the dispute in a way which is just and satisfactory to both sides."

As this issue of ITF News went to press the ICFTU submitted a complaint to the ILO supported by the ITF over the Romanian government's decision to declare the USLM strike illegal. ■

Pledge to resist FOCs on Latin American waterways

A WAVE of deregulation and liberalisation, evident for decades at sea, has now flooded inland up the Latin American waterways. The fifth ITF Latin American Inland Navigation Workers' Conference which was held in Asunción, Paraguay, from 27 to 29 March 1996, decided that a strong stand must be taken immediately against the shipowners' and laissez-faire governments' promotion of flags and crews of convenience.

Delegates agreed that Latin American inland navigation workers are not prepared to sacrifice their jobs to shipowning interests whose only concern is to maximise short-term profits at the expense of the long-term existence of an industry with so much potential for balanced economic and social development and future employment prospects in a region where more and more workers are forced to earn their livings on the margins of society.

The extensive waterway systems of Latin America have for centuries provided the means of mobility and, in particular, the ability to move large quantities of goods within the continent and for export and import trade, the conference noted. Work on the systems provided stable and relatively well-paid employment to hundreds of thousands of workers.

The countries of the continent established and invested in the vessels necessary for the prosperous development and continuance of their domestic and foreign trade. Being water-

ways under national or bilateral control, the trade was carried out by ships registered under national flags and employing crews of seafarers and inland navigation workers from the countries themselves.

The conference decided to ask the ITF to extend its maritime flag of convenience campaign to the Latin American waterway systems where the FOC scourge was now presenting itself. The conference also decided to appoint a small working group to examine the particular conditions relating to FOC operations on inland waterways and to examine the questions of crewing levels, safety of navigation and the possibility of establishing a standard collective agreement. It expressed its support in particular for the Paraguayan unions in their efforts to persuade their government to conform with international maritime standards.

The conference accepted an invitation from the representatives of CONTMAF, Brazil, to arrange a meeting in Corumba for the purpose of dealing with issues relating to pilotage on the Paraguay-Paraná waterway.

The Conference was chaired by Andrés Pedrozo, Centro de Maquinistas Navales/Liga de Obreros Marítimos del Paraguay. Graham Brothers, ITF Assistant General Secretary, was secretary to the conference, which was organised by Mauricio Sant'anna, ITF Regional Secretary for Latin America and the Caribbean. ■

**ITF conference
appoints
working group
to campaign
against flags of
convenience**

ITF says plan would help cut accidents, congestion and pollution

Roads lobby opposes proposals to assess social costs of transport

REPRESENTATIVES of the road transport and car manufacturing industries have emerged as among the strongest critics of proposals – which have recently been supported by a European Union Green Paper (discussion document) – that transport users will have to pay more of the social and environmental costs of road transport in the future.

This became clear at the ECMT (European Conference of Ministers of Transport) special hearing on the internalisation of external costs in the transport industry, which was held in Paris on 26 March.

The car manufacturing industry (represented by OICA) took the most extreme position, stating that all social costs were already paid by road transport users, and that car pollution would cease to be a problem by 2010 owing to technological developments.

The problem of congestion should be solved by the construction of more infrastructure. Surprisingly, the employers' organisation (UNICE) to a high degree supported this position and that of the road transport industry, even though one of the most important reasons for internalising external costs is to curb congestion and achieve a more efficient transport system.

The main argument put forward by the road transport industry was that external benefits

outweigh most of the external costs in road transport.

On behalf of the ITF, Assistant Secretary Asbjørn Wahl expressed general satisfaction with the ECMT's position, as well as the EU Green Paper.

He informed the meeting of ITF policy in favour of each mode of transport covering its total social costs, but stressed that the internalisation of external costs only could be one of a number of measures in order to decrease the number of accidents, curb congestion and reduce pollution. In this connection he underlined the necessity of strengthening public transport.

Wahl also stated that even if the internalisation of external costs could be made step-by-step, the full values should be introduced immediately when analysing costs and benefits before, for example, deciding on the construction of new transport infrastructure. This would ensure that a proper balance was achieved as soon as possible between investments in different modes of transport.

He also supported the position that there is now enough information available to start the immediate step-by-step introduction of a new pricing regime. ■

Health & Safety

• Cardiovascular Diseases
• Musculo-skeletal Disorders
• Physical Assaults

INTERNATIONAL SYMPOSIUM
ITF Headquarters London
4-5 JUNE 1996

Driving Damages Health!

■ The ITF is hosting a major two-day symposium on public transport workers' health and safety in London early in June. The meeting will be addressed by leading academics from Europe and North America, as well as trade union experts from around the world.

Forthcoming ITF meetings

- **Urban Transport Health and Safety Symposium, London, 4-5 June**
- **Fishermen's Section Working Group, London, 18-19 June**
- **Women's Interim Steering Committee, London, 28 June**
- **Centenary Congress, London, 30 June-2 July**
- **Civil Aviation Section Steering Committee, London, 3 July**
- **Fair Practices Committee, London, 3-5 July**
- **Railway Section Committee, London, 4-5 July**
- **Transport Policy Working Group and multinationals meeting, London, 8-10 July**
- **Training of Trainers Course for Francophone Africa, Niger, 8-18 July**

10 YEARS AGO

**ITF News,
June 1986**

Nigeria: Internal feud wrecks ITF conference

INTERNAL feuding inside the Nigerian Labour Congress (NLC) appears to be the main factor behind the forced cancellation of the ITF's African Regional Conference which was scheduled to take place in Lagos from 12 to 16 May.

Leaders of transport workers' unions from all over Africa arriving for the conference's opening session on 12 May were astonished to see officials of the Nigerian Security Organisation (NSO) arrive and forcibly close the meeting. This followed a press conference at which officials of the NLC had called on the government to stop the ITF meeting in Lagos, describing it as a "subversive organisation".

Statements made by govern-

ment spokesmen following the NSO action made it clear that the Nigerian government had been seriously misled by some NLC officials both about the nature of the ITF and about the policy of the Organisation of African Trade Union Unity.

In a letter sent to the Nigerian Labour Minister following the Lagos fiasco, ITF General Secretary Harold Lewis set the record straight. He pointed out that the ITF had been invited to Lagos by a unanimous decision of its Nigerian affiliates in 1983. The Nigerian government had been fully informed of preparations for the meeting and had never expressed the slightest objection to it taking place. ■

20 YEARS AGO

**ITF Newsletter,
June 1976**

EEC Court of Justice rules on equal pay

FOLLOWING a case brought by a retired Sabena stewardess Gabrielle Defrenne who, invoking Article 119 of the Treaty of Rome, challenged the legality of the airline's differential pay scales prior to 1966, the EEC Court of Justice in Luxembourg has ruled that member countries of the Community must observe the principle of equal pay, effective from the date of the court decision, i.e. 8 April 1976, only persons with claims actually pending under the article on 8 April being able to sue for back pay.

Meanwhile, Monique Genonceaux, also a former Sabena stewardess, has given notice to the airline that she intends to sue for unlawful dismissal. Madame Genonceaux was compulsorily retired last year at the age of 45 (the retirement age for male staff being 60).

Last November's ITF Conference on Women Workers' Problems, being informed of her situation, dispatched a protest cable to Sabena calling for her immediate reinstatement. ■

ITF NEWS

Please note that the English language version of ITF News is the first of the various language editions to be published. Affiliated unions who are on the mailing list to receive non-English editions can also be sent an advance copy or copies in English in order to familiarise themselves with the stories to appear in their translated edition.

In addition, unions can, on request, be sent advance pages of the English language ITF News by fax or electronic mail if required for translation or other immediate use.

Requests to be placed on the English language mailing list should be sent to the ITF Communications Department. See this page for head office details.

ITF

General Secretary:
David Cockroft
Communications Secretary:
Richard Flint

HEAD OFFICE
49/60 Borough Road,
London SE1 1DS,
Great Britain
Telephone: +44 (171)
403 2733
Fax: +44 (171) 357 7871
Telex: (051)

8811397 ITF LDN G
Internet: info@itf.org.uk

AFRICAN REGIONAL OFFICE
PO Box 66540,
Nairobi, Kenya
Telephone: +254 (2)
44 80 18
Fax: +254 (2) 44 80 20

AFRICAN FRANCOPHONE OFFICE
c/o SUMAC, 01 Bp 75,
Ouagadougou,
Burkina Faso
Telephone: +226 30 42 05
or 30 65 15
Fax: +226 31 06 43

**LATIN AMERICAN AND
CARIBBEAN REGIONAL OFFICE**
Avenida Presidente
Vargas 446,
Salas 603/604,
CEP 20085-900 Centro,
Rio de Janeiro, Brazil
Telephone: +55 (21)
233 2812
Fax: +55 (21) 283 0314

MERCOSUR OFFICE
Caseros 921,
1152 Buenos Aires,
Argentina
Telephone: +54 (1)
300 2200 or 1294
Fax: +54 (1) 300 2202

ASIAN SUB-REGIONAL OFFICE
120 College Lane,
New Delhi 110001,
India
Telephone: +91 (11)
335 4408
Fax: +91 (11) 335 4407

JAPANESE OFFICE
3-1-35 Shibaura,
Minato-ku,
Tokyo 108, Japan
Telephone: +81 (3)
3798 2770
Fax: +81 (3) 3769 4471

**USA FLAG OF CONVENIENCE
CAMPAIGN OFFICE**
Suite 508,
815 16th Street NW,
Washington DC 20006,
USA
Telephone: +1 (202)
508 6970
Fax: +1 (202) 508 6974

**FROM THE
LABOUR PRESS**

**The Telegraph,
NUMAST,
Great Britain**

The survey showed seafarers to be highly critical of existing manning levels. Only 33 per cent considered crew levels on their ship to be satisfactory on a long-term basis and only 50 per cent considered minimum flag state manning levels were adequate from a safety aspect.'

'Insanity' of crewing

CUTS in crewing levels have gone far enough and radically different methods of shipboard organisation are needed for the future, a new study has concluded.

The "insanity" of strict shipboard hierarchies and firmly divided departments should be ended and alternative forms of crew organisation should be devised, says a 167-page report from Sweden's Chalmers University of Technology.

Though it was aimed at the Swedish shipping industry, the results and recommendations of the project offer interesting lessons to other traditional maritime nations like the UK.

Based on a survey of seafarers serving on Swedish-flagged ships, the report highlighted their concern about the "international competitors getting away with rusty ships, insufficient safety equipment, poor working conditions and a dubiously certified crew".

The survey showed that even in the tightly regulated Swedish fleet many ships are operating with minimum flag state crew levels, seafarers are averaging 65 working hours each week, and almost 30 per cent of officers "often", or "very often" work while suffering great fatigue.

However, the questionnaire also found that most seafarers felt the levels of fatigue had not changed much in the past 25 years and also indicated that seafarers are more positive about their profession today that they were in 1971.

Carried out as part of government-commissioned work on the competitive position of Swedish shipping, the study was launched in a bid to examine whether crew reductions are affecting safety and whether shipboard technology and organisation can be improved.

The survey showed seafarers to be highly critical of existing manning levels. Only 33 per cent considered crew levels on their ship to be satisfactory on a long-term basis and only 50 per cent considered minimum flag state manning levels were adequate from a safety aspect.

Arguing that "crew complements have been minimised to a level where further reductions are difficult to implement without major changes", the report urges the industry to use seafarers in a more efficient way.

Traditional "top heavy" shipboard structures are out of date and "future organisation of crew complements has to be based on far more integration", it adds. ■

**FÉDÉRATION INTERNATIONALE
DES OUVRIERS DU TRANSPORT**

**FEDERACIÓN INTERNACIONAL
DE LOS TRABAJADORES DEL TRANSPORTE**

**INTERNATIONELLA
TRANSPORTARBETAREFEDERATIONEN**

国際運輸労連

**INTERNATIONALE
TRANSPORTARBEITER-FÖDERATION**

**МЕЖДУНАРОДНАЯ ФЕДЕРАЦИЯ
ТРАНСПОРТНИКОВ**

