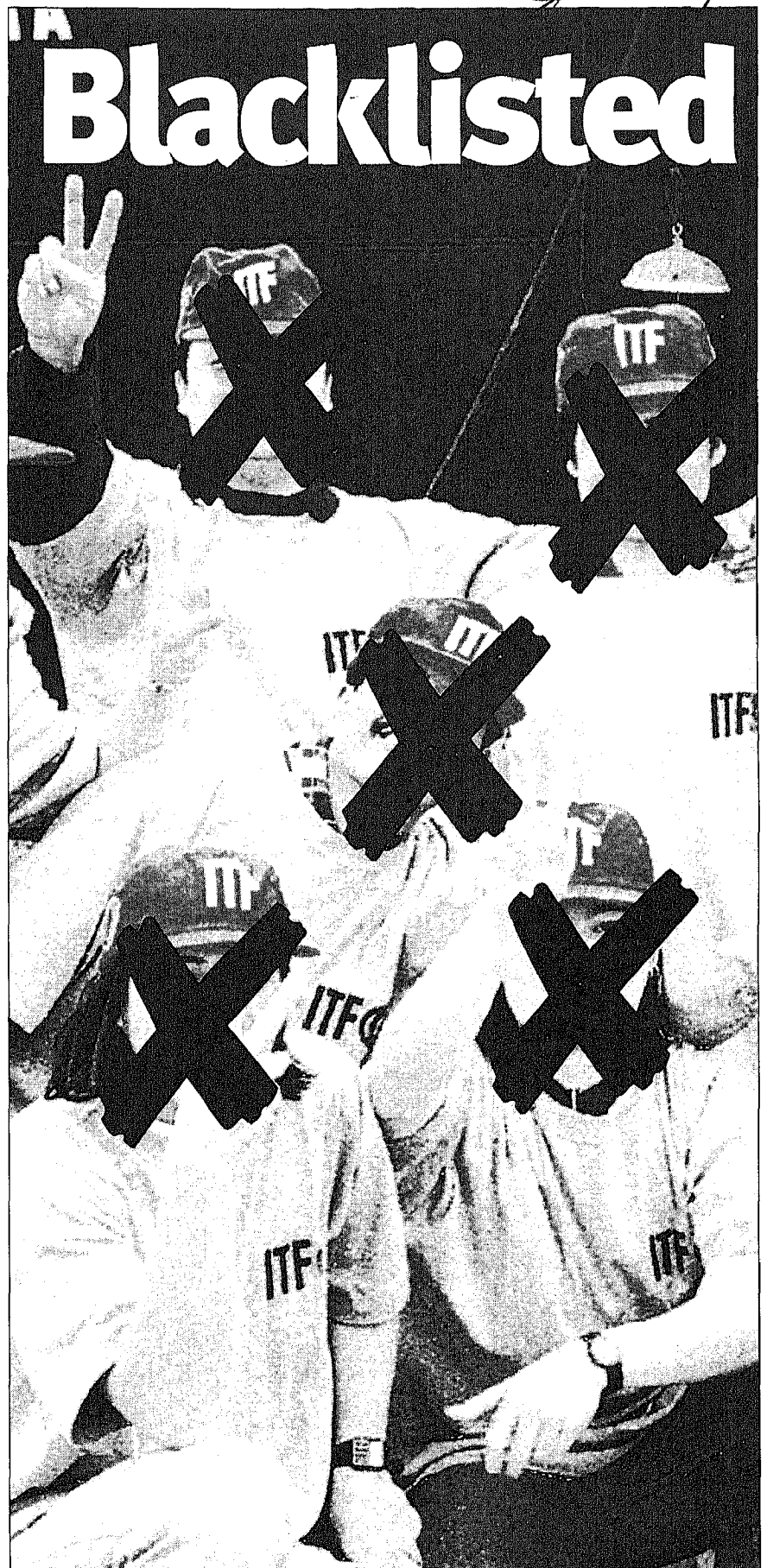


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The Filipino seafarers who take trade union action to demand fair pay and conditions

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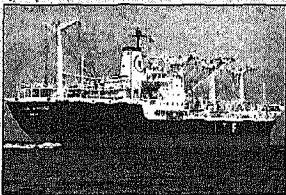
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- ITF News is published by the ITF six times a year in English, French, German, Japanese, Russian, Spanish and Swedish.
- This issue was published on 13 January 1999.

It has taken millions of people forced into poverty and unemployment to do it, but there are serious signs that the ideology of the free market is finally going out of fashion. Governments are beginning to see that globalisation and free enterprise can get out of control and hurt people. As a result they are looking at globalisation in a new light.

This is all a little late for the mass of working people, including hundreds of thousands in the transport industry, who have swapped secure, well paid jobs for temporary contract work or no work at all, but it does provide a major opportunity for the labour movement.

Globalisation is now unstoppable in the sense that economies cannot function purely inside national boundaries anymore. But we can certainly influence the kind of globalisation that happens. It can be good for jobs and good for the great majority of workers around the world; or it can be good for a small group of wealthy individuals who have always worked on a global level anyway.

Over the past 12 months we have seen what looks like a major change in attitude from key world decision-making bodies like the International Monetary Fund, World Bank, OECD (Organisation for Economic Co-operation and Development) and even, potentially, the World Trade Organisation. There have also been big changes in the political colour of some important governments.

So the turmoil of the past year provides a major opportunity to ensure that all governments which want to be a part of global markets respect core labour standards. It is time to reject the idea that respect for basic human and trade unions rights is a luxury which only rich countries can afford.

■ ■

To do this means giving the International Labour Organisation (ILO) a central role in establishing the framework for global economic development. During the period of obsession with market forces, the ILO has been marginalised, and its commitment to universal standards and tripartism ridiculed.

Yet the regions which have the best record of observing ILO standards have survived best. This year, 1999, therefore provides a major chance for the ILO to reassert itself. Last year it adopted a major new instrument – the Declaration on Fundamental Principles and Rights at Work.

That declaration now needs teeth.

In March a new Director General will take over the administration of the ILO. Juan Somavía, who is currently Chilean ambassador to the United Nations was elected with overwhelming support from both the employers and trade unions as well as from most gov-



ITF General Secretary David Cockroft writes

ernments. His mission, clearly outlined at a meeting of the Executive Board of the International Confederation of Free Trade Unions last November, is to place social protection and the ILO at the very centre of international economic decision-making and to develop an effective global social dialogue between employers and unions.

From 50 years of experience with the global shipping industry and fighting flags of convenience (FOCs), the ITF knows more than a little about the limits to national sovereignty. A growing coalition of interest between unions, good employers and decent governments looks likely to spell the end to the FOC system as we know it.

■ ■

The fightback has begun and needs to be carried to every corner of the global economic system. Juan Somavía has a tough job on his hands but if he sticks to the principles he has outlined, he will have the full-hearted support of the ITF and the rest of the international trade union movement.

“The turmoil of the past year provides a major opportunity to ensure that all governments which want to be a part of global markets respect core labour standards. It is time to reject the idea that respect for basic human and trade unions rights is a luxury which only rich countries can afford.”

ITF dossier documents reprisals taken against Filipino seafarers who stand up for their rights

Blacklisted



Punished for being trade unionists...

Among the cases documented by the ITF are:

- **Juanito**, a second engineer on the Cypriot-registered *Commencement*, joined a strike in Norway after five days of negotiations on US\$84,000 in back-pay had resulted in no sign of the money. Not only had the crew not received their wages, they had little food and were hungry. The intervention of the ITF meant they got the money owed, but then Juanito found himself blacklisted and has not worked since 1995.

- **Rafael** was beaten up by representatives of his crewing agency when he returned to the Philippines after taking action against appalling conditions on the Antigua-registered *Annegret*. Following ITF action to recover wages and complaints about abuse by a drunken captain, Rafael is now not working and on the blacklist.

- **Rodolfo** has visited 60 manning agencies since he was blacklisted in 1990 following action taken as an able seaman on the *Aquilla*, registered in the Bahamas, to recover back pay. His seamen's book carries the words "ITF activist", for protesting twice about low pay and poor conditions. ■

Urgent action should be taken to outlaw the widespread practice of blacklisting seafarers for protesting about poor conditions and unpaid wages, concludes a dossier presented to the Philippines Overseas Employment Administration (POEA) by the ITF.

Seven separate measures needed to prevent seafarers being reduced to poverty by unscrupulous shipowners and crewing agencies were presented to the POEA during the ITF worldwide day of action against flags of convenience.

They included a call that any industrial action taken by Filipino seafarers should not be considered as a basis for disciplinary action, and that the practice of automatically withdrawing seafarers' employment clearance when allegations are made against them should be dropped.

Filipino seafarers make up about 20 per cent of the world's maritime labour force. Many spend long periods away from their families and the majority work on vessels flying flags of convenience.

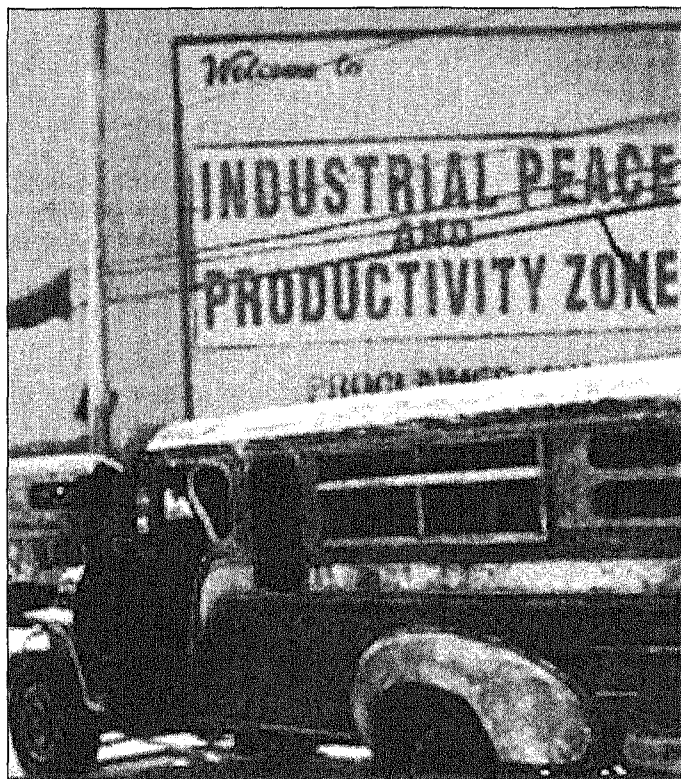
But the dossier handed over to the POEA makes it clear that large numbers of Filipino seafarers are having their livelihood threatened by the unlawful practice of blacklisting. Case after case, documented by the ITF and its Fili-

pino affiliates, showed that attempts to resist poor and dangerous conditions had been met with threats, intimidation and even violence.

Names and photographs were added to lists circulating among agents, with no work available to those who had merely sought to be paid wages due or even asked to be repatriated from dangerous vessels. Any involvement with the ITF could result in a seafarer being marked down as a troublemaker and blacklisted.

The ITF's own list of shame given to the POEA consisted of 18 agencies based in the Philippines which had claims for damages outstanding against crew members for seeking the help of the ITF in the recovery of unpaid wages. It is almost certain that many of these agencies would be trying to make sure that such seafarers did not work again.

Mark Dickinson, Assistant General Secretary of the ITF, led the delegation to the POEA when he was in Manila to open the ITF's new office in the Philippines. He commented: "Conditions on board most ships are usually hard, but things have to be pretty terrible before seafarers risk making any protest. To make a protest usually requires a lot of courage."



■ The International Confederation of Free Trade Unions (ICFTU) this year celebrates the 50th anniversary of its founding and to mark the occasion has launched an "Online Labour Art Gallery" of posters and book covers commissioned for its campaigns.

Pictured is an illustration from the 1996 report "Behind the Wire - Anti-union Repression in the Export Processing Zones".

The Art Gallery can be reached by going to the Trade Union Rights section of the ICFTU Website on: <http://www.icftu.org>.

Throughout 1999, the ICFTU will be adding new images to the art gallery.

Blacklisting of Filipino seafarers

ITF opens office in Philippines

The ITF has opened a Flag of Convenience Campaign Office in the Philippines.

The office will provide a range of advice services to non-ITF union seafarers and enable the ITF to provide more effective follow-up on cases going through the Philippine courts. The office is headed by Susan Cueva.

See page 15 for details of the office.



"Those who protest know they may lose their job. Blacklisting, however, means these people will never work in the industry again. Blacklists are against all natural justice and basic rights. They are usually secret and a seafarer will often not know that he has been blacklisted."

The ITF collated the dossier with the help of the Marino, a Filipino organisation established to fight blacklisting, and the Swedish trade union SEKO. It also examined the legal framework of employee rights in the Philippines, which

protect the ability of workers to join the trade union of their choice. The Philippines is a signatory to the two International Labour Organisation Conventions on Freedom of Association and Collective Bargaining.

The list of recommendations to the POEA urged it to outlaw the blacklisting of seafarers by crewing agents and to warn them that if they continue with the practice, they would face fines and the loss of their licence to operate.

Protest over murder in Colombia

The ITF and the International Confederation of Free Trade Unions have strongly protested to the Colombian government about the assassination of Jorge Ortega, Vice President of the United Workers' Centre in Bogota on 20 October.

In a letter to the Colombian authorities ITF General Secretary David Cockroft said: "The ITF considers that this latest murder of a national trade union leader, occurring after thousands of trade unionists have been killed in the last 10 years, brings the final confirmation of the Colombian government's total incapacity to guarantee minimal standards of personal security to its citizens."

The ITF is demanding that the government immediately opens a full public inquiry into Ortega's assassination.

Paying tribute to Ortega, Cockroft added: "His passionate pleas for the respect of fundamental and trade union rights in Colombia had struck a chord with those of us who met him in recent times, both in Colombia and abroad."



Ugandan women unite

Recognising the need for women transport workers from different ITF unions to join forces to fight discrimination and increase trade union activities, the ITF Uganda Women's Committee (above) was set up in October.

The committee is chaired by Déborah Kokunda; other members are Imelda Tibanagwa (Vice Chairperson), Elizabeth Amongin (Secretary), Esther Tibanagwa (Assistant Secretary), Defroza Gahwerra (Organising Secretary), Agnes Kunihira (Assistant Organising Secretary), Betty Mukimba (Treasurer), Ruth Rweikinya (Assistant Treasurer), Ruth Nakagolo, Mary Namaganda, Sarah Wandera and Monicah Mugisha.

Meanwhile, following the election of a Women's Committee at the ITF Congress last year, the new body will meet for the first time on 25 and 26 February.

The agenda items include the results of the ITF's equality testing survey as well as discussions on ways to strengthen the ITF Women Transport Workers' Network and promote a future programme of women's activities.

Crisis not over yet, warns ICFTU

The World Trade Organisation's assertion that the world has ridden out the worst of the financial and economic crisis is much too premature, says the International Confederation of Free Trade Unions (ICFTU), commenting on the WTO's annual report published in December.

The ICFTU says the crisis has revealed the shortcomings of the headlong pursuit of economic development at the expense of broadly-based social development aimed at reducing poverty.

The ICFTU is critical of the lack of any reference by the WTO to the relationship between trade and labour standards, including human and trade union rights.

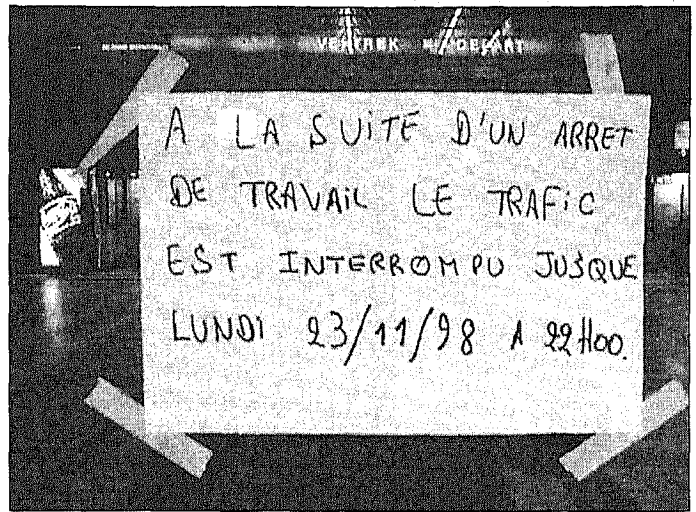
\$500,000 for seafarers' tribute

A memorial to the 2,200 seafarers who die every year at work – making seafaring second only to fishing amongst the most dangerous occupations in the world – is to be erected in London with the help of a US\$500,000 donation from the ITF.

A trust fund is being established by the International Maritime Organisation to organise the memorial, to be situated at the IMO's headquarters on the River Thames. The fund will also be used for other activities, including training initiatives.

"Seafarers on flag of convenience ships face at least twice the risk of being killed at sea compared to those on board respectable national flag vessels," explained ITF General Secretary David Cockroft. "Seafarers transport the necessities of life but public awareness about the human costs of that transport is pretty low. We hope the new memorial will make people more aware of the terrible loss of life at sea."

■ Rail services in much of Europe were severely disrupted on 23 November in co-ordinated protest action by transport unions. Pictured here is a notice which appeared at the Gard du Nord, Brussels.



European rail workers reject liberalisation

Railway workers in Europe took joint protest actions on 23 November against proposals by the European Union to liberalise the European freight railway system. Co-ordinated by the FST (Federation of Transport Workers' Unions in the European Union), unions in Belgium, France, Spain, Portugal, Italy and Greece took strike action, while railway workers in Austria, Germany, the Netherlands and Britain lobbied their governments and held press conferences to express their opposition. The ITF fully supported the campaign.

The European Commission wants 5 per cent of the rail freight network in the 15 European Union (EU) countries to be opened up for competition immediately because "half a million jobs have been lost in the past 15 years and it is still losing business to road transport". In the long run, European Transport Commissioner Neil Kinnock says 25 per cent of services should be liberalised in the next 10 years.

The unions, however, fear that such a plan will only lead to more job losses and compromise safety. The FST says that "the experience in the UK is that liberalisation and privatisation undermine safety, cut jobs and increase the pressure on the remaining staff". It also feels that the unions have not been fully consulted.

On the day of action in November, all passenger and goods services were halted in Belgium. French workers staged a 24-hour strike, forcing a third of normal rail services to be cancelled. In Greece, no services operated in Athens and Thessalonika. Portuguese train drivers struck for one hour. Eurostar services between London and Brussels were severely disrupted.

French Transport Minister Claude Gayssot announced on the following day that France would oppose the current EU plans and added

that Belgium, Spain, Italy and Luxembourg would support the same stance. In a meeting with the FST delegation, representatives of the European Parliament's Transport Committee stressed that they would welcome contributions from the trade unions in future discussions.

More stoppages in France

Meanwhile, the French railway system was paralysed again after the FST day of action by a 15-day strike as unions pressed their demand to create 20,000 new jobs. Two-thirds of trains were cancelled throughout the country. Although train drivers returned to work earlier, the railway system remained paralysed because conductors refused to end the strike. In France, for security reasons, trains are not allowed to run without a conductor.

On 7 December, the French national railway company, SNCF, agreed to stabilise staffing levels in 1999 after nearly 20 years of continuous reduction as well as to renegotiate the bonus increase for conductors. Railway services returned to normal by 11 December.

"The experience in the UK is that liberalisation and privatisation undermine safety, cut jobs and increase the pressure on the remaining staff."

\$10,000 to Croatian inland navigation workers

The ITF has donated US\$10,000 from its International Solidarity Fund to inland navigation workers represented by the Seafarers' and Dockers' Union of Croatia who have been on strike since 2 September after their employer, Hidroput, in Sisak, refused to conclude a collective agreement. The company is also refusing to transfer union membership fees to the union's bank account.

After the strike marked its 100th day, the union decided to call upon the ITF and its affiliates for financial support. As ITF News goes to press, the dispute is unresolved.

Donations should be sent to: Seafarers' and Dockers' Union of Croatia Solidarity Fund for Hidroput dispute, Ri Adria Bank, d.d Rijeka, Croatia; account No. 7001-3377199. ■

Korean taxi workers campaign for regulation

by Choong-Ho Kang
Federation of Korean Taxi Workers' Unions

A series of taxi workers' strikes have taken place in South Korea. The ITF-affiliated Federation of Korean Taxi Workers' Unions (FKTWU) staged a one-day strike on 12 December. The Federation of Democratic Taxi Workers' Unions also took strike action between 11 and 17 November. The strikes followed a refusal by the employers to implement a law stipulating a revenue management system and fixed monthly-wage system for the industry.

The law was introduced as a result of a long and hard struggle by Korean taxi workers to eradicate the notorious leasing and commission-based wage systems. Even though an administrative ordinance was enacted and announced by the government to compel the employers to obey the law, they still refused to apply the new systems.

The stubborn attitude of the employers provoked the industrial action by the two taxi workers' unions. Since September the two federations have conducted a series of joint protests including nationwide rallies, vehicle demonstrations and a petition campaign which culminated in the strikes.

The employers are still refusing to accept the new systems – a state of affairs which will inevitably provoke further actions. Both unions plan to intensify their action from early this year.

The current struggle in Korea is highly significant for taxi workers worldwide as they aim to eliminate the leasing and the commission-based wage systems in the industry. In another words, the Koreans are contesting the global trend of deregulation. ■

■ *Choong-Ho Kang has worked for the FKTWU since 1988 and is now studying for a PhD at Leeds University Business School in Britain. He has recently written "Taxi Deregulation – International Comparison", which covers regulation in the taxicab industry, with case studies of taxi deregulation in the USA, UK, Sweden, New Zealand, Japan, South Korea, Australia, Ireland and the Netherlands. The document is available in English on the ITF website or free of charge from the ITF Inland Transport Sections.*

Turkish arrests prompt ITF protest

Leading members of ITF affiliated Turkish road transport union TÜMTIS, including its General Secretary Yürdal Senol, were detained after a raid on the union's headquarters in Istanbul on 15 December. They were released three days later, with the authorities giving no explanation for their actions.

ITF General Secretary David Cockroft expressed grave concern about the detentions. In a letter to the Turkish Minister of the Interior he said: "The ITF and its affiliates worldwide strongly support TÜMTIS and its members in this conflict and I urge you to intervene immediately to ensure the detainees are released."

He added: "Should the crisis continue without any positive intervention from the government, the ITF will begin the process of contacting its member unions, industrial partners and sister organisations with a view to organising solidarity." ■

More and more women are being employed in the transport sector in Zimbabwe due to the widespread belief that they are more reliable and honest than men. However, this trend has not been reflected in an improvement in employment practices.

For example, the country's labour laws permit pregnant women to take maternity leave and to continue receiving 60 per cent of their normal pay. But in reality this has been widely disregarded by the bus companies. Pregnant women have been subjected to automatic dismissal though it is clearly unlawful. Some companies make it clear that they expect women employees to remain single and not become pregnant.

There are also cases of sexual harassment, such as women being required to

Women bus workers fight unfair treatment in Zimbabwe

sleep overnight in their bus along with male colleagues – with refusal being treated by some companies as a sackable offence.

The General Secretary of the Transport and General Workers Union of Zimbabwe, Farayi Makanda, confirms that women bus workers have been treated with great injustice. The union is already dealing with several complaints about sexual harassment grievances.

Makanda stresses that women should be paid while on maternity leave and in-

sists that it is unacceptable for women to be forced to sleep under the same roof as men. The union is suggesting that separate accommodation should always be provided in such circumstances.

There is also wage discrimination, Makanda adds. The transport companies are well aware of the existing law but stubbornly choose to ignore it. ■

\$2,150 – the price of a Finnish truck driver's life

The Finnish Transport Workers Union (AKT) has taken up the case of a truck driver who was almost certainly killed as a result of fatigue caused by criminally-excessive working hours. Yet his employers have been fined just US\$2,150.

At 2.09 pm on 14 February 1997 the driver's truck crashed into the back of a bus in front of it and he was killed. Since his last weekly rest day on 4 February 1997, the AKT member had worked a total of 146 hours. His working times during the three days immediately prior to the crash were as follows:

● He started work at 5 am on 11 February and worked until 8.40 pm on 12 February – a total of 39 hours 40 minutes. He then took a rest period of 8 hours 50 minutes.

● He resumed work at 5.30 am on 13 February and worked until 1 am on 14 February – a total of 19 hours 30 minutes. He then

took a rest period of 5 hours.

● He resumed work again at 6 am on 14 February and was killed at 2.09 pm.

A truck running into the back of another vehicle travelling in front of it in the same direction is one of the types of crashes recognised by many experts as being typical of the driver falling asleep at the wheel.

The truck was owned by the haulage company Mannerkiito Oy. The owners of this company also own another haulage company, Kuljetusliike Vierikko Oy. The two companies together employ 40 drivers.

The Finnish authorities charged the company directors with the

relatively minor offences of violating hours of work regulations and other health and safety provisions. On 18 November 1998 the court convicted the two directors and fined them the trifling amounts of FMK6,180 (\$1,200) and FMK4,800 (\$950) respectively.

The AKT is appalled by the lenient treatment of the company and is initiating legal proceedings for charges of manslaughter to be brought. Evidence given during the case revealed that the company did not pay overtime and tachographs were regularly fiddled. ■

Unions welcome progress on limiting drivers' hours

'Section Chair Peter Baranowski said that there was no doubt that the 8 September Day of Action had had considerable influence on the European Commission's proposals.'

The ITF has given a cautious welcome to the European Commission's (EC's) proposals for limits on the working time of road transport workers, which recognise that professional driver fatigue is a major cause of death and injury on the roads.

Though the EC's proposal still permits a 60-hour maximum working week, an average limit of 48 hours per week would be the standard practice with regular rest periods, guaranteed paid annual leave, special provisions applicable to regular night drivers and guaranteed breaks during the working day.

However, there is concern among unions that a failure to amend EC Regulation 3820/85 would enable transport operators to circumvent the proposals, thereby allowing working weeks in excess of 80 hours. The ITF stresses

that, in order to ensure that drivers and operators who comply with the hours limits are not undercut by operators who ignore them, it is essential that enforcement procedures are considerably strengthened.

On 8 September last year, the ITF held an International Day of Action on the theme "Fatigue Kills" with the objective of eliminating excessive working hours in road transport.

At a meeting of the ITF Road Transport Workers' Section Steering Committee on 4 December, Section Chair Peter Baranowski said that there was no doubt that the 8 September Day of Action had had considerable influence on the European Commission's proposals. ■

Global operator moves into Jordan

■ In late November, US-based multi-national railway company Wisconsin Central was named as the preferred bidder to run railway properties in Jordan. The 25-year concession contract will include the construction of two extensions to the 300km Aqaba Railway Company line currently owned by the government. It services the Jordan Phosphate Mines Company, which is the country's largest company and exporter. Wisconsin Central formed a consortium with Jordanian investors for the bidding. Meanwhile, management and operation of the Saudi Railways General Organisation (Sargo) is also being considered for privatisation. Sargo has 450km of tracks which run between the Arabian Gulf coast and the capital, Riyadh, with access to major ports in Saudi Arabia.

US unions agree merger terms

■ Two railway unions in North America have agreed in principle to merge their organisations, it was announced at the end of November. The ITF-affiliated United Transportation Union (UTU) and Brotherhood of Locomotive Engineers (BLE) have decided to draft a new constitution and unification agreement by 1 October this year. The 125,000 members of the UTU and 55,000 members of the BLE will then be balloted on the merger. Should a majority of members vote in favour, the new union will come into being on 1 January 2000. Both unions' head offices are located in Cleveland, Ohio.



Rio hosts meeting for women in road transport

■ The Women's Road Transport Workers' Conference (above), organised by the ITF-affiliated CNT in Rio de Janeiro, Brazil, in September last year, attracted over 300 women participants. They discussed training needs, women's participation in unions – currently 12 per cent for all sectors in Brazil – and health and safety issues. Unions should provide workplace childcare, teach gender issues on union courses and put in place grievance procedures covering sexual, racial and age discrimination, the women agreed.

НОВОГОДНЕЕ ПОСЛАНИЕ ВОЗДУШНЫМ ПОВАРАМ
КОМПАНИИ LSG-SKY CHEFS

"ВКУС НЕСПРАВЕДЛИВОСТИ"

LSG-Sky Chefs является крупнейшим в мире производителем продуктов питания для авиакомпаний. На Рождество трудящиеся компании на фабриках-кухни в аэропорту Хитроу (Лондон) остаются без работы. Их уволили за участие в забастовке.



Ассоциация летного состава России и Общероссийский профсоюз авиационных работников поддерживают борьбу Профсоюза транзитных и неавиационных работников Великобритании (ТСОИ) за соблюдение основных профсоюзных прав.

■ On 15 to 17 December ITF affiliates showed their solidarity for workers at LSG-Sky Chefs, Heathrow, by sending protest faxes to the company and leafleting passengers at airports. This leaflet is one of thousands distributed at Moscow airport where LSG-Sky Chefs produces meals with a local Russian company. This was the first solidarity action by Russian civil aviation unions, which recently joined the ITF.



The global bidding war for catering contracts from airlines, which are seeking to drive down their costs, means that catering companies are themselves constantly seeking to do the job for less.

According to Martin Noble in the September 1998 issue of *Interavia Business and Technology* this means raising productivity and lowering labour costs. He notes: "There are limits to the extent to which caterers themselves can reduce costs but perhaps LSG-Sky Chefs is leading the way. It has shed 500 of its 7,300 staff in Germany by changes in kitchen operations. Fundamentally it has shortened the cycle time on food production by applying the automotive

LSG-Sky Chefs: union-busting on the menu

just in time principle... that means reducing labour costs and even whole administrative departments if necessary in order to streamline."

Helmut Woelki, Chief Executive of LSG-Sky Chefs, confirms that methods are being borrowed from the auto industry: "We looked at Detroit and learned a great deal, because if we are going

to remain competitive we have to have new methods of production".

It was such new methods of production which triggered a 24-hour strike at the LSG-Sky Chefs kitchen at London's Heathrow airport on 20 November 1998. Workers were ready to discuss new working practices, but the company was not

Safety role recognised following ITF campaign

The ITF is taking a strong message to civil aviation regulators during 1999: civil aviation workers – including cabin crew and ground staff – are safety professionals. There is a growing recognition that the safe operation of air transport depends on a safety team involving a wide range of civil aviation employees with safety-sensitive duties. During the ICAO (International Civil Aviation Organisation) Assembly held in Montreal in September 1998, the ITF launched two new posters, one for cabin crew and the other for ground staff, both on this same theme.

The ITF has campaigned for some time for the recognition of cabin crew as safety professionals. The ITF assisted in the drafting of the revised ICAO cabin attendants training manual which provides recommendations for cabin crew training standards. The 1998 ICAO Assembly confirmed that the manual will now be part of the tool kit of the new ICAO safety oversight

ready to discuss proper compensation for these changes.

The strike by members of the Transport and General Workers' Union was entirely legal, but the absence of any legal protection, even for lawful strikes in the UK, allowed the management to summarily dismiss more than 400 workers who took part in this limited industrial action. The company

"The absence of any legal protection, even for lawful strikes in the UK, allowed the management to summarily dismiss more than 400 workers who took part in this limited industrial action."

even telephoned employees who were at home on sick leave to ask if they would have joined their union's action had they been at work. Those who said yes received dismissal notices at their homes.

The strike came only 10 days after the European Commission approved the transfer of all Sky Chefs European Kitchens, including Heathrow, which have been managed from the US, to the direct control of the LSG part of the LSG-Sky Chefs combine in Germany.

It seems that the latest item on the LSG-Sky Chefs menu is union-busting. ■

The restructuring of airline catering

The air transport industry is seeing the emergence of new transnational companies. While much attention has been focused on the development of global airline alliances, other parts of the industry have been undergoing their own process of international restructuring.

The same airlines seeking to put themselves into global alliances are rapidly getting rid of "non core" operations such as baggage handling, maintenance, and catering. Such functions are either being contracted out or put into independent subsidiary companies, which would then also seek to service other airlines. The result has been the emergence of specialist transnational service companies which threaten to dominate aviation ground handling.

One of the first service functions to undergo this restructuring process was airline catering. The speed of industry concentration has been breathtaking. Ten years ago most airlines provided their own in-flight meals from their own kitchens. But by 1993 about a dozen companies shared around 60 per cent of the total world market for in-flight catering. By 1996 only five companies controlled the same share of the market and by 1998 it was four.

By far the most dominant airline catering company is LSG-Sky Chefs which alone controls around 37 per cent of the total world market. LSG-Sky Chefs became the world's biggest airline caterer in 1993, when the specialist catering subsidiary LSG (Lufthansa Service Gesellschaft) set up by Lufthansa bought a 25 per cent share of the US caterer Sky Chefs. In 1995 LSG-Sky Chefs absorbed Caterair, which at the time was the second largest company in the industry. LSG-Sky Chefs has expanded into Eastern Europe, buying the Swedish AIRO Catering Services which operates kitchens in Estonia, Ukraine

and Khazakstan. In 1998 it purchased 49 per cent of the Turkish national caterer Sancak.

In 1998 Ogden International, which operates in a number of airport ground service areas, decided to get out of catering and sold up to LSG-Sky Chefs. This gave LSG-Sky Chefs such a dominant position in the US market that the Federal Trade Commission has had to step in to prevent a total LSG-Sky Chef monopoly at US airports.

When, following internal restructuring, the European flight kitchens of Sky Chefs still managed from the US were transferred to the control of LSG in Germany, the permission of the European Commission had to be sought. LSG-Sky Chefs controls 30.2 per cent of all airline catering in the European Economic Area.

LSG-Sky Chefs is by far the dominant

The big three

- LSG-Sky Chefs: 210 kitchens in 31 countries; 37,000 employees; 37% of market.
- Gate Gourmet: 73 kitchens in 24 countries; 13% of market.
- Dobbs International: 62 kitchens mainly in US and UK; 12,000 employees; 9% of market.

player in the industry and is described by its Chief Executive Helmut Woelki as "the only really global catering enterprise".

Gate Gourmet, a specialist subsidiary of the SAir Group (Swissair) became the second largest airline catering company in 1994 when it bought up SAS Service Partner. In 1997 Gate Gourmet bought up the large and profitable British Airways catering division.

Dobbs International operates 62 flight kitchens mainly in the US and Britain. Dobbs boosted its share of the market when it bought the flight kitchens of United Airlines in 1994. ■

teams and will be included in ICAO safety education seminars. The assembly also finally endorsed the ITF proposal to change ICAO terminology from cabin attendants to cabin crew in recognition of the safety professional role of cabin crew. Yet despite this increased recognition of their vital safety duties cabin crew still remain unlicensed.

The ITF has begun another battle for recognition of aviation staff who play a vital safety role. The ValuJet crash of 1996 showed how vital the proper knowledge of what could be safely loaded on to an aircraft could be. Ramp workers not only have to load goods safely on to aircraft but check that dangerous goods do not go on board. Other ground workers have to operate and move machinery around aircraft where the slightest knock or collision can affect the safety of the aircraft. New moves to liberalise ground handling at airports around the

world have raised fears that unscrupulous contractors will under-bid their competitors by lowering standards, including training and standards for ramp staff. An ITF proposal that ICAO should look into professional and industry standards in ground handling was approved by the ICAO Assembly. This was the first time that such ground staff safety duties had been considered at an ICAO Assembly. ■

"ITF Ground Staff are Safety Professionals" posters are available on request from the ITF Secretariat.



Battle flares over control of flag of convenience

Liberia feud exposes sham, says ITF

Agreement on European seafarers' hours

Governments, employers and unions, including the ITF, have helped draw up an agreement on the working time of European Union (EU) seafarers.

The agreement, which is between the European Community Shipowners' Association and the Federation of Transport Workers' Unions in the European Union, ensures that seafarers will be covered by the same directives protecting health and safety as other workers within the EU.

Seafarers will have their working hours capped and will also be able to demand legally defined minimum rest periods.

In a bid to prevent flagging-out, the European Commission has proposed a directive insisting that the International Labour Organisation Convention 180 on seafarers' hours of work should also be applied on ships flying the flag of third countries, when they operate in EU waters. ■

Observer status at OECD

Affiliated unions and the ITF have succeeded in persuading the Maritime Transport Committee of the OECD (Organisation for Economic Co-operation and Development) to agree to grant its Trade Union Advisory Committee observer status at OECD meetings, at least for 1999.

This will give the ITF a far better opportunity to participate in the discussions of this committee and to make representations on a greater variety of maritime-related topics. ■

Open warfare which has broken out over the operation of Liberia's ship register – the world's second biggest flag of convenience (FOC) – has exposed the FOC system for the sham that it is, says the ITF.

The dispute centres on the administration of the register, which is being contested by two US-based companies: International Registries Inc (IRI), the current manager, and the newly-formed Liberia International Ship and Corporate Registry (LISCR), which is due to take over next year.

"The LISCR/IRI dispute has demonstrated that there is no real means by which such registers can really enforce international standards," commented ITF General Secretary David Cockroft in January as the bitter feud flared. "The time has come for a fresh ap-

proach to regulating the shipping industry. Flags that don't measure up have to be kicked out of the industry altogether."

The Liberian government is backing LISCR to take over the register, with accusations being levelled at IRI that it has obstructed attempts to secure a reliable accounting for the registry and refused to allow an independent audit.

But IRI's president and chief operating officer, Charles Baumann, is reported as insisting that IRI has presented Liberia with audited accounts since 1986.

Now, he alleges, Liberia wants audits of "what we do with our (18 per cent) share of the revenue," which is not provided for under its contract with the government.

He added in a statement in

the London-based shipping daily *Lloyd's List* that IRI had returned "nearly US\$10 million" in "monies which are assessed against Liberian shipowners to satisfy Liberia's obligation to several international maritime-related organisations".

It was also reported in January that Liberia was US\$2.2 million in arrears in its contributions to the International Maritime Organisation.

Writing in *Lloyd's List*, David Cockroft said that the dispute over control of the register underlined the need to support initiatives such as the "Equasis" Quality Shipping Campaign being promoted by, amongst others, the UK and Dutch governments and the European Commission. ■

ITF demands new Estonia inquiry

ITF Assistant General Secretary Mark Dickinson has called for a new investigation into the *Estonia* ro-ro ferry disaster, which claimed 852 lives when it sank on 28 September 1994.

Dickinson made the demand while speaking in Stockholm at a joint ITF/NTF (Nordic Transport Workers' Federation) conference on 18 November, which looked at an independent analysis of the official Joint Accident Investigation Commission's (JAIC's) report into the tragedy as well as details of the work of a German group of experts. The conference was also attended by representatives of the *Estonia* families association.

The independent analysis commissioned by the ITF from Corlett, Burnett & Partners shows that the official JAIC's findings are questionable and that a number of its central assumptions are not sustainable. The report presented a different time scale for the casualty and highlighted shortcomings such as poor maintenance in the operation of the vessel.

"Most importantly it is clear that the *Estonia* was not seaworthy that night, and that she was not in compliance with international minimum requirements," said Dickinson.

"These findings present a large amount of

relevant information that could have a bearing on the chain of events leading to the casualty. They reinforce our concerns about the JAIC report and the investigation," Dickinson explained.

"It seems that the JAIC process was more of a political fix, concerned with appeasing vested interests, rather than identifying the circumstances surrounding the loss of the *Estonia* and establishing the causes by gathering information and drawing objective conclusions. That is why the ITF is calling for a re-examination of the loss of the *Estonia*."

Dickinson added that the new investigation should be transparent. "To do otherwise would set an unfortunate precedent to be seized upon by those flag states which have little regard either for the safety of life at sea or for the protection of the marine environment," he concluded. ■



■ The scene on the Hamburg waterfront during the worldwide day of action against flags of convenience.

Worldwide action day wins \$500,000 in crew back-pay

The ITF's worldwide day of action against flags of convenience and anti-union practices in the ports industry on 4 December resulted in back wages of more than US\$500,000 being collected for low-paid crews.

The action involved over 150 ships, inspected by 100 ITF Inspectors in 40 countries. "It is worrying that we could recoup that much in just one day," said ITF Assistant General Secretary Mark Dickinson. "Disreputable operators are making money hand over fist by delaying or refusing to pay wages."

Much of the action centred on the work of ITF Inspectors in US and Canadian ports.

In Vancouver, \$87,000 in back wages was negotiated for the crew of the Panamanian-registered *Ipiros*, owned by World Carriers. In Montreal, \$10,000 was recouped for the crew of the Malaysian-flag *Livorno Senator*.

In New York, the crew of the Bahamas-registered *Astra Lift* took strike action, resulting in their receiving \$18,000 as a first payment; action continued pending final settlement and members of the ITF US affiliate NMU leafleted the public in support of the crew. Inspectors in Florida negotiated a \$32,000 back-pay claim for the Belize-registered *Cavenia I*; they also inspected 15 ships, handed out leaflets and canvassed seafarers' centres in the Miami and Fort Lauderdale area.

A back pay claim in excess of \$100,000 was initiated on the Maltese-flag *Tomis Providence* in Louisiana, when the ITF Inspector discovered that the crew were owed six months' wages. Also in Louisiana, a settlement of \$137,000 was reached for the Panamanian-flag *Chem Pioneer*, owned by Seabon Holding Corporation.

Other activities included 12 new ITF-approved agreements signed in Germany as well as new agreements signed in India and Korea. Ship boycotts took place in Germany, Norway and Poland and a Russian crew took industrial action in Japan.

ITF affiliates in Slovenia, Italy, Belgium India and Russia reported extensive ship inspections, good press coverage and stop-work meetings. ■

ASIA/PACIFIC REGION

85 ships signed up to ITF agreements in week of action

The ITF Asia/Pacific Region's week of action against flags of convenience (FOCs) ended with an unprecedented number of ships signed up to ITF-acceptable agreements.

Throughout the week, which ran from 16 to 20 November, action was undertaken in 74 ports within 19 Asia/Pacific countries. The efforts of local unions and ITF Inspectors resulted in 85 additional ships being covered by ITF-approved pay and conditions. Twelve ships were boycotted and US\$1,110,000 in back-pay was retrieved for underpaid seafarers.

Malaysian dock workers' ship inspection activities in the fast-growing hub of Port Kelang created a stir amongst port operators who tried to muzzle the dockers' media campaign due to fears of adverse publicity. The Malaysian flag is likely to come under increasing scrutiny despite not being on the ITF's list of 27 FOC registers.

In Tuticorin in South India and in New Zealand,

Malaysian ships inspected revealed total monthly wages of just \$200 to \$300 for an able seaman. The ITF's Congress in New Delhi in November signalled an expansion in the scope of the FOC campaign to include registers ignoring human rights and International Labour Organisation and International Maritime Organisation conventions on their ships.

Inter-union solidarity in India

Meanwhile, an exercise in inter-union solidarity in the Indian port of Mumbai (Bombay) has caused shipowners to seriously reconsider the working conditions of their crews when visiting the Arabian Sea port.

Members of the Transport and Dock Workers' Union in the port have refused to work cargo on ships identified as targets by local ITF Inspectors. Officials of ratings' union NUSI (National Union of Seafarers of India) and officers' union MUI (Maritime Union of India) patrol the waterfront searching out ships which do not meet international standards.

Three St Vincent & the Grenadines-flagged ships – Indian-owned *Sea Grace I*, Peoples' Republic of China-owned *Zi Jin* and Bangladesh-owned *Tasmia* – as well as the Greek-owned, Panamanian registered ship *Sun II* were all boycotted in the port during the week of action. ■



■ Members of the Dockers' Union of Russia boycotted the Maltese-flag *Joint Grace* in Vladivostok.

ITF Dockers' Secretary Kees Marges considers whether privatisation will lead to further exploitation of labour or the start of new improved labour relations in the port industry

P&O Nedlloyd crewing formula agreed

P&O Nedlloyd and British ratings' union RMT have reached agreement on the crewing of the company's fleet of containerships as a result of which some 100 British ratings' jobs have been saved. The company had originally wanted to replace all 320 of its UK and New Zealand ratings with low-cost Filipino labour.

Under the scheme negotiated in collaboration with the ITF, ratings who volunteer to leave P&O Nedlloyd will receive UK£1,400 (US\$2,300) per year of service, a lump sum payment equivalent to six months' salary, and a training allowance of £900 (\$1,480).

The average P&O Nedlloyd rating with 11 years' service will receive around £24,800 (\$40,700).

The RMT stresses the voluntary nature of the scheme, insisting that there will be no pressure to leave the company. ■

In the Indian sub-continent...

Port privatisation at the crossroads

Ports in Bangladesh, Sri Lanka, India and Pakistan are all involved in the privatisation process. Global terminal operators such as P&O Ports, ICTSI, PSA Singapore, Stevedoring Services of America (SSA) and several shipping lines are searching for terminals which are being privatised.

Some terminals have been sold already. For example a combination of the US shipping line APL and the Philippines terminal operator ICTSI have bought a terminal in the port of Karachi, while SSA is in a joint bid for a terminal in Chittagong. Australia-based P&O Ports is developing a whole network of terminals on the sub-continent.

In Colombo, the biggest port of Sri Lanka, P&O Ports has obtained the Queen Elizabeth Quay (QE), the first terminal in Colombo being privatised and sold to a foreign company. Privatisation of other terminals is being prepared. So far ITF affiliate CMU has been refused negotiations on the consequences of privatisation and the hand-over of the QE to P&O Ports. Protest actions by CMU resulted in the port authority removing trade union activists from the port.

Recently P&O Ports was forced to give up its plan to develop a hub terminal on a greenfield site in India's north-western port of Vadhaven. This was the result of strong opposition to the plans by environmental groups, local small businesses, including many fisheries, and the ITF's affiliate, the Mumbai-based Transport and Dock Workers' Union.



Following the ITF's Congress in New Delhi in November, I visited the terminals of Mumbai Port and the newly constructed Jawaharlal Nehru Port (JNP) terminal, in Nhava Sheva, near Mumbai. I met the management of both terminals and had discussions with terminal workers, as well as their unions.

The JNP terminal looked environmentally friendly. But conditions were not so friendly for the workers. Permanent employees are being increasingly replaced by casual workers. They are very cheap, live on the terminal 24 hours a day, are available permanently and are paid US\$2 to \$2.5 per 24 hours. They have not been trained properly as dockworkers and are not aware of safety rules and don't wear hard hats or safety shoes. If they refuse to work they must return to the ranks of Mumbai's unemployed.

Operators who want to buy terminals in Mumbai must be told that this state of affairs is unacceptable. They must take additional labour costs into account when calculating their business plans, which are going to be the basis for their negotiations with the Indian authorities.

Privatisation will therefore be an important test for the intentions of the new port operators and the state authorities. Will modern labour relations based on decent working conditions, proper training and a healthy work environment be one of the aims of the process?

If not, the unions will be justified in opposing privatisation and asking the ITF for support. ■

Global Mariner in the Americas

The ITF campaign ship continues its world voyage to highlight the scandal of flag of convenience and sub-standard shipping...

Halifax, Canada, 7 October:

Forced to dodge hurricanes on the Atlantic crossing, the *Global Mariner* arrived in Nova Scotia later than planned. However, by the time the on-board exhibition was opened, over 200 people were already queuing at the gangway.

On the following day over 500 eager school children from the surrounding area visited the ship and were put to the test by their teachers to find out about flags of convenience, keeping the crew and volunteers busy answering questions. Next day, a regional breakfast television station came on board and transmitted eight live pieces. The visit was also extensively covered in local newspapers and radio.

New York, USA, 10 October:

The beginning of the US stage of the *Global Mariner's* tour was marked by an official opening ceremony attended by representatives of many local unions.

The UK-flag cruise ship *Royal Princess*, beneficially owned by P&O in London and managed by Princess Cruises in Los Angeles, was berthed next to the *Global Mariner* for a day. Crew members from the cruise ship approached the ITF on board the *Global Mariner*, showing contracts that paid US\$881 to an able seaman, including fixed overtime (in a normal 77-hour week) and holiday pay. (An able

■ In Halifax local school pupils visited the exhibition on flag of convenience shipping.



seaman on the *Global Mariner* earns about eight times as much, including paid leave.) Passengers on the *Royal Princess* pay \$2,565 per person in a standard outside cabin for a 10-day cruise. A luxury suite would cost \$7,140.

Baltimore, 14 October: Some 1,500 people visited the ship. Many were drawn to the exhibition by a front-page article in the business section of the Baltimore Sun headlined "Exhibit of horrors docks in town". Visitors were moved to write strong messages in the visitors' book, such as: "This exhibit shows the immoral and obscene greed of the owners of flags of convenience and their total indifference to the miserable working and living conditions of their employees. It is a crime against humanity."

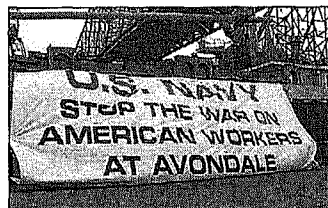
Clyde Hart, Administrator for Maritime Affairs in the US Department of Trade, made a special visit to the ship and was given a guided tour by John Sansone, the ITF's USA Co-ordinator. Mr Hart said afterwards that he was appalled by what he had seen in the exhibition.

Savannah, 21 October: Despite being berthed five miles from town, with public access difficult, the visitor total reached 400. The visit itself attracted considerable media coverage including a live television broadcast from the ship, followed by an extended piece on the early evening news. The main daily paper in Savannah, The Savannah Morning News, also reported extensively about the visit. One advantage of the

location in the container port was that there were also visits from a number of seafarers having problems with their wages and conditions. They received advice about how best to proceed with their cases and were assured of support from the ITF.

Fort Lauderdale, 27 October: Over 1,000 people visited the exhibition during the stay, and many others would have seen its message as carried by the local news media, including the Miami Herald. The latter, noted for its support of the cruise ship industry (many of these flying flags of convenience), published a very positive article about the exhibition.

New Orleans, 4 November: Much of the *Global Mariner's* three-day stay in New Orleans was taken up with campaigning on behalf of workers at a notoriously anti-union shipyard, Avondale. Five years ago the



shipyard workers voted to join a union after enduring hazardous working conditions and sub-standard pay and benefits. Despite repeated court decisions in their favour, Avondale workers have been fighting through the courts for their bargaining rights. Meanwhile the US Navy – Avondale's main customer – is, according to the Justice At

Avondale Campaign, subsidising anti-union activities.

The *Global Mariner's* campaigning started with the unfurling of a giant banner (pictured) hung over the side. Then one night two high speed boats approached the yard eight miles up river where finishing touches were being made to a new US Navy ship, the *Bob Hope*. A high-powered projector beamed union slogans onto the side of the hull.

Three of the tugboats escorting the *Global Mariner* from port later joined the final protest, setting off fire hoses and blasting their horns outside the yard while the *Global Mariner* was again draped with a giant protest banner.

Houston, 10 November: A total of 650 people visited the ship. The Houston pilots donated their services free as a gesture of solidarity as the ship finally departed the USA.

Veracruz, Mexico, 15 November: By the end of three days, a total of 11,928 people had visited the ship, and had taken the total for the *Global Mariner* tour so far to over 100,000.

The visitor who pushed the counter over 100,000 was Raul Ortiz Guzman from Veracruz, a chief mate in the Mexican merchant navy. Raul has recently been fired by Constructora y Arrendadora Mexico SA, which is facing action from Mexican unions.

The enormous success of this visit was not only due to the warmth and responsiveness of the people of Veracruz, but in large part due to the hard work

of Antonio Rodriguez Fritz and Raymundo Mata, the local ITF Inspectors.

San Juan, Puerto Rico, 24 November: Cardinal Aponte (pictured)



became the first cardinal to visit the exhibition, which was open for only six hours because of delays at Veracruz. Nevertheless, 200 visitors saw the exhibition, and media interest was high with regular news reports on local TV.

Port of Spain, Trinidad, 28 November: There were many seafarers among the 750 who came on board. They were interested in finding out more about the ITF wages agreements, and some told the crew and volunteers their personal stories of non-payment and low wages.

Vitoria, Brazil, 10 December: In only four hours on the first day 1,700 visitors went through the exhibition. By the end of the fourth day in port, 12,746 people had visited, the largest number in one port in the Americas.

Among the visitors were crew members from ships berthed nearby and relatives of Brazilian seafarers working on board flag of convenience ships. Three Romanian seafarers from the *Victory 8*, flying the Belize flag but Greek owned, also came on board. Their ship has been under arrest in Vitoria on behalf of the crew, assisted by the ITF and the Vitoria Seafarers' Centre, for 15 months. Only five crew members now remain, as most have been repatriated to Romania where they are waiting for their case to be finalised. A percentage of their wages, up to US\$27,000, has already been paid.

The running total of visitors to come on board the *Global Mariner* is now 117,633.

MEETINGS

- Eurostar meeting, London, 2 February
- Star Solidarity Alliance Aircraft Maintenance meeting, Hamburg, 8-10 February
- Working Group on ITF/FST Relations, Brussels, 10 February
- Ad Hoc Ratings Meeting (seafarers), Copenhagen, 15 February
- Aircraft Cabin Design Group, London, 24-25 February
- European Women's Caucus, London, 24 February
- Women's Committee, London, 25-26 February
- Working Group on ITF/FST Relations, Brussels, 10 March
- Inter-American Railway Workers' Meeting, Toronto, 17-19 March
- Bus Construction Working Group, Tokyo, 24-25 March
- Offshore Task Force, London, 17-18 March

PEOPLE

- **Héctor Azúa Almeida** has been elected President and **Carlos Lobos Galvez** Secretary of the Chilean Southship Merchant Navy Officers' Union.
- **Steen Andersen** was elected Vice President of the Danish Transport and General Workers' Union (SiD) from 2000 when the present incumbent **Jens Anker Engelbrechtsen** retires.
- **SY Bonnah** has taken over as Acting General Secretary of the Local Government Workers' Union of Ghana following the death of the General Secretary.
- **Christiane Brunner** and **Vasco Pedrina** have retired as Co-Presidents of the Swiss Trade Union Confederation (SGB) at the SGB Congress and have been succeeded by **Paul Rechsteiner**, a lawyer and MP.
- **Leif Dolleris**, President of the Danish Engineer Officers' Association, is the new President of the Nordic Engineer Officers' Federation, succeeding **Helgi Laxdal**, President of the Icelandic Engineer Officers' Association.
- Swiss Interior Minister and leading trade unionist **Ruth Dreifuss** has been elected as the first woman President of Switzerland.
- **Lloyd Goodleigh** (Jamaica) was elected President and **George DePeana** (Trinidad and Tobago) General Secretary of the Caribbean Congress of Labour (CCL) at its 13th Congress in Belize last October. **DePeana** succeeds **Kertist A Augustus**, CCL General Secretary for the past 15 years.
- **James P Hoffa** has been elected as the next
- **Josy Konz** retired as President of the Luxembourg Federation of Railway and Transport Workers (FNCTTFEL) at the union's 61st Congress in October. **Konz** served as FNCTTFEL General Secretary from 1976 to 1982 and as President from March 1985. In recognition of his outstanding services to the FNCTTFEL he has been given the title of honorary President. The new President is former Vice President **Nico Wennmacher** and the new Vice President is **Roland Schreiner**.
- **Christer Lindvall**, President of the Swedish Ships' Officers' Association, has been elected the President of the International Federation of Shipmasters' Associations (IFSMA).
- **Mario Mateluna Vergara** has been elected President of the Chilean Ratings' Union (FETRICH) with **Antonio Guerrero Olavarria** as Secretary and **Gerardo Alvarez Watanabe** as Treasurer.
- **Shoshiro Nakanishi** was re-elected President of the All-Japan Seamen's Union (JSU) at its 59th Congress held in Tokyo in November.
- **Mogens Lehd Pedersen** is the new President of the Danish Radio Officers' Association.
- **Amir Peretz** has been elected as the Chair of the Israeli national centre Histadrut.
- **Darko Pericic** has been elected President of the Railwaymen's Trade Union of Croatia in succession to **Zlatko Pavletic**. **Branko Kres** is the new Vice President.
- **Mick Rix** has been elected as the new General Secretary of the British Associated Society

OBITUARIES



■ **Lauri Heinonen**, long-time ITF Co-ordinator and Finnish Seafarers' Union International Secretary, died on 11 December. Lauri, who retired from active union life only last October, was one of the earliest ITF Inspectors and the mainstay for many years of the ITF's flag of convenience campaign in Scandinavia. He first went to sea at the age of 15 on a Finnish ship but was soon sailing on Norwegian and Swed-

ish vessels visiting the Middle East, India and Latin America. He returned to Finland in the early sixties when he settled down working for a welfare society in Kotka and looking after merchant seafarers. When, a few years later, the seafarers' union was looking for a local official in Kotka Lauri was the obvious choice. In 1976, he became union Vice President and took charge of international affairs, including contacts with the ITF. By 1984, he had become International Secretary and secretary of the seafarers' section of the Nordic Transport Workers' Federation.

ITF Assistant General Secretary **Mark Dickinson** writes: "Lauri Heinonen was one of

the ITF's longest serving inspectors. He was foremost a seafarer, a trade unionist and a man of principle. He was one of the mainstays of the 50 year old campaign against flags of convenience. He always tried to look on the bright side of every situation, always ready with a quip or a joke to lighten tense moments. He was a character who was not afraid to express unpopular or unfashionable viewpoints. I know that affiliates and other inspectors around the world will miss him. The seafarers of the world have lost a friend and a damn good inspector – one who cared a great deal about their plight.

■ **Bob Dean**, ITF Inspector in



The 39th ITF Congress in New Delhi said goodbye on its final day to **Eike Eulen** when he re-

tired as ITF President. In his acceptance speech four years earlier in Geneva, Eike had expressed his delight at having worked his way up from

Eike Eulen

his first days at sea as a ship's boy to President of the ITF.

Born in Berlin, his early maritime career showed that he was a seafarer of great promise. He soon progressed to AB and then to first officer, a rank he held for 13 years until he went ashore in 1968.

Based in Hamburg, he took

over regional responsibility for the German ÖTV union's members in seafaring and fishing. In 1984, he was elected for the first time to the ÖTV Management Committee as well as to the ITF Executive Board.

By 1990 he had become the ITF's European Vice President. ❦

of Locomotive Engineers and Firemen (ASLEF) in succession to **Lew Adams**.

■ **Adriana Rosenzvaig** was elected General Secretary of the International Graphical Federation (IGF) at its 17th Congress in Tenerife in October. Adriana is the first woman to hold the post of General Secretary of an International Trade Secretariat. The post became vacant with the untimely death in September 1997 of **Chris Pate**, formerly of the ITF.

■ **Guy Ryder** has left his position as Director of the ICFTU (International Confederation of Free Trade Unions) Geneva office and is now Director of the Bureau for Workers' Activities at the International Labour Organisation. **Dan Cunniah** has been appointed as the new Director in Geneva with **Anna Biondi** as Assistant Director.

■ **Juan Somavía** of Chile has been elected as the new Director-General of the International Labour Office and will take up his new post in March 1999. A lawyer with a long and distinguished career in civil and international affairs,

Somavía is a former Chilean Ambassador and Adviser to the Foreign Minister of Chile on Economic and Social Affairs. He is currently Permanent Representative of Chile at the United Nations in New York, a post he has held since 1990.

■ **Rigmund Storøy** is the new Vice President of the Norwegian Seamen's Union, replacing **Tormod Storås** who did not stand for re-election.

■ **Makoto Tsubone** has succeeded **Ryoichi Ikemura** as President of the General Federation of Private Railway and Bus Workers' Unions (SHITETSU SOREN) as well as Chair of the Japanese Transport Workers' Unions' Council (KOUN ROKYO). Tsubone was previously the federation's General Secretary.



Portland, Oregon, died suddenly of a heart attack on 2 December, aged 60. **Bob** was appointed an

Inspector in January 1995, a job which he undertook with great zeal and commitment. Ships never entered the Columbia River system without being inspected by him or an ILWU (International Longshore and Warehouse Union) colleague, and countless seafarers on flag of convenience ships have **Bob** to thank for the ITF agreements he negotiated and the many hundreds of thousands of dol-

lars he recouped in back-pay. **Bob** was a lifelong trade unionist who began his working life as a trucker (and Teamsters' Union member) but soon joined the merchant marine and the National Maritime Union.

■ **Finn Løwert**, former President of the Danish Ships' Catering Union, has died aged 86.

■ **Augustine Bosuh Sossah**, General Secretary of the Local Government Workers' Union of Ghana for over 10 years, died on 4 November in a car accident.

■ **May Wickramasuriya**, Senior Secretary with the Ceylon Mercantile, Industrial and

General Workers' Union (CMU), died on 13 December. **May** was the first woman to be elected (in 1953) on to the CMU Executive Committee and throughout her career worked closely with General Secretary **Bala Tampoe**, whom she married in 1966.

■ **Evelyn Jones**, wife of **Jack Jones**, former General Secretary of the UK's Transport and General Workers' Union, has died aged 85. **Evelyn** was a lifelong trade unionist and a familiar figure at many ITF gatherings.

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● Guidelines are available for affiliates and their members on a growing range of issues from combating the stress facing bus drivers to improving on-board health services for seafarers.

● Keep up to date with campaigns such as the battle against flags of

convenience and the struggle to reduce the excessive hours professional drivers are forced to work.

● Find out how to mobilise solidarity in support of workers facing challenges to their trade union and human rights.



International Transport Workers' Federation

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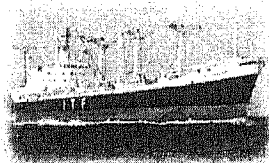
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headlines

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13 January: New Zealand: **Union victory** at Stagecoach subsidiary *Cityline*

13 January: ITF-backed "FLARE" victims **win court battle**

12 January: World unions join **campaign to ban toxic ships**

Hungarian railway workers suspend strike (8 January)

ITF donates 10,000 dollars to **Croatian inland navigation workers' strike**

other news

Transport workers arrested in Turkey

Computers blast UK train delays in rail survey...plus more

U Purohit (All India Railwaymen's Federation) is the new President of the ITF, elected at the 59th Congress. Click here for the full list of ITF Executive Board members and here for a full list of resolutions.

research and studies

Containing globalisation: a top on the realities of airline globalisation for the industry's workers

Read more about "What makes bus driving stressful?" by Transport and General Workers' Union of Great Britain and get your copy.

"Text deregulation" - an international companion

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On line with the ITF

The ITF was one of the first labour movement organisations to make use of the internet as a means of maintaining links with its worldwide network of regional offices and field workers. Today, the internet and the Federation's web site (www.itf.org.uk) are central to the success of many of its activities.

Updated on a daily basis, the ITF web site is easy to use and simple to navigate around – with a growing site index and soon-to-be-launched search engine – and provides news about the work of the Federation and its eight industrial sections, the ITF's affiliates, and the international labour movement.

For advice, information and news on the global transport trade union movement log on to:

www.itf.org.uk

International Transport Workers' Federation

Fédération internationale des ouvriers du transport

Federación Internacional de los Trabajadores del Transporte

Internationella Transportarbetarefederationen

國際運輸勞連

Internationale Transportarbeiter-Föderation

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