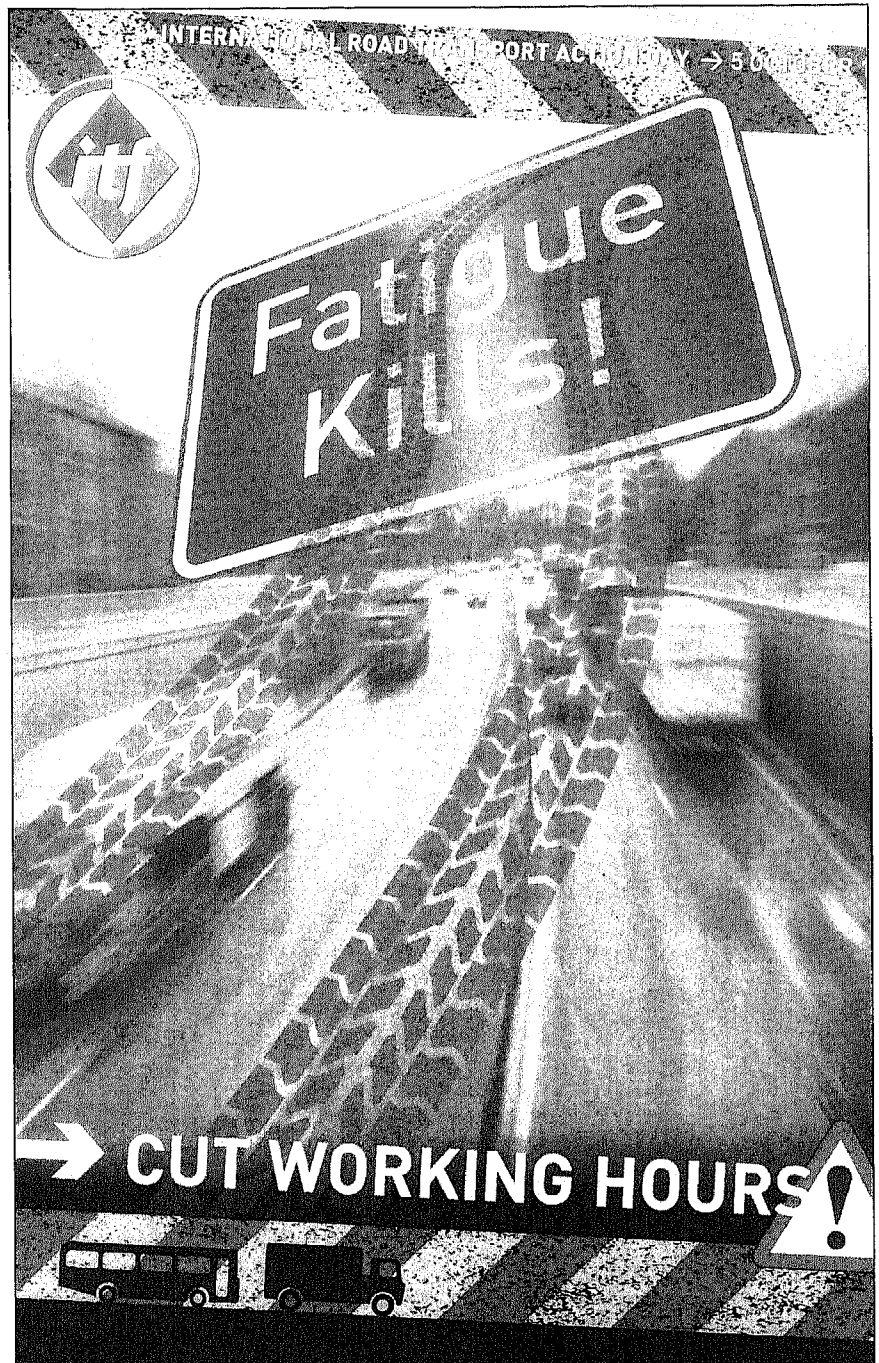


Journal of the International  
Transport Workers' Federation

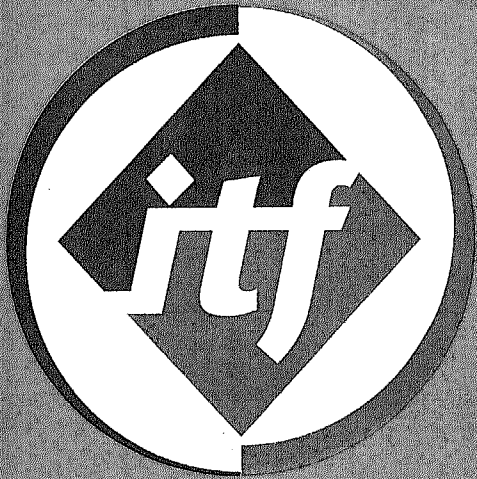
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ISSN 0019-0799

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Tuesday 5 October 1999



International  
road transport  
action day



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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 9 September 1999.

**ROAD TRANSPORT WORKERS**

# Aims of our day of action

On Tuesday 5 October, ITF unions will be participating in the third annual action day. Road transport workers from all over the world will join together to fight the excessive working hours which are imposed on too many of those who drive for a living.

**Why is the ITF doing this?**

- Extremely long hours and inadequate rest periods are endemic in both goods and passenger transport.
- Fatigue and ill-health among drivers is a serious occupational hazard.
- This situation threatens not only the health and safety of drivers but is also a danger to other road users.
- Accidents caused by fatigue could be avoided.

The travelling public as well as pedestrians expect trucks and buses to be operated by companies who respect road safety and the welfare of their employees. They expect public authorities to ensure goods transport and passenger transport operators carry out their services in a safe and responsible way.

Fatigue in road transport is an urgent issue for road transport workers, public authorities, governments and the public alike. That's why ITF unions all over the world will take action on October 5. We are asking you to join in.

**What do we want?**

- The demands of the campaign are:
- Limitation of working time to a maximum of 48 hours per week in line with Convention No. 153 of the International Labour Organisation, through adoption of legislation at national level in each country
  - In Europe: The implementation of European Commission proposals to legislate working hours in road transport to an average limit of 48 hours as well as amendment of European Union Regulation 3820/85 and of the Economic Commission for Europe's AETR agreement to

control working hours not just driving time

- Where regulation of hours does exist, this must be enforced by properly-trained inspectors and law enforcers who must be given sufficient resources to carry out their duty of excluding illegal operators from the road transport industry

- The provision of proper resting places for long-distance drivers so they can rest in comfort and free from the threat of criminal attack
- Improved administration procedures and

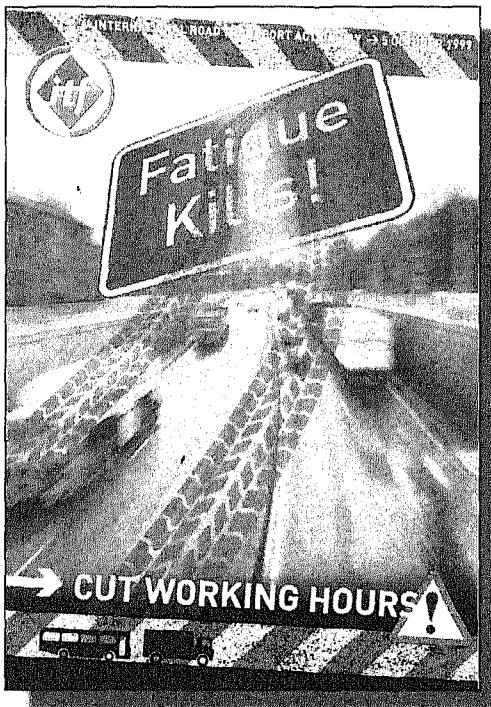
facilities at border crossings so that international drivers do not have to wait for days on end without access to basic facilities

- Full pay for all time on duty, with no more unpaid waiting time

**What can you do?**  
 Join the Action Day on 5 October. Remember, you are not alone — this is a worldwide event. Your participation on 5 October counts, and it will encourage others to fight for decent and safe working hours.

The ITF will be producing a campaign pack including a set of guidelines explaining the campaign, press materials, posters, postcards, stickers and over-vests. These will be sent to the main offices of affiliated unions. Please start planning within your union how you will participate and how to use these materials or contact your local union to see if there are events you can join. ■

*Copies of the ITF campaign poster (above), in English, French, German, Italian, Portuguese, Spanish and Swedish, are available free to affiliates from ITF offices.*



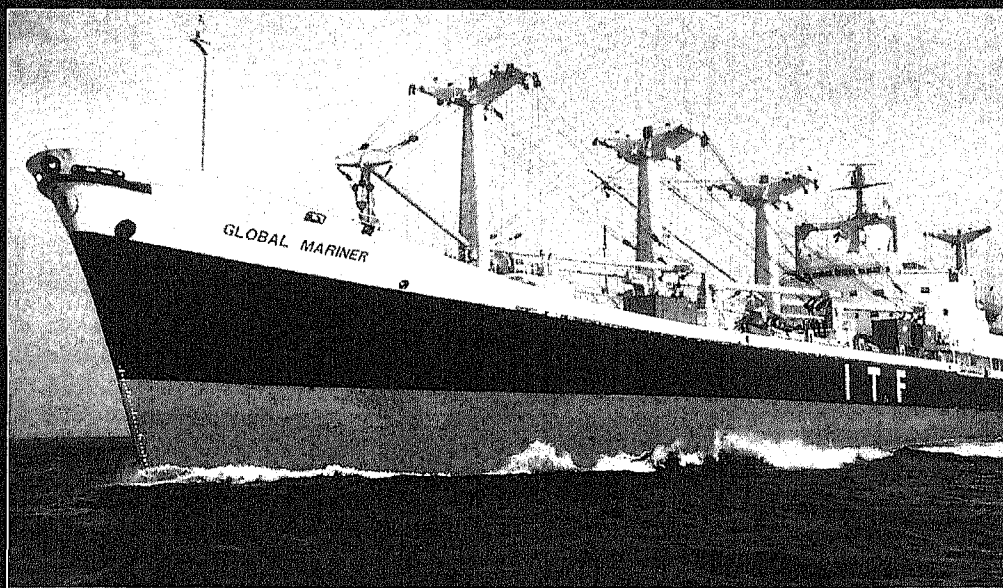
## Drawing the crowds

The number of people who have visited the ITF's campaign ship, the *Global Mariner*, which is over half way through an 18-month world tour to highlight the scandal of flag of convenience and sub-standard shipping, reached the 400,000 mark in August. The 400,000th visitor boarded the ship in Bangkok, Thailand.

By the end of the voyage, more than half a million people are expected to visit the vessel, which began its journey in July 1998. ■

● Ship's log: pages 12-14.

Holger Thomsen



## Affiliates will consider ways of easing impact of transport privatisation

The ITF, the World Bank, the International Confederation of Free Trade Unions and the Public Services International are jointly organising a top level seminar on the theme "Privatisation and Enterprise Reform" at World Bank headquarters in Washington DC on 14 and 15 September.

The aim is to exchange views and information on privatisation in the transport, power and water sectors in particular, and to explore the possibilities for developing a joint partnership for follow-up work. About 25 to 30 union leaders are expected to attend, along with senior World Bank staff.

ITF General Secretary David Cockroft said the meeting would examine the

# Joint union seminar with World Bank

employment aspects of the reform process, particularly in the rail and port sectors, including training and re-employment. "We will be looking at alternative approaches to restructuring, and unions will emphasise to World Bank representatives the need for full trade union involvement in the process."

The ITF will be represented by Cockroft as well as President Umraomal

Purohit, Dockers' Section Secretary Kees Marges and Inland Transport Sections' Assistant Secretary Mac Urata. ITF affiliates from Argentina, Ghana, Romania and Zimbabwe are also expected to attend. ■



## ITF in call for action over East Timor repression

The ITF is backing a call to unions worldwide to put pressure on Indonesia to end the brutal repression of the people of East Timor following their overwhelming vote in favour of independence. The International Confederation of Free Trade Unions (ICFTU) has asked unions to organise protests at Indonesian embassies and to take lawful action against Indonesia's diplomatic, economic and commercial interests.

In September, members of the ITF-affiliated Maritime Union of Australia, with the support of the Australian Council of Trade Unions, stopped work on

all ships carrying cargo to and from Indonesia. Trade unionists in various parts of the country also launched action directed at Indonesia's airline, Garuda.

A meeting of the ITF's South Pacific affiliates, held in Fiji early in the month, called on the ITF to organise protest action against Indonesia.

The situation in East Timor – a former Portuguese colony which was annexed by Indonesia in 1975 – deteriorated following the United Nations-sponsored referendum on 30 August in which nearly 80 per cent of East Timorese voted in favour of inde-

pendence. Militia members, supported by Indonesian armed forces, conducted a campaign of terror against the civilian population.

Indonesia, meanwhile, rejected an appeal from the UN to accept a peacekeeping mission to East Timor.

ITF General Secretary David Cockroft immediately wrote to unions asking them to participate fully in national protest actions and to send letters of protest to Indonesian President Jusuf Habibie. ■

*Protest letters should be sent to: Jusuf Habibie, Presidential Palace, Jakarta, Istana Negara, Indonesia. By fax: c/o Foreign Ministry +62-21-385 7316*

### Dickinson's new job

ITF Assistant General Secretary Mark Dickinson will be leaving to take up a post with UK affiliate Numast, representing ship's officers, next year, it was announced in July. In a letter to ITF General Secretary David Cockroft, Dickinson said he wished to spend more time with his young children while they grew up.

"The ITF is a way of life not just a job and it has become increasingly difficult to reconcile the demands of the work with my family life," he said.

Cockroft admitted that the expansion in the ITF FOC campaign and other aspects of ITF maritime work for which Dickinson has been responsible have led to a sometimes gruelling schedule, and that the success of key projects had added to the workload for everyone involved.

"Mark has been responsible for a series of major initiatives, from the search for the *Derbyshire* to the *Global Mariner*, which have produced a real transformation in the ITF's maritime work. It is a hard job which does impinge on family life. I am truly sorry Mark has made this decision but I understand the reasons and wish him well in his future career," he said.

Dickinson, who is 37, has worked for the ITF since 1988 and was appointed Assistant General Secretary in 1996. The ITF Executive Board will consider proposals for his replacement at its next meeting in October. ■

## IN BRIEF

### Albania: Activists sacked

Two trade union activists have been dismissed by management at Rinas Airport, Albania, following a successful strike at the end of June. The ITF-affiliated Independent Trade Union of Transport Workers reported afterwards that "the Rinas workers achieved their strike aims totally". However, at the end of July the ITF learned that the agreement reached between the union and the airport authorities had not been implemented. Instead, management had been intimidating activists and had sacked Maksim Ethemaj and Alban Hoxholli, who were both involved in the strike. The ITF has written to the Albanian government urging reinstatement and calling for immediate, full adherence to the agreement reached in June. ■

### Burma: ILO ban

Burma, where thousands of people are still in forced labour despite universal condemnation, has been excluded de facto from the International Labour Organisation (ILO) following unprecedented joint action by the trade union and employers' organisations within the United Nations agency. In a resolution submitted to the International Labour Conference, the ILO's annual assembly, which ended on June 17 in Geneva, trade unions and employers asked the ILO to refuse Burma all technical assistance and to ban the country's representatives from attending its meetings, because of the systematic use of forced labour by the ruling military junta. ■

### Cape Verde: Strikers forced back to work

The ITF has written to Cape Verde's Prime Minister, Carlos Veiga, to protest strongly against the use of civil requisitioning orders to force striking maritime workers back to their jobs. In co-operation with the International Confederation of Free Trade Unions (ICFTU), the ITF also plans to complain to the International Labour Organisation about this abuse of trade union rights. The government of Cape Verde passed the requisition order against SIMETEC, the maritime union, on 27 July, just five hours after union members began their strike against the restructuring of the national maritime company, the CNN. The workers are concerned that they have not been consulted over the coming privatisation which will lead to redundancies without compensation. The ITF and ICFTU have pointed out that each time workers of certain sectors in Cape Verde have attempted to go on strike the government passes requisition orders to force them back to work, thus depriving them of a recognised legitimate way of protesting. ■

### Malta: Co-ordinated action

An agreement has been reached between the Maltese government and the ITF's affiliate, the

General Workers' Union, over funding for voluntary redundancies in the ports sector. Separate talks opened on an airline dispute. Industrial action broke out in August when two groups of transport workers, airport staff and port workers, joined forces to put their demands. Port workers took action over the government's refusal to honour a voluntary redundancy agreement and airport workers were demanding a ballot to settle a recognition dispute. Violent attacks by police and the intervention of the armed forces on 20 August led to widespread protests from the international trade union movement. In a union-busting move, temporary maritime pilots' licences were issued to the military in order to break the port strike. The ITF immediately warned IATA, the international airline operators' organisation, of the potential threat to safety. ■

### United Kingdom: Greenpeace ban

ITF General Secretary David Cockroft has written to the British government to voice "serious concerns" over the actions of the state-owned BNFL nuclear waste reprocessing company in securing a legal ban on Greenpeace protesting against marine shipments of nuclear material. Prime Minister Tony Blair was told that BNFL's "heavy-handed" behaviour appeared to be an attempt to prevent peaceful protest action by the environmental campaign group. In a democratic civil society there was a need to ensure the right to freedom of opinion and expression, as established by the Universal Declaration of Human Rights, Cockroft added. He explained that the ITF supported the carriage of nuclear cargoes on purpose-built ships – including those operated by BNFL. ■

### USA: 'Appalling' record

Violations in the USA of the right to freedom of association and the right to organise, are "massive, ongoing, and appalling". These and other accusations on rights abuses, including the use of child and prison labour, are detailed in a report by the International Confederation of Free Trade Unions (ICFTU) published in July. The USA has ratified only one of the seven core labour standards, as specified by the UN's International Labour Organisation. This is one of the worst ratification records in the world. According to the ICFTU report nearly seven million public service workers are denied the right to collective bargaining. In the private sector, workers are not adequately protected from employer interference in the fundamental right of workers to organise a union. ■

# Sunny skies for some, exploitation for others

Unions tackle industry with glamorous image but often ugly underbelly

The world is rightly concerned with the environmental impact of tourism, said to be the world's fastest expanding industry. Trade unions have been quick to point out that concern for the natural environment and concern for the social environment, including conditions for employees in the industry, are not issues that can be separated.

Following the 1992 Earth Summit held in Brazil there has been an ongoing intergovernmental dialogue on the issue of sustainable tourism conducted within the United Nations Commission on Sustainable Development (CSD). Last April 19-21 the seventh session of the CSD was held in New York.

Trade unions, co-ordinated by the International Confederation of Free Trade Unions (ICFTU), have played a prominent part in the world dialogue around this issue. The ITF played a leading role in the international trade union delegation to the latest CSD meeting in New York.

Tourism affects workers as both consumers and employees. It is often forgotten that it is the struggles of trade unions for more disposable income for workers as well as the right to holiday leave that has created the mass tourism of the industrialised countries in the post war period.

These rights and economic gains are still absent, however, for the vast majority of the world's workers.

Millions of workers also work in the tourism industry. Unfortunately the tourist industry is notorious for its poor conditions

***'The tourist industry is notorious for its poor conditions with low pay, unsocial hours, job insecurity, its large scale use of contract and seasonal workers with few rights and usually no union organisation.'***

with low pay, unsocial hours, job insecurity, its large scale use of contract and seasonal workers with few rights and usually no union organisation. At its worst this can include degrading forms of labour including child labour and child prostitution.

The ICFTU, TUAC (the trade union committee of the Organisation for Economic Co-operation and Development) and the IUF (the international trade secretariat for hotel and catering workers' unions) have produced a document called "Workers and Trade Unions in the Web of Tourism". This looks at how trade unions must be an integral part of any strategy for sustainable development in the tourism industry. Its conclusions formed the basis of the union positions put forward in New York. These included the need to promote:

- the growth of the tourism industry through guaranteeing the rights of all workers to a decent wage and the right to paid leave
- the role of local and central governments in regulating the development of the tourist industry

■ Above: One of the fastest growing sectors of tourism is sea cruises. During the UN Commission on Sustainable Development (CSD) held last April in New York the ITF gained agreement for an investigation into cruise ships operating under flags of convenience.

- minimum standards and employee rights in the tourism industry
- abolition of child labour in tourism
- improved training of employees
- consumer education
- a social dialogue approach to local and national industry planning.

In New York the unions showed that they are one of the few sectors of civil society that has the kind of global organised structure capable of operating effectively in such a world dialogue. More importantly, they brought the message that an industry cannot be trusted to care for the natural environment if it cannot take care of even the most basic rights and conditions of those it employs. The only way forward is mutual respect and working together for an environmentally and socially responsible tourism industry. ■



**Rail accident at Gaisal**

The ITF has written to the All India Railwaymen's Federation expressing condolences, through the union, to the families of all who lost their lives in the rail disaster at Gaisal on Monday 2 August. Over 250 died in the head-on collision between two speeding trains. In a letter to Umraomal Purohit, AIRF President and JP Chaubey, its General Secretary, Graham Brothers (ITF Assistant General Secretary) said "we have all been shocked by the devastating crash at Gaisal and the catastrophic loss of life and injuries... there must have been a fundamental failure in the train-protection systems". Brothers expressed hope that a "comprehensive and detailed enquiry" would ensure that Indian Railways invested in modern signalling and safety systems on all parts of the network. ■

**Ecuador transport strike**

Ecuador's taxi drivers ended a transport strike in July which plunged the Andean nation into its worst crisis in two years. The taxi drivers had led truckers and other transit workers on strike for 12 days to protest a 13 per cent rise in fuel prices.

President Jamil Mahuad gave in to the strikers' main demand and rolled the price back on fuel to its 30 June level.

But the 50,000 transport workers kept up their strike, joined in Quito by 4,000 Indians demanding better education and services. The agreement ending the protest includes eight concessions to the strikers, including unfreezing union bank accounts and a commitment to look into the problem of unions' debts. ■

The ITF is stepping up the pressure on the Romanian Government to resolve a three-month dispute between Bucharest's metro workers and their employer, the publicly-owned company Metrorex.

In a joint memorandum with the Metro Workers' Free Trade Union Federation (USLM), which was sent to a number of international bodies including the European Commission, the United Nations Economic and Social Council, and the World Bank, the ITF has warned of the violation of trade union rights taking place in Romania, where USLM members are facing the sack after taking legal strike action in support of legitimate concerns over wages and working conditions.

The source of the dispute lies in the failure by Metrorex to implement an agreement, concluded 12 months ago, which aimed to settle long-standing grievances over salaries, the

# Government tries to break Romanian metro workers

need for a healthier and safer working environment and recognition of certain illnesses as job-related. When Metrorex reneged on this agreement, members of USLM were left with no alternative but to take strike action, which began on 31 May.

The strike lasted until 2 June when the Romanian Supreme Court of Justice suspended the action for a period of 90 days in order to allow time for the parties to restart the negotiation process.

However, attempts to resolve the dispute satisfactorily have been disrupted by the government's transport minister, Traian Basescu. Before the strike began, he publicly threatened any-

one who took action with dismissal and stated that it was his intention to transform Metrorex into a commercial concern and replace all striking workers.

Following suspension of the strike, Basescu then coerced the Romanian government into adopting an emergency ordinance which would allow Metrorex to be converted into a commercial company, threatening to withdraw from the governing coalition - which would lead to a general election - if the ordinance was not implemented. ■

## Women bus crews share discrimination experiences

The difficult conditions faced by women bus drivers and conductors emerged starkly during an ITF seminar in Manila on 10 to 12 August.

Twenty-five women from six countries in the South East Asian region attended the meeting, which heard how women bus workers in Indonesia and Thailand suffered from discrimination and unsafe working conditions.

For example, in Jakarta women bus drivers were the majority of those casual workers who only earned a salary if their fares collection topped 95,000 rupias. This meant not only that earnings were pitifully low or non-existent, it also led to unsafe driving in an effort to earn more fares. On the other hand, those permanent employees who earned a basic salary were mainly men.

Thai women said that women long-distance

bus attendants were not provided with any facilities for overnight accommodation. They had to spend nights in the open areas of bus stations, and several cases of assault and rape had been reported

In addition, the Thai participants reported that bus conductors in the city - who were almost all women - were regularly expected to work 14-16 hours because if the person relieving her for next shift failed to turn up, the conductor was obliged to keep working.

The participants concluded that women's lack of information on their own rights was a major obstacle to overcoming these issues, and that in their particular countries, the dangers of privatisation exaggerated the vulnerability of women transport workers.

Unions should ensure that women represented 40 per cent of participants in all training activities, organise gender-sensitivity for male trade unionists and promote child-care, the meeting agreed. Women's structures should be established or re-activated and national co-ordination encouraged.

Training needs addressed to the ITF for future activities included courses in language, labour rights and information technology as well as training in practical collective bargaining and leadership skills. ■

# 'Essential service' ploy used against Lithuanian strikers

## Fighting for public transport

The latest group of strikers to fall victim to the ploy of declaring public transport an "essential service" and therefore to be ordered back to work are members of the ITF-affiliated Motor Transport Workers' Federation of the Lithuanian Workers' Union, employed as bus and trolley-bus workers by the municipal authorities in the capital, Vilnius.

And yet this same government which issued the order behaves as if its urban transport services are anything but essential and instead, according to the union, presides over deteriorating services and low staff morale.

During a recent dispute the union was told that workers exercising their legal right to strike were obliged to maintain 70 per cent of normal bus and trolley-bus services – effectively denying them the right to take industrial action.

However, the Freedom of Association Committee of the ILO has determined on repeated occasions firstly, that public transport is not an essential service; sec-



■ Striking bus and trolley workers demonstrate in Vilnius.

ondly, that if a minimum level of service is to be maintained in a non-essential service, then the level of service to be maintained may not be fixed unilaterally by the public authorities; and thirdly, that it is unreasonable to fix the minimum service at a level which renders the strike ineffective.

ITF Assistant General Secretary Graham Brothers has written to the mayor of Vilnius as well as to the prime minister. "In subscribing in June 1998 to the ILO's Declaration on fundamental principles and rights at work, Lithuania has a duty to respect the above," he said.

The Lithuanian union is in dispute over a range of grievances, including the late payment of wages, inadequate repair and maintenance of buses, dis-

crimination in favour of private companies, an inadequate level of services to satisfy passenger demand and a refusal by the relevant management and authorities to negotiate on these issues.

The ITF has written to Prime Minister Gediminas Vagnorius asking him to implement measures necessary to provide proper levels of public transport. ■

## Thanks for support, say Venezuelan metro dispute winners

Received by the ITF from Francisco Torrealba, President of the Caracas metro workers' union, SITRAMECA, following a dispute in which the management had attempted to militarise metro workplaces and the ITF had asked affiliates to send protest messages...

"The ITF and SITRAMECA have together re-established normality to indus-

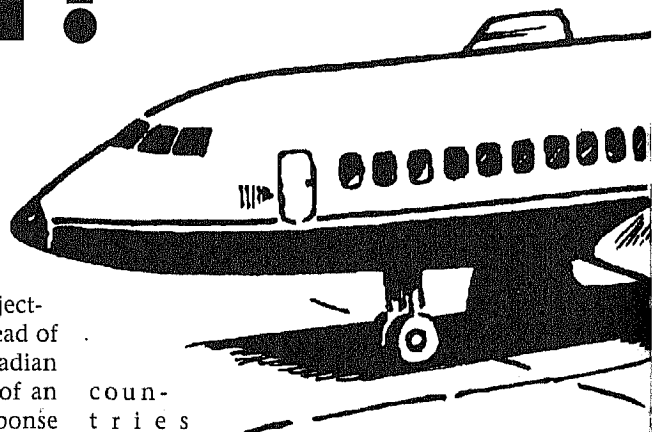
trial relations, obliging management to retrieve the military personnel from the workplace and although we are not sure they will not attempt this again on another opportunity, at least they know that these measure will be rejected time and time again by our union and by all the ITF affiliates. Unfortunately we do not have the means to communicate with all those who have written letters of solidarity supporting our cause, if it is possible we would like all ITF affiliates to know we are deeply grateful for all the solidarity shown." ■



■ Delegates at the Southern African Road Transport Workers' Seminar (pictured above), held in Johannesburg, South Africa, on 28 to 30 July, discussed issues such as cross-border problems, including customs regulations and police harassment, trade and road transport in Southern Africa, the ITF's campaign to reduce drivers' hours and tackling HIV/AIDS.

# Does ownership matter?

ITF Civil Aviation Secretary Stuart Howard looks at global trends in airline ownership and the implications for employees...



*'The logic of a liberalised international trade system is to allow freedom of capital investment, including foreign investment, in airlines. Many airlines and governments believe that it is time to lift these nationality restrictions in their industry.'*

*'Industry safety regulators are particularly sensitive to the argument that flags of convenience might appear in aviation.'*

In August the Canadian government rejected a public call by Kevin Benson, the head of Canadian Airlines, to loosen the Canadian laws which restrict foreign ownership of an airline to 25 per cent. The union response was to declare that such a move would virtually guarantee the end of the Canadian air transport industry.

Airline ownership has been this year's hot debating topic in the airline industry. US unions (along with the ITF) spent three days arguing with senior airline executives on the issue of airline ownership at the prestigious 8th International Aviation Symposium held in Phoenix in May. Ownership was the issue which dominated the 1999 conference of IATA, the international operators' organisation. In June the OECD (Organisation for Economic Co-operation and Development) held its first ever meeting on air transport at which it discussed the difficulties of the airline ownership rules in the air cargo industry. The European intergovernmental aviation body ECAC set up a special Working Group on Airline Ownership which began meeting in late 1998 and into this year.

Most governments operate strict rules which limit the proportion of foreign capital in any of the country's airlines. However, the logic of a liberalised international trade system is to allow freedom of capital investment, including foreign investment, in airlines. Many airlines and governments believe that it is time to lift these nationality restrictions in their industry.

## The push for change

At a time when governments are continuing to privatise their carriers, many airlines find it difficult to find adequate sources of domestic capital. The survival of a number of airlines (and jobs) may depend upon access to foreign capital. This is the route to salvation sought by Kevin Benson of Canadian. A number of

countries including Peru and Argentina have already effectively abandoned national ownership rules allowing their national carriers to be effectively owned and controlled by foreign capital.

The biggest push for getting rid of these rules is coming from airlines which want to gain better access to their rivals' domestic markets. The easiest way to do this is to buy up a domestic airline in that market. Ownership rules have already been lifted among airlines in European Union member states. For example BA has become the second largest French carrier through the purchase of TAT-Air Liberté, and KLM challenges BA in its own backyard through its purchase of Air UK. But other than within the internal EU market, ownership rules in most countries prevent such take-overs by foreign airlines.

The big prize in this debate is access to the huge US domestic market. US carriers are the only international carriers that can offer both strong international and US route networks. European carriers would seize the opportunity to buy up smaller US carriers. The United States has the most restrictive rules on airline ownership in the world for this very reason.

The other important force for change are those carriers driving forward the globalisation of the industry. National ownership rules have prevented the airline industry becoming as transnational as many other industries. The existing system of global airline alliances has developed largely because of this restriction on international ownership.

Removing national ownership rules would finally shift the industry away from the





remaining influence of national governments and place it fully into the boardrooms of a few global megacarriers.

### An offensive against ownership rules

Those in the industry pushing for looser ownership rules have also been attacking the traditional arguments in favour of keeping ownership rules. One key argument, particularly for aviation in the United States, has been centred on national security.

It is now being argued, with the UK cited as a model, that national ownership is no longer required to secure the assistance of civil air transport in a national emergency. UK law simply provides the government emergency powers to requisition any facilities or assets in UK territory. This argument is not yet accepted by the US Defence Department.

### Flags of convenience

A more problematic argument against removing national ownership rules has come from fears that flags of convenience might enter the industry. The absence of "foreign beneficial ownership" in civil aviation, along with the presence of strict rules insisting on the national ownership of carriers designated to fly international routes, has prevented flags of convenience entering civil aviation in the same way as in the maritime industry.

Industry safety regulators are particularly sensitive to the argument that flags of convenience – the mechanism used by shipowners to evade proper safety and social regulation – might appear in aviation.

The FOC issue has, therefore, been a particularly bothersome obstacle to getting rid of national ownership rules. So much so that a special ECAC (European Civil Aviation Conference) working group was tasked by the ICAO (International Civil Aviation Organisation) to find a way of getting round this problem (see box on right).

The ICAO/ECAC Working Group on Airline Ownership has accordingly produced a model for regulatory safeguards to prevent FOCs coming into aviation. These propose tying airlines to a specific country through a combination of the Air Operators' Certificate, a double approval requirement for government designation of carriers flying international routes, and according to the carrier's "principal place of business". The policing mechanism would be the international air agreements signed between governments.

The ITF view has been that, while many of these measures make sense and could act as a useful tightening up of safeguards, to solely rely on these measures would be to build a house on a foundation of sand.

### The public interest

Despite this offensive by both airlines and regulators, the "ownership liberalisers" have suddenly been pulled up by a recent change of direction by the Canadian government (see report overleaf). Unexpectedly they are having to refight a battle they thought they had already decisively won some time ago.

The Canadian government's sudden assertion in the face of crisis at Canadian Airlines that regulation and co-operation were needed to save Canadian aviation from the path of destruction along which full liberalisation appeared to be taking it, has come as a shock. This has included an explicit recognition that foreign investment, even though it is on offer, would not be acceptable as a solution to the future of Canadian. The ownership argument is not over yet. ■

*\* A report of this meeting is available on the civil aviation site on the ITF web page.*

## The ITF and flags of convenience in aviation

When the 1994 ICAO (International Civil Aviation Organisation) World Air Transport Conference discussed "broadening airline ownership and control criteria" the ITF raised strong objections on the basis that clear rules of national identity and ownership are necessary to prevent flags of convenience in civil aviation.

As a result the ICAO revived a moribund body called the Air Transport Regulation Panel (ATRP) to look at this issue. In 1997 the ATRP produced a set of recommendations. The ATRP recognised the principal objections put forward by the ITF about flags of convenience but claimed these fears were not justified.

The ICAO accepted the recommendations, but in 1998 its Assembly felt the need to demonstrate that alternative regulatory safeguards against FOCs could be devised in place of existing airline ownership rules and it set up a special ICAO/ECAC (European Civil Aviation Conference) Working Group to do this.

The Working Group on Airline Ownership met in November 1998 and January 1999. Its recommendations propose using international air agreements to identify a carrier's nationality through the air operator's certificate, through designations to fly international routes and through its "principal place of business".

The ITF was the only member of the working group not to agree that this model should be recommended.

The ITF also noted that the term "principal place of business" is meaningless in both international and domestic law. Moreover, the safeguards are dependent on a strong bilateral aviation system at a time when it is proposed that international air service agreements should come under a multilateral liberalised system. ■



**Air Canada strike averted**

Strike action by members of the Canadian Union of Public Employees (CUPE) over proposals by Air Canada involving major union concessions has been averted. CUPE has informed the ITF that the union reached a settlement with the company in the early hours of 8 July. The settlement provides a 12 per cent wage increase over three years. The union requested assistance from a number of ITF affiliates in support of any cabin crew who would have been stranded if the strike had gone ahead. Denise Hill, CUPE President, sent the message: "Please pass along our heartfelt thanks to ITF affiliates in the Civil Aviation Section for their solidarity as our members faced a possible strike. Their support buoyed our members to continue their fight knowing the backing they were receiving worldwide. It shows how important and successful international solidarity really is. We are very proud ITF members." ■

**Air rage law in UK**

A new offence to crack down on air rage has been announced by the British government. The offence, "acting in a disruptive manner", is aimed at passengers who threaten, insult or abuse members of the crew, or interfere with their duties. The maximum penalty will be an unlimited fine and/or two years imprisonment. The new offence, which has been welcomed by UK civil aviation unions, will cover using threatening or abusive language to a crew member; behaving in a threatening or abusive manner to a crew member; and interfering with the performance of a crew member of his/her duties. It will come into force on 1 September 1999. ■

**Alliance unions urge corporate responsibility**

Workers in the Qualifyer, Atlantic Excellence and Delta-Air France Alliances sent a strong message to their managements that they expect high standards of social responsibility and fair employment conduct from their airline alliances.

Trade unions from these airlines, meeting together under the auspices of the ITF in London on 30 June and 1 July, demanded access to information from management on alliance strategies and called for prior negotiation on changes affecting jobs and working conditions.

These demands are contained within a "Global Code of Conduct and Social Responsibility for the Qualifyer, Atlantic Excellence and Delta-Air France Alliances", which was adopted by all of the participating unions – representing airlines in every country of the alliances.

The call for respect for basic social rights was reinforced by news of the impact on employees of the restructuring of outstation jobs within the Qualifyer group. Under this centrally-developed plan, employees of Qualifyer carriers working in countries other than the home base of their airline were due to have their employment transferred to the local member airline of the group.

The meeting also adopted an inter-union co-

operation statement, and scheduled a series of future events to promote closer co-ordination among ground staff, to develop an agenda for cabin and cockpit crew, and to ensure a regular exchange of information. ■

**Official: deregulation is not working in Canada**

The Canadian government is being forced to intervene to restructure the Canadian airline industry in response to the dire financial situation of the country's second airline Canadian Airlines, which is at risk of going out of business.

Since 1988 Canada has religiously pursued the orthodoxies of deregulation in civil aviation with liberalisation of domestic routes and enforced competition frequently where this was not sustainable. In August, however, the government temporarily suspended application of Canada's Competition Act to airlines, giving a green light to co-operation between its two major carriers.

The government's move has been welcomed by Ron Fontaine, President of IAM District Lodge 140 "We have consistently made the case for re-regulation of air transport to maintain industry stability, secure employment and protect customers. Deregulation has brought us to the sorry state we're in today". ■

**Oneworld unions respond to challenge**

Trade unions representing tens of thousands of workers in American Airlines, British Airways, Canadian Airlines, Iberia, Qantas, Finnair, Aerolíneas Argentinas, Aer Lingus and LOT met together on 22 to 24 June to cement co-ordination between unions in the Oneworld Alliance. The Oneworld Solidarity Alliance meeting held in London at ITF head office brought together ground staff and cabin crew unions for the first time since the formal launch of the Oneworld Alliance.

Representatives looked at the potential impact of the Oneworld Alliance on jobs and conditions for cabin crew, passenger handling staff, reservations staff, ramp service workers and aircraft maintenance staff. They agreed to formulate a Code of Conduct and Social Responsibility, addressing issues such as freedom of association, the right to information and a safe working environment, which airlines in the Oneworld Alliance should follow.

The meeting also heard guest speaker Mike Sparham of the British Airline Pilots' Association (BALPA), which belongs to the Coalition of Pilots in the Oneworld Alliance, call for close co-ordination between pilots and other airline workers.

Commenting on the meeting Stuart Howard, Secretary of the ITF Civil Aviation Section, said: "The aim of union co-ordination is not to oppose the alliance but to provide mutual support to protect employees against any negative effects the alliance may have for workers." ■

**'Employees of carriers working in countries other than the home base of their airline are due to have their employment transferred to the local member airline of the group.'**

# Settlements reached in Chile docks dispute

On 23 August Chilean port unions reached an agreement with the government on grievances stemming from the privatisation of dock terminals in San Vicente, San Antonio and Valparaiso. One week later this was followed by an agreement for the northern ports, including Iquique, where dock workers had been on hunger strike.

Strikes in all the country's ports have ended, but in the coming months follow-up negotiations with the new private terminal operators will be sought by the unions to solve some of the remaining problems.

Chilean dock workers called indefinite strikes earlier in the month at the country's three main ports as the terminal concessions were transferred to the private sector.

Meanwhile talks between the unions and the government to resolve a two-year dispute broke down.

The dockers were pressing for compensation for the 1,500 workers likely to lose their

jobs as a result of the privatisation programme.

If the row had not been resolved the ITF was threatening global solidarity action, with an international boycott of vessels handled at non-union ports in Chile.

The ITF's affiliates made plain that they did not oppose privatisation and port reforms but asked only that unions should be properly consulted and workers treated fairly.

The series of one-day strikes, protests and demonstrations which affected Chilean ports had been met at times with strong-arm tactics by local police. The ITF's Chilean co-ordinator, Miguel Osés, was arrested and some workers were injured during demonstrations in Valparaiso over Easter. ■

## Union-busting tactics in Romania

The ITF's affiliate in Romania, the National Port Workers' Federation (FNSP), is under attack in the port of Constanta where union-busting practices, such as obstructing negotiations on collective agreements, introducing individual work contracts and offering workers financial incentives to cancel their union membership and to set up their own union (controlled by the employer), are being used to force the union out of the port.

As a result the local FNSP-affiliated port union has declared an official dispute. However the Ministry of Labour refused to organise mediation in accordance with labour legislation. ■

## Trawler master gets life for crew killings

A Taiwanese master who killed at least five Chinese trawler crew members has been given a life sentence by a court in Mauritius.

During the proceedings, the court was told how a wounded fisherman clung to the railings and pleaded in vain with the captain not to kill him. Keng Tai Yan was accused of murdering crew members on 16 January, while the Taiwanese fishing vessel Chin Ching No. 12 was in Mauritian waters. The court heard that problems arose when the captain refused to renew the fishermen's contracts. ■

See ITF News 4/99 for full details of the case.

## ITF-funded centre unveils new research on work at sea

The ITF-funded Seafarers' International Research Centre (SIRC) broke new ground on 2 July when it held its first international symposium on topics related to seafarers' employment and welfare.

Before an audience of representatives of trade unions, shipowners, insurers, academics and missions, findings of recent and ongoing research projects at the Cardiff University-based centre were presented.

Professor Tony Lane explained the results of a SIRC study\* of competence of crew by the harbour pilots who guided 4,500 ships in 16 different ports. Around 25 per cent of the ships were rated as "poor" and 10 per cent "abysmal".

Lane argued that inadequate training was to blame, rather than crew nationality. His assessment gave further weight to the view that the industry was heading for a skilled manpower crisis.

He said: "The senior officers from Europe who significantly contributed to the best run ships cannot be replaced with indigenous nationals when they retire. While equally com-

petent officers from other world regions can be financially induced to replace them, this can only be at the expense of a general lowering of standards."

In a talk titled "Chinese seafarers at the end of the 20th century"\*\*\* Dr Minghua Zhao spoke of the rapid development of China as a maritime nation. Currently each year their maritime institutions were turning out 5,000 officers and 20,000 ratings.

Dr Zhao suggested that while there were likely to be more Chinese crews supplied to foreign owners in future, local projections of crew supply were much less than some of the projections made in the West.

She pointed out that China currently suffers from a lack of city residents applying for jobs at sea, and the implication is that even in China, if people can find an alternative occupation, they will not go to sea. ■

\**How Competent are Ships' Crews? Results of a study of 4,500 ships. Professor Tony Lane, SIRC Cardiff, July 1999.*

\*\**Chinese Seafarers at the End of the 20th Century, Dr Minghua Zhao, SIRC Cardiff, July 1999.*

# Plans laid to extend campaign to national flags

## New hope for Georgian Ship Company seafarers

Seafarers on the 26 ships owned by the ailing Georgian Ship Company (GESCO), who have not been paid for up to 10 months, are likely to see their claims for outstanding wages settled by early in November.

In a move which has been warmly welcomed by the ITF, a deal signed by GESCO with Hamburgische Landesbank, head of a consortium of banks with mortgages on the vessels, looks set to safeguard the future of the company, which has been facing financial difficulties for some time.

As part of the rescue package, Columbia Ship Management is to take responsibility for managing the GESCO fleet of flag of convenience vessels, which are covered by ITF agreements.

Negotiations to secure the deal have been protracted and difficult. The ITF has been faced over the past three months with either taking legal action to sell the vessels and industrial action against the fleet to recover the wages or working with the parties involved in the hope that the re-finance package would go through.

The ITF said: "The first option would have been the death knell for GESCO. We have considerable sympathy for the former state-owned company which is on a steep learning curve. Legal or industrial action on behalf of the crews could have closed down their operation, which would have implications not only for the seafarers but also for the economic and political situation within Georgia."

Now that the financial deal has been completed, the ITF has sent inspectors to work with Columbia Ship Management to assist in settling the wage claims, totalling approximately US\$6 million, and to explain the new situation with the company to the crew. ■

Delegates representing dockers' and seafarers' unions from over 55 countries met in London from 7 to 9 July for the annual meeting of the ITF's Fair Practices Committee (FPC), which oversees the campaign against flags of convenience (FOCs). The meeting agreed in principle the criteria for extending the FOC campaign to sub-standard national flag vessels.

The meeting also unanimously agreed to extend the ITF blacklist of shipowners to include national flag operators who clearly and blatantly violate and abuse individual seafarers' rights.

A motion put forward by the Spanish trade unions FETCM and FCT-CC.OO. to lift the FOC status on the Spanish second register of shipping was referred to the FPC's steering group.

Delegates also agreed – following the adoption in the "Delhi Policy" of new criteria to measure the performance of flag states – to instigate an audit of flags including those already declared an FOC and those considered "open" or "substandard".

The FPC went on to endorse a motion calling for a group of ITF affiliates from the major shipowning and labour supply countries to meet with the International Maritime Employers' Committee and other shipowner organisations regarding future increases in the benchmark wage rate for FOC seafarers and to report back to the FPC steering group.

Delegates adopted a resolution pledging full support for New Zealand affiliates in their struggle with crewing agency Anglo Eastern and its attempt to replace New Zealand crews with foreign seafarers in the trade between New Zealand and Australia.

A resolution in support of the Finnish and Swedish unions' call for vessels owned or controlled by Silja Line to fly the Finnish or Swedish flag while operating in the Baltic Sea was also adopted.

The meeting agreed to look at the situation on the Kerguelen register with the aim of declaring it an FOC if there were no improvements or new proposals put forward by the French government regarding securing and protecting the employment of French seafarers and the terms and conditions of non-domiciled seafarers by December 1999. ■

## SHIP'S LOG

### Wellington, New Zealand, 2 July 1999

National maritime unions issued a challenge to the voters of New Zealand while the *Global Mariner* was in port. Projecting the message "Stop the rot, sack the lot" onto the parliament building in Wellington, they appealed to the people to vote for a change of government in the coming election in October.

The unions have seen the effects of liberal economic policy, promoted by the current government, on the shipping industry. In the past 10 years there has been a rapid decline in the number of New Zealand-owned, New Zealand-registered and New Zealand-crewed cargo ships.

Out of the 27 ships currently making up the New Zealand fleet, only nine fly the national flag. Even the inter-island domestic routes have suffered. The newest addition, the ferry *Aratere* is not only beneficially owned by US-owned multinational Wisconsin Central but is flagged in the tax haven of the Bahamas.

On the morning after the *Global Mariner* had put into port after dark in poor weather, there was a warm reception in the form of a traditional Maori welcome, including dance, songs, speeches and the hosts greeted the visitors individually – by touching noses.

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

The rain and wind was not enough to put off visitors, and a queue of about 150 had formed on the quay before the official opening time and over 1,800 people braved the weather on a wild and wet Saturday afternoon.

On Sunday the rain continued, but there was still a steady flow of people and they continued to come until

the gangway was closed at 5pm.

Monday, despite being a working day, saw the largest number of visitors – 3,200. This was in part due to coverage on national TV, which alerted more people to the ship's presence, but was also probably helped by the appearance of the sun. By the end of the visit, there had been almost 8,000 visitors to the ship and exhibition.

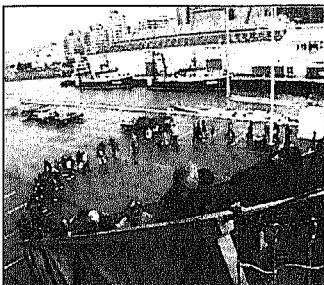
### Tauranga, New Zealand, 7 July

On the *Global Mariner's* second stop in New Zealand, the local unions' desire for a change in government was again made clear. The town of Tauranga on New Zealand's North Island is an area of mass unemployment despite being the largest bulk cargo port in New Zealand.

Unemployment grew after the introduction of the Employment Contracts Act (ECA) in 1991. The act took away basic workers' rights, removing the right to collective bargaining and multi-employer contracts. This has meant the casualisation of labour – with fewer and fewer permanent posts



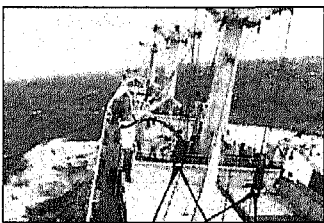
■ Wellington: Tekotuku Maori group welcome guests.



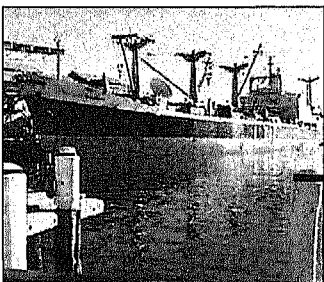
■ Wellington: Queuing in the rain to see the exhibition.



■ Auckland: Tahitian dancers at the welcoming ceremony.



■ Across the Tasman Sea.



■ Sydney.



■ Fremantle: Government minister walks the plank.

and an attendant decline in unionisation.

The effects of the ECA have been keenly felt on the waterfront. Shortly after the act came into being, qualified and experienced dock workers were laid off and companies began taking on cheap unskilled labour. These replacement dock workers were all taken on on a casual basis.

In the morning on board the vessel there was a welcome ceremony where local labour representatives welcomed the vessel. Just before hearing the speeches there was a short welcome ceremony for the crew on the quayside. In traditional Maori style, the crew came down from the ship to hear messages of welcome, and then invited their hosts onto the ship to continue the ceremony.

The visit to Tauranga, although short, brought over 8,000 visitors in two short open days in brilliant sunshine.

### Auckland, New Zealand, 9 July

In New Zealand's biggest city the *Global Mariner* heard politicians spell out the damage being done to New Zealand and the potential way forward.

Among them was local Labour MP Judith Tizzard, who said she shared and supported the sentiments expressed on the ship and committed the Labour Party to supporting the country's maritime industry.

Sandra Lee, deputy leader of the Alliance Party, mourned the drastic loss of maritime jobs – from 2,500 in 1990 to 1,000 today – an indication of the state of the industry.

Also at the welcoming ceremony, Bruce Hucker, the deputy mayor of Auckland, praised the *Global Mariner's* "magnificent" exhibition. As President of the Labour Party, he committed his support for a new paper recently launched by the New Zealand Seafarers' Union calling for the repeal of New Zealand's open coast policy and the restoration of cabotage.

Just as powerful as the political messages on board, were some rousing performances from local entertainers. In the morning a group from a local college performed Cook Island songs and dances, and in the evening there was a group from the island of Tahiti. The Union Women's Choir also sang in the evening, including a performance of *The Internationale*.

A total of 9,186 people visited the ship in Auckland.

### Sydney, Australia, 16 July

David Cockroft, General Secretary of the ITF, was on board the *Global Mariner* during its five-day stay in Sydney. Whilst there, he took the opportunity to publicise a recent ITF initiative – the setting up of an International Commission on the Regulation of Shipping. The commission will conduct hearings and take evidence worldwide, and on this basis make concrete recommendations for change in regulation practices.

Cockroft said that an overhaul of the regulation system for shipping was long overdue. "It lacks teeth and is not only failing seafarers but reputable shipowners and flag states as well."

Launched in Amsterdam in June this year, the

Commission is to be led by Peter Morris, a former minister in the Australian government.

The exhibition opened on Saturday 17 July, the day after arrival, and over the weekend a steady stream of visitors came to the *Global Mariner*, helped no doubt by the fact that the ship was berthed opposite the National Maritime Museum.

The ship donated to the museum a video of the equator crossing ceremony and some of the props used in it.

The total number of visitors in Sydney was 9,560, which brings the running total so far to 362,049.

### Fremantle, Australia, 28 July

Members of the Australian Metalworkers' Union painted the slogan "Keep jobs in Western Australia" on the side of a barge moored opposite the *Global Mariner*. The activists used the bright orange fast rescue craft from the *Global Mariner* to reach the waterside of the barge. They then clambered aboard and painted the slogan before speeding away again.

The barge held a cargo of two partly completed tugboats. These had been ordered by the Adelaide Steamship Company and were under construction in Australia. However, the shipyard where they were being built went into liquidation and the contract to finish construction of the tugs was put out to tender.

Five Australian yards had put in tenders, but the decision was made to send them to an Indonesian yard for completion. There have been 1,000 job losses in the Australian shipbuilding industry since Christmas 1998.

The problems of globalisation and the effects on employment were highlighted at the welcome ceremony on board the *Global Mariner*, with Trevor Charles, ITF Co-ordinator in Australia, and other speakers all stressing the need for unity in the fight against the negative impact of globalisation.

Keeping the same focus, trade unions held a mock trial aboard the *Global Mariner* on the final day in port. Peter Reith, Federal Minister for Industrial Relations, was accused of destroying Australian jobs and trade unionism in Australia. His effigy stood in the dock in place of the real Peter Reith. Found guilty as charged, he was sentenced to walk the plank.

A special guest on board for the duration of the visit was the "flexible worker". This model was made by unions to highlight a statement, made by the same Peter Reith, that all workers would have to be more flexible in their search for employment.

The *Global Mariner* had arrived slightly late in Fremantle, delayed by bad weather on the trip up from Sydney. This meant that a planned fireworks display had to be postponed until the following evening. Following the fireworks there was a reception party organised by Perth Trades and Labour Council, one highlight of which was the didgeridoo player. A number of Cuban and Chilean seafarers were guests at the reception, which gave the evening a distinctly Latin mood.

## SHIP'S LOG



Nearly 12,500 people came on board the ship while in port.

### Jakarta, Indonesia, 7 August

Tanri Abeng, Indonesian Minister for Economic Development, visited the *Global Mariner* while the ship was in Jakarta. Still waiting for a final decision on the new government following the country's first democratic elections, the minister took time to visit the exhibition and to meet trade union representatives and the Master and crew of the ship.

At the evening reception, the ITF acknowledged that major steps forward had been taken by the government, such as the ratification of the International Labour Organisation conventions and the decision to allow government workers to join trade unions. However, low pay was still a serious problem.

In response, the minister said that the process of democratisation had to be a slow one and the international community must be patient. Tanri Abeng also stated that the purchasing power of the dollar was much higher in Indonesia for Indonesian-made products, suggesting that this would justify lower wages on an international scale.

Entertainers of all kinds had been engaged to keep the waiting visitors happy in the heat on the docks. Despite the searing heat and difficulty of transport in the city, the open days saw 9,116 people come on board, including many marine cadets.

### Singapore, 14 August

A US\$180,000 fund set up to help stranded seafarers on board Singapore-registered vessels was announced by local seafarers' unions in a partnership with the Singapore port authority. Singapore's initiative comes at a time when crews are increasingly being abandoned by companies crippled by the worldwide shipping recession.

The move, which is the first by any flag state in Asia, was revealed at a gathering to welcome the *Global Mariner*. The money – to be known as the Singapore Stranded Seafarers Fund – is for cash strapped seafarers facing hardship while on board Singapore-registered vessels stranded in Singapore or other parts of the world. It will help seafarers awaiting repatriation or claims settlements from owners, which sometimes take years.

Announcing the fund's formation, Singapore's minister of state for communication and information technology, John Chen, said Singapore firmly supported the ITF campaign to ensure shipowners must be the primary party responsible for the welfare of their employees.

Despite high temperatures and humidity, the ship was well visited in Singapore. The first day, with an opening time of only 6 hours, saw over 3,000 visitors come on board. The high number was even more surprising as the ship had to be closed early due a spectacular thunderstorm,

which was accompanied by long-lasting torrential rain.

In total almost 8,000 visitors came on board the *Global Mariner* during the ship's stay in Singapore.

### Bangkok, Thailand, 20 August

Crew members from the *Global Mariner*, together with colleagues from the ITF Asia/Pacific regional office, gathered outside the Burmese Embassy in Bangkok to protest at the detention of two leading trade unionists.

Members of the Thai labour movement joined the ITF group at the embassy gates to demand the immediate release of U Khin Kyaw of the Seafarers' Union of Burma and U Myo Aung Thant of the All Burma Petro-Chemical Corporation Union. Both men, who are Executive Board members of the Federation of Trade Unions in Burma, were jailed two years ago by the Burmese junta for trade union activities.

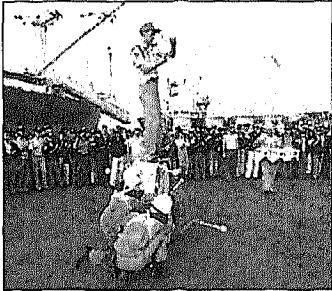
U Khin Kyaw is being held without sentence, while U Myo Aung Thant was imprisoned for 10 years on top of a life sentence for high treason. There is reason to believe that the men have been tortured and ill-treated over the past two years.

In a symbolic gesture of support, a member of the *Global Mariner* crew was 'jailed' in a bamboo prison cell erected outside the embassy, above a banner which read 'Burma! Trade unionists are not criminals'.

The master of the *Global Mariner*, Ulrich Jürgens, read a public statement and then attempted to deliver a letter containing the ITF demands to the Burmese Ambassador in Thailand, Hla Maung. However, no embassy official could be persuaded to take it and in desperation the captain put a step ladder up against the wall and dropped the letter in its envelope into the grounds of the embassy. ■



■ Jakarta: Government minister at the press conference.



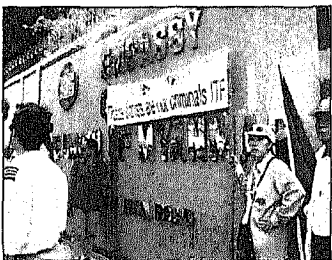
■ Jakarta: Shoreside entertainers.



■ Singapore.



■ Singapore: Chinese dancer at the official reception.



■ Bangkok: Demonstration outside Burmese embassy.



■ Bangkok: Protest letter delivered over embassy wall.



## ITF MEETINGS

- ETF Management Committee, Brussels, 3 September
- South Pacific Meeting, Nadi, 6-8 September
- South Asian FOC Seminar, Colombo, 9-11 September
- European Ferry Conference, Stockholm, 14-15 September
- ITF/PSI Seminar with World Bank, Washington DC, 14-15 September
- Ratings Task Force, Piney Point, 20-22 September
- ILO Symposium on Transport Restructuring, Geneva, 20-24 September
- Seafarers' Section Maritime Safety Committee, Oslo, 27-29 September
- ETF Management Committee, Brussels, 28 September
- ETF Executive Committee, Brussels, 29-30 September
- ETF Railway Workers' Section Meeting, Brussels, 7-8 October
- Asia/Pacific Civil Aviation Meeting, Bangkok, 11-12 October
- Star Solidarity Alliance Cabin Crew Meeting, Bangkok, 13-14 October
- Urban Transport Committee, London, 14-15 October
- Interamerican Seafarers', Fisheries and Inland Navigation Meetings, Santiago, week commencing 18 October
- ETF Dockers' Section Meeting, Brussels, 21 October
- ETF Inland Navigation Section Meeting, Brussels, 22 October
- Interamerican Committee Meeting, Rio de Janeiro, 25-26 October
- Management Committee, Rio de Janeiro, 27 October
- Executive Board, Rio de Janeiro, 28-29 October
- ETF Maritime Section Meeting, Brussels, 3 November
- ETF Road Transport Workers' Section Meeting, Brussels, 8 November
- Road Transport Workers' Section Steering Committee, London, 9-10 November
- ETF Civil Aviation Section Meeting, Brussels, 9-10 November
- Seafarers' Section Committee, London, 15-16 November
- Fair Practices Committee Steering Group, London, 18-19 November
- Mediterranean Conference (seafarers), Malta, 22-25 November
- ETF Fisheries Section Meeting, Brussels, 29-30 November
- Cabin Crew Committee, London, 30 November-1 December
- Ground Staff Committee, London, 1 December
- Civil Aviation Section Conference, London, 2 December

## PEOPLE

- **Jorge Daniel Cocchia** has been re-elected as General Secretary of the Argentinian Dockers' Union SEAMARA.
- **Captain Chung Tung Tong** is the new General Secretary of the Hong Kong Merchant Navy Officers' Guild replacing **Captain Norman Pang Wai Yung** who has resigned.
- **Karl Filipcic** has been elected as the new President of the Seamen's Union of Slovenia after **Branko Krznaric** who resigned on being appointed a full time ITF Inspector.
- **Manuel J González Flores** has taken office as President of the Mexican Air Line Pilots' Association (ASPAA), with **Ramiro Garza Soberanis** as Vice President.
- **Greg Oca**, General Secretary of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), has been appointed a Presidential Consultant on Maritime Affairs in the Department of Transportation and Communications of the Philippines government.
- **Ross Wilson**, General Secretary of the New Zealand Rail and Maritime Transport Union Inc, has been elected as the next President of the New Zealand Council of Trade Unions to replace **Ken Douglas** from November.

## OBITUARIES

- **JN Malli**, General Secretary of the Kenyan Transport and Allied Workers' Union (TAWU), died on 14 August.
- **Lane Kirkland**, former President of the US AFL-CIO trade union centre, and a former ship's master, died on 14 August, aged 77.

## ITF

### HEAD OFFICE

49/60 Borough Road,  
London SE1 1DS, United Kingdom  
Tel: +44 (171) 403 2733  
Fax: +44 (171) 357 7871  
Telex: (051) 881397 ITF LDN G  
Email: mail@itf.org.uk  
Website: www.itf.org.uk

### AFRICAN REGIONAL OFFICE

PO Box 66540, Nairobi, Kenya  
Tel: +254 (2) 44 80 19  
Fax: +254 (2) 44 80 20  
Email: itf@nbnnet.co.ke

### AFRICAN FRANCOPHONE OFFICE

c/o SUMAC, 01 BP 75,  
Ouagadougou 01, Burkina Faso  
Tel: +226 43 63 91  
Fax: +226 43 66 10  
Email: itfwak@fasonet.bf

### ASIA/PACIFIC REGIONAL OFFICE

c/o Toko-Kaikan, 3-1-35 Shibaura,  
Minato-ku, Tokyo 108-0023, Japan  
Tel: +81 (3) 3798 2770  
Fax: +81 (3) 3769 4471  
Email: QWK11030@nifty.ne.jp  
Website:  
www.bekkoame.or.jp/~itfjpn

### ASIAN SUB-REGIONAL OFFICE

12D College Lane, New Delhi 110001,  
India  
Tel: +91 (11) 335 4408  
Fax: +91 (11) 335 4407  
Email: itfindia@del2.vsnl.net.in

### PHILIPPINES FLAG OF CONVENIENCE CAMPAIGN OFFICE

3rd Floor, Rosita Tam Building,  
1661E Rodriguez Avenue,  
Quezon City, Philippines  
Tel: +63 (2) 727 3625  
Fax: +63 (2) 416 7991  
Email: cuevaitf@mozcom.com

### EUROPEAN REGIONAL OFFICE

European Transport Workers'  
Federation (ETF), 22 Rue de Pascale,  
B-1040 Brussels  
Tel: +32 (2) 285 4660  
Fax: +32 (2) 280 0817  
Email: fest@village.uunet.be

### EUROPEAN SUB-REGIONAL OFFICE

c/o ITURR, 11 Staraya Basmannaya,  
103064 Moscow, Russia  
Tel: +7 (095) 262 2995/5873  
Fax: +7 (095) 923 8831  
Email: iturr@orc.ru  
Website: www.itf.ru

### INTERAMERICAN REGIONAL OFFICE

Avda. Rio Branco 26-11 Andar,  
CEP 20090-001 Centro,  
Rio de Janeiro, Brazil  
Tel: +55 (21) 233 2812/263 1965  
Fax: +55 (21) 283 0314  
Email: itfgrbr@altermex.com.br  
Website: www.itf-americas.org.br

### CARIBBEAN SUB-REGIONAL OFFICE

198 Camp Street, S Cummingsburg,  
Georgetown, Guyana  
Tel: +592 (2) 71197/50820/54285  
Fax: +592 (2) 50820  
Email: glu@solutions2000.net

### USA FLAG OF CONVENIENCE CAMPAIGN OFFICE

Suite 400, 1101 17th Street NW,  
Washington DC 20036, USA  
Tel: +1 (202) 955 8347  
Fax: +1 (202) 955 8364  
Email: itf\_was@ari.net

## DOCKERS' SECTION



### itf dockers' section

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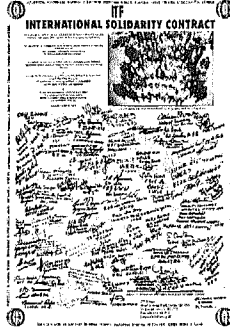
The ITF's Dockers' Section supports affiliated dock workers' unions in defending the interests of their members. Those interests include:

- Stable and fulfilling employment
- Decent incomes
- Decent working conditions
- Social security and pension provision
- Education and vocational training
- Health, safety and the environment
- Workplace democracy
- Strong and effective trade unions
- Equality between men and women
- Freedom from discrimination
- Freedom from corruption.

The ITF Dockers' Section represents trade unions organising not only those who are directly involved in cargo handling (dock workers, longshore workers, waterfront workers, stevedores, warehouse workers or whatever name they have been given in a particular port) but also workers indirectly involved in cargo handling such as office workers and those employed by agencies, port authorities, forwarders, etc. Workers performing tasks related to the arrival or departure of ships, such as tugging, mooring and piloting may also be represented. (Read the Dockers' Section mission statement.)

#### section activities

- analyses
- campaigns
- health and safety
- education and vocational training
- publications
- section committees
- contact us
- links



#### headlines

Iquique port strike suspended (August 1999)

Port companies should help resolve Chilean docks dispute (August 1999)

Little progress in Romania port dispute (July 1999)

Korean Waterfront in Conflict (July 1999)

Dispute between Domingo Sugar and the ILA (July 1999)

ITF backs west coast longshore workers (July 1999)

Conditions at Vlissingen's New Zealand container terminal must be agreed with unions (July 1999)

Container top safety under investigation by Dutch National Port Council (June 1999)

International Port Training Conference (May-June 1999)

The direct address is:

[www.itf.org.uk/SECTIONS/dockers/docksindex.htm](http://www.itf.org.uk/SECTIONS/dockers/docksindex.htm)

Global trends examined

All the latest news from the ports industry

Find out who your representatives are

Sites of interest to dockers

Key materials produced by Dockers' Section

# On line with the ITF

Updated on a daily basis, the ITF web site is easy to use and simple to navigate and provides news about the work of the Federation and its eight industrial sections, the ITF's affiliates, and the international labour movement.

As well as news, the web site offers practical advice, information and help for affiliates and their members and incorporates a growing list of links to partner organisations.

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

[www.itf.org.uk](http://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

МЕЖДУНАРОДНАЯ ФЕДЕРАЦИЯ  
ТРАНСПОРТНИКОВ

