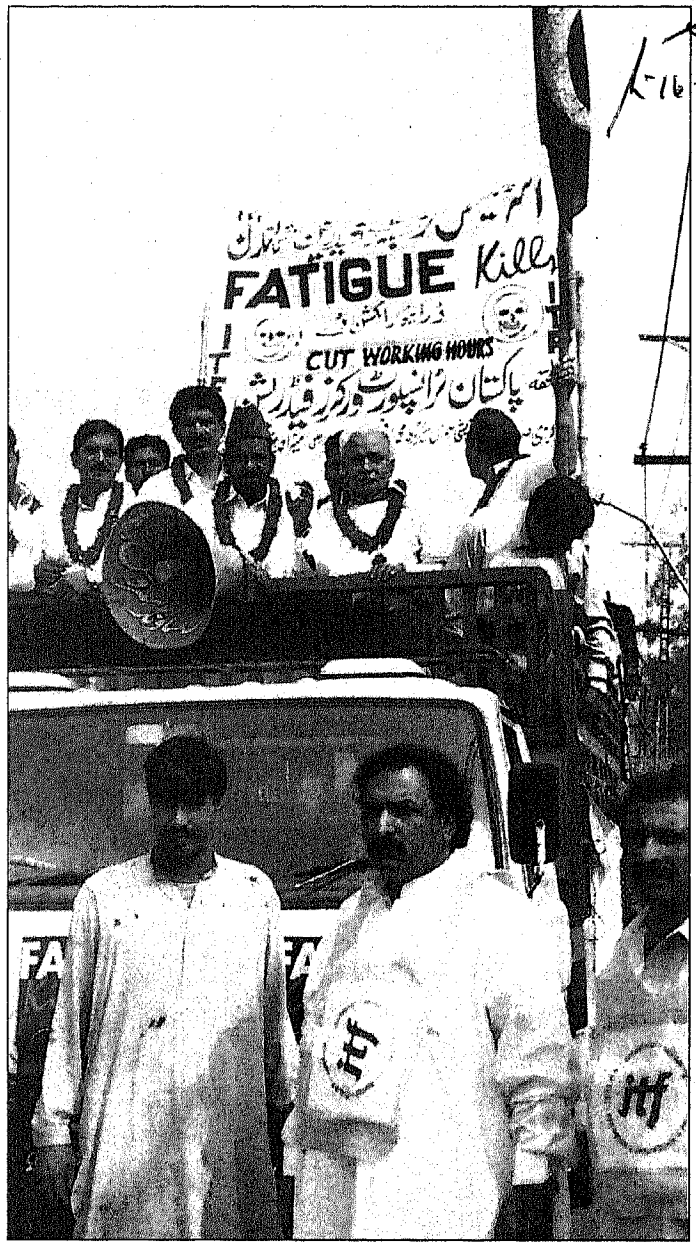


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ITF



World road transport day of action



European shipping week of action

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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 27 October 1999.

Does change of tune herald new approach by World Bank?

The conference room on the top floor of the World Bank's gleaming new Headquarters Building in Washington was the venue for a unique gathering in September. Instead of the usual rows of government officials and investment bankers, over 30 World Bank staff sat opposite an equal number of trade union leaders from every region of the world to examine frankly the effects on employment and the social impact of the Bank's privatisation programmes.

With representatives drawn from affiliates of the ITF – including President Umraomal Purohit – and its sister organisation the Public Services International, the two-day Forum on 14-15 September was the fruit of four years of contact-building by the ITF and PSI with individual Bank staff. We have been aided by the joint Washington office of the ICFTU (International Confederation of Free Trade Unions) and its ITSs (international trade secretariats) such as the ITF.

Also of importance have been major changes in policy by the Bank's top management in response to a growing realisation that its programmes were not even delivering the benefits they were designed to produce and that they were often making poor people even poorer. The result has been a growing divergence, at least in public statements, between the Bank and the International Monetary Fund (IMF) and a greater willingness to involve representatives of "civil society" in planning and evaluating what the Bank does.

As delegates entered the building, they were confronted not only with the latest architecture and modern art, but also by a massive poster proclaiming the World Bank's mission statement

"In transport, the World Bank's experts have had a devastating effect on jobs and working conditions, particularly in the railways and in the ports... deteriorating service, corruption and worsening safety standards."

"To End World Poverty" – an ambitious goal and one which it has conspicuously failed to achieve.

In transport, the World Bank's experts have had a devastating effect on jobs and working conditions, particularly on the railways and in the ports. In Latin America and Africa the majority of railways have already been privatised or concessioned or are in the middle of the process. In almost every case, a World Bank loan, provided on condition that the Bank's "advice" is taken, has been at the heart of the changes.

Many of the enterprises concerned were badly managed and in need of change, but the medicine has often been worse than the disease – deteriorating service, corruption and worsening safety standards. The same story can be told in the many botched privatisations of gas, electricity, water and other public utilities.



With such a record, getting trade union leaders from industrialised, developing and transition countries whose members have been directly affected by privatisation into the same room as some of the Bank staff responsible was no easy task. Neither was it easy to persuade the Bank that trade unions have something to contribute to the process of reforming public enterprise rather than simply trying to resist all change.

Anyone who was expecting major changes in policy on either side was quickly disappointed. The World Bank still has a policy of promoting the private sector and the trade unions still believe that public services are best delivered by the public sector.

But the days when privatisation is promoted as the automatic solution to every problem appear to be ending. And the idea that you get better and more long lasting structural change if you involve the workforce, the people who really know what is going on, is beginning to gain ground.

The Washington meeting was a ground breaking exercise. Not the end of the process but a beginning. The participants at the meeting all agreed that unions should be brought into the process of planning enterprise reform (a better term than privatisation) and that this required both a change in Bank policy and

200,000 drivers worldwide join protest over safety



ITF General Secretary David Cockroft writes

intensive training of both Bank and union officials. They also discussed new ideas such as the obligation for every project approved by the Bank being obliged to draw up a Social Impact Statement on the same lines as the currently required Environmental Impact Statement.

Follow up to the meeting should include the holding of regular annual Trade Union/Bank forums on privatisation and enterprise reform issues, the establishment of a formal Network of interested organisations, and the sponsoring of joint training programmes at regional and national level.

For those of us in the trade union movement accustomed to attacking the World Bank and IMF for causing much of the misery and hardship our members are subjected to, holding a dialogue with them is not easy. But privatisation like globalisation is a fact of life today and only by learning the lessons of yesterday's mistakes can we prevent them from being repeated. At present the World Bank has begun to change what it says. It will be judged on whether it changes what it does as well. ■

"For those of us in the trade union movement accustomed to attacking the World Bank and IMF for causing much of the misery and hardship our members are subjected to, holding a dialogue with them is not easy. But privatisation like globalisation is a fact of life today and only by learning the lessons of yesterday's mistakes can we prevent them from being repeated."

Over 200,000 road transport workers throughout Europe, Africa, Asia/Pacific and the Americas were involved in the ITF's anti-fatigue day of action on 5 October.

The worldwide protest, aimed at reducing drivers' hours to a 48 hour week, was supported by unions in over 50 countries.

ITF General Secretary David Cockroft said he was delighted with the support given by unions and road transport workers globally to the day of action. "The mobilisation of workers this year was truly impressive," he added. "Governments will no longer be able to hide their heads in the sand and hope that the fatigue problem will go away."

The action extended into a second day in Europe, with Belgian, French and German unions staging demonstrations at nine border points



around Luxembourg to coincide with a meeting of Europe Union transport ministers.

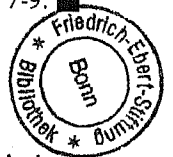
A delegation from the ITF's European wing, the ETF, met the ministers to demand that road transport workers be brought into line with European working time regulations for other workers.

"This was a uniquely international day which demonstrated that transport workers around the world are prepared to stand up for themselves and for public safety," said Cockroft.

"It is indisputable that fatigue kills," he added. "The travelling public expect trucks and buses to be operated by companies who respect road safety and the welfare of their employees. People want public authorities to ensure that goods transport and passenger transport operators carry out their services in a

safe and responsible way."

● Full details: pages 7-9. ■



■ Musical accompaniment to the demonstration staged by unions in Oslo, Norway.

The focus of the ITF campaign against flags of convenience (FOCs) moves to the Asia/Pacific region in November following a successful week of action in European ports at the end of September.

More than 500 ship inspections took place in European ports during the week of action from 27 September to 1 October resulting in more than 50 new crew agreements. A total of US\$1.36 million in back pay was recovered with a further \$1 million outstanding and under negotiation or ship arrest.

The Asia/Pacific week of action runs from 29 November to 3 December and will involve ITF Inspectors and affiliated unions in countries on the Pacific coast of the American continent as well as in the ITF Asia/Pacific Region.

In the European week of action

\$1.36m wage bonus for crews during week of action

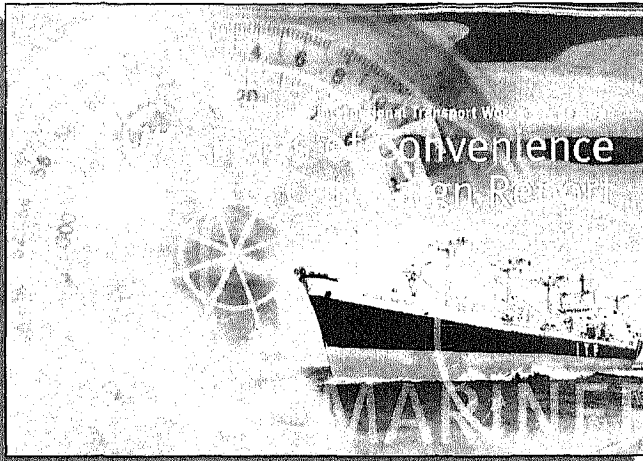
affiliated unions and ITF Inspectors in Italy, the Netherlands, Germany, Spain and Belgium all carried out more than 50 inspections. Activity was also strong in Croatia, Romania and Slovenia.

Unions in Scandinavia – traditionally one of the strongest supporters of the ITF's FOC campaign – complained that shipowners had deliberately kept vessels away from their ports, with under 60 ships requiring inspection in Finland, Norway, Sweden and Denmark.

● Details: pages 12-13. ■

ITF PUBLICATIONS

The following publications are currently available free from the ITF...



Flags of convenience campaign report: 1998

Published 1999

Last year was a milestone in the ITF's continuing battle against flags of convenience (FOCs). It marked the 50th anniversary of the campaign, the launch of the ITF's exhibition ship, the *Global Mariner*, and the adoption of a radical new approach to tackling FOCs in the Federation's *From Oslo to Delhi* policy statement.

This report evaluates the impact of these events and initiatives as part of the ITF's overall political and industrial activities against FOCs and sub-standard shipping.

Among the activities highlighted are the work of the ITF's Actions Unit, which handled cases involving approximately 35,000 seafarers in 1998, the US\$ 37.5 million collected by ITF inspectors in back pay for crews, and the sharp rise in the number of personal injury/loss of life claims being handled by the ITF's legal department.

The report also identifies which shipowners are being blacklisted by the ITF and why, evaluates the impact of the co-ordinated regional weeks of action against FOCs in 1998, and focuses upon the growing problem of abandoned seafarers.

As well as reviewing the ITF's activities in respect of FOCs, the report also provides an economic overview of developments in the maritime industry and information on the growth of world shipping, flags of convenience and casualty data, and the detention records of the various flag states.

As such, the report is a rich source of information which in

itself makes an effective contribution to the fight against FOCs.

39th ITF Congress Proceedings, New Delhi, 29 October to 05 November 1998

Published 1999

Meeting every four years, Congress is the supreme authority of the ITF. It elects the President, Vice Presidents, General Secretary and Executive Board, determines

policy, approves the organisation's accounts and decides the location of its headquarters.

This report records the debate and decisions taken at the Federation's 39th Congress in India last year.

It includes details of section conferences and committee meetings, lists the resolutions discussed and adopted, constitutional changes agreed and summarises views expressed in the plenary sessions.

With information on the action programmes endorsed and in particular, the ITF's major policy statement, *Mobilising Solidarity*, the Congress proceedings provide not only an historical record, but a significant guide to the ITF's agenda for the next four years.

The ITF Seafarers' Trust annual report, 1998/99

Published 1999

The ITF Seafarers' Trust was established by the ITF in 1981 as a body dedicated to the spiritual, moral and physical welfare of seafarers.

Funded from the investment income of the ITF Seafarers' International Assistance, Welfare and Protection Fund, the trust provides financial support for projects dedicated to directly benefiting individual

seafarers. Over the last financial year the trust approved more than 170 grants amounting to nearly £7 million to a range of projects worldwide.

Funds were spent on medical provision, education and training, telephone and computer systems as well as establishing new facilities for the provision of seafarers' welfare and refurbishment work on existing projects.

Coming soon...

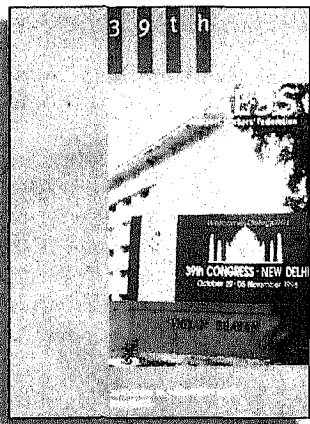
ITF Women, number 2

Published 2000

Improving health and safety for bus guides in Japan, working on the railways in Norway and building networks in southern Africa are just some of the subjects to be covered in the latest issue of the ITF's magazine aimed at women transport workers worldwide which will soon be available in English and several other languages.

ITF Women is a mix of news, interviews, reviews and serious reporting which attempts to address the often hidden contribution women make to the transport sector.

Besides highlighting the experiences – both positive and negative – of women transport workers, the magazine also aims to be a resource for them and their trade union representatives with advice on negotiating sexual harassment policies and combating violence in the workplace, as well as information on the ITF's new structures for women. ■



Commission begins work

The ITF-sponsored International Commission on Shipping has launched its inquiry into the regulation of the maritime industry. The independent Commission, which began its work in October, will spend the next 18 months devising a strategy on shipping regulation.

The Commission is chaired by Peter Morris (pictured standing on left, beside ITF General Secretary David Cockroft), former Minister for Transport in the Australian Government. Morris led the Australian Parliamentary Inquiry into Shipping which exposed regulatory failures in the industry in its influential "Ships of Shame" report.

The two other members are James Bell (seated left), the recently retired Permanent Secretary of the London-based International Association of Classification Societies, and Professor Moritaka Hayashi (seated right), Professor of International Law at Waseda University, Japan. Hayashi is the former Director of the UN Division



for Ocean Affairs and the Law of the Sea.

They will investigate current approaches used by governments, industry and regulatory bodies to ensure compliance with international minimum safety and environmental and social requirements.

Although set up with initial funding from the ITF, the Commissioners have agreed to participate on condition that they have full independence to reach their own conclusions.

The international community must act now to ensure the effective management and conservation of the world's fish stocks, according to a joint statement issued in October by the ITF, the All-Japan Seamen's Union and Greenpeace International.

Tougher action urged to conserve fish stocks

Meeting in Tokyo, the trade union/environmental group coalition called for existing measures intended to control the global fishing industry to be enforced and for new initiatives to eliminate illegal, unreported or unregulated fishing.

In particular, the group targeted vessels sailing under flags of convenience (FOCs), a system which was "incompatible with the concept of sustainable development".

The three organisations agreed to co-operate on a range of specific issues, including:

- The elimination of the FOC system in both the fisheries and merchant marine sectors
- Efforts to give full and complete effect to all the provisions of Food and Agriculture Organisation and United Nations agreements on responsible fishing.

The joint statement issued after the meeting also endorsed a resolution adopted in September 1999 by the Japanese Tuna Federation which called on all those involved in the tuna market to refrain from buying, selling or dealing with FOC caught tuna. ■

Shipbreaking yard condemned

The ITF has joined forces with Greenpeace, the International Metalworkers' Federation and Indian trade unions to denounce the world's largest shipbreaking yard at Alang, near Mumbai, India, and yards elsewhere in Asia. Details of the environmental hazards at the yard - where nearly 400 yard workers are killed every year due to accidental fires and explosions - are to be presented to the UN's International Maritime Organisation, said a joint statement issued from the *Global Mariner* when the ITF campaign ship called at Mumbai in September. ■

ÖTV woman heads ITF's European arm



At its meeting in Brussels on 29 September, the Executive Committee of the European Transport Workers' Federation (ETF) overwhelmingly elected Doro Zinke (ÖTV Germany) to the position of ETF General Secretary.

The ETF General Secretary also acts as European Regional Secretary of the ITF. She will take up the position later this year.

Doro, 45, is deputy president of the ÖTV (which organises public service and transport workers) in North Rhine Westphalia. She was previously a senior officer in the transport department of ÖTV headquarters in Stuttgart.

The ETF Executive Committee noted with approval that it had been formally recognised by the European Trade Union Confederation (ETUC) as its transport federation at a meeting held in Brussels in mid September. It agreed to seek an urgent meeting with newly appointed Transport Commissioner Loyola de Palacio to discuss current EU Commission priorities in the field of transport policy.

The ETF Executive Committee went on to agree to establish a network of co-ordinators from ETF transport unions to advance social dialogue in the countries of Central and Eastern Europe covered by the EU's East-West transport "corridors". It also agreed to create a strategy group to provide an overview of ETF policy in relation to transnational transport companies and the establishment of European works councils.

It also asked the ETF Secretariat to work out a policy paper on liberalisation of European transport markets and their social effects.

The next meeting of the Committee will

"The ETF Executive Committee went on to agree to establish a network of co-ordinators from ETF transport unions to advance social dialogue in the countries of Central and Eastern Europe covered by the EU's East-West transport 'corridors'."

be held in Lisbon at the end of January 2000 to coincide with the beginning of the Portuguese presidency of the Council of Ministers. ■

First meeting of ETF Railway Workers' Section

Rail deregulation under attack in wake of Paddington crash

Cuts in jobs and training in Britain's railways, along with "the effects of unfettered deregulation" were condemned by the Railway Workers' Section of the ITF's European arm, the ETF, in the wake of the rail crash on 5 October in Paddington, London.

Over 30 people died when a high-speed inter-city train collided with a commuter train which reportedly passed a red warning signal.

ETF railway representatives, meeting in Brussels two days after the disaster, offered support to UK unions in any actions they might undertake in protest against current safety standards.

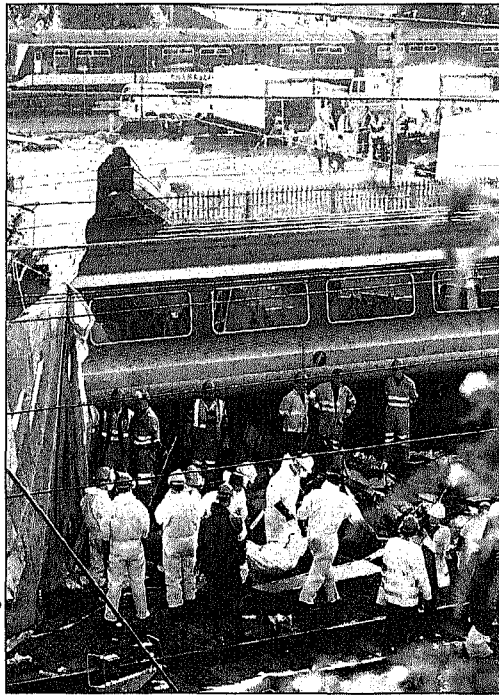
One rail union, the ASLEF train drivers' union, has threatened to ballot members on strike action unless improved safety measures are introduced. There has been particular criticism following the Paddington crash of the failure of the industry to install computerised systems which would automatically stop a train from crossing a red light.

The biggest rail union, RMT, meanwhile had a 24-hour strike scheduled for 29 October ruled unlawful by the high court in London. The stoppage had been called in protest at the introduction of changes to the responsibilities of guards which will reduce their involvement in train safety.

The Brussels meeting was the first of the ETF Railway Workers' Section following the ETF's founding Congress in June this year.

Delegates unanimously elected Norbert Hansen, President of the German railway workers' union GdED, as Chair, with Jean Louis Brasseur (Belgium) and Georgy Balla (Hungary) as Vice Chairs.

The meeting was addressed by representatives of the European Commission and European Parliament, who gave a briefing on the decision taken by the EU Transport Council on 6 October in relation to the liberalisation of European rail freight and decided to establish two working groups: one on infrastructure and one on social dialogue in the railway industry. ■



Stefano Cagnoni

■ The aftermath of the collision outside Paddington station, London.

Romanian sweetheart deal ruled unlawful

The Drum de Fier Romanian railway workers' federation has hailed the ruling of the country's appeal court that a collective agreement between rail employers and an unrepresentative in-house union is unlawful. "It is a great victory," said federation President Gabriel Craiun in September after the court's decision to uphold the federation's objection. "For the first time in Romania the railway trade unions have found justice in court." He added that negotiations would start shortly with the rail companies - which had been ordered by the government earlier in the year to conclude the sweetheart deal instead. ■

Peace deal for Lithuanian bus crews

An agreement aimed at improving the financial position of bus services in the Lithuanian capital, Vilnius, has been reached between the government and the ITF-affiliated Motor Transport Workers' Federation of the Lithuanian Workers' Union.

The union suspended a series of planned strikes, while the government agreed to provide funds for the payment of wages owed for July and August

in line with the collective agreement.

The government has also agreed to write off public transport debts, along with other measures, such as a pledge to consider subsidies and to review its granting of licences to private bus operators.

The union had been in dispute over a range of issues, including the late payment of wages, inadequate maintenance of buses, discrimination in

Threat to jobs from non-union taxi services

The issue of unregulated, non-union and often illegal vehicles operating as individual taxis or vans transporting passengers in front of unionised and scheduled bus services at a cheaper rate was one of the main items discussed at the ITF Interamerican Region's Road Transport Workers' Section meeting in Mexico City from 1-3 September.

The practice is a major concern throughout the Americas, not only because it causes unemployment, but also because the vehicles are unsafe, the drivers untrained and they usually do not have proper licences or liability insurance for the passengers.

The meeting also discussed multinational companies such as UK-based Stagecoach, which recently acquired Coach USA. Participants noted that a meeting was to be held in London on 13-14 October to further discuss multinational companies, their impact on the passenger transport sector and their dealings with unions worldwide. ■

favour of private operators and an inadequate level of services to satisfy passenger demand.

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

INTERNATIONAL ROAD TRANSPORT DAY OF ACTION



Truckers were active on the Franco-German border at Strasbourg during the ITF's day of action, in which an estimated 200,000 road transport workers took part around the world.

Spreading the word on unsafe working hours

Highlights of the ITF road transport day of action for safer working hours included the blocking of Strasbourg's Europa Bridge, which straddles France and Germany. Queues of traffic were backed up on either side of the border from first thing in the morning...

French unions mounted several other initiatives, including slow-moving convoys – dubbed "Operation Escargot" – in over 20 different locations; one third of these were complete blockades. An estimated 250 kilometres of traffic jams resulted. Calais, Dunkirk and Boulogne were hit by filter blockades, as was French access to the Channel Tunnel. Over 1,000 trucks queued at Salon de Provence, near Marseille, an important toll point for access to north-south routes as well as for those towards Italy.

Spanish unions reported serious delays to traffic. Hendaye on the French-Spanish border was subject to a filter blockade and the border at La Junquera saw similar action from 8 o'clock in the morning and was completely blocked from 11:30. The Spanish-Portuguese border was subject to an intermittent blockade resulting in a queue of 700 trucks at Ayamonte. There was complete standstill

between 11:00 and 12:00 at the Aragonese border crossing with France.

Actions were organised at five key border points by **Italian** unions, with traffic stoppages occurring at Ventimiglia and Frejus on the Italian/French frontier as well as at Como Chiasso (Switzerland), Brenner (Austria) and Ferneti on the Slovenian border. Important truck stops, ports and intermodal stations were targeted for leafleting and mass meetings.

The ITF's **German** affiliate ÖTV operated a filter blockade at Zinnwaldt on the Czech border and organised a mass meeting on the Polish border. In an initiative to alert drivers to the dangers of fatigue, the union leafleted 150 truckers every hour near a major rest facility at Mischendorf, near Potsdam.

In a huge demonstration of support for a 48-hour week, 16,000 **Norwegian** bus, tram, tube and taxi workers from four ITF-affiliated unions took strike action for two hours in Oslo and seven other cities from midday. A mass meeting was held outside the parliament building, and demands on working hours were handed to government officials.

At 09:00 in **Finland's** capital, Helsinki,

INTERNATIONAL ROAD TRANSPORT DAY OF ACTION

► buses ground to a halt for a two-minute silence and information was distributed throughout the country, including on the border with Sweden.

Swedish road transport workers gathered at 36 locations with unions also targeting truck drivers in the countries' ports.

Belgian truckers toured the country exhibiting a crashed vehicle.

In **Britain**, a rally of 300 truckers in Dover, addressed by ITF General Secretary David Cockroft and TUC (British trade union centre) General Secretary John Monks, was visited by a delegation of 30 French colleagues.

At Hdemeeste, **Estonia**, the Transport Workers' Union, in co-operation with the police, checked 100 long-distance truck drivers, most of whom admitted their bosses did not care how many hours they worked without a rest. According to the drivers checked, their employers draft work schedules in such a way that violating the limits on driving hours is unavoidable.

Outside Europe, in **Argentina**, over 500 trucks were stopped on Route 9, one of the main road links to Buenos Aires, at about 10:00 for approximately four hours. A complete stoppage of the main Buenos Aires bus terminal, from 15:00 for about two hours, also took place.

In **Paraguay**, the Unión de Sindicatos de Trabajadores del Transporte (USTT) organised a demonstration in Asunción. The demonstrators marched to the Ministry of Justice and to the Parliament where they delivered their demand for eight-hour working time. The USTT also leafleted road users throughout the day in the capital.

The streets of Ambato, Quito and Guayaquil in **Ecuador** were very noisy as members of FENACOTRALI, driving fire engines and trucks, blew their vehicle sirens and horns from 13:00. From 17:00, public transport workers joined a 20-minute work stoppage.

In **Honduras**, SINAMEQUIPH mobilised 150 trucks to block a major

road for two hours.

There were demonstrations by bus crews in **Brazil**.

Zimbabwe's transport workers organised demonstrations in Bulawayo as well as in conjunction with Zambian colleagues on the border. Actions also took place at the borders with South Africa and with Mozambique.

A joint mass meeting took place in **Burkina Faso**, which was also attended by long-distance drivers from Ghana, Togo and Niger.

Ugandan road transport workers targeted long distance drivers at important truck stops.

In **Niger**, the SNCRN blocked the border with Burkina Faso. The taxi union, SUCOTAN held mass rallies at three depots.

Over 20,000 truckers gathered in Dhaka, **Bangladesh**, for a rally.

In **Pakistan**, more than 600 decorated vehicles plastered with posters and banners drove along key routes. A demonstration organised in Lahore by Pakistan's transport unions was prevented from continuing by police.

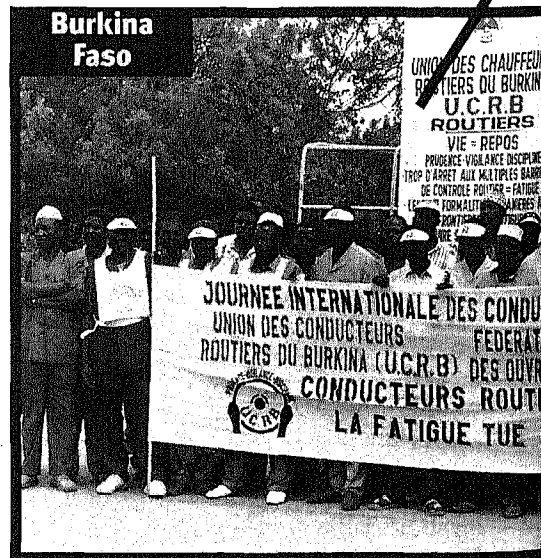
Two thousand workers took part in a mass rally and demonstration organised by the **Mongolian** Transport, Communication & Petroleum Workers' Union and three other unions in Ulaanbaatar.

In **Thailand**, the ITF Thai affiliates' co-ordinating committee organised an exhibition on drivers' fatigue at the University of Thammasart, Bangkok, as well as at the facilities of the Bangkok Mass Transit Authority (BMTA). Representatives from the BMTA union met the deputy transport minister to discuss cutting bus workers' working hours.

In **Australia**, the Transport Workers' Union stepped up its push for safer conditions for long-haul truck drivers with a billboard launch in New South Wales. Long-haul truck drivers staged a protest beside a large advertisement on the Pacific Highway at Murwillumbah proclaiming "Better Rates, Better Safety".



- INTERAMERICAN REGION**
- Argentina
 - Brazil
 - Canada
 - Chile
 - Costa Rica
 - Ecuador
 - Honduras
 - Paraguay
 - Venezuela



Spreading the word on

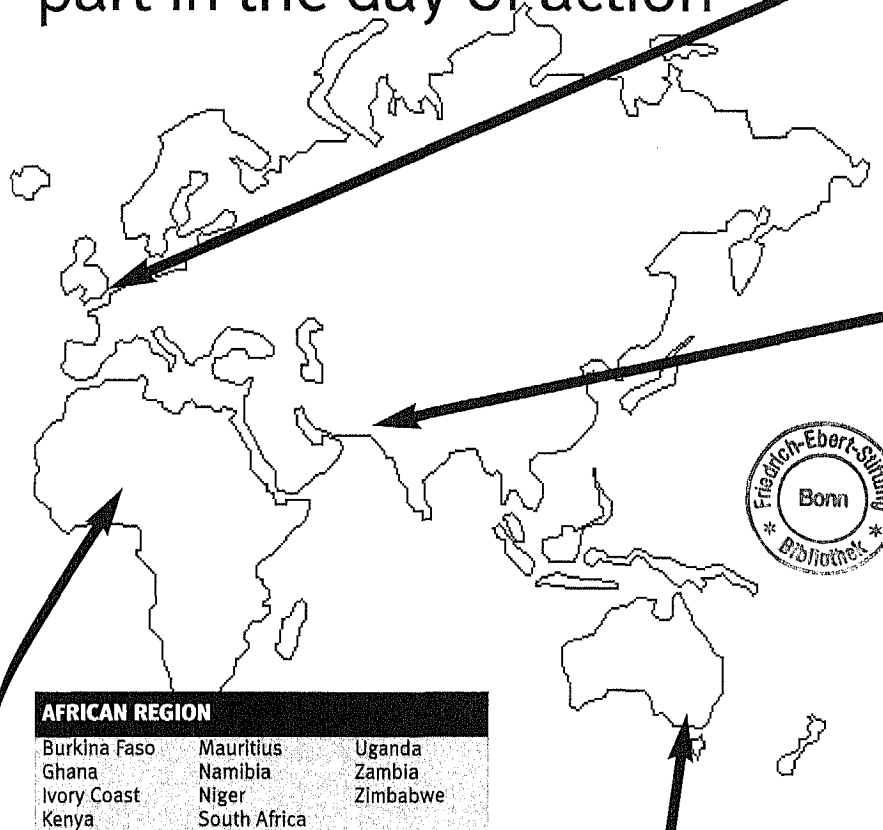
EUROPEAN REGION

Austria	Germany	Poland
Belgium	Great Britain	Portugal
Bulgaria	Holland	Russia
Denmark	Italy	Spain
Estonia	Lithuania	Sweden
Finland	Luxembourg	Switzerland
France	Norway	Ukraine

ASIA/PACIFIC REGION

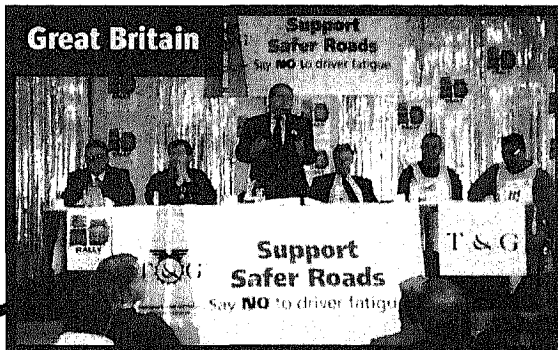
Australia	Malaysia
Bangladesh	Mongolia
China/Hong Kong	Nepal
India	New Zealand
Indonesia	Pakistan
Japan	Thailand

Countries where unions took part in the day of action



AFRICAN REGION

Burkina Faso	Mauritius	Uganda
Ghana	Namibia	Zambia
Ivory Coast	Niger	Zimbabwe
Kenya	South Africa	



Fatal accidents in Australia involving heavy trucks had risen because long distance drivers were time bombs pushed to the edge by bad industry work practices, a union survey released on the eve of the ITF road transport worldwide day of action showed. The survey by the Transport Workers' Union (TWU) said more than 90 per cent of long distance truck drivers admit to working while fatigued, while 61 per cent said they had been in accidents or near misses due to sleepiness.

The New South Wales branch secretary of the TWU, Tony

Australia: union survey highlights safety 'time bomb'

Sheldon, said the overall number of fatalities involving heavy vehicles had risen 5 per cent this year. He said 400 people "will be slaughtered" on Australian roads in fatigue-related heavy vehicle accidents this year.

The TWU's survey of 300 drivers showed half worked more than 60

hours a week, 66 per cent said their hours were increasing and 62 per cent believed they were jeopardising personal health and safety.

Sheldon said deregulation of the trucking industry and changes to industrial relations laws had led to dangerous practices. Under latest Australian workplace agreements, he said, long distance drivers were being required to average 90 km/h between the major capital cities – compared to 75 km/h previously.

unsafe working hours

Don't include aviation in global liberalisation pact

by **Stuart Howard**
ITF Civil Aviation Secretary

The new round of talks on the General Agreement on Trade and Services (GATS) due to begin in Seattle, USA, in November 1999 will reopen the debate on whether international air transport services should be fully covered by the GATS.

International air agreements have been left out of GATS partly because there is already a steady process of worldwide liberalisation taking place. But it is mainly because the International Civil Aviation Organisation (ICAO), a worldwide inter-governmental body which is more representative and which has far more credibility and expertise in this area than the WTO (World Trade Organisation), had a prior claim on the economic regulation of international air transport that was hard to ignore.

Consequently, at present GATS covers only three areas of air transport: aircraft repair and maintenance; computer reservation systems; and selling and marketing of air transport services. However, these areas are still also covered by ICAO, and are frequently referred to in bilateral air agreements.

The civil aviation and aerospace industries are critical to any country which wants the lead in high technology civilian and military production.

But aviation is just as important for other countries and for more fundamental development needs. Indeed for many developing countries covering large land areas with undeveloped alternative transport modes it is a vital requirement for economic development and national cohesion. The current ICAO system of over 3,500 bilateral agreements was designed to enable even developing countries to guarantee their participation in civil air transport.

There are tensions between the principles of the ICAO system of bilaterals and those of GATS. The bilaterals are based on the concept of reciprocity (fair and equal exchange). The multilateral system of GATS is based on a Most Favoured Nation system which means there can be no discrimination between countries – a "level playing field" principle in which there are no barriers to the large and strong out-competing the small and weak.

In the discussions on the inclusion of air

transport in GATS there is almost no discussion on safety. Indeed those promoting liberalisation consistently maintain there is no established link between economic regulation and safety. Yet the removal of government controls through bilateral agreements coupled with ongoing attacks on national ownership rules will allow flags of convenience to enter parts of the international aviation market (low cost, charter and cargo).

To move international air transport under GATS would mark a major (fatal) shift away from the key concepts of national aviation sovereignty and reciprocity.

Governments will be wary of rushing into major change on international air services at Seattle. To shift aviation into GATS at this time would certainly be met by very loud protests from developing countries and Central European nations. Nor would anyone relish the confusions of parallel regimes with some countries acting under GATS while others retain a bilateral approach.

Probably of more influence is the fact that the US has spent much time and energy building up its network of "open skies" which have steadily enhanced its position in global competition. At the same time the European Union is fully geared towards its development of a European regional air system.

There will, nevertheless, be considerable pressure in Seattle to close the very large hole left in the GATS system by international air transport. At the very least it will become a platform for espousing the virtues of global liberalisation. If international air agreements do remain excluded, there will be even more pressure to include them next time.

Yet the drive for inclusion in GATS is entirely unnecessary. ICAO remains by far the more appropriate body to deal with civil aviation. It keeps safety and economic regulation within the responsibilities of one organisation. Furthermore, it is already overseeing a consensus process of gradual liberalisation, including various safeguards for developing countries and maintaining respect for aviation sovereignty. ■

Sacked Sky Chefs workers fight on

One year on, the 270 workers from Britain's Transport and General Workers' Union (TGWU) remain dismissed from the LSG Sky Chefs catering site at London's main airport, Heathrow. The company has hired scabs to replace the dismissed workers. A continuous picket line has been maintained since 21 November 1998.

A glimmer of hope of a settlement came in October following a series of negotiations between the TGWU and the Lufthansa holding company which owns LSG Sky Chefs. The talks had taken place with assistance from the ÖTV union in Germany and the ITF.

However, the eventual offer to the sacked workers did not guarantee reinstatement, only "the opportunity for re-engagement" without any clear timetable attached. A financial offer for employees who would not wish to return amounted to £220 for each year of service. Unsurprisingly the TGWU's members unanimously rejected the offer.

The TGWU is now considering how to step up their campaign on behalf of the dismissed workers. ■

"To move international air transport under GATS would mark a major (fatal) shift away from the key concepts of national aviation sovereignty and reciprocity."

The ITF is at the forefront of a campaign to improve the quality of aircraft cabin air and to challenge the conspiracy of silence within the industry about possible toxic contamination. This article is an edited extract from an original just published in *Flightlog*, the magazine of the Association of Flight Attendants of the USA.



A US cabin crew member described a 1997 flight during which a number of cabin crew felt ill; one of them needing oxygen during flight. "We all had headaches; we'd forgotten things," she said. "My body felt like I had been run over with a dump truck and everything was achy; we had a kind of shakes." She required hospitalisation. After a number of flights with air quality problems, she developed ongoing medical problems that have kept her from working. "I'm trying to become productive again and possibly fly and be like I was before."

She is not alone. Complaints have been coming in from around the world: dizziness, nausea, disorientation, respiratory problems, blurred vision, and tingling legs and arms. Though these symptoms have been reported intermittently for years, they seem to be on the increase.

What is new is the results of extensive detective work carried out by diligent trade union health and safety officials which, at last, seem to point to a probable cause in the face of consistent denials or indifference by manufacturers and operators. The common factor in the physical complaints worldwide

Fighting for air

points to contamination of the cabin air with byproducts of lubrication oil or hydraulic fluid.

Now that the possible causes of these illnesses are being tracked down, trade union representatives from around the world are joining forces to combat the problem. AFA is in the lead.

AFA co-ordinates the ITF cabin air quality committee. This year, the committee brought together individuals representing 500,000 aviation workers from over 100 countries and formed a new group, the International Trade Union Airliner Air Quality Committee. The group will gather information about the extent of the problem and devise strategies to solve it.

This new committee, which has already met twice this year, will hold a

conference on 20 October in Vancouver, Canada, to draw global attention to the problem. The conference will bring cabin crew who have been made ill by poor cabin air together with physicians and industrial hygiene experts to explore the problem.

"For too long, airlines have avoided taking responsibility by saying that the roots of the problem are unknown and refusing to provide detailed information about air quality incidents," said Christopher Witkowski, AFA's director of air safety and health. "Now, unions are gathering the information themselves and delving into the likely causes and solutions."

As one of its first actions, the committee is creating a form for cabin crew to document air quality problems, which will assemble detailed information in a standardised format about incidents that often go unreported.

The committee has also established three task teams: one to pursue appropriate legislative and regulatory steps, another to educate union members and the public about the situation, and a third to gather detailed information about the extent of the problem.

"There's terrific energy behind this effort," said Shane Enright, deputy head of the ITF Civil Aviation Section. "We are determined to bring together the right people and information to spearhead an ongoing campaign. Solving this problem is going to require changes in airline maintenance practices, improvements in aircraft and engine design, and enforcement action by regulators." ■

IN BRIEF

Benefits for same-sex partners

US carriers United Airlines, American Airlines and US Airways have agreed to extend domestic partner benefits for employees – such as pensions, health insurance, travel benefits and bereavement leave – to the same-sex partners of their gay workers. The Association of Flight Attendants, which represents cabin crew in United Airlines, the world's biggest airline, has meanwhile asked the ITF to investigate which other airlines in the Star Alliance of which United Airlines is part, offer same and

opposite sex partner benefits to their employees. ■

East Timor protest

Civil aviation unions in Australia received widespread public support when they took industrial action against Indonesian airlines in protest against Indonesian military atrocities in East Timor. The ITF had issued a call for civil aviation unions to back such protests. Members of the Association of Licensed Aircraft Engineers left Garuda planes stranded as they refused to make maintenance inspections. Members of the Australian Services Union (ASU) refused to provide check in and gate services. Passengers applauded union members handing

out leaflets at Melbourne airport to explain the actions of the union and requested union stickers supporting East Timor. When managers from Qantas, who provide handling services to Garuda, threatened to take action against the union, they found themselves faced by a delegation from the building workers' union, which threatened to disrupt construction on the new airport terminals if any ASU member was disciplined. The unions' actions were called off after a UN peace keeping force was accepted into East Timor. ■

ITF Star Alliance meeting

Unions representing cabin crew in Star Alliance airlines – United

Airlines, Lufthansa, SAS, Thai Airways, All Nippon Airways, Ansett International and Air New Zealand – met in Bangkok on 13 and 14 October for further co-ordination and information sharing. The meeting elected Ingo Marowski as co-ordinator, with the task of organising future meetings and maintaining communication between the unions in the ITF's Star Solidarity Alliance. ■

Training programme for dockers

The ITF Dockers' Section has begun a series of training seminars with the aim of equipping port union activists and officials with the skills and know-how to think and act globally in their union work. The programme is based on recommendations in the "From Oslo to Delhi" policy adopted at the ITF Congress in India last year, which sets out to refocus the ITF campaign against flags of convenience and sub-standard shipping and better co-ordinate other ITF-supported waterfront campaigns and activities. In the case of the docks sector, this means dealing with privatisation and other port reforms.

The first seminar was held in Dar Es Salaam, Tanzania, in the first week in October for union representatives from Tanzania and Kenya.

A second seminar is scheduled for a month later in November in San Pedro Sula, Honduras, for port unions in Honduras, El Salvador, Guatemala, Nicaragua and the Dominican Republic.

The Honduras seminar is the start of a project co-sponsored by ACILS, the Solidarity Center of the AFL-CIO, the US trade union centre, the FNV Dutch trade union centre, SID (the Danish transport workers' union) and the ITF. It begins with a four-day seminar for delegates from all countries, followed by several workshops in each of the Central American countries and completed by a plenary seminar.

"Both seminars should be seen as the first in a number of similar activities aimed at strengthening dock workers' unions in the interests of dock workers and seafarers," said Dockers' Section Secretary Kees Marges. ■

ITF Inspectors board a ship in Antwerp.



Campaign diary

27 September: Ships are under arrest in Croatia, Italy, Sweden and the Netherlands with boycotts and investigations being organised by unions in more than 25 countries, from Finland to Portugal.

The Maltese-flag *Princess* has been arrested in Pula, Croatia, with the 21 Ukrainian crew claiming US\$200,000 in back pay. None of the crew of the 9,886 tons gross general cargo ship has received wages since February. A sistership, the bulk carrier, *Ocean Scorpio*, flying the St Vincent flag, is already under arrest in Savana, Italy with a huge \$800,000 claim for unpaid wages dating back to December last year. It is expected that the 25-year-old 40,967 tons gross ship will be sold to pay the crew and other debts.

Nineteen crew members of the Russian-flag *Krhustalnyy Bereg*, 12,703 tons, are likely to be repatriated at the expense of the ITF after the ship's arrest in Vlissingen by Rotterdam-based ITF Inspectors. An outstanding bill of \$180,000 remains unsettled for 27 crew members from Vladivostok, on top of debts to cover food and oil to sustain those on board until a likely ship auction in November.

A second Russian ship, the *Russ*, a ferry which has been trading between Riga and Stockholm, is still under arrest in the Swedish port despite settlement of \$254,879 in back pay to 59 Russian and Estonian crew.

28 September: Ships from five separate flags of convenience are the subject of boycotts in European ports on the second day of the week of action, with settlements reached in France, Netherlands, Norway and Germany.

Two ships flying the Cyprus flag have been stopped in Stockholm and Bordeaux and two from Antigua and Barbuda in Hamburg and Rotterdam. An agreement has been signed for the 10 Polish crew of the Panamanian-registered *Ostria I* in Bordeaux and the 11,982-ton gross containership *Rousse*, registered in

Malta, has been stopped in Hamburg, while negotiations are taking place on an agreement for the vessel's crew of 22 Bulgarians.

Eight vessels from the fleet of British shipowner Charles Willie, all flying the Bahamas flag, are also likely to be covered by ITF agreements for their Polish crew after two ships, *Celtic Ambassador* and *Celtic Commander*, were boycotted in Bremerhaven.

The Cyprus-flag *Don*, a 3,796 tons general cargoship owned by a Russian company, is being boycotted in Stockholm after ITF Inspectors found the crew were covered by a sub-standard agreement from the Water Transport Workers' Union of Russia, which was expelled from the ITF three years ago.

29 September: Dock workers in Portugal, Spain, Poland and Russia have joined the



Boycotted in Bremerhaven.

European week of action, with vessels under boycott in Lisbon, Valencia and Novorossiysk.

Three vessels are subject to action in Lisbon. Owners of the Panamanian-registered *TMP Taurus* eventually sign an acceptable agreement for the vessel's crew of six Portuguese and one Ukrainian seafarer, as do the German owners of the *Nemuna*, registered under Germany's second register, on behalf of the crew of two German officers and five Kiribatis.

However, the *Munster*, a German-owned

general cargoship registered in Antigua and Barbuda, remains under boycott in Lisbon as negotiations continue. The crew of six is made up of Polish and Russian seafarers.

The Maltese-flag bulk carrier *Orjen* has been stopped in Spain when ITF Inspectors found that an earlier agreement was not being complied with. The crew of 22 from Yugoslavia are claiming \$20,000 in back pay.

Meanwhile, on the other side of Europe in Russia, another Maltese ship, the *Sea Hawk*, is under arrest in Novorossiysk by port state authorities concerned over a back pay claim of \$28,000 on behalf of the crew of seven Ukrainians.

In Poland, dockers in Gdynia and Gdansk refuse to handle the Cyprus-flag *Salandar* until an agreement is signed for the crew of eight Poles and a Russian.

German trade unions continue to put pressure on FOC shipowners. An agreement is eventually signed for the 27 Chinese crew of the Maltese-flag *Taixing*, a 18,207 tons gross general cargoship in Rostock, while the Cyprus-flag *Winter Star*, 18,759 tons gross, has been boycotted in Bremen on behalf of the Greek, Ukrainian and Filipino crew.

30 September: A claim for \$158,000 back pay on behalf of the 11-strong crew of the Cyprus-flag *Admiral* has been lodged in Rotterdam. The ship is already under arrest by port state control officials for being unseaworthy.

In Finland, \$10,990 is paid to one Ukrainian and two Cape Verde seafarers on board the *Kajen*, a 3,555 tons gross general cargo-ship flying the flag of the German international register (GIS). The three had not been paid for 10 months.

Collective agreements are also signed by a German owner for four ships following the boycott of the *Munster* in Lisbon. The small general cargoship flies the flag of Antigua and Barbuda and is crewed by Poles and Russians.

1 October: Italian unions complete a week of 80 inspections, with a boycott of the Maltese-flag *Aleksandr Sibiryakov*, 6,395 tons gross, in the port of Ravenna in support of a \$146,000 back pay claim on behalf of the Russian crew.

In Klaipeda, Lithuania, the 16 crew on board the Belize-flag *Novator*, 4,042 tons gross, refuse to leave or sail the ship because they have not been paid for seven months. The claim of \$81,000 is supported by the Seafarers' Union of Russia and the Lithuanian Seamen's Union.

The *Sea Mana*, registered in Malta, is being boycotted in Norrköping, Sweden, as unions try to reach an acceptable agreement for the Filipino crew. ■

SHIP'S LOG

Visakhapatnam, India, 1 September

The *Global Mariner* was greeted by tugs flying ITF flags, and a welcoming committee on the quayside. Almost 60,000 people visited the *Global Mariner* in this east coast Indian port. Braving the intense heat, people came in their thousands during the four open days.

As in so many ports visited by the *Global Mariner*, privatisation of port operations is of great concern to local dock workers. The plans, as everywhere, are likely to pose many problems for unionised workers, and already there are moves to bring in more contract labour.

At the following day's opening ceremony, the mayor of the city officially opened the exhibition. Next came some hard-hitting words from dignitaries, including ITF President Umraomal Purohit. He recalled how in 1929, in an early example of international solidarity, British dock workers had refused to load a ship when they realised that the cargo of arms would be used against unarmed workers in India.

SR Kulkarni, President of the All India Port and Dock Workers' Federation, deplored the lack of autonomy for Indian ports, saying that problems were caused by central control in Delhi.

Seafarers seeking help came to the *Global Mariner* from the Turkish-flagged *Sedat Erkol*, owned by Cemre Shipping and Trading Co, Istanbul. They had not received their full wages for over two months.

Contacted from the *Global Mariner*, the owners confirmed that there had been financial problems, but they were now over. They produced a list of money transfers to crew members, saying that the recent earthquake in Turkey had probably resulted in more delays.

The sheer number of visitors overshadowed most other aspects of the visit. Following the opening ceremony and lunch, the ship was opened to port workers and their families for the afternoon, and a modest 4,772 visitors came on board. The ship and crew were given a traditional Indian welcome, and enjoyed local food and music.

At the end of the following day, exactly 12,000 showed on the electronic counter. This was the first sign that the day record of 12,079 from Guayaquil, Ecuador, might be broken. On the next day, Saturday, 17,840 visitors ensured that Visakhapatnam took the position for both the largest number of visitors in one day, and also in one visit. Prior to arrival in India, the largest total for a visit was Gdynia in Poland, with 28,650 visitors.

The crew of the *Global Mariner* and the local safety and security volunteers found themselves stretched even further on Sunday. However, patience, calm and hard work kept the 25,466 visitors filing safely through the exhibition.

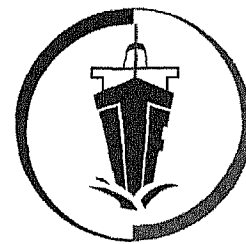
Colombo, Sri Lanka, 9 September

Only days from Sri Lanka, the *Global Mariner* received an urgent fax from locally based unions. It read "Global Mariner refused berth in Colombo".

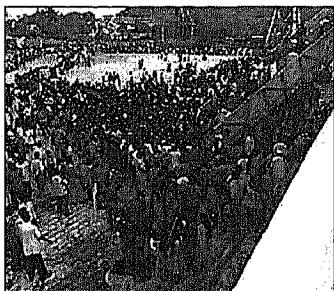
Sri Lankan unions had earlier been assured of a prime berth for the vessel. Bala Tampoe, General Secretary of the Ceylon Mercantile, Industrial and General Workers' Union (CMU), had been advised on 30 August that space would be available at Queen Elizabeth Quay – one of the best berths in the port, for the duration of the visit of the ITF ship.

However, at the end of the month the ownership of the berth changed. From 31 August it was taken over by South Asia Gate Terminals (SAGT), a consortium controlled by P&O. The new owners decided that the berth at Queen Elizabeth quay was only for cargo vessels and that they would refuse to allow the *Global Mariner* to berth.

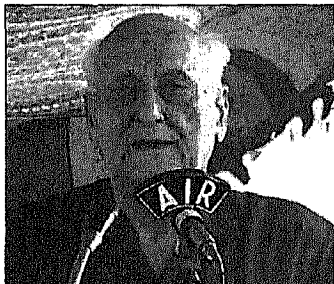
This was not the first time that a port authority or company had been reluctant to co-operate with the *Global Mariner*. However, the CMU were not prepared to give up without a fight. Bala Tampoe immediately began negotiations with SAGT, saying that he had already informed ITF General Secretary David Cockroft of their decision. He pointed out to the company that they could face global repercussions from the ITF and their affiliates if they did not allow the ship to



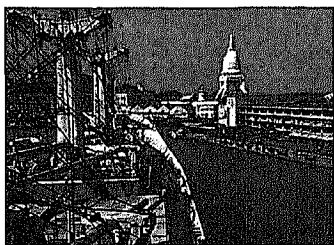
SHIP'S LOG



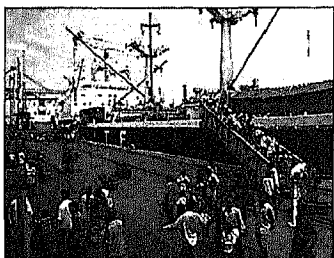
■ Crowds in Visakhapatnam.



■ ITF President Umraomal Purohit welcomes the *Global Mariner* to India.



■ Entering Colombo.



■ Berthed in Mumbai.



■ Welcome to Karachi.



■ Dancers greet the *Global Mariner* in Mombasa.

berth as planned. Tampoe also contacted the Foreign Ministry, observing that SAGT's actions threw doubt on Sri Lankan democracy and on the sovereignty of the country.

The days passed, and SAGT finally changed their decision on 8 September, the day before the *Global Mariner* arrived in port. In its prime position, the ship was officially opened to the public on 9 September. Bala Tampoe and Mahendra Sharma, the ITF Assistant Regional Secretary, welcomed the ship and crew to Sri Lanka.

However, more problems were to come from the port authorities. On the first day the general public were not allowed access to the vessel. Port workers were given permission to enter with their families, so despite the difficulties there were almost 2,500 visitors to the ship.

On the following day public access was finally granted, but visitors still had to pay 11 rupees (about 20 US cents) for a pass. Almost 16,000 visitors boarded the *Global Mariner*, taking the total for the visit to 18,289.

Mumbai, India, 16 September

Over 60,000 people visited the *Global Mariner* in its second port of call in India. This set a new record for the number of visitors in one port, previously broken in the other Indian port of Visakhapatnam. The 500,000th visitor was also welcomed on board (see back page report).

There was a warm welcome for the ship and crew both at the reception ceremony attended by many trade union and local dignitaries and in less formal greetings.

The Bombay Port Trust kindly donated the berth and waived port charges.

But the *Global Mariner* was subject to yet another port state control inspection. The ship has now been inspected 17 times in 14 months – the last one in Singapore in mid-August.

This time, the inspectors arrived four hours prior to departure and seemed quite determined to find fault with the ship and justify detaining it. Sadly, for them, they could find nothing wrong so made up a few things to justify their visit.

The final visitor count came to 60,893, after five days in port. The final day of opening saw the largest number of visitors – 18,919.

Karachi, Pakistan, 23 September

The people of Karachi flocked in their thousands to see the *Global Mariner* and its exhibition. Over 71,000 people came in just five days – now the highest total for the tour so far.

The ship arrived in Karachi shortly after the ITF had formally petitioned Prime Minister Nawaz Sharif about taxation on seafarers. Problems had recently arisen when the government moved to ensure tax payments were paid by seafarers resident in Pakistan but sailing on foreign-flagged vessels. Shipowners and crewing agents had been informed that there would be an investigation into the issue and that income tax

for wages paid in the past would also be sought. The Pakistani Seamen's Union feared that this could deter foreign owners employing Pakistani seafarers.

At the same time it was reported that the wives and families of seafarers had been approached to pay tax on their relatives' past earnings. It was even alleged that the notices to pay these taxes came with threats, and then offers of withdrawal if certain payments were made direct to officials.

ITF General Secretary David Cockroft wrote to Mr Sharif, asking him "not to allow the harassment of the families of seafarers" and to ensure that income tax was not "demanded of those from whom it is not due".

In response, the government postponed the levy of income tax on seafarers and the income tax authorities were barred from seeking tax payments from their families.

So it was hardly surprising that the *Global Mariner* came into Karachi to a welcoming committee of a fleet of small ships waving banners. On the dockside were hundreds of representatives from local affiliates, eager to board as soon as the ship berthed. About 500 people attended the opening ceremony, which was held alongside the ship.

The five open days saw the ship full for most of the day, and some evenings the opening hours were extended to accommodate the large numbers waiting. The busiest day was Monday, the final open day, when almost 30,000 visitors went through the exhibition, including many school children. This is also the largest number of visitors that there has been in one day.

Mombasa, Kenya, 5 October

Seafarers in Kenya have lost out in the global shipping industry due to inadequate training.

"Lack of basic training for our members has cost us jobs," said Mwinyi Salim Zulla, General Secretary of the National Seafarers' Union of Kenya declared on arrival of the *Global Mariner* in her first African port of call.

The new STCW (certification, training and watchkeeping) standards meant that seafarers now needed to have a certificate from an internationally recognised institution in order to gain employment on ships, Zulla pointed out.

The lack of training also had another side-effect. As more and more seafarers found themselves unemployed they were effectively prevented from being union members, so the unions themselves were shrinking.

The welcoming ceremony held on board on the following day had various distinguished guests including government, port and union representatives. The speeches were followed by some traditional African dancing.

A total of 22,230 visitors came on board during the four days in port, bringing the running total for the tour up to 637,737. ■

ITF MEETINGS

■ **ETF Maritime Section Meeting, Brussels, 3 November**

■ **ETF Road Transport Workers' Section Meeting, Brussels, 8 November**

■ **African Regional Committee, Abidjan, 8-9 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**

■ **Women's Committee, London, 29 November**

■ **Cabin Crew Committee, London, 30 November-**

1 December

■ **Ground Staff Committee, London, 1 December**

■ **Civil Aviation Section Conference, London, 2 December**

■ **Airline Alliances Strategy Meeting, London, 3 December**

■ **Fisheries Section Committee, Geneva, week commencing 13 December**

■ **Worldwide Inspectors' Seminar, Manila, 7-11 February**

PEOPLE

■ **Graziella Baggio** has been elected as the first woman president of the Brazilian Flying and Ground Staff Union FNAA.

■ **Wayne Butson** has been elected General Secretary of the New Zealand Rail and Maritime Transport Union. A union activist for the past 25 years, Butson is the union's former Industrial Officer and union negotiator.

■ **Zenonas Kaupas** has been elected President and **Aleksandras Nagis** Vice President of the Lithuanian Seamen's Union. The General Secretary is **Algimantas Liesis**.

■ **Raif Kiliç** has been elected General President and **Erdinç Çakır** General Secretary of the

National Port and Land Stevedores Union of Turkey (LIMAN IS).

■ **Akira Shimada** retired as General Secretary of the National Council of Japanese Transport Workers' Unions (Koun Rokyo) at its 10th Congress in October. He is succeeded by **Teruhiko Nakanishi**, former Assistant General Secretary, and a full time officer with Koku Domei for nearly 20 years.

■ **New officers of the All Japan Dockworkers' Union** were elected at its 70th Regular Convention in September. They are: **Suekichi Kohmoto** President, **Kenji Yasuda** Vice President and **Akinobu Itoh** General Secretary.

OBITUARIES

■ **Clive Jenkins**, former General Secretary of the British Association of Scientific, Technical and Managerial Staffs (ASTMS), died on 22 September, aged 73. Jenkins led ASTMS into a merger with the white collar engineering union TASS to form Manufacturing Science Finance (MSF) in the late 1980s.

■ **Pastor Bernard Krug**, General Secretary of the International Christian

Maritime Association from 1982 to 1991 and Director of the International Sailors' Society from 1992 to 1999, has died, aged 73.

■ **Birchmore Philadelphia**, General Secretary of the Clerical and Commercial Workers' Union of Guyana, died on 14 September.

■ **Manuel Bustos**, a long-time champion and fighter against the Pinochet dictatorship and for democracy and workers' rights in Chile, died on 27 September in Santiago. Born in 1943, he began work as a

mechanic in the textiles industry and within three years, in 1969, was elected president of his union. He was detained in September 1973 and held in the notorious State Stadium following the military coup. In the 1980s he was elected Vice President of the International Confederation of Free Trade Unions and from 1988 to 1996 he was President of the CUT Chilean national union centre.

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■ Reshma Bobade with the *Global Mariner's* captain, David Enever.

Global Mariner welcomes 500,000th visitor

The ITF welcomed the 500,000th visitor on board its campaign ship, the *Global Mariner*, on 19 September in Mumbai, India.

She was Reshma Bobade, aged 14, who along with family members, was presented with gifts and souvenirs from the *Global Mariner* and taken to the captain's cabin for refreshments.

ITF Assistant General Secretary Mark Dickinson said that the passing of the half-million mark was an important milestone in the ship's historic 20-month world voyage to campaign against flags of convenience.

"The ITF has been overwhelmed by the number of people coming on board to visit the exhibition. The success of the *Global Mariner* has exceeded all expectations," said Dickinson, who was on the ship in Mumbai at the time.

He added: "However, the campaign's success is not judged by numbers alone. The ship's presence always creates an incredible impact which gives a tremendous boost to the work of national unions."

The ship ends its tour of African ports in November and will be calling at Mediterranean ports from December to February before returning to London – where the world voyage began on 1 July 1998.

Meanwhile, the ITF is inviting suggestions for what to do with the ship and its exhibition after next February.

The *Global Mariner* would make an ideal exhibition, campaigning or indeed training vessel, writes ITF General Secretary David Cockroft in a letter to affiliated unions launching the competition for ideas. The price and other conditions on which the ship would be made available would be dependent on the kind of use proposed.

He adds: "While a commercial sale which recoups all or most of the US\$3m plus spent on the vessel still remains our favoured option, it has become increasingly clear that the majority of ITF affiliates would be strongly against the *Global Mariner* ending its days once again under a flag of convenience or operating under sub-standard conditions."

- Unions or individuals with suggestions should write to the General Secretary at ITF head office (address on page 15).
- For up-to-date details of the *Global Mariner's* itinerary, visit the ship's website: www.itf-ship.org
- Ship's log: pages 13 to 14.

International Transport Workers' Federation

Fédération internationale des ouvriers du transport

Federación Internacional de los Trabajadores del Transporte

Internationella Transportarbetarefederationen

国際運輸労連

Internationale Transportarbeiter-Föderation

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