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NEWS AND VIEWS FROM THE ITF

LONDON

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ITF Press Conference on detention of George Fernandes

On 20 September, the ITF Secretariat arranged a Press Conference in London for Mrs. Leila Fernandes, the wife of George Fernandes, President of the ITF-affiliated All-India Railwaymen's Federation. Bro. Fernandes had to go into hiding in order to carry on opposition against the repressive actions of the government of Mrs Indira Gandhi following the declaration of a State of Emergency by that government. In June of this year, he was arrested and has since been imprisoned without trial. He has also been subjected to torture by the Indian authorities.

The conference was attended by representatives of the British and international Press, as well as by journalists from the Indian community in the UK. In addition to ITF General Secretary Charles Blyth and other ITF officers, it was also attended by Brother David Mackenzie, General Secretary of the Transport Salaried Staffs' Association, one of the three British railwaymen's unions. The General Secretaries of the two other railway unions, the NUR and ASLEF, were prevented by other commitments from being present, but have met Mrs Fernandes separately.

In her statement to the journalists, Leila Fernandes detailed how she and her small son had been forced to flee from India following the State of Emergency and was now carrying on the fight to free her husband and other political prisoners in India from her temporary home in the United States, where she has already met a number of political and trade union leaders, including Senators Hubert Humphrey and George McGovern. She said that there was no doubt whatsoever that if she herself returned to India, she would also be jailed by the Gandhi régime.

Mrs Fernandes also told how her husband's two younger brothers - both of whom are non-political -- had been arrested and tortured by the Indian authorities in attempts to discover his whereabouts before his eventual arrest. They were still being held without trial.

George Fernandes himself had initially been held and interrogated in police custody, but had then been taken to a military camp and tortured. It is now known that he is being held in solitary confinement in Hissar, in a cell which has no walls, but only wire mesh and piping around it. Fernandes is therefore continually exposed to the elements and, at night, floodlights are continually focused on him to prevent him from sleeping.

All efforts to have access to him or to discover when or if it is proposed to bring him to trial have been completely without success, said Mrs. Fernandes.

The Press Conference arranged for her by the ITF in London is part of a more extensive campaign trip which Leila Fernandes is making to other European countries. During the course of this she will visit Austria, Germany, Switzerland, Belgium, Holland, Portugal and Italy. In all of these countries, she will be having talks with politicians and trade union officials, as well as meeting the Press.

In view of the information which is now available concerning the inhuman treatment of George Fernandes, members of his family, and those opposed to Mrs. Gandhi's suppression of freedom generally, affiliates have been asked to give maximum publicity to his case in their respective countries, and also to ensure that his wife receives every support in the countries she will be visiting during the next few weeks.

INTERNATIONAL

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ITF Flight Deck Technical Committee meets in London

A meeting of the Flight Deck Technical Committee was held in London on 24 and 25 August 1976. Arising from a discussion on the proposed flight crew complement on board the B 7X7, the meeting adopted a resolution reaffirming the 1967 Amersfoort Resolution on Crew Complement (i.e. that two pilots plus a fully-licensed and appropriately qualified F/E should be carried on all large transport category aircraft) and instructing ITF civil aviation affiliates to bring this policy to the notice of the operators, who should be urged to conform to it.x) The meeting further discussed a detailed paper on the Hazards of Plastic Materials, which had been prepared by the French Flight Engineers' Union (SNOMAC). It was decided that the SNOMAC policy statement on this subject should form the basis of a proposed ITF policy statement on the subject, but that smoke evacuation procedures should be included as a further item. Other subjects discussed by the meeting included: oxygen systems and masks; the transport of dangerous goods; the radiation hazards of supersonic flight; the updating of the Amersfoort Resolution mentioned above; and the hijacking of the Air France airbus to Entebbe.

Jack Wahle (FEIA, USA), Roger Bricknell (MNAOA, Gt. Britain) and Raymond Deseau (SNOMAC, France) were elected by the meeting to serve on the working party set up by the Section in connection with the forthcoming ILO tripartite technical meeting on civil aviation, which is scheduled for December 1977.

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x) It was decided by the meeting that the text of the resolution should be made known to Boeing.

TRANSPORT

INTERNATIONAL

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IMCO Sub-Committee on Radiocommunications meets in London

A record number of delegates attended the 16th Session of the IMCO Sub-Committee on Radiocommunications, which was held at IMCO headquarters in London from 19 to 24 July 1976. Radio officer affiliates of the ITF in Denmark, Finland, Greece, Norway, Sweden, the United Kingdom and the United States were represented at this Session as was the ITF Secretariat. A full report of the proceedings has been sent to all radio officer affiliates of the ITF.

The session resumed discussion of training and watchkeeping standards for radio personnel on the basis of a report from its inter-sessional working group and recent submissions (including seven ITF papers). Following discussion in a working group with rather strict terms of reference but with a strong ITF presence, the sub-committee agreed a total of ten texts for submission to the appropriate IMCO sub-committee. These contain mandatory minimum requirements for certification of radio officers, radio operators and radiotelephone operators; mandatory minimum requirements to ensure the continued proficiency and updating of knowledge for radio officers and radiotelephone operators; basic principles and operational guidance relating to safety watchkeeping and maintenance; and basic principles and operational guidance for safety radio watchkeeping for radiotelephone operators. Some administrations present objected to the reference to "radio watchkeeping and maintenance duties" in the ITF papers and elsewhere and the ITF delegation agreed to accept the term "radio duties" in return for a suitably worded definition.

The sub-committee also considered several other matters and decided inter alia to adopt a simplified Questionnaire on casualties, not to amend Regulation 5 Chapter IV of SOLAS to allow exemptions from radio requirements on a regional basis, and that self-propelled mobile offshore units should comply with Chapter IV of SOLAS when under way. Also, in a submission concerning survival portable radio equipment, the ITF fought hard and with some success for the retention of 500 kHz as one of the frequencies to be used.

NORWAY

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Compulsory position reporting is introduced

Effective 1 September 1976, compulsory position reporting was introduced for all Norwegian merchant and fishing vessels, with the exception of fishing vessels operating in the Black Sea and the Mediterranean. The regulations oblige the master

to inform the owner or his appointed representative ashore when the ship arrives in or leaves port, in the event of deviations from the planned route, when significant alteration is made to the length of a voyage, and when circumstances arise that might lead to an unnecessary search operation being mounted. Fines may be imposed for infringements of the regulations.

From the first of this month, Norwegian vessels in the overseas and coastal trades (other than in Europe) as well as fishing vessels operating in deep-sea areas (including those fishing in Arctic waters) are also obliged to participate in the American vessel rescue system known as AMVER.

PORTUGAL

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New Portuguese legislation governing employment of Portuguese Seafarers on foreign ships sets ITF agreement as minimum acceptable

By order No. 464/76 of 30 July 1976, which came into force on 5 August 1976, the Portuguese Government has amended its legislation covering the employment of Portuguese seafarers on foreign flag ships. The new legislation is designed both to prevent unregistered Portuguese seafarers from being employed on foreign ships at a time of widespread lack of employment for bona-fide seamen in Portugal and other maritime countries and to safeguard the working conditions and contractual rights of registered Portuguese seamen who are engaged on foreign ships.

Specifically, the legislation makes it an offence for a Portuguese citizen to sign articles on a foreign ship unless authorised by the Portuguese maritime authorities and the Portuguese union which represents his category or the Federation of Maritime Trade Unions (Federaçao dos Sindicatos do Mar). Authorisation will only be given to registered seafarers who have at least 6 months sea-going service. The foreign owner or his agent wishing to engage a Portuguese seafarer is required to request authorisation from the Directorate-General of Seamen of the Ministry of Merchant Marine. In making his request he is required to give an undertaking accepting responsibility for the fulfilment of his contractual obligations to the seafarer.

The contract which the owner or his agent signs with a Portuguese seafarer may not contain conditions inferior to the conditions laid down in the ITF's collective agreement for seafarers.

An owner or agent acting in breach of the new legislation is liable to a fine of 5,000 to 10,000 Escudos<sup>x</sup> for each person in respect of whom a contravention is proved and a person who joins a ship in contravention is liable to a fine of 500 to 5,000 Escudos.

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<sup>x</sup>55 Escudos = approx £1.00; 31 Escudos = approx. US\$1.00

TRADE UNIONS

EUROPE  
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Young railwaymen hold international meeting in Berlin

The ITF's German railwaymen's affiliate, the GdED, recently organized an international seminar for young railwaymen. The seminar, which took place in Berlin from 8 to 21 August 1976, was attended by young railway workers from ITF unions in Germany, Austria, France, Luxembourg and Switzerland. ITF Railwaymen's Section Secretary Hans Hauf attended the seminar and lectured on the history and work of the ITF.

CHILE  
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ICFTU reaffirms its solidarity with people of Chile on anniversary of military coup

On 11 September, the third anniversary of the coup which overthrew the democratically elected government of President Allende, the International Confederation of Free Trade Unions issued a statement expressing its utter condemnation of the Chilean military junta and promising continued moral and material support for the Chilean workers and people until such time as democracy was restored in their country. The statement pays special tribute to the work of the Central Union of Chilean Workers (CUT), which, although forced to work in exile, has waged a permanent struggle against the régime.

SOCIAL AND INDUSTRIAL NEWS

AUSTRALIA  
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Cost-of-living award for dock workers

A cost-of-living award, effective 16 August for most workers, has come into operation in Australian ports. The top terminal rate goes up by \$2.60 per week to \$177.30, while the guaranteed minimum wage is increased to \$592 per four-week period for those on the maximum. The rates for ordinary waterside workers and mobile crane and forklift truck drivers are raised to \$163.50 and \$171.20 respectively, an increase of \$2.50.

There are also some minor changes in the obnoxious cargo rate.

The award, based on an arbitration commission decision, is structured so that only waterside workers earning the minimum wage (currently \$98) receive full compensation for rises in the consumer price index. Workers earning up to \$166 have been awarded a \$2.50 flat-rate increase and those above this figure receive an improvement of 1.5%.

(For details of the previous award see ITF Newsletter No. 4 of 1976, page 36.)

CANADA  
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#### Halifax dockers are locked out by the employers

Some six hundred dockers at Canada's major Atlantic port of Halifax (Nova Scotia) have been locked out by the employers since the beginning of August in a dispute over hiring practices at the port's busy container terminal. The ITF-affiliated International Longshoremen's Association, which represents the men, is resisting attempts by the Maritime Employers' Association to replace the present system of hiring labour through the union hiring hall by an "on-call" system requiring dockers to report at the terminal at the beginning of a shift, regardless of the availability of work. The ILA has pointed out that at the port of Quebec, where the "on-call" system has been introduced, dockers are assured a guaranteed annual income -- a demand which the Halifax employers are unwilling to concede on cost grounds. Talks between the two sides have failed to make any headway, and no further meetings were scheduled at the time of writing.

Failure to settle the dispute means that the men have been employed without an agreement covering their conditions of work since the last contract expired at the end of 1975.

#### Seafarers vote on Great Lakes agreement

Merchant seamen on the Great Lakes and the St. Lawrence Seaway System are being asked by the ITF-affiliated Seafarers' International Union of Canada whether they will accept a new collective agreement negotiated by the SIU on their behalf. Full details of the agreement, which is known to include provision for the upgrading and reclassification of deckhands and oilers, will be given in the Newsletter as soon as the result of the membership ballot is available.

GERMANY  
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#### Railway apprentices will be found jobs

The German Federal Railways -- in a move that should make an important contribution towards reducing youth unemployment -- has announced that despite its policy of 'nil recruitment' it will find jobs for railway apprentices who finish their

training this year. Even where there are no vacancies, trainees who have been unsuccessful in their efforts to find a post elsewhere will be taken on, initially for a period of six months, as temporary railway employees. The ITF-affiliated German Railwaymen's Union, while welcoming this initiative, is concerned that as soon as possible such trainees should be found a permanent job in a grade appropriate to their training.

GREAT BRITAIN

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Seamen postpone strike deadline

Following last month's meeting of its executive committee - which rejected the shipowners' July offer -- the ITF-affiliated National Union of Seamen balloted its members on the 1976 pay claim. A majority was obtained in favour of industrial action, and an all-out strike was called for midnight on 11 September. After an emergency meeting with TUC leaders, the strike deadline was postponed for fifteen days, while efforts were made to find an acceptable solution within the pay policy guidelines. The seamen, who feel that they have persuaded the TUC of the justice of their case, have held initial talks with the employers on the possibility of implementing a package of fringe benefits worked out with the assistance of the TUC. A reply to these new claims has been promised within the next few days.

(For earlier details see July and August issues of the ITF Newsletter.)

MEXICO

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Mexican cabin attendants sign agreement with Canadian Pacific Airlines

The ITF-affiliated Mexican Cabin Attendants' Association (ASSA) has signed an agreement with Canadian Pacific Airlines, thus ending a strike which had grounded the airline's Mexican operations since 18 February. Scheduled services between Canada and Mexico are expected to resume at the end of October.

PAPUA NEW GUINEA

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Dockers' arbitration award is contested by employers

After recourse to arbitration, the ITF-affiliated Central District Waterside Workers' Union of Papua New Guinea has defeated an attempt by waterside employers to force a 40-hour week on Port Moresby dockers. The arbitration award officially establishes the 37-hour week, which had applied for some time, as well as granting significant improvements in night work rates and long service leave. A major Australian shipowner -- Steamships Trading Company -- along with other employers, has rejected the award and is also contesting a Department of Labour decision that three of Steamships' permanent employees,



who were dismissed earlier this year, should be reinstated. The union has given notice of strike action if the provisions of the award are not implemented. Support for such action has already been promised by its sister union in Australia, the ITF-affiliated Waterside Workers' Federation.

SINGAPORE  
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Six per cent general wage increase for seafarers

A six per cent general wage increase and other benefits were recently negotiated by the ITF-affiliated Singapore Organization of Seamen for SOS members with Thome and Company Private Ltd. The agreement, which expires on 30 September 1978 and is back-dated to 1 October last, includes the following provisions:-

- Annual increment of five per cent of salary for all employees who have completed one year's service;
- annual bonus of one month's wages for all employees who have completed one year's service, pro rata for service of less than one year;
- overtime paid at 1½ of basic rate for all work in excess of 8 hours on working days;
- medical treatment provided at company expense;
- sick leave paid at full rate for up to three months, thereafter up to six months at half rate;
- injury at work, compensation in accordance with the Workmen's Compensation Act;
- Annual leave of 3 days for each full month of service, proportionately for each incomplete month;
- Waiting time, daily allowance of \$6 payable.

The company has undertaken to pay a 100 per cent war risk bonus and a similar premium to crews of ships engaged in the transport of explosive cargoes. Compensation up to a maximum of 2 months' full pay will also be paid under the agreement to seafarers who are obliged to terminate their employment on the sale of the vessel in which they are serving.

SPAIN  
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Air traffic controllers continue their work-to-rule

There would seem to be little hope of an end to the four-week-old work-to-rule of Spanish air traffic controllers, which has been causing delays of several hours to flights to Spanish holiday

resorts. The controllers are regulating the number of flights they handle as a 'safety precaution', in protest against unreliable, and occasionally obsolete, equipment, serious understaffing of air traffic control centres and the military control of Spanish airports. Permission has been refused for a negotiating committee to meet Air Ministry officials to discuss the air traffic controllers' grievances.

UNITED STATES

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NMU signs new Great Lakes and giant tanker pacts

After tough negotiations, the ITF-affiliated National Maritime Union of America has obtained a new three-year agreement, effective 16 June 1976, for its Great Lakes members on Amoco and Cleveland tankers. For the first time, a wage-related overtime rate is introduced: time-and-a-half will be paid for work performed in excess of 8 hours per day (40 hours per week) and for all work on Saturdays and Sundays. Other improvements include: holiday pay of 2½ times the basic rate; the addition of Flag Day as an official holiday from 1978; leave entitlement after 60 days' continuous service (previously 90 days); sailing bonuses of 5% for the first and 10% for the second year, plus a 15 per cent extended sailing season bonus for work between 20 December 1977 and 15 March 1978; and greatly enhanced severance pay. An immediate cost-of-living rise of 66 cents per hour (with an additional 30 cents from 16 June 1977) is awarded, with a built-in cost-of-living escalator giving a one cent rise for each three cents rise in the consumer price index, applied quarterly to the basic rate and also to overtime pay, holiday and vacation pay and sailing bonuses.

In two separate agreements, the NMU has won greatly improved rates of pay for union ratings on vessels of 80,000 and 100,000 tons operated as a joint venture by the Trinidad Corporation and Mathiesen's Tanker Industries. A new monthly AB rate of \$748.15 (\$785.56 from 16 June 1977) is introduced on 15 June of this year in respect of both vessel sizes, with from the same date a monthly Day Bosun/AB and Day QMED/Pumpman rate of \$1,213.92 (\$1,274.62 from next year) on 80,000-ton and \$1,348.79 (rising to \$1,416.22) on 100,000-ton vessels. Steward/Cook rates are likewise increased to \$1,132.98 (\$1,189.63 from next year) on the smaller and to \$1,186.93 (\$1,246.28 in the second contract year) on the larger vessels. These enhanced rates, which will also apply to any tankers of the same size to come under NMU contract in the future, are intended to recompense ratings for the extra workload and responsibility arising from the sheer size and complexity of these giant tankers.

Air traffic controllers receive assurances on pay review

US air traffic controllers recently resumed normal operations following a work-to-rule on receiving assurances that a much-delayed government investigation into their rates of pay -- which were last reviewed in 1968 -- would now be completed by the end of August.

(The air traffic controllers are members of PATCO, which is affiliated to the ITF through the Marine Engineers' Beneficial Association.)

NEWS IN BRIEF

Australian air traffic controllers are staging a go-slow campaign to back demands for substantial increases in pay.

The Republic of Cape Verde has joined the Inter-governmental Maritime Consultative Organization, becoming its ninety-ninth member.

Over 2,000 dockers in the Colombian port of Barranquilla are staging an indefinite strike in protest against alleged violation of their collective labour contract. The strike has been declared illegal by the government.

The Irish Congress of Trade Unions has voted at a special delegate conference to accept the interim national pay agreement. Acceptance of the agreement will mean increases of £3 to £5 per week for most organized workers.

Dockers in the port of Wellington and seamen operating ferries between the North and South Islands walked off their jobs late last month in protest against the visit to New Zealand, at the invitation of the government, of the US Navy nuclear-powered guided missile frigate Truxton. Subsequently, the government announced plans to introduce legislation outlawing 'political' strikes, a move which the labour movement has declared it will steadfastly oppose.

Six thousand dockers at New Zealand ports staged a 24-hour strike on 26 August in protest against a breakdown in pay negotiations.

Members of the ITF-affiliated New Zealand Seamen's Union staged a twenty-four hour strike late last month.

The Tanzanian Labour Union is currently finalizing plans for a total boycott of sea- and airborne traffic with South Africa. The boycott would also embrace ships and aircraft calling at Tanzanian ports and landing at Dar-es-Salaam en route for South Africa.

US flight attendants organized in the Transport Workers' Union of America, in a membership ballot, have voted to accept the TWA agreement, details of which were given in the July issue of the ITF Newsletter.

PERSONALIA

Luis Figueroa Mazuela, president of the External Committee of the Central Union of Chilean Workers (CUT), died on 7 September in Stockholm, aged 54. He entered the Chilean trade union movement at an early age and was a founder member of CUT, becoming its president in 1965. Figueroa was Minister of Labour in the Allende government.

P.K. From Hansen, former president of the Danish Railwaymen's Association (Jernbaneforeningen), died on 5 August. He was 87.

Anna Kethly, Minister of State in the Nagy government until its overthrow by Soviet forces in 1956, has died in Belgium. She was 86. A Social Democrat, she suffered years of imprisonment and ill-treatment because of her refusal to accept Communist domination of her party and her country. Anna Kethly was in Vienna at the time of the uprising and was thus able to give valuable advice to trade unionists in the West on the possibilities of supporting the liberation movement of the Hungarian people.

John Price has been appointed a trustee of the British Merchant Navy and Airline Officers' Association.

Marius Trana, president of the Norwegian Railwaymen's Union from 1945 until his retirement in 1963, died in the night of 28 August, aged 78. Brother Trana was a former president of the Norwegian Public Service Workers' Federation and also served on the Section Committee of the ITF Railwaymen's Section for almost a decade.

STOP PRESS



British seamen call off national strike

The executive of the ITF-affiliated British National Union of Seamen has agreed to accept a new offer on pay and fringe benefits made by the shipowners and to call off the seamen's strike due to begin this weekend. The deal gives an increase of 5% (subject to a weekly maximum of £4 and a minimum of £2.50) from 2 January next, together with improvements in certain fringe benefits, notably fall-back pay (increased on 4 October by £7.20 per week for the first two weeks and by £3.60 per week thereafter and payable for a maximum of 26 weeks per calendar year); captive time (masters will be instructed not to retain ratings on board ship in port outside their normal working hours unless this is absolutely necessary, those required to stay on board being given time off in lieu;

food allowance on leave (increased from 80p to £1.50 per day); and subsistence and travelling allowances raised to take account of rises in the cost-of-living, these latter improvements to apply from 27 September. An assurance has been received that an additional 11 days' compensatory leave will be granted for Saturdays and Sundays spent at sea as soon as this is permissible under the pay policy. Separate joint talks will also be held as a matter of urgency on pensions, redundancy and medical severance payments.

FORTHCOMING MEETINGS

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Executive Board	- Paris, 19-20 October 1976
Road Transport Steering Committee	- London, 22 October 1976
Sub-Committee on Transport Policy	- Utrecht, 3-4 November 1976
Inland Navigation Section	- Vienna, 23-24 November 1976

AFFILIATED UNIONS REQUIRING  
FURTHER INFORMATION ON ANY ITEM  
IN THIS NEWSLETTER MAY OBTAIN IT  
ON REQUEST FROM THE SECRETARIAT  
OF THE ITF

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