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NEWS AND VIEWS FROM THE ITF

INTERNATIONAL
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The ITF holds its 32nd Congress in Dublin

The largest Congress ever to be held by the ITF -- attended by nearly 500 delegates and advisers representing 55 countries -- took place in Dublin's Burlington Hotel from 21 to 29 July. Altogether, including guests and members of delegates' families, it is estimated that something like 800 people were present in the Irish capital for the Congress.

The Congress also had a particularly heavy agenda, both in its Plenary Sessions and in the Conferences of its eight Industrial Sections which were held during the nine days of meetings. In all, Congress adopted 21 resolutions on a variety of topics of significance to transport workers all over the world -- a number of which were first thrashed out by the ITF's Sectional Conferences -- and remitted a further five to the Executive Board for study and action.

Congress was officially opened by the Irish Minister for Transport and Power & Posts and Telegraphs, Pádraig Faulkner, T.D., who in his address stressed the fact that the human element is a particularly important one in transport and that, by its very nature, the industry makes very heavy demands on those employed in it. The ITF, he said, exemplified the advantages to be gained from the sharing of effort among so many workers with a common bond. He was greatly impressed by the number of unions involved, the total number of workers represented, the wide international spread of the Federation, and the range of activities which it pursued.

The Congress was also welcomed to Dublin by representatives of the ITF's Irish affiliates who, together with British and North American member-unions, acted as its hosts. Both John Carroll, Vice-President of the Irish Transport & General Workers' Union, and John Freeman, Irish Secretary of the Amalgamated Transport & General Workers' Union, stressed the need for solidarity and closer cooperation within the international trade union movement.

This theme of the unity of all transport workers, regardless of race, colour or creed, was also a major element in the Presidential Address given by Fritz Prechtel, who emphasised the important part which the ITF had been able to play in protecting or helping to re-establish the democratic way of life in many parts of the world, as well as in defending the interests of both transport workers and the general public against threats to their safety and well-being created by terrorism (as exemplified by the ITF's successful campaign against air hijackings) or pollution of the environment by the uncontrolled use of new materials or energy sources.

A heartfelt tribute to the work of the ITF in helping to restore democracy in his country, as well as his own personal liberty, was also paid by the Indian Minister of Industry, George Fernandes, who, as leader of the ITF-affiliated All India Railwaymen's Federation, had suffered arbitrary imprisonment and ill-treatment under the former régime of Mrs. Gandhi. In a very moving speech, Bro. Fernandes said:

"I think of my days in prison and my trial for an alleged conspiracy to overthrow the government by the use of force. The world-wide campaign you comrades from the ITF, together with the Socialist International and Amnesty International, mounted at that time not only helped save my life, but the tremendous interest you were able to create in the situation prevailing in India was to a great extent responsible for putting pressure on the dictatorship to hold general elections."

"So, if once again there is democracy in my country, if I am able to stand before you today, a fair share of the credit goes to you".

It is not without significance that two of the 21 resolutions adopted by Congress in Dublin echoed the long fight carried on by the ITF internationally for the restoration of democracy in another country of another continent, namely Spain, where the ITF gave continuous support for almost forty years to the underground struggle against dictatorship waged by its old affiliate, the Spanish General Workers' Union (UGT). Now that the struggle has been successful, the ITF is devoting its energies to ensuring that an independent Spanish trade union movement not only exists, but is able to play its full part in the reconstruction of a free society in the country.

In the majority of cases, however, the resolutions and statements adopted in Dublin were concerned less with political questions than with transport policy and trade union organizational problems which have a direct bearing on the everyday lives and aspirations of transport workers all over the world. Examples of these were, the decision to draw up a new transport policy document rejecting attempts to liberalize the transport market in favour of large-scale shippers and calling instead for measures of intervention and regulation by governments in the interests of the community as a whole, particularly as regards market access, infrastructure and transport capacity. A further resolution called for study and action on the growing influence of multi-national corporations in the transport industry, especially in regard to the large-scale acquisition of transport for own account by such corporations.

Congress also passed for new action to be undertaken to ensure that railwaymen's conditions internationally are improved through the adoption of an ILO Convention on the subject, and for a concerted international campaign to achieve improved accident-prevention standards for dock workers in individual countries in advance of the proposed revision of ILO Convention No. 38 (on the protection of dockers against accidents).

As further stages in the continuing ITF campaign against the use of flags of convenience, Congress also laid down guidelines for future action in resolutions dealing with flag transfers (particularly where this is done to evade compliance with existing union agreements) and with the extension of the ITF campaign to Denmark. Other maritime resolutions dealt with the ITF's opposition to current attempts to reduce radio safety at sea; with an ITF ban on atomic-powered ships not properly equipped with safety devices; with international sea-borne trade (attempts by certain countries to penetrate cross-trades for reasons of economic and political strategy); with the structural safety of vessels; and in support of international standards of medical care aboard ship.

From the Railwaymen's Section came a resolution strongly opposing misguided attempts to achieve railway viability through massive closures of lines and departments, whilst the Road Transport Workers' Section called for the drafting of an ITF draft Model International Agreement for International Road Transport across Frontiers, together with recommendations in respect to drivers' professional standards, which could be used by affiliated organizations in a campaign to increase trade union organization of international road haulage drivers and improve conditions and standards in the industry.

An important resolution, which emanated from the Civil Aviation Section but which also has strong bearing on the situation in other transport industries, deals with the hazards posed by the increasing use of plastic materials in transport vehicles and equipment. The resolution draws particular attention to the fact that, in fire situations, such materials produce enormous amounts of toxic smoke and fumes, which are often just as deadly but quicker-acting than flames.

The texts of all resolutions adopted in Dublin have already been despatched to affiliates of the ITF (Circular 83/A.18 of 1 August).

The Dublin Congress also saw a number of changes in the leadership of the ITF, including the retirement of Charles Blyth, to whose dedicated work for the Federation during his nine years as General Secretary many well-earned tributes were paid. Charlie was one of those presented with the ITF Gold Badge in recognition of his services, other recipients being our President, Fritz Prechtel (who was re-elected to that post); Jack Jones (re-elected as one of our three Vice-Presidents, as were also his colleagues Teddy Gleason and Richard Baiden); Egil Halvorsen (retired President of the Norwegian Railwaymen's Union); George Fernandes; and Heinz Kluncker (German Transport & Public Service Workers' Union - OeTV).

Congress unanimously elected Harold Lewis to succeed Blyth as General Secretary. Lewis, who is 44, brings a wealth of ITF experience to his new job, having served as Assistant General Secretary for eleven years as well as having been Secretary for Regional Activities during the same period

and Secretary of the Dockers' Section. In addition, before being appointed Assistant General Secretary in 1966, he had acted as Personal Assistant to no fewer than three ITF General Secretaries, as well as doing a number of other jobs during his 22 years with the ITF.

Several well-known members of the ITF's Executive Board also retired at the Dublin Congress, including Don Beattie of the US (who had been a member for sixteen years); Heinz Kluncker of the German OeTV; Philipp Seibert of the German Railwaymen's Union; and Koichi Kihata of the All-Japan Seamen's Union.

The present composition of the Executive Board is as follows:-

Europe and Middle East: F. Prechtl (Austria), J.L. Jones (Great Britain), S. Weighell (Great Britain), W. Meier (Switzerland), H. Aasarød (Norway), H. Ericson (Sweden), S. Barendregt (Netherlands), L. Buonaccorsi (France), P. Potums (Belgium), Y. Woschina (Israel), H. Frieser (Germany), S. Merten (Germany).

Africa: A. Ayoub (Tunisia), J.R. Baiden (Ghana).

Asia and Australasia: C.H. Fitzgibbon (Australia), Y. Murakami (Japan).

Latin America and the Caribbean: H. Hernandez (Venezuela), E. Venturini (Argentina).

North America: W.C.Y. McGregor (Canada), D. Nicholson (Canada), J.F. Otero (USA), T.W. Gleason (USA), J. Peterpaul (USA); plus the General Secretary ex officio.

In conclusion, it only remains for us to express our sincere appreciation to all who contributed, in whatever capacity, to the success of the 32nd ITF Congress, with a special word of thanks to our Irish affiliates who made sure that our stay in Dublin and in Ireland was a very memorable and worthwhile one and to the British and North American affiliates whose generous financial contributions helped substantially towards meeting the Congress costs.

Major forgery ring for officers' competency certificates uncovered

A major industry in forged merchant officer competency documents was revealed earlier this month, when it was discovered that Liberian licences had been issued on the basis of bogus documents produced in Hong Kong and used by unqualified seafarers to obtain positions of responsibility on flag-of-convenience vessels. In all, some 170 cases of faked documents have come to light since reports on the forgery ring's existence were first made.

In Britain, the National Secretary of the ITF-affiliated Merchant Navy & Airline Officers' Association also drew attention to the case of a Panamanian-registered vessel, the master of which, it was alleged, had received his certificate of competency simply by paying £12.10p at the Panamanian Embassy.

The case came to light when the Panamanian ship was searched while on the River Thames.

Meanwhile, in Germany, Heinrich Rake, Head of the Seafarers' Section of the ITF-affiliated German Transport & Public Service Workers' Union (OeTV), quoted the case of a student from the Bremen Nautical College who had also been issued with a master's certificate enabling him to serve on vessels of all sizes and in all sea-lanes, simply by paying DM50 at the Panamanian Consulate in Hamburg and producing his seaman's book. The latter showed that he had served only a total of nineteen months at sea and was currently studying at the Nautical College.

Interviewed on the subject of the forgeries by the British shipping daily "Lloyd's List", the General Secretary of the ITF, Harold Lewis, said: "As far as flag-of-convenience competency certificates go, we have never recognized them as being of any value anyway. So, if they are real or forged, it is of little consequence". Commenting, however, on speculations that forgeries of recognized competency certificates from traditional maritime countries might also be involved, he said that this "would be a very serious matter".

TRANSPORT

INTERNATIONAL

Highest-ever level reached for tourism

According to statements released by the Head of the ILO's Hotel & Tourism Branch, the tourist industry is set to break all records during 1977. Provisional estimates indicate that something like 230 million people will be taking holidays in a foreign country this year, while another 900 million will be indulging in tourism within their own national borders.

Foreign travel is expected to show a 10% increase over 1976 figures and it is estimated that, in Western Europe, extra recreation space equal to half the area of Switzerland will be needed to accommodate tourists if the present boom in the tourist industry continues until 1980.

The ILO statement emphasizes that "the continuing tourist boom underlines the need for staggered holiday schemes to help reduce the massacre on the roads and the destruction of the countryside".

"The expected requirement for more space", it continues, "reflects the anarchy, improvisation and amateurism that are to be seen in the tourist industry, not only in Europe but in other parts of the world. There is an urgent need for countries to spread out holidays and to set ecological standards, including levels of tourist saturation that must not be exceeded."

"But these measures", it goes on, "will work only if they are accompanied by training at all levels for planners, tourism organizers and the people who provide services for tourists. This kind of work takes years to bring visible results, and so it is even more urgent to make a start on a big enough scale".

GREECE

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Almost half Greek fleet now operates under convenience flags

According to figures just released by the Institute for Shipping Economics based in Bremen, practically half of the Greek-owned merchant marine is now operated under flags of convenience. The actual percentage is 49.7, representing 1,331 vessels of 23,899,000 gross. Most popular convenience flags for Greek owners, says the Institute, are the Liberian, Panamanian and Cypriot.

Some 62% of Greek-owned tankers are under pirate flags: 393 vessels of nearly 23½ million tons gross. Approximately the same percentage (62.2%) of multi-purpose freighters are in the same case. When one turns to dry-cargo vessels and bulk carriers, however, the total of f-o-c ships drops drastically: to 31.6% for the former and 38.4% for the latter.

TRADE UNIONS

NORWAY

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New sea working hour law means more free time ashore

In a recent interview with the Norwegian Labour daily "Arbeiderbladet", the President of the Norwegian Seamen's Union, Henrik Assarød, pointed out that the new law on working hours at sea^{x)} which took effect from the beginning of July will mean that seafarers will enjoy much more time at home than hitherto.

Assarød, who is also a member of the ITF Executive Board, said that the normal work week of 38 hours laid down by the law will not mean that seafarers will have useless additional time on board, but will be able to translate the shorter working week into longer periods of home leave. Supplementary leave benefit will go up by 1½ days' per month, bringing the total annual amount of supplementary leave to 54 days.

^{x)} See also ITF Newsletter No. 5, 1977, page 37.

SOCIAL AND INDUSTRIAL NEWS

CANADA

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CBRT & GW win strike against Hotel Vancouver

The ITF-affiliated Canadian Brotherhood of Railway, Transport & General Workers has informed us that it has now successfully settled its dispute with the Hotel Vancouver in Vancouver. It will be recalled that the CBRT began strike action against the hotel -- which is used by most airlines flying into Vancouver -- on 9 June in support of its demands for an improved contract covering union hotel employees. In response to a request from the Brotherhood, the ITF asked its flying staff affiliates to honour the CBRT picket lines, as was already being done by the Canadian Airline Flight Attendants' Association (an ITF member-union).

In reporting on the settlement, which involves a total increase of 60 cents an hour spread over a period of two years dating from 1 March 1977, the CBRT has asked the ITF to express sincere thanks to all civil aviation affiliates who provided assistance.

Government orders traffic controllers back to work

The Canadian Air Traffic Controllers' Association, whose members went on strike as from 7 August in support of demands for a 12.6% pay increase, later decided to abide by an emergency Bill passed by Parliament ordering them back to work. The Bill, adopted on 10 August, also awarded the controllers an immediate pay increase of 7.4%.

The strike, affecting approx. 2,000 air traffic controllers, caused widespread chaos on both domestic and international air services. Air Canada, for example, which normally operates some 500 flights per day, had that figure cut to 20 by the stoppage.

Traffic is, however, still being affected by a work to rule operated by the controllers at Toronto International Airport since their enforced return to work. The men's Association has urged the Government to submit the dispute to arbitration.

DENMARK

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Danish affiliate issues strike notice against Aeroflot

The ITF-affiliated Danish Commercial & Office Workers' Union has this month issued a first strike notice against the Russian airline Aeroflot on behalf of the latter's white-collar employees in Copenhagen. Our Danish affiliate has taken this step following

the failure of the airline to date to negotiate a collective agreement with it. The union first approached the company on the subject some months ago, and was informed by the local management that a decision would have to be taken from Moscow. However, despite several subsequent enquiries, the union has received no response to its request for the opening of negotiations. The head of the union, Erik Jensen, says that the silence from Aeroflot is all the more remarkable because such agreements already exist in respect of other foreign airline companies operating out of Copenhagen

FINLAND

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Labour Court upholds Seamen's Union on insurance cover

When the Finnish Seamen's Union (an ITF affiliate) negotiated a new agreement for the foreign trade in 1976, part of the settlement was that the centralized income policy agreement between unions and employers generally should be valid insofar as it applied to the seafaring sector.

One of the items included in the central settlement was the provision of group life insurance, the beneficiaries of which would be a worker's dependants, including as secondary beneficiaries children over 18; parents with low earning capacity; adopted and foster children.

The claim that this should be applied to seafarers was stubbornly resisted by the owners on the alleged grounds (a) that existing insurance coverage was satisfactory; and (b) that they did not consider group life insurance to be suitable to seafaring. As a second string to their bow, they called for a cash deduction from the 1976 wage settlement if group life insurance were introduced.

In view of this attitude, the Seamen's Union decided to take the owners to the Labour Court for a final determination of the claim. In its judgement the Court considered "it proper, accepting the demands made on both sides in this case, that the Finnish Shipowners' Association and the Aland Shipowners' Association should be obliged to subscribe to group life insurance for their employees on the basis of the agreement made in 1976 by the central (trade union) organizations, which does not, however, in itself, mean that the leisure time accident insurance additional benefits mentioned in the claim by the Shipowners' Associations shall be void".

GERMANY

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OeTV wants important improvements for long-distance drivers

The ITF-affiliated German Transport & Public Service Workers' Union (OeTV) announced last month that its negotiations for a new basic agreement covering working conditions of drivers in long-distance goods haulage and furniture removals throughout the Federal Republic have broken down.

This will have the effect that the working hours permitted under the existing agreement no longer apply, and that such hours will be governed by the Federal Ordinance on Working Time until a new agreement is reached. The Ordinance prescribes a maximum of eight hours' working time per day and 48 hours per week, with an extension to ten hours' per day during a period not exceeding 30 days per year. Under the old agreement, on the other hand, working hours for a driver (alone) could be up to 60 hours per week, while a two-man crew with sleeping facilities in the cab could work up to 85 hours per week.

The OeTV, in its current action for a new agreement, is concerned to bring about a very radical improvement in long-distance drivers' conditions. The long hours and stress to which they are at present subjected, says the union; means that many of them are already fighting to drive at the age of 55. Among the proposed improvements for which it is fighting are the following:

- (a) the laying-down of a regular weekly maximum of 44 working hours, with an absolute maximum of 55 hours per week;
- (b) a limitation on cab time of 15 hours weekly;
- (c) an increase in the period of consecutive rest to at least 40 hours;
- (d) a shift maximum of 18 hours where two drivers and sleeping facilities in the cab are provided;
- (e) an extra day's supplementary leave and agreement on a night work supplement of 20 per cent.

GREAT BRITAIN

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Unions seek recognition from three North Sea offshore operators

As a first step towards the implementation of full bargaining rights, three British unions which form part of the Aberdeen-based offshore oil industry Inter-Union Committee have formally asked that they be recognized by major companies operating in the UK sector of the North Sea.

The unions are the ITF-affiliated Transport & General Workers' Union and the Association of Scientific, Technical, Managerial & Supervisory Staff (ASTMS), together with the Technical & Supervisory Staffs sector (TASS) of the Engineering Workers' Union. The three companies concerned are Shell, Phillips and Amoco. The union approach is in respect of four platforms in the Shell Brent field (T&G and ASTMS jointly); a Phillips gas platform in the southern North Sea (ASTMS); and an Amoco gas processing plant at Bacup in Norfolk, which is ashore but whose employees are classified as part of the offshore industry.

NORWAY

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Application of new sea working hours' law to navigating officers

The ITF-affiliated Norwegian Mates' Union has given us details of how the new Norwegian Law on Working Hours at Sea will be applied under its revised agreement with the owners.

The new Law, as mentioned in another item in this issue, came into effect on 1 July last -- one of its main effects being that the normal working week for seafarers is fixed at 38 hours. Under the navigating officers' agreement, therefore, all working hours between 38 and 48 performed on week-days will qualify for the same number of hours' free time ashore. Work between these hours on Sundays and holidays qualify for free time ashore at the rate of time and one quarter.

On vessels given dispensations from certain provisions of the new Law, maximum normal working hours for watch-keepers may not exceed nine per period of 24 hours. General working hours on such ships may not exceed eight per period of 24 hours.

Wherever practicable, the owner has to draw up plans for the actual provision of compensatory time off and make these known to the employees. The schedules must provide that individual officers receive at least one allocation of time off in each period of twelve weeks. Any outstanding entitlement not used up during such periods is credited to the officer, and must be granted within a period of twelve months. Travel costs to and from domicile for the purpose of taking compensatory time off will be borne by the owner.

A maximum of 20 hours' overtime may be worked each week, but the total maximum daily working time may not be more than 14 hours. Where overtime is compensated in cash, the rate payable is 1/165th of monthly salary plus 40% in the case of overtime on week-days, and 1/165 plus 100% for overtime on Sundays and holidays.

PORTUGAL

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Lisbon casual workers given regular docker status

After a period of negotiations and disputes lasting nearly two years, casual workers in the Port of Lisbon -- the so-called "homens da rua" (literally "men of the street") -- have this month finally achieved recognized status, including union membership. Union membership is an extremely important factor here, since without it the casual workers were not entitled to receive fall-back pay if they were not offered work. The fall-back pay can amount to up to 10,400 escudos per month.

SRI LANKA

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Colombo port workers win 17% increase

The ITF-affiliated Independent Harbour Workers' Union of Sri Lanka has informed us of the successful outcome of its attempts to secure a sweeping revision of basic rates for dockers. The original rates were laid down under a monthly wage scheme resulting from a 62-day strike in 1969/70 in which the ITF also intervened to help bring about a settlement.

Later efforts to revise the monthly rates in line with increases in the cost of living were, however, thwarted by the State of Emergency which existed in Sri Lanka for some years. At the end of 1976 our affiliate led new attempts to secure such a revision, and this time the unions were successful, with rates for both Labour and non-labour grades in the Port of Colombo being increased by 17%.

Examples of the new rates, with the old ones in brackets for comparison purposes are as follows: Wharf labourer - Rs. 325 - 435 (Rs. 195-220); Ship Serang - ditto (Rs. 185-210); Stevedore Rs. 365 - 480 (210 - 235); Winchman - Rs. 375 - 495 (215 - 240); Hatch Tindal - Rs. 410 - 490 (225 - 250).

UNITED STATES

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New rates for NMU seafarers take effect

The third stage of the last wage agreement negotiated by the ITF-affiliated US National Maritime Union (NMU) came into effect on 16 June. Under this, rates go up by seven per cent, made up of a 5% pay boost and a 2% cost-of-living adjustment.

Typical rates under the revised contract are as follows:

DRY CARGO - WAGE SCALES

Deck Department

	<u>Base Wage</u>	<u>Hourly Overtime Rate</u>
Boatswain (10,000 Gt. and over)	\$1,145.27	\$9.92
Boatswain (Mariner Type)	1,144.24	9.90
Boatswain (under 10,000 Gr)	1,036.35	8.97
Carpenter (10,000 Gt. and over)	1,033.75	8.96
Carpenter (Mariner Type)	978.80	8.48
Carpenter (under 10,000 Gt)	953.37	8.25
Deck Utilityman	880.92	7.62
Quartermaster	788.68	6.83
Able Seaman	788.68	6.83
Ordinary Seaman	615.71	5.33

<u>Engine Department</u>	<u>Base Wage</u>	<u>Hourly Overtime Rate</u>
Electrician	1,219.44	10.56
Maintenance Electrician	1,021.74	8.85
Machinist	1,021.74	8.85
Engineman	897.68	7.77
Oiler (Diesel)	848.83	7.35
Oiler	788.68	6.83
Wiper	732.50	6.35

Stewards Department

Chief Steward (10,000 GT and over)	1,145.27	9.92
Chief Steward (Mariner)	1,144.24	9.90
Chief Steward (under 10,000 GT.)	1,036.35	8.97
Steward-Cook (coastwise only)	965.42	8.36
Chief Cook	920.99	7.97
Cook-Baker	897.67	7.77
Messman	611.36	5.30

NEWS IN BRIEF

Following the recent attempt to hijack an Air France Airbus en route from Nice to Cairo, the rapporteur on air piracy at the Council of Europe, M. Gabriel Peronnet, has called for stricter international laws against hijacking. He said that "a new, particularly severe international convention must be worked out by ICAO". Such a convention, he went on, would however work only if all countries recognize the gravity of the crime and if governments are prepared to collaborate in stamping it out.

Employees in the UK offshore oil and gas industries, including deep-sea divers, are to be given additional health and safety protection as from 1 September. An Order laid before Parliament provides that, as from that date, all such workers will fall under the terms of the Health and Safety at Work Act, 1974. The Act, which applies to all employees within the UK, requires employers to ensure the safety of their work force by providing adequate instruction, training and supervision and by maintaining safe plant, work systems and premises. The Order also extends the Act to cover those engaged in the loading and unloading of ships, as well as to diving operations generally within British territorial waters.

The French cabin staff organization, SNPNC, which is affiliated with the ITF, informs us that it has now reached a settlement with UTA concerning the utilization of cabin staff within the Pacific Area. Under it, cabin attendants based in New Caledonia and Tahiti will fly between Singapore and Los Angeles, and these limits may not be exceeded in any circumstances. So far as new routes in the Pacific Area are concerned, rosters will be the subject of joint union/management scrutiny in order to ensure proper sharing arrangements between Paris- and Pacific-based CAs. An annual joint meeting will also be held to review the actual division of flying hours between the two groups of CAs.

The ITF-affiliated German Transport & Public Service Workers' Union (OeTV) has successfully concluded negotiations with Lufthansa which gives all Lufthansa employees a special bonus payment of DM 410. The bonus, which will be paid in November, will come out of Lufthansa's 1976 profits.

Traffic at London's two airports, Heathrow and Gatwick, has been disrupted by the refusal of British air traffic control assistants to operate through a computer in protest against the rejection by the Government, under current wage policy, of a pay increase claim. A ballot of the control assistants has also resulted in a decision calling for an all-out strike beginning on 25 August and lasting until midnight on 29 August.

PERSONALIA

The ITF regrets to announce the death on 4 July of Godert J. Joustra, former President of the Dutch Railwaymen's Union, now part of the ITF-affiliated Transport Workers' Union NVV. Bro. Joustra was 91, and acted as President of the Dutch Railwaymen's Union from 1939 until his retirement in 1951. Until he took over the top job, he had served as Vice-President of the union from 1918 onwards. He was, however, also active within the ITF both during the inter-war period, when he was a Deputy Member of the then Dutch Management Committee of the ITF, and during and immediately following the Second World War, when he served for a long period on the ITF Executive Committee. For his services to the Allied cause during the war he was made an Honorary Officer of the Civil Division of the Order of the British Empire. He was also an Officer of the Dutch Order of Oranje Nassau.

Joe Morris of the Canadian Labour Congress has been elected as President of the ILO Governing Body, He is the first worker representative to hold the post.

Carlo Prevosti has been elected as General Secretary of the ITF-affiliated FILP-CISL (Italian Port Workers' Federation). Sergio Cocco and Salvatore Cuccaro were elected to serve as National Secretaries of the Federation.

FORTHCOMING MEETINGS:

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<i>ITF Executive Board</i>	-	<i>London 18 - 19 October 1977</i>
<i>Civil Aviation Section Conference</i>	-	<i>Geneva, 5 - 6 December 1977</i>

*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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