

GNT BULLETIN

RAISING STANDARDS FOR DOCK WORKERS

August 2011

NEWS ROUND-UP

Dockers around the world are taking action as part of the GNT campaign to secure better standards in ports. Here's the latest news...

A collective bargaining agreement has been secured for trailer truck drivers at Gateway Terminals India (GTI) in Mumbai, owned by APMT. The agreement, brokered by an ITF-affiliated union, will mean benefits for workers like weekly payment of wages and social security. It will also help protect members, who had previously been violently attacked after opting to join the union. ■



There has been celebration for dockers in Peru after a ground-breaking settlement for a collective agreement was won by workers through their ITF union in the port of Callao. The new agreement means workers in the port are now entitled to weekly payment of wages and social benefits. The companies involved will

Continues on page 2

GNT INTERVIEW

This month we're speaking to ITF dockers' section secretary Frank Leys about the latest on the GNT campaign...

Q There's been a lot of preparation going on behind the scenes of the GNT campaign up until now, do you feel you've reached a turning point?

A I think we have now reached a turning point. The GNT campaign is a major part of the ports of convenience work programme which sets out all the priorities for the ITF dockers' section. We have been preparing, we have been working on the floor, having dialogue where possible, taking action where our pleas have landed on deaf ears. We are dealing with global companies who between them operate hundreds of terminals. We want them to set acceptable standards on health and safety, and we hope the rest of the industry will follow suit once they do. We have been trying to build relationships and we are slowly but surely seeing the result of the work that has been going on at all levels and in many locations round the world.

Q You've recently come back from a dockers' section meeting in Argentina where new campaign tools were unveiled – what was the feedback like?

A We are confronted with a new way of doing things in ports. Technology plays a bigger role in handling cargo than ever before. We dockers have to

➔ Find out more about Frank and the rest of the dockers' section team on the dockers' pages of the ITF website www.itfglobal.org/dockers/team.cfm

master that new technology. We also have to roll with the times when it comes to communication. Where leaflets were, and still can be, a perfect way of informing the workers, we now have new means of communication as well. If we want the youth to be involved we need to stay up to date.

Q You were a docker yourself for 20 years, why do think the GNT network is so valuable to ordinary workers?

A I mentioned earlier that a lot has changed, the rise of the multinationals in ports is one of the major changes. We went from local decision making by the local stevedore to decision making and strategy for companies that operate in 50 ports round the world. If the operators go global, the union has to go global, without forgetting the specific interests of each docker. Global with a regional our sub-regional focus and interest.

Q What's the next step for the campaign?

A Step by step going forward, cultivating and harvesting the seeds that we have sown.



News continued...

also have to comply with security and health and safety standards. Callao dockers have been courageously fighting back against companies who refused to recognise their right to collective bargaining even after it was confirmed by the supreme court of justice. Negotiations began following strike action back in January. ■

ITF affiliates from across the world gathered in Argentina to hear about the latest GNT campaign developments. A highlight of the two day event this summer was the unveiling of the newly revamped dockers' website and GNT campaign pages. Each is now more interactive and user friendly. The pages went live in English and Spanish at the start of June. They are now available in French, Russian and Arabic. Go to the dockers' pages at www.itfglobal.org/dockers or straight to the GNT campaign pages at www.gntdockers.org ■

Get more on these stories and the rest of the news from ports and terminals around the world at: www.gntdockers.org/news

To send us your news and campaign updates email the GNT campaign team at: gntdockers@itf.org.uk or speak to the communications coordinator at your port.

Sign up to My ITF at www.itfglobal.org for more campaign updates

YOUR PORT PIX



Get involved! Send us photos of you and your colleagues and they'll be posted on the GNT website and could even appear here in the bulletin. Email your photos to: gntdockers@itf.org.uk



Dockers in Southampton, UK

QUICK QUIZ – SUDOKU

Fill in the grid so that every number from 1 to 9 appears in any order in:

- Every vertical column
- Every horizontal row
- Every 3 by 3 subsection of the grid

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ASK THE GNT TEAM

In each GNT bulletin we're giving you the chance to ask the GNT campaign team a question about the campaign or a related issue. If you've got a question, just email it to the team at: gntdockers@itf.org.uk and it could be featured in our next issue.

Question: "There have been a few health and safety concerns at the terminal where I work over the past couple of months. Someone I work with says we should report them to the ITF but I am worried it will get traced back to me." Anon

Answer: Accident reporting at ports is really easy using the ITF GNT web pages. Just head to the GNT accident reporting page and fill in the short form. It is useful to know who is reporting accidents and health and safety incidents so that we can follow them up. Our website is secure and your message comes straight to the dockers' section team. We will never pass on your information to anyone else without your permission and we would never put you at risk. Alternatively, speak to the communications coordinator at your port who can pass information on to the GNT campaign team.



ACTIVIST PROFILE



Every month we speak to someone who's been involved in the GNT campaign. This time around it's Ken Fleming, an ITF inspector based in Ireland who's been seconded to work with the Services Industrial Professional and Technical Union (SIPTU) on the POC campaign.

Q Tell us about how your involvement with the GNT campaign so far.

A I was asked to assist Siptu with the POC campaign last October.

We set about traveling the country both north and south, visiting ports to see how the workers were organised. Siptu selected a senior organiser to head up the project on behalf of the union. This proved valuable in providing the union back up necessary to convince the workers that it might be in the best interests of all for them to actually join the union.

Union membership was in serious decline in a lot of areas, and in some, it was engaged in a dignified retreat to extinction. We set about calling general meetings with every group of worker within the ports. We formed small committees where the numbers supported such structures. In areas where the numbers were smaller we selected a shop steward.

Agendas were compiled and subsequent meetings were held with the employers. The majority of issues had been hanging about for years in some cases, however we were able to clear the issues in almost all the ports to date.

“Union membership was in serious decline in a lot of areas, and in some, it was engaged in a dignified retreat to extinction”

Q How do you think workers on the ground should go about supporting the campaign?

A Workers on the ground will not engage genuinely with any campaign unless they have confidence with the support that is available from the affiliate. Local dockers' unions must have something to offer the port workers so that they feel safe and protected from retro action from the employer should they support a campaign.

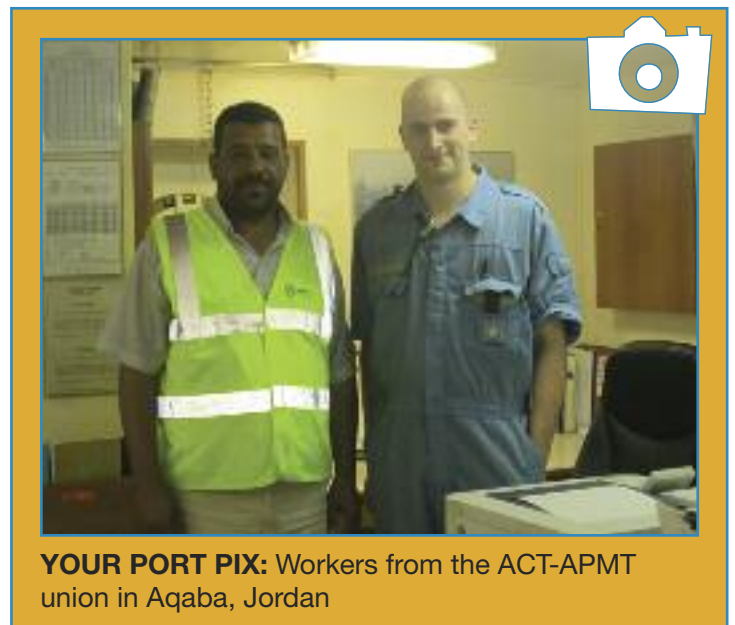
Strong bulletproof structures must be built at local level so that the union is visible, and is effective for all those that bother to join.

Q Some dockers who don't work in GNT ports have said they don't think this campaign is relevant to them, what's your message to them?

A Again, ITF unions must make themselves relevant to any section of workers. This must be the cornerstone of any attempt of organise. Time spent building solidarity will demonstrate that we are all interdependent on coming together. The key issue for me is that the unions must provide structures so that all workers get an opportunity to meet and share experiences. This is fundamental to the process.

Q If you could sum up the ethos of this campaign in one sentence what would it be?

A Ensuring our survival.



YOUR PORT PIX: Workers from the ACT-APMT union in Aqaba, Jordan

INDUSTRY HEADLINES

A snapshot of the latest industry developments...

Publications including the Trend News Agency have reported that the transaction between RAKIA and APM Terminals has now been successfully completed. The **Georgian** government says APM Terminals are now entering a new phase in Poti Sea Port (PSP). ■

A consortium led by PSA International Pte Ltd is the highest bidder to build **India's** biggest container terminal yet at Jawaharal Nehru port according to HT media. ■



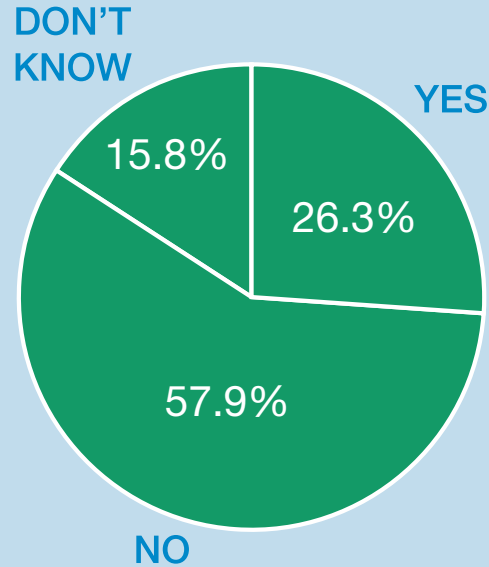
HSBC has lifted its target share price for ports operator DP World from £7.00 to £8.50 (\$13.88) in a trading update to reflect the **Dubai**-based group's June listing on the London Stock Exchange. HSBC has also raised its forecast 2011 net income for DP World 4.2% to \$399m and its 2012 net income by 26% to \$500m. ■

According to a report by Maersk's APM Terminals, the port of Aarhus in **Denmark** was the most efficient container port in northern Europe in the first quarter of 2011. ■

It's believed consortium APM Terminals Callao will begin their operation of the Muelle Norte terminal at **Peru's** Callao port this month. National port authority APN was given until July 11 to transfer operations from national port company Enapu to the consortium, according to state news agency Andina. ■

YOU TOLD US

On our website we've been asking if you or someone you know has had an accident at work in the last month. More than 26% of you answered yes.



Ports are one of the most dangerous places in the world to work which is why health and safety and working conditions are at the centre of the GNT campaign.

Don't forget, when there is an accident or health and safety incident at your port let the GNT campaign team know about it using the 'GNT accident reporting' page of the GNT website. Go to www.gntdockers.org/accidentreporting

We can use that information to negotiate with GNTs, get a picture of what working conditions are like around the world and help prevent accidents in the future.

Let us know about your experiences, go to: www.gntdockers.org to take part in this poll.



YOUR PORT PIX: MUA
Brisbane women's rep Alicia Lancaster