

MUA DELEGATION REPORT
AUGUST 3RD - 12TH 2010



MUA



**FIGHTING FOR
OUR RIGHTS**

MEXICO CITY 2010



ITF 42ND CONGRESS





Comrades

Welcome to our Delegation report from the ITF 42nd congress in Mexico City. Inside we have compiled delegates' reports, resolutions from the conference and reports from the Women Transport Workers conference, Young Transport Workers conference and Climate Change conference.

The congress was an important political and industrial event and an historic one really, with the world's transport unions represented en masse. The congress is the quadrennial event that analyses and assesses the work of the ITF from the previous period and sets the agenda for the next. There is enormous planning and great trade union resources that go into a meeting such as this. Not just in the delivery logistics but due to the importance of individual unions analysing their own needs and values and bringing these requests and commitments to the floor of congress.

It was a real event, and relevant to the work and lives of all maritime and transport workers, and the working class. I am sure by reading the reports you will see just how much was achieved and taken away from it.

That is why our union contributed so comprehensively to the Congress process. It reflected and was perceived to represent our union's long and sustained commitment to the international trade union movement and solidarity. Each branch determined the size and participation of its delegates. It was a demonstration of how seriously we as a small trade union take the need of continuing to build and strengthen trade union strength and member involvement. If in the shipping and stevedoring industry we are to continue to defend our members' conditions and rights, we must be prepared to help build an international maritime and transport union agenda that is respected by the global corporations dominating the industry and has the

international capacity to campaign against and challenge political and industrial opposition to our labour rights.

Our strength and the rights it defends and promotes in the Australian workplace is indistinguishable from the strength required in defending those rights in every other similar workplace in the global industry. This knowledge and the actions that stem from it have dominated the thinking of our union and its membership in the nearly 140 years since our formation.

Leaders from Jim Healey and Elliot V Elliot through to Pat Geraghty, Tas Bull and John Coombs understood and built the union around those international values and solidarity, and our history has and continues to place the MUA amongst the most respected and recognised unions in the world.

The support of the ITF and other solidarity actions in turn has been critical in defending our rights in this country in both stevedoring and shipping, particularly during the Patrick Dispute and through the Flag of Convenience Campaign with the defence of our shipping industry.

The progressive work we have recently done in building strong and trusted alliances with transport and other unions in Australia, New Zealand and our Pacific subregion was critical to us advancing our vision for a renewed and revitalised ITF at Congress.

I would like to thank our delegates in particular though for their attendance and discipline in attending the day-to-day events over 14 days without a break and also participating in extra workshops and activities at night that were part of the congress. You are a credit to yourselves, your workmates and our union. The seriousness with which you took your role was noticed by all and the true sense of solidarity you exhibited whilst networking with other unions was impressive.

Other unions gained as much from meeting you as you did from meeting them.

We had an amazing result during the congress realising a "trifecta".

Mich-Elle Myers was elected as Asia-Pacific women's representative on the women's committee with the full support of the Australian and Pacific affiliates. It shows that our commitment to women in our industry is one of strong support and proactive leadership. Mich-Elle will assist in the development of the women's transport agenda in the Pacific region through working with the affiliates in setting up their women's networks, education and also protection of women workers.

Paul McAleer who was already leading the way on the young workers' taskforce has now been elected as co-chair of the newly formed Young Transport Workers' Committee. He has shown true leadership in his application of this role and will continue to roll out a vibrant and committed agenda to bring the young worker perspective to the world's unions.

I was greatly honoured to be elected President of the ITF, representing nearly 5 million workers worldwide, the first Australian in its 120 year history.

The job is not full time and allows me to continue to hold the office of National Secretary of the MUA, based in Sydney. I have held the position of Vice President for a number of years and know with the ongoing support of our membership and National Council as president, I will be able to help strengthen the ITF and all of its affiliates along with our union at the same time.

I stood for the job as did Mich-Elle and Paul on extending our vision for effective, progressive, democratic and inclusive trade unionism focused on the material, industrial and political needs of all of our membership, their families and our communities.

With the massive challenges facing workers, with increasing polarisation of wealth, stronger, more elitist and less accountable corporate and financial structures and the failure of international institutions and governments to curb the rampant greed and negligence that led the world to the brink of economic disaster during the Global Financial Crisis and continuing to this day, there is no room for complacency, hierarchical and bureaucratic elitism or lack of accountable behaviour by the leadership of our trade unions.

Too much depends on our determination to change the world and ourselves to remain relevant to the interests of the great majority of working men and women and their families that make up our international community and drive our international economy.

At Congress the many unions, workers and the secretariat of the ITF took up this responsibility and I am extraordinarily proud of the role the MUA and our delegation played in making that historic determination.



THE SIGNIFICANCE OF A SUCCESSFUL CONGRESS TO THE MUA

BY DEAN SUMMERS
ITF NATIONAL COORDINATOR AUSTRALIA

The 42nd International congress of the ITF in Mexico City was indeed a remarkable event with the MUA delivering enormous success in key areas.

Our union prides itself on being militant and progressive, but chest banging and grandstanding serve no industrial or principled purpose. Real gains have been won here which, when well managed, will serve the MUA direction along with advancing the ITF as an international leader of free trade unions. If we take a little time to consider our Union's policies and objectives, then match those to our achievements in Mexico City, we can see that all of the time and energy we put into the ITF is a wise and crucial investment.

With Mich-Elle Myers' success in gaining the seat on the women's committee, she is empowered to advance well overdue policies for participation and protection of women's rights in all transport industries.

Similarly Paul McAleer's outstanding election to the Joint Chair of the first ever ITF Youth Committee will give Paul a unique opportunity to bring his international experiences back to the MUA wharves and ships. The ITF immediately got a taste of Paul's ability and tenacity when he challenged the Dockers section on a procedural matter.

Neither of Paddy's two elected positions came to us on a silver platter either, with the extraordinarily significant position of Chair of the Dockers section attracting some debate.

Of course the entire FOC and POC campaigns hinge on the ITF's capacity to organise wharves around the world. Our domestic fortunes are closely linked to these campaigns and that is why we put so much energy into the Flag of Convenience campaign to which the Australian inspectorate excels.

The ultimate challenge was for the ITF Presidency which after many months of discussions and

negotiations came down to a contest between Paddy and the head of the Austrian Rail workers, comrade Willie Habertzettl.

Willie is a worthy and principled opponent in this contest and former head of the European Transport Federation. Currently Willie is a member of the Austrian parliament and maintains a prominent position within his union.

Paddy and his supporters believed strongly that while Willie was an excellent candidate, Paddy was better placed politically and industrially to best serve the ITF as president for the next four years. The democratic process took its course and after 12 days of congress Paddy was elected the president of the ITF after a ballot of the ITF's 41 member Executive Board. This is an outstanding victory for the Maritime Union of Australia and for international transport workers from all sections.

The 42nd ITF congress delivered considerably more than election victories, with our 70 strong delegation being exposed to all of the decision making processes of the ITF and to those who make them. Our MUA officials and members attended every activity in and around the Congress and represented the union in a tradition that we expect and should be proud of.

The MUA presented as a united team of maritime workers looking for collective response to some of the world's most pressing political, industrial & financial attacks on transport workers across all modes.

Alongside us were some of our staunchest Australian affiliates and supporters and so any report will be incomplete without recognising the AMOU, RTBU, ASU and AWU delegations.

The great contribution from the TWU's Tony Sheldon and his team was critical to the successes we all enjoyed. Tony was elected as vice-chair of the Asia-Pacific regional committee and remains committed to the ITF actions in Australia and the Asia Pacific Region while working alongside Paddy and the MUA globally.

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REPORT ON THE ITF CONGRESS 2010

BY WARREN SMITH,
MUA ASSISTANT SECRETARY

The 42nd ITF congress ended on Thursday 12th August culminating in the election of Maritime Union of Australia National Secretary Paddy Crumlin to the position of ITF President, effectively leading the world's peak transport Global Union Federation. Comrade Crumlin was also re-elected to the position of chairman of the Dockers' section of the ITF. He is the first ever Australian to hold this prestigious position.

The theme for the 1500 strong congress was "Strong Unions - Sustainable Transport". A document of the same name was adopted by the congress. The document covered several themes including defending basic union rights, addressing casualisation and outsourcing, fighting deregulation and liberalisation and meeting the challenge of climate change.

Nearly 370 trade unions from 112 countries participated in the congress.

Further to the election of the National Secretary was the election of Sydney Branch Secretary Paul McAleer to the joint chair of the ITF youth committee and the election of MUA Women's Liaison Officer Mich-Elle Myers to an Asia-Pacific position on the ITF's Women's Committee. Incumbent General Secretary David Cockroft was re-elected to that position along with a new executive board, Vice Presidents and section leaderships. Congress also elected: Emmanuel Mensah, Ghana North as Africa and Arab World vice-president; Ritchie Hughes, US, as America vice-president; and Severino Almeida as Latin America and the Caribbean vice-president. The European group and women's group deferred nominations for vice-president pending further consultations prior to the next executive board meeting.

The congress took place over a 12 day period and plotted the course for international transport trade unions for the next four years, adopting a militant and progressive agenda continuing the fight against the continuing onslaught of global capital and its globalisation race-to-the-bottom policies that are being inflicted upon working men and women across the planet. Stories of privatisation and deregulation emanated from delegates and from reports of the struggles of unions.

The election of Comrade Crumlin is a clear indication of the will of the majority of transport unions for a strong organising agenda and the building of the ITF into a militant fighting and organising body that can unite the disparate but common struggles of transport workers the world over. The course of a dynamic organising approach, compared to previous bureaucratic forms of trade unionism, is a step needed to be taken and a positive development in the ITF's capacity to meet the challenges facing working people in the current period. Comrade Crumlin speaking from Mexico said, "I'm excited to be able to take on this new role and play my part in moving the work of the ITF, its hundreds of affiliated unions and their millions of members forward through the implementation of a comprehensive organising programme focused on trade union regeneration and revitalisation." Choosing Mexico City as the congress venue was no accident and one of the themes of congress was the focus on the appalling lack of trade union rights in Latin America. Benito Bahena, ITF national coordinator, member of the ITF executive board and general secretary of the ATM electric urban transport union in Mexico, told delegates: "Unfortunately for Mexicans, currently we are living in a period of extreme difficulty for the working class, under an ultra-rightwing fraudulent government which aims to eliminate social and union activities, drastically reducing social, human, labour and union rights." This position is commonplace in this part of the world where many countries, like Colombia for example, are the most dangerous places in the world to be a trade unionist.

On this theme at the opening session of the congress ITUC General Secretary Sharan Burrow said, "Corporate greed has no place in global justice. Oppression of workers and their unions has no place in national or global governance. Indeed, the right to decent work is a fundamental human right and freedom of association, organising and collective bargaining are the rights and tools to drive a fairer globalisation." During the course of the congress the various sections met to examine and review their work and develop a work plan for the coming four

years. The work, being discussed and determined democratically, sets a course for maximum unity and resolve in moving the position of transport workers from the various sectors forward. Each ITF section met and made important decisions that were taken back to plenary sessions of the entire congress. Much debate was had over the direction of policy and around the administrative and organisational matters arising from the section meetings. In the main sections in which the MUA participates, the focus can be summarised as follows:

Dockers

The main work and decisions arising out of the Dockers' section was the ongoing development of the POC campaign and strengthening the POC/FOC interface.

A minimum of four organising projects were committed to, as well as the signing of at least two Global Framework Agreements (GFA). These GFAs seek to set minimum standards across the big Global Network terminal operators such as DPW, Maersk, Port of Singapore Authority and Hutchison's. It is about taking the strength of the organised and using it to leverage and support workers who are in a weaker and more exploited position than the more organised areas. Other work includes IMO/ILO/UNECE (Dangerous Goods, Solid Cargoes and containers), ILO (Training in Ports), ILO - International Safety Panel (ISP), ILO Container Safety initiative and the EU Social Dialogue Committee on Ports.

Further the Dockers' section is working to greater participation of women in a broader range of Dockers' activities (as minimum in line with women's participation in the industry).

Seafarers

The main areas of work in the seafarers' section were around review of the FOC campaign. The Maritime Labour Convention (MLC) was also another major part of the considerations of this section. Other issues identified and dealt with were Criminalisation; Piracy; Retention of Maritime Skills; Young Workers, ISUDP; and working with other sectors on container cargo safety. Main areas of future work included the ongoing organising campaign around Maersk, union development, influencing international and regional regulatory bodies ensuring the voice of seafarers is heard.

Joint Seafarers and Dockers

Dockers' and seafarers' unions have voted to accept an overhaul of the ITF's flag of convenience (FOC) policy in its first major update since 1998. It will be known as the Mexico City Policy if it is ratified by the plenary Congress later this week. The new policy that was approved in the joint dockers' and seafarers' meeting sets out to create a better balance between unions in beneficial ownership and labour supply countries in order to provide improvements in the protection for seafarers. The other sections met in their own right also

and all sections reported back to the congress plenary sessions, which were open to all to debate. Reports were adopted from all sections of the ITF.

The other sections operating within the ITF include Aviation, Rail, Road transport, Tourism and Inland waterways. Committees dealing with Women and Youth also met in their own right, formulating strategy and ongoing plans for action.

Women

The Women's Conference set about the development of an organising agenda in a range of areas. The main areas of focus for ITF gender work from the 2005 to 2009 period have been Making Unions Stronger by working with affiliates to:

- Increase women transport workers' participation & membership
- Recruit and organise women into ITF unions
- Develop organising campaigns and structures targeting women workers
- Research changing employment structures and their specific gender effects
- Promote women's campaigns and education
- Participate in Women activities and training programmes with regions and sections
- Undertake Women's Day and 25 November, UN Day for the Elimination of Violence against Women activities
- Develop and strengthen women's structures in trade unions
- Prioritise the development of women leaders and activists
- Research on how globalisation has led to changing employment structures and their specific gender effects
- Implement the ITF's constitutional commitment to gender mainstreaming, ensuring integration and monitoring of gender issues.

Much of this work will continue to be strengthened, as well as new focus being given to new developments. The women's report was a comprehensive bringing together of the many and various areas that women transport workers have worked and the activities covered every section of the ITF.

Youth

The importance of youth to the future of the trade union movement is reflected in the ongoing attention paid by the ITF to the young workers. The youth committee covers a broad range of young workers across international and industrial backgrounds. The main areas of the youth committees' attentions were in:

- Climate Change
 - Precarious work
 - Growth of the Young Transport Workers' Network
 - Campaigning, organising, building stronger unions
 - How can the ITF global young transport workers work have an impact on the local workplaces?
- Decisions for action were taken on all the points discussed and received unanimous support.

Resolutions

The ITF congress took many important resolutions and dealt with many political issues, showing that questions of politics were in essence as important for unions as the bread and butter issues of bargaining for wages and conditions.

Many resolutions were put up by the Maritime Union of Australia, including around many issues dear to the hearts of maritime workers. These resolutions dealt with issues such as:

- Skills, qualifications and training.
 - FOC policy
 - Ports of convenience
 - Approach to the global economic crisis
 - Issues relating to workers' capital
 - In strengthening work on the MLC
- Other resolutions adopted were those:
- In support of socialist Cuba
 - Providing Venezuelan solidarity
 - Dealing with the essence of capitalism
 - In solidarity with Palestine

Many resolutions were carried and significant discussions were held around the need to enact the resolutions through concrete campaigns and actions.

The ITF congress, as well as dealing with the work of the section, provides a great opportunity for fraternal unions to discuss issues on both a formal and informal manner. Many regional meetings were held, as well as meetings based upon single issues of concern to affiliates.

Asia - Pacific

Important to the MUA was a meeting of the Pacific region whereby our comrades from Australia, Kiribas, PNG, Fiji and New Zealand discussed a local and practical application of the FOC campaign. The unions involved highlighted several important areas of work. These included providing solidarity assistance to Kiribati seafarers, who were being forced to unlash cargo and perform stevedoring work with companies such as Columbus Line. Discussions were held about the development of the Tongan Seafarers Union, but at this stage that union is not at all organised and has been pushed by the King's representatives in Tonga and abroad. This has left affiliates with some concerns about the positive development of the union in Tonga. Areas of solidarity between unions in maritime, road, rail and aviation were discussed and the increased coordination of our union's work was agreed.

Climate change

As a forerunner to the ITF Congress an extremely well attended meeting dealing with climate change was held. The conference adopted the view that transport workers must make a contribution to the battle against climate change. The conference speakers urged the ITF to tackle policies for the development of a sustainable transport industry.

The discussion paper opened with the following statement, "Climate change is the biggest single challenge ever faced by human civilisation.

Human economic activity has put so much carbon dioxide (CO₂) and other greenhouse gas emissions (GHGs) into the atmosphere that serious global warming is already happening. As a society, we have no choice but to reduce these emissions drastically in order to stand a good chance of avoiding potentially catastrophic changes in our climate. The ITF congress bulletin on this issue said, "the process would require "fundamental changes in the current system of globalised production which relies on global supply chains, low transport costs and cheap and increasingly casual labour". It would also require a bigger role for public transport."

The motion insists, however, that the ITF would never accept that the transition to a low-carbon society should take place through increased unemployment and the undermining of wages and working conditions. It adds: "A just transition therefore has to involve job creation, decent work and quality jobs, a radical redistribution of wealth and social security schemes which safeguard people's livelihood and social and human rights." Climate change and the reduction in transport emissions is truly on the agenda of the ITF in all sections and was reflected in the work programs in all areas.

There can be no real change around climate change without the assistance of the organised working class and the ITF is stepping up to challenge this state of affairs that will lie heavily on future generations of action if not taken by us all now.

Conclusion

The nature of the Congress can be summarised in the new direction that the ITF will be taken in the next four years. Comrade Crumlin's election was clearly an indication of support for change to tackle issues in a direct and systematically scientific organising approach. It could be concluded that the days of the unchallenged top down approach within the ITF are coming to a close. That process will likely take a while longer than the next four year term of the new President, but clearly the winds of change are blowing and we can expect to see a heightened level of activity from the ITF as well as an approach that is directed to a fundamental redesign of the current methods of operation. Organising is the future of the Global Union Federation. It is the key to union growth and real solidarity support and struggle. Unions don't develop without struggle and without organising, struggle is reactive and spontaneous. This change is what the ITF needs and will assist the MUA in our plans to develop in the many areas of our work.

The ascension of Comrade Crumlin to the ITF Presidency will again further develop the strength and standing of the MUA as a national union and as a player on the international stage. The congress can be considered from an MUA and from the perspective of all progressive and militant unions to be a great success.

YOUNG WORKERS DEVELOP INSPIRING PROGRAM



BY PAUL McALEER

The ITF held its first Young Workers' Conference at a Congress as a result of the Mongolian-initiated resolution at the Durban Conference in 2006. Young workers from transport unions from each of the ITF regions and sections were represented with an inspiring work program developed for the next four years.

The ITF and its affiliates need to be congratulated on recognising the need to invest in organising young transport workers in a global context. There have been numerous initiatives since 2007 when young workers came together to develop a plan to carry out the 2006 resolution; with meetings and a conference held in Brussels in 2008 identifying the challenges confronting young transport workers, and the inherent value that organised young workers have in building a stronger international trade union movement.

Mexico was chosen to host the Congress for a number of reasons, including the fact that there has never been a Congress held in Latin America, as well as the systematic abuses of workers' rights in a country that is dominated federally by a right wing government.

Hostile environment

This was the context in which the Congress was held and it was inspiring to be holding a young workers' conference in a country with courageous trade unionists struggling in a hostile environment. Young workers spoke passionately about the issues faced and the solutions to the problems and obstacles confronted. After discussing the short and successful history of the ITF young workers' committee, the conference broke into five groups discussing climate change, precarious work, growth of the Young Workers' Network, campaigning, organising and building stronger unions, and the ITF in our workplaces.

Climate change was discussed in the context of the destruction to the environment and as a consequence the destruction of jobs and a sustainable planet to pass onto future generations. There was strong endorsement of the climate change resolution with a young workers' climate change resolution being put to the floor of Congress committing young workers to any action undertaken to achieve the goals and objectives nominated. Transport jobs like ours will be impacted by policies to address climate change; we must ensure that workers are not disadvantaged as a result. The use of cleaner fuels and cleaner transport modes such as shipping will increase job

opportunities and create a cleaner environment.

Precarious work is insecure, casual or contract work often supported by threats, intimidation and harassment by employers and often at the behest of collaborative governments keen on smashing union rights and conditions. The ITF young workers agreed to support the ITUC's World Day for Decent Work, scientifically analyse the effects of precarious work and develop an action plan with the assistance of affiliates to smash this scourge internationally. Precarious elements of work exist in all our workplaces. We need to develop closer relationships to provide job security to all workers, as invariably another worker's job insecurity will lead to our jobs being uncompetitive.

Communication

Growth of the Young Transport Workers' Network was acknowledged as being the key to success over the next four years with communication being a crucial platform. Hyper technological advancement not dreamed of two decades ago means greater capacity to engage with workers hindered by distance, however its application will be determined by the success of investing in those technologies and the training necessary to use them, and provision to those who currently have no access. The sharing of information and the development of communication streams is the responsibility of both members and affiliates and all efforts will be made to organise young workers.

Campaigning, organising and building stronger unions are fundamental to our union movement. Bureaucratic stagnation and a loss of political activism by many unions have meant a loss of relevance to many workers. Young workers want unions; however they want to participate in their own ways with the encouragement of trade unionists. Organising the unorganised and campaigning with progressive community and social movements is critical. Educating members on the history of the trade union movement as well as the responsibilities and duties of trade unionists was outlined as the key



‘Real solutions and real commitments were made to dismantle the bureaucratic traditions that have been a wrecking ball for the international trade union movement.’

– Paul McAleer

factor for success in this area.

Concerning the ITF in our workplaces, the ITF has boundless potential if we are able to utilise the inherent power in this strongest of global union federations. It is disappointing that many transport unionists are unaware of the ITF and the role it plays in global transport. The young workers resolved to increase the knowledge and understanding of the ITF in workplaces. Electing ITF delegates is one such way; others are ITF solidarity packs, worker exchange programs, building young worker alliances and tackling the abuses of multinationals that are smashing union rights around the globe.

Guarantee

This work program was taken to the General Secretary, the President and the floor of Congress and supported unanimously with affiliates committing not only via hands in the air but also signing their guarantee to activate the young workers' program in their union.

For the first time young workers were formally recognised via constitutional change enshrining the ITF Young Workers' Committee into the ITF's work. Along with Fatima Aguado Queipo from Spain I was elected co-chair of the committee and very much look forward to the next two years of coordinating this work. The committee is made up of 34 members from each of the regions and sections of the ITF as well as four members elected from the floor of conference.

Over the course of many decades transport unions have engaged in extraordinary battles whether for decent conditions, maintaining our industries or fighting privatisation. While the Congress demonstrates that our workplaces are the same the world over, there continue to be those who suffer severe exploitation and repression, incarceration and assassination. The ITF has every capacity to overcome all of these issues, and the meetings, conferences and plenary sessions outlined solutions to these challenges.

What was displayed at the Mexico City Congress by the successful election of Comrade Paddy Crumlin to the Presidency was the fact that our brand, the MUA's brand of internationalist militant trade unionism is seen as the model to overcoming the challenges of capitalist exploitation, poverty and environmental destruction. We share those values and principles with a huge number of the unions present at the Congress. It is incredibly inspiring to be witness to a Congress whereby real solutions and real commitments are made to dismantle the bureaucratic traditions that have been a wrecking ball for the international trade union movement.

ITF International Young Workers Committee:

Region	Name	Country
Asia Pacific (4)	Paul McAleer	Australia
	Jay Dalaya	India
	Ragchaa Bayaraa	Mongolia
Europe (6)	Marco Steinborn	Germany
	Fatima Aguado Queipo	Spain
Latin America and the Caribbean (4)	Tami Ray	Bermuda
	Steve Joseph	Dominica
Africa and the Arab World (4)	Zerihun Alemu Mengesha	Ethiopia
	Rami Tissawak	Jordan
North America (4)	Travis Harrison	Canada
	Peter Greenberg	USA
Section		
Road Transport	Per Ole Melgard	Norway
Railways	Veronika Szilagyi	Hungary
Seafarers	* seat to be filled *	
Dockers	Ommund Stokka	Norway
Civil Aviation	Arlette Gay	Chile
Fisheries	Micaela Sol Ruis	Argentina
Inland Navigation	Sander Ruts	Belgium
Tourism	Alina Milusheva	Bulgaria
General Members	Kate Wasilewska	Great Britain
	Dorothy Nandera	Uganda
	Maria Maikki	Finland
	Julia Lilliana Becerra	Argentina



WOMEN WORKERS' CONFERENCE – PUSH

BY MICH-ELLE MYERS

The ITF Women Transport Workers' Conference heard from representatives from Mexico, Brazil, India, USA, Pakistan, South Africa, Argentina, Togo, Hong Kong, Norway, Kenya, France, Mongolia, Austria, Peru, Barbados, Spain, Colombia, Sweden, Tunisia and Britain.

The Chair of the Women's Committee and Conference, Diana Holland (of Britain's Unite UTU) opened the meeting, referring to the impact on women transport workers of the global economic crisis and the importance of the ITF and ITF women in particular, in moving forward on the path to women's equality. Rosa Maria Hernandez Lopez (Alianza de Tranviários de México) welcomed participants to Mexico City and spoke powerfully on key issues facing women workers in Mexico – violence, sexual harassment and exploitation.

ITF President Randall Howard thanked ITF women for their support and called for a robust commitment to eliminating barriers to women's participation, ensuring compliance with ITF rules, action to implement resolutions and to build the involvement of young women transport workers. David Cockroft, ITF General Secretary welcomed delegates and paid particular tribute to women transport workers in leadership roles in unions and the ITF, while stressing the importance of ITF men listening to women in the ITF and implementing action for women's equality. Introductions were also made to Ann Anderson (Clerical and Commercial Workers' Union, Guyana), Khaltoum Barkallah (Federation Nationale des Chemins de Fer Tunisien, Tunisia), Brigitta Paas (FNV Bondgenoten, Netherlands) and Alicia Castro (Asociación Argentina de Aeronavegantes, Argentina).

Activities Report

After showing a new film highlighting achievements – “Making a difference – women transport workers of the ITF” [dedicated to the memory of Magbè Bangoura], the ITF women's transport coordinator Alison McGarry presented the “Report on Women Transport Workers' Activities 2006 –2010” and referred to the report of the February 2010 ITF Women Transport Workers' Conference, updated “Making Unions Stronger through Gender Activities” pack and equality testing survey results.

Participants stressed the impact of the global economic crisis, liberalisation, restructuring, outsourcing and privatisation on women, and the importance of organising women, women's and equality education, tackling occupational gender segregation and ensuring fair representation and transparent procedures for union elections. Key issues included: maternity, family, childcare and flexible working rights under threat, action taken on sexual harassment and violence against women, inappropriate uniforms, low pay, HIV/AIDS, and unfair retirement age for women.

The ITF Organising Globally Coordinator Ingo Marowsky reported on the implementation of the ITF Organising Globally work program 2006 10. Participants raised the importance of improving communication with women, of women's committees and ITF women's summer school, organising in informal, insecure and underpaid areas of work, recognising women's role as community organisers, involvement of young women



"Prioritising women transport workers development and leadership" Alison McGary, ITF Womens Dept Coordinator



FOR EQUALITY

transport workers, anti union attacks and the effect of company controlled unions on bargaining achievements for women. The conference reaffirmed the importance of organising global companies where increasing numbers of unorganised women workers are employed and the need for action across ITF sections and regions to ensure ITF Organising Globally projects target women workers, and women organisers and researchers lead campaigns with education and development support.

Motions remitted to Women's Conference

Motion 22, rejection of all forms of violence, femicide, and violation of human rights, and support for the labour unions of the workers in Mexico was approved. Particular reference was made to the horrifying rate of femicide, criminalisation of abortion and the importance of a woman's right to choose.

In discussion Tracey Mahew (SIU, USA) called for support for Sakineh Mohammadi Ashtiani who faces execution by stoning for adultery, and conference agreed to support the following statement to be submitted to ITF Congress: *"Protect women's rights and ban the unjust punishment of Ashtiani from Iran. We note the tragic story of Askineh Mohammadi Ashtiani, a mother of two, who has been sentenced to death by stoning in Iran for allegedly committing adultery. We are horrified with the unjust prosecution and persecution and continuing torture both physical and emotional, of Sakineh Ashtiani. We strongly oppose the punishment inflicted upon Ashtiani. We call on the ITF and its affiliates to strongly voice our condemnation of the unjust and inhumane treatment of Sakineh Ashtiani and of any other woman or man anywhere in the world."*

Veronica Mesatywa (SATAWU, South Africa) moved an emergency motion to congress concerning the murder of trainee cadet Akhona Geveza. Akhona was found in the ocean off Croatia after previously reporting being raped by a chief officer on the ship where she was in training. The captain notified the accused that he would be interviewed in a few hours and when they went look for Akhona for the interviews she was missing. This tragic story will be forever in our memories and we have pledged to honour Akhona on White Ribbon Day this year.

The conference was a great opportunity for many women to network among other like-minded activists. This was the largest turnout of women to an ITF Congress with 116 women in attendance from 44 countries.

ITF Women's Committee Members 2010-14

Regional representatives

Africa	Odet Aminatou Yacoubwa	Syndicat des Agents de la Météorologie et de l'Aviation Civile (SAMAC)	Niger
	Mary Akpan	National Union of Road Transport Workers (NURTW)	Nigeria
	Christine Nkomo	Zimbabwe Amalgamated Railwaymen's Union	Zimbabwe
Arab	Kalthoum Barkallah	Fédération Nationale des Chemins de Fer Tunisien	Tunisia
Asia Pacific	Mich-Elle Myers	Maritime Union of Australia	Australia
	Jaya Agarwal	All India Railwaymen's Federation	India
	Buyanaa Shanjmyatav	Federation of Mongolian Railway Workers Trade Union	Mongolia
	Lee Erh Wen	Taipei Travel Labour Union	Taiwan
Europe	Lilianne Debeche	Fédération FO de l'Équipement, de l'Environnement, des Transports et des Services (FETS-FO)	France
	Barbara Ruthmann	Vereinte Dienstleistungsgewerkschaft	Germany
	Diana Holland	Unite The Union (UTU)	Great Britain
	Adele Pellegrini	Federazione Italiana Lavoratori Trasporti FILT-CGIL	Italy
	Sissel Karlsen	Norsk Transportarbeiderforbund	Norway
	Olga Vakulenko ¹	Trade Union of Railwaymen and Transport Construction Workers of Russia	Russia
	Elena Rodriguez	Federacion Estatal de Transportes Comunicaciones y Mar - UGT	Spain
Latin America & Caribbean	Arlette Gay	Sindicato de Tripulantes de la Empresa Lan Chile S.A.	Chile
	Ann Anderson	Clerical and Commercial Workers' Union	Guyana
	Rosa Hernandez	Alianza de Tranviarios de México	Mexico
North America	Leslie Dias	National Automobile, Aerospace Transportation and General Workers' Union of Canada (CAW)	Canada
	Sandra Burleson	Transport Workers' Union of America	USA
	Dora Cervantes	International Association of Machinists & Aerospace Workers (IAM)	USA

(Footnotes)

1 EB elected new seat (August 2010)



CLIMATE CHANGE CONFERENCE – FUNDAMENTAL CHANGE NEEDED



BY TONY SHELDON, TWU, ITF VICE CHAIR, ASIA PACIFIC

Transport workers have agreed that they must take responsibility for tackling climate change at the International Transport Workers’ Federation’s (ITF) first-ever climate change conference.

Representatives from 90 countries attended the climate change conference, where speakers urged the ITF to develop sustainable means to achieve emission reductions from the transport industry.

The motion to be put before the congress proper, said the process would require “fundamental changes in the current system of globalised production which relies on global supply chains, low transport costs and cheap and increasingly casual labour”.

Transport Workers’ Union (TWU) National Secretary, Tony Sheldon, told the

conference that with the freight task set to double in the next 10 years, it was important to both protect jobs and make a difference to the environment.

“The TWU has had a long-term view that the way trucks are operated has an effect on the environment, and our members, the government and responsible companies have been taking measures to minimise those effects,” he said.

“The NSW government has introduced paid waiting times at Botany Bay and if this is rolled out across the country, it will have a large effect on the emissions from trucks.

“We have seen drivers who are not paid waiting times sitting in line for an extra 10 hours a week. That in itself contributes an extra eight tonnes of carbon dioxide into the atmosphere every year.”



Tony Sheldon also outlined a TWU proposal that would see the union, in partnership with transport operators and transport associations, put in place training for drivers on how to get the best fuel consumption while driving.

“The way a driver operates the vehicle can make a large difference to fuel consumption, and that in itself is a cost saver and leads to a more sustainable road transport industry,” he said.

“At the same time, responsible employers should acknowledge the cost saving and reward drivers, and the TWU will be raising this issue in talks with companies over the coming months.”

Maritime Union of Australia National Secretary, Paddy Crumlin, urged the conference delegates to ensure that we were committed to an ITF agenda. “We need to come away from here with a plan of action that is clear in

what we want to happen,” he said.

“It is easy enough to say ‘we need action’, but unless we are going to lead the debate and give specificity to the outcomes from the start it will go nowhere.”

The *Transport Workers and Climate Change: Towards Sustainable Low-Carbon Mobility* report was presented to the conference, and compiled by representatives from unions in Australia, Austria, South Africa and the US.

ITF official, Alana Dave said the ITF was committed to building alliances to promote a just solution to the problem of climate change and would continue to work with global unions at an international level for the forthcoming United Nations climate change conference in Cancun in November and December this year.



ITF DELEGATION REPORTS



Common fight

I immensely enjoyed and appreciated the opportunity of going to the 42nd ITF Congress in Mexico City. I listened to speakers from 154 countries and some 760 unions, representing some 4.7 million members. I heard of their struggles against multinational companies and governments in a common fight for a safe workplaces and fair working conditions, as well as the right to be a union member and to have union representation and access to the workplace. I also heard of how the ITF is trying to obtain and maintain these conditions.

I also enjoyed meeting delegates from all over the world and spending time with the MUA contingent, who represented all areas of the MUA. I would also like to congratulate Paddy Crumlin on his election to the position of ITF President. When his election was announced on the last day of the conference, you could have heard the jubilant roar from the Australian contingent as well as his other supporters, all the way back to Oz.

Adam Palmer
Southern NSW Branch

Broad agenda

Today the ITF comprises 751 transport trade unions in 154 countries, representing five million workers in all transport industries – shipping, ports, railways, road freight and passenger transport, civil aviation, fisheries and inland waterways. So this was what the Congress in Mexico was all about: representing transport workers and promoting their interests through global campaigning and solidarity.

The theme of the conference was Climate Protection & Sustainable Transportation = Stronger Unions. It seems appropriate that the 42nd congress should have been held in 2010 – the Year of the Seafarer.

We left Australia on August 2 and arrived in Mexico on August 2. Needless to say everyone was pretty well stuffed from travelling so that day was spent catching up on sleep.

The 3rd was when things started to happen for us, with the executive board meeting and the young transport workers' conference which was well attended by the younger members of the MUA delegation.

August 4 saw the climate change and transport conference which raised some pretty heated debates on the use of fossil fuels in the transport sectors dealing with sea and road freight. There were passionate arguments from both sides on this issue.

The 5th was a plenary session (meaning without limitations and open to all attendees). Toward the end of congress every day was one of these. Every day sessions started at 0930 and continued through until 1730/1800 hours. Plus there were some sessions into the evenings as well.

Topics covered included the FOC campaign, piracy, targeting companies that do not promote union practices and social dumping. The congress discussed protecting the rights of dockers where companies like Viking line want seafarers to do Dockers' work and the Italian government in privatising the ferry company Terrania blocked tenders to create a monopoly.

Cabotage was a biggie, affecting not only Australia but other countries as well. We heard of the dockers in Costa Rica where the government wants to privatise the ports. Dockers opposed the privatisation and refused an offer which effectively meant selling their jobs. The country's former president who is on the side of the shipowners – and who incidentally won a Nobel peace prize – sent in the army which ransacked the workers' homes, confiscated belongings and left them with nothing. In Guatemala union leader Pedro Zamora who openly opposed privatisation was brutally murdered. On piracy, a terrorist organisation Al Shabaab has joined forces with the pirates in Somalia so you can see how hard it is for the authorities there. Other topics covered included the Newcastle coal terminal – which if allowed to happen would turn Newcastle into a port of convenience – illegal fishing, and inland navigation.

One of the gutsiest things I saw was a young lady, an investigative journalist named Anna Perez who wrote a book exposing Mexican graft and corruption, naming and shaming top government officials and multi-nationals. She is in constant fear of reprisals, but she sat and talked about the Campeche Basin, the world's second biggest oil field in the Gulf of Mexico and the horrific conditions workers have to put up with because of the corruption. Two of the women from the MUA delegation were talking to some electrical trade workers, part of a group of 44,000 sacked overnight and their licenses taken away so they couldn't work. Together they organised and raised 50,000 pesos (almost A\$5,000) in just two days – a pretty good effort and a credit to them – which was handed over at the combined rally which was held on the last day of the congress. When you witness things like this you realise how lucky – no, privileged – we are to have the MUA and the leadership that we have.

Now for the good news. Paddy Crumlin our national secretary was elected President of the ITF. This means he's gone from the position of representing a union of approximately 13,000 members to a position of representing over 4,500,000 members. I cannot express enough the regard Paddy was held in. Congratulations also to Paul McAleer and Mich-Elle Myers on their elections.

Before closing I want to say in answer to some critics why such a large MUA delegation was sent. It was to show we support solidarity, and I didn't see any MUA member doing anything that would give our union a bad name. I was proud to be part of it. I came away with more than I took. There were others from the Tassie branch who attended so I'll give them a chance to give their observations. I for one want to thank the union for the opportunity to attend this congress.

Henry Solley
Tasmanian Branch

Eye opener

It was a great experience going to the ITF congress in Mexico. Seeing some of the problems unions have around the world was a real eye opener.

Seeing all the different nationalities involved in Mexico showed what a global organisation the ITF really is.

The multi-national companies have a lot to answer for, the way they treat their workers in Third World countries, by casualising labour and colluding with their governments to keep the workers on low pay. Safety standards leave a lot to be desired, as shown in reports to congress. Unions must unite and fight, if the lives of unionists are to improve.

Congratulations to Paddy Crumlin, Paul McAleer and Mich-Elle Myers on their elections.

Bill Highfield
MUA retired members, Sydney

Educate and organise

As I reflect on the congress I realise that the emerging union nations are now stepping into the same struggle against employers and governments that members of the MUA have been through. The efforts of previous generations of maritime workers in Australia have given us a great platform to continue the fight. It is up to individuals within our workplaces to make sure the efforts and sacrifice of previous generations continue to pay dividends for our comrades in years to come.

While we in Australia may not have been subjected to the same degree of oppressive governments and inhumane attacks from business, we have all had to make plenty of sacrifices along the way. Victories have been achieved through the unity of the workforce and the organisational skills of the elected officials of the MUA. We now have the opportunity to assist unions all around the world have a new ITF president from the MUA (Paddy) to lead and educate fellow nations on how to organise and communicate so that we all continue to improve working conditions for all.

The MUA has been through many attacks on our working conditions but through unity we have remained strong. I hope the emerging can use organisational skills and continue to work on the ground level to ensure every worker is a member of the union. My workplace in Sydney has 100% membership and that is through organisation. I endorse Paddy's view that it is now time that we use the money within the ITF to help educate, organise and set up means of communication so that we are all aware of, and able to assist, each other's struggles.

The MUA has always been ready to face any fight head on and will continue to fight with the same venom to help support our comrades.

Damien McGarry
Sydney Branch

Wonderful achievement

It was with deep pride and honour that Steve Husband and I represented the MUA members of Sydney Ferries at the ITF 42nd Congress.

The themes of the Congress were strong unions, sustainable transport and organising globally. The Congress opened on Tuesday August 3, 2010. Ninety eight countries were represented by the 2000 delegates. Approximately 70 MUA officials, delegates and rank and file attended the Congress from every Australian state and territory.

The Congress opened with great fanfare with traditional Mexican dancers welcoming the delegation to Mexico City and was witnessed by the ITF executive and the Mexican minister of transport. We were both very impressed with the outgoing president, Randal Howard from South



Africa. His speech was engaging and motivating which had the delegation hanging on his every word, which ended with “Viva Mexico Viva”!

After the official opening it was down to business. We attended Congress from 9am – 5pm including a dockers’ committee meeting, seafarers’ committee meeting and the climate change conference. Steve was surprised and disappointed that he didn’t receive an invitation to the youth conference. A comrade asked, “Is Steve going through a mid life crisis?” I replied, “If he is he has been going through it for the last 20 years!” Steve as usual was the entertainer of the group. He made everyone feel relaxed and welcomed and as expected didn’t disappoint with a song or two at the appropriate time.

On Sunday August 8 Steve and I attended the urban transport committee meeting where we heard from speakers from countries including Austria, Ethiopia, France, Ghana, Great Britain, Japan, Latvia, New Zealand, Paraguay, South Africa, USA, Zimbabwe, Estonia, Mexico, Norway, Mozambique and Australia. A number of issues were raised including:

- Freedom of association is under attack.
- Multi-national companies are increasing their dominance in passenger transport.
- The impact of the economic crisis.
- Violence and sexual harassment in the workplace.
- The need to increase the exchange of union information and experience.
- Public private partnerships (PPPs) and private finance initiatives (PFIs) are on the increase, but experiences with this process have proved destructive of workers’ conditions and led to an unsatisfactory management structure in transport. An example is the collapse of the PPP initiative for the London underground system in the UK.

- A greater coordination between unions.
- Climate change and the impact on public transport. Climate change should be seen not only as an environmental issue but also as a challenge to create new forms of employment.
- I had the honour of giving a detailed report on the Save our Sydney Ferries campaign and the threat of privatisation. The speech was well received and I felt very proud to possibly be the first Indigenous Australian to address the ITF and fly our MUA and ferries flag on the world stage. After the meeting I was the only speaker interviewed by Eddie Dickson, ITF section secretary. The interview was published in the International Transport Workers’ Federation daily news, which was available in English, French, German and Spanish.

On Tuesday August 10 we were invited to a dinner held by our National Secretary Paddy Crumlin at La Hacienda Dos Los Morales. We were entertained by a group of Mexican musicians with a special guest appearance from Big Joe Fleetwood, National Secretary of MUNZ and our own Steve Husband who performed the Haka to a standing ovation.

On Thursday August 12 it was announced that Paddy Crumlin had been elected president of the ITF for the next four years. This is a wonderful achievement – Paddy is the first Australian to hold this position in its 114-year history.

After the official closing ceremony, the entire delegation met with local Mexican workers in a show of global support and many thousands marched through the streets of Mexico City, supported by thousands of locals watching and cheering us on. This was the highlight of the Congress – workers from 98 countries together as one all supporting the rights of our Mexican colleagues. At the rally I stood close to the stage, which was covered with flags and banners from all around the world. The speakers crammed onto the stage, waiting for their turn to speak. I observed a Mexican activist standing amongst the union leaders on stage, wearing a

Sydney Ferries cap which was presented to him earlier in the day. It was a great photo opportunity with Sydney Ferries literally on the world stage!

During the Congress we met many wonderful and dedicated unionists and were able to share all our experiences and created a network of new friends to share future experiences. We would like to thank all our MUA comrades for having faith and allowing us the opportunity to represent them at this memorable Congress.

Mark Champley and Steve Husband
Sydney Ferries Delegates
Sydney Branch

Strength in numbers

I would like to thank the Victorian Branch of the MUA for giving me the opportunity to attend the 42nd ITF Congress in Mexico. It was an unforgettable honour to represent the MUA and I will say we 'Walked Tall, Walked Straight and Looked the World Right in the Eye'. The respect the MUA had from all these people was truly inspiring. You had comrades from Japan, Argentina, Finland, the UK and all over the world wanting to shake your hand and take photos with you for the sole reason they know the MUA is rock solid and they are proud to be with you.

When Paddy was elected he came out to speak and said the reason he asked all the branches to send representatives (total of 70) was that he wanted to show the affiliates what a small union of 12,000 comrades can achieve with commitment, pride and hard work. I will never forget the Patricks dispute and how it became worldwide news. Now Paddy has some control over an organisation representing four million trade unionists. There may not be power in amalgamation but there is strength in numbers.

The two women Tonia Kerns and Fiona Thomson organised a pull up for the 44,000 electrical workers who were sacked, had their licences taken away by the government and were thrown out of their union office (and a hell of a lot more) in Mexico City. They raised 50,000 pesos (almost A\$5000 – well done). The money raised was presented to the secretary of the electrical workers union at a rally for trade union rights in Mexico on the last day of congress. The organisers of the 50,000-strong rally waited until the ITF had their vote for the president's job. Then they asked the MUA to lead the march which we did with great pride.

Robbie Patience
Victorian Branch
Delegate *Spirit of Tasmania*

Sharing experience

I would like to thank the MUA for giving me the opportunity to experience the ITF first-hand and congratulate Paddy Crumlin, Paul McAleer and Michelle Myers for their achievements within the ITF. I truly believe the ITF will become stronger under their leadership.

The experiences I had in Mexico will stay with me forever. It was a strong reminder that the working class struggle is out there and all MUA members need to get proactive in the workings of the ITF which does a lot of work for its affiliate unions and their members.

I took a lot away from the congress, especially the day-to-day struggles the different regions experience. In Latin American countries such as Costa Rica, Columbia and Mexico, union members are fighting

every day just to put food on the table. These governments and multinational companies are corrupt –until I attended congress I was a bit naive about it. Government bodies are throwing workers in mass numbers off their worksites, ripping up the trade papers and in many cases not paying wages. Union leaders are being killed, jailed or forced to live in exile for the crime of defending workers rights. This needs to stop. We all need to do whatever we can to give solidarity to our comrades abroad, even if it is something as small as getting these stories out there.

The youth conference was a great success which gave all the delegates the chance to express their concerns and share stories and experiences from all over the globe. The MUA delegation was first class. I met a lot of solid members who I was glad to share these experiences with. The rich culture and passionate union movement in Mexico really took my breath away.

My grandfather Gordon "Kiwi" Wilson, a proud SUA member and MUA life member always said we are internationalists and my experience at the congress really made this clear. I found myself sitting in a room with seafarers, dockers, fishermen, rail workers, bus drivers and other transport workers from all over the world, sharing stories and different struggles. Every member of the MUA in some way comes into contact with foreign workers; it's just the nature of our work. We can use this to our advantage to support the work of the ITF and help our comrades abroad...MUA HERE TO STAY!

Tommy Wilson
Seafarer
NSW Branch

Impressive delegation

The opportunity to attend the ITF Congress in Mexico was a golden experience that was made infinitely more special by Paddy Crumlin's successful bid for the presidency. I have been on international delegations before, but the ITF congress was an event that surpassed all others.

There probably are few other trade union gatherings that can give such a complete perspective on global solidarity and the potential power that millions of workers around the world can have when they unite to form a single organisation. Witnessing a new, progressive leader taking the presidency of such an organisation, seemed to give hope to so many at the congress. And hope is not something that some of the congress affiliates gain easily considering the accounts of violence and terrorism by corporate giants and their puppets within many countries.

It was an honour to be part of such an impressive delegation. I felt that the MUA's presence left a lasting impression on our fellow ITF comrades. We always had good attendance, participation and discipline. We mingled and learnt, often over a beer, about each other and about our overseas friends and affiliates. There were many pledges of action and support. There were renewals of alliances and commitments of solidarity.

With climate change, ports and flags of convenience, and renewed efficiency and effective use of the resources of the ITF firmly on the agenda, I look forward to seeing and participating in what we can achieve before the next ITF Congress.

Thomas Mayor
NT Organiser



Trifecta

Viewed from the plane flying in, Mexico City is vast, with a population about the same as the whole of Australia. It's set high in the mountains in beautiful surroundings. It's a place of huge contrasts, the rich are very rich and the poor live in appalling conditions. The poverty of the ordinary people brings home the importance of unions around the world uniting in the struggle to improve the conditions of workers everywhere.

The Hilton Hotel was a good venue within walking distance from where we were staying. There were 1500 delegates from many countries and many sections of the transport industry worldwide. The Secretariat of the ITF did a magnificent job organising all these delegates into numerous workshops in various venues within the Hilton. For me it was full on as I was focussed on attending as many of the workshops as possible. All were most informative and it was interesting to hear the issues raised by the different workplaces. It was obvious from the common problems faced that the ITF is correct in continuing to globalise the activities of all transport unions worldwide.

This conference was significant in that the MUA got the trifecta with three people elected to key positions. Paddy Crumlin's years of hard work pushing forward change in the way Australian and international transport unions operate together was recognised by his election to the hotly contested position of president of the ITF. Mich-Elle Myers was elected to the Women's Committee and Paul McAleer was elected co-chair of the inaugural Youth Transport Workers' Committee. This demonstrates that the MUA is punching well above its weight within the international trade union movement. The MUA delegation did not go unnoticed – and not only for their matching t-shirts!

Werner Cohrs
South Australian seafarer

Notable contributions

A delegation of five South Australian rank and filers and officials attended the historic ITF Congress in Mexico City. They were Clem Clothier, Dan Wakeling, Jamie Newlyn, Mick Boase, Werner Cohrs and Ray Nolan [self funded].

In a hectic 12 days MUA members participated in everything from youth conferences, climate change conferences, inland waterways sections, seafarers, dockers and combined seafarers' and dockers' sections. Some members even attended road and rail section meetings keeping alive our ATUF aspirations and solidarity.

Of significance was the election of Paddy Crumlin to the presidency of the ITF. Paddy's contributions from the floor of congress and from the chair of the dockers' section and involvement in the seafarer sections clearly demonstrated his capacity and commitment for international trade unionism.

Paddy also demonstrated his crucial understanding of the need to organise globally to defend and enhance transport workers' rights when dealing with global transport companies. This was not lost on the congress participants, particularly Brian Orrell the retiring Chair of the seafarers' section who gave Paddy an outstanding endorsement for ITF President.

All MUA participants clearly witnessed the respect and admiration for the MUA from other international transport unions. This was evidenced by the election of Sydney Branch Secretary Paul McAleer to co-chair of the ITF Youth Committee and

Mich-Elle Myers to Asia Pacific Women's representative.

Other notable contributions were from MUA youth in the climate change and youth committee conferences. MUA youth and women were involved as reporters for these sections and delivered outstandingly. This again

demonstrated that our union has the capacity and commitment to promoting youth and women in all our activities, which will ensure current and future leadership stocks are developed and maintained.

The seafaring section meeting focussed on the FOC campaign, however MUA contributions alluded to the need for protection of first world ratings in the global shipping economy. In the dockers' section meeting discussion centred on Stevedoring Safety and Ports of Convenience (POC) Campaign and again MUA contributions were made with one particular resolution on the Newcastle Coal Terminal NCIG being recognised as a POC and a commitment for ITF assistance in this campaign.

There were numerous resolutions presented or supported by the MUA which can be found in this booklet or be viewed online at the ITF Congress website. These resolutions again identified the MUA as a progressive, principled and militant union.

The opportunity for rank and file members to be involved in this historic conference to witness and understand the importance of international trade union solidarity and organising globally will enhance their trade union credentials and ensure our union remains on course. Congress further illustrated to rank and file members who attended the importance of MUA involvement at the international level.

Jamie Newlyn
SA Branch Secretary

Violence and intimidation

I was fortunate enough to be given the opportunity to represent the MUA at the 42nd International Transport Workers' Congress in Mexico City. The ITF is a federation of over 760 unions worldwide and one of the world's largest union organisations representing over four and half million transport workers. The ITF's role is to support its member unions globally and find ways of defending the interests of transport workers with global cooperation and running campaigns defending human and trade union rights.

The ITF is one of 10 global union federations allied to the ITUC which recently made Sharan Burrow its president. The theme of the congress was "strong unions, sustainable transport". Under this basic theme, over nine days the participating transport unions discussed and debated basic union rights, addressed casualisation and outsourcing, how to fight deregulation and liberalisation, recognising the effect of climate change on our transport and organizing globally.

The congress was especially important to the MUA as Paddy Crumlin our National Secretary is Vice President of the Asia Pacific region and Chair of the Dockers' section. At this congress we hoped and were successful in getting Paddy elected as President of the ITF. We were also successful in getting our Women's Liaison Officer, Mich-Elle Myers elected to the ITF Women's Committee for the Asia Pacific Region. Paul McAleer was elected as Chair of the ITF's Youth Committee. This was a huge win for us, especially since the MUA is a relatively small union of 12,000 members.

To conclude the dockers' section, Paddy Crumlin read out a statement requesting that the non-union NCIG terminal in Newcastle, Australia be declared a port of convenience and an international campaign be mounted aimed at bringing the site under an internationally acceptable collective bargaining agreement. Countries with trading links to this company would in particular be identified and informed about the unacceptable labour conditions at NCIG.

Mexico is supposed to be a democratic country but the present government led by Phillippe Calderon has denied workers their basic union rights. They have sacked 44,000 electrical workers who run the power

stations and electrical infrastructure. Troops and police moved in and overnight replaced the work force with scab labour. Prior to this, workers were offered payments to renounce their union membership. After refusing, the legality of the union and its democratically elected leader was withdrawn and the troops and police removed the workers at gunpoint. They have now been on strike for 11 months.

This action by the Mexican government and so-called businessmen was an illegal act but is becoming commonplace in Mexico. Unions are being replaced by "yellow" or "ghost" unions organised by the companies and working under contracts drawn up by company lawyers. Three members of the Calderon government including the labour secretary sit on the board of Grupo Mexico, one of the world's largest mining companies. This corporation in 2006 brought bogus embezzlement charges against the Mexican Miners' Union leader and made threats of violence to him and his family. He was then forced to flee Mexico and lives in exile in Canada. Yellow unions were formed by Grupo Mexico and the company may call on the police and the army and use them as strike breakers or standover men. Violence and intimidation continues against union members and leaders and two striking miners were killed in Lazero Cardenas.

These moves against the union came after the union accused Grupo Mexico of safety breaches at one of its mines. Three days later at the Pasta de Conchos mine an explosion killed 65 miners. The rescue workers were pulled out after only one day and the area completely sealed off to the public. The families of these workers are still waiting to be allowed the claim the bodies of their loved ones. These are only two of a series of massive violations of human and basic workers' rights.

Grupo Mexico is able to murder, torture, intimidate and abuse workers with complete impunity. The government relies on force and violence to resolve the country's labour disputes while criminalising union activity. During the conference ITF officials met with the Ministry of Labour to discuss our concerns. A petition was handed over. Ministry officials acknowledged complaints over labour abuses that had been made against the Mexican government and several corporations. On the last day of the conference ITF officials arrived at the Mexican Labour Ministry to meet with Javier Alarcon the Minister for Labour. He did not turn up for the appointment.

Throughout the week of the conference, motions were adopted by the congress ranging from workers' rights in Mexico through to trade union response, transport privatisation and climate change. The dockers and seafarers each had their own days including a joint dockers' and seafarers' day. Important motions were adopted such as organising globally, ports of convenience campaign and the work program to name a few. These covered how the ITF is going to tackle workers' issues globally.

On our last day we took part in a workers' protest. Thousands of people took to the streets to demand action. At the stage a cheque for \$5,000 organised originally by the MUA and contributed to by all at the congress was handed over to the sacked electrical workers union to help them continue on the picket line. This collection was started by two of our female members Tonia Kerns and Fiona Thomson upon meeting workers on the picket line in Mexico City. The collection started just as a whip round between MUA delegates and soon spread to others attending the congress. It was a small amount but a huge gesture and gratefully received by a group of workers whose story is virtually unknown internationally.

The congress was a great experience. Thanks and congratulations to Dean Summers,

Mich-Elle Myers and all the MUA team for all their hard work in getting Paddy elected as President of the ITF.

Andrew Boyd
Sydney Branch



Climate action

It is with a great deal of pride that I am able to report that the ITF 42nd Congress in Mexico City was an overwhelming success. Our youth of the union delegation conducted themselves in a professional manner at all times. Their contribution to the Youth Conference earned them the respect of all delegates at the Congress and we can be proud of every one of them.

Having the Congress in Mexico City sent a very loud message of solidarity to the Mexican workers and their struggle in the trade union movement. The congress opening was to have Sharan Burrow as a guest speaker but due to flight delays Sharan delivered her address via video with a strong message that corporate greed has no place in the workplace.

Randall Howard, the outgoing ITF President, spoke on the question of climate change and our need to address this in the trade unions on a global scale and the impact it will have on all our futures. Marcelo Ebrard, Mayor of Mexico City addressed the Congress stating that he belonged to a left wing local government and was a friend of the working class. He stressed the need to build stronger unions.

The Transport Workers and Climate Change Conference was of particular interest to me as it reinforced information I have been receiving through Country Health SA, saying that we need to act now if we are to have any real future. The Women's Transport Worker's Conference was a great success which

produced some very strong resolutions.

As an ITF contact for many years the Congress provided me with an enormous amount of information and first-hand experience. It's not until you attend such a congress that you realise how the MUA are held in such high regard all over the world. This was clearly demonstrated on the last day when Paddy Crumlin was elected the new President of the ITF and we led the march to Cathedral Square with thousands of Mexican workers to demand an end to the blatant violation of human and trade union rights.

I would like to thank the MUA members in Whyalla, Adelaide and the Whyalla United Trades and Labour Council for their financial support which gave me the opportunity to attend this very important congress.

Dan Wakeling
MUA Delegate
Port of Whyalla

Inspiration

The ITF experience in Mexico City was huge. It was an inspiration to see and hear from people from the worldwide labour movement.

We participated in the first ever Youth Conference where Paul McAleer was elected co-chair. The climate change conference was a big highlight. The



debate was largely surrounding unions' responsibilities to their members and the need for a 'just transition' towards greener transport. Hearing from our comrade from Fiji about the effects of rising sea levels really hit home. The reality is that the way things are going there will be millions of people losing their homes as islands in the Pacific are washed away.

Standing alongside and marching with the Mexican workers on the final day of congress, in defence of their jobs and conditions, sending the Mexican government a message that we are united on a global scale, was the penultimate way to cap off congress. The appreciation and gratitude from some of the 44,000 electrical workers who had their qualifications stripped overnight and had been holding a picket for over 10 months will be something I will always remember.

Congratulations to Mich-Elle Myers for getting elected to the International Transport Workers' Federation's women's committee. Also a big thank-you for looking out for the delegation and co-ordinating such a large group.

Well done to Paddy Crumlin, in the end you had unanimous support in your endeavours to head up the ITF. Your presidency of the ITF will strengthen our union.

Damien Martin
Victorian Branch

Muscling up

Muchas gracias to the MUA for giving me the opportunity to experience the camaraderie of fellow delegates from Newcastle and Australia, and international affiliates at the ITF Congress. It was inspirational and I proud to be part of a truly monumental congress. Just to enter the hall and see all the international delegates, most with their own union/congress shirts, or traditional dress, not to mention the strong presence of our own MUA delegates decked out in our black and red "Fighting for our Rights" T-shirt. Heady stuff.

To listen to, and rub shoulders with truly inspirational people from all over – speakers like "Big Bob" from the IWLU (longshoremen) and Bob Crowe (RMT-UK) who doesn't miss anyone – was fantastic. Just goes to show, no matter how big or small, everyone is accountable and his comment was duly recognised by the executive.

The theme of the congress was "Strong Unions – Sustainable Transport". If it moved cargo or people, that mode of transport was represented – shipping, air, buses, trains etc, even inland fishermen. Every day had a different session concerning each different section, and you attended mainly those that concerned you had an interest in. I attended the dockers' section, and it is amazing that basically we all have pretty much the same concerns: safety, the right to bargain collectively, to be represented by strong elected unions, privatisation.

The plight of some workers is truly horrifying, having governments that will stop at nothing to break the unions' backs (we had a good taste of that, with Patricks). The Costa Rican government attacked that country's dockworkers to replace the union leadership and establish an undemocratic, employer-run trade union. This is only one example. This is where the ITF starts to muscle up internationally. I think a lot of us need to lift our heads out of our own dung heap sometimes and have a look what's happening internationally, even nationally, because when the shit hits the fan, and it probably will again eventually, it will be heartening to know the global support and solidarity will be there to tap into.

Steve Paras
Newcastle

Greater understanding

I was very lucky to have attended the 42nd congress of the ITF in Mexico City, and boy, did I come home with a greater understanding of how lucky we are to live in Australia. I am thankful to be a part of the MUA and to have a job where we are able to negotiate with union support for better pay and conditions for all workers. In some countries you can be thrown in jail for having a voice and being part of a union.

At the congress I gained so much from the people who spoke and the working groups I participated in. It blew me away to listen to stories from some other countries of how they struggle to get the smallest things – such as the right to negotiate for clean bathrooms or equal treatment for both men and women. I urge you to go to the ITF website and take a look.

Janet Harris
Tasmania Branch



New confidence

If I thought there was inspiration and education available to me at the 2009 Annual Youth Conference in Brisbane it was only to be the tip of the iceberg! Having now taken part in the 2010 ITF Congress in Mexico City I am all the more aware of a much bigger picture and I'm so very grateful to have been offered the chance to attend.

As a seafaring woman it was invaluable to have attended sessions which brought together women with a wealth of experience and knowledge from across the globe. Personally it instilled a new confidence in me about working in a male dominated industry.

Experiencing first-hand how we are advancing women's equality, winning rights and improving working conditions around the world truly is inspirational and I'm extremely proud to see we are moving forward into the future with such fierce determination and, I must add gratefully, with the support of our male colleagues.

2010 is the Year of the Seafarer. There are over 1.5 million seafarers across the world working on some 53,000 ships including cruise liners, ferries, tankers, offshore support vessels, car carriers and other cargo vessels. Now, for the first time at this level, we recognise the human face of shipping. That can only be a good thing. Seafarers are the overlooked link in the chain that binds world trade together.

This event helped put us in the public eye, along with our need for safe, satisfying employment including the protection some rightly take for granted on land. Regardless of this, the ITF has been working to protect seafarers and improve their lives for decades and in Mexico the movement showed me they are always there, standing shoulder to shoulder with seafarers throughout the world, which was reassuring.

I would like to pay a special thanks to two impressively dedicated representatives,

Mich-Elle Myers and Dean Summers. Your faces were everywhere, rain hail or hangover, the around the clock (literally) help and support you provided on so many levels, was a true god send so far away from home, and I'm sure I'm not speaking not just for myself but also on behalf of many more comrades.

In relation to the "Paddy Crumlin for president" campaign your tireless

efforts did not go unnoticed and I felt you were outstanding. Paddy should be proud of you both as should all the members.

In conclusion I must stress that if you are ever so privileged as to be offered a chance to represent your union at any of these global events, you should participate 100%. It is an honour that should be appreciated. I urge all comrades not to undermine the importance of standing up and being counted. We make a difference, each and every one of us.

Be part of something big!

Bianca Napper
WA Branch

Global connection

We headed off to Mexico City with reports of drug wars, assassinations in the streets, kidnappings, 22 million inhabitants, probably the worst air pollution of any city in the world and some of the worst traffic problems to boot. The reality was somewhat different with the exception of the traffic which was genuinely hair-raising.

There were about 1600 people attending the conference but it seemed everywhere you looked you could see the red and black t-shirts of the MUA. If you think that got the locals' attention, it did – but probably not as much as the Nigerians dressed in their local garb which looks like your eccentric aunt's tutu. That took a fair bit of the sting away from being in an unfamiliar place as you could hear Aussie accents in most of the bars up and down the main drag. No one was quite sure what was causing Montezuma's revenge which seemed to affect most of us at some stage but that didn't interrupt the constant consumption of tequila, corona, tacos and enchiladas. It wasn't all beer & skittles though.

We were putting in big days at the conference which paled into insignificance given the workload of Dean, Mich-Elle, Paddy and Warren as well as plenty of others in working on the ground and behind the scenes. While the executive board deliberated over the presidents election a Mexican mariachi band was entertaining the rest of us and when they launched into "Guantanamo" we launched into "There's only one Paddy Crumlin" and had most of the hall joining in. Our retired comrade Bill

Highfield led the singing and gave a great rendition of “Joe Hill” to boot. The roar from the crowd was an indication of the popularity of Paddy becoming the President and it would be fair to say that there were a few pale faces as well who don't want to see an activist in that very influential role.

It would also be fair enough to ask why the ITF presidency is so important to our union. It puts us front and centre in the international trade unions' fight for decent working conditions and rights for all workers. That global connection is critical to our ability to also defend our jobs here in Australia. With Sharan Burrow at the head of the ITUC and Paddy as the president of the ITF it puts our union in an unprecedented slot to defend ourselves from attack as well as assist other battling trade unions around the globe.

The highlight of the conference for me was the march up the main drag of Mexico City with fellow unionists from around the globe and the Mexican trade unions, who are doing it pretty tough, as you might imagine. The look of pride on the faces of marchers and spectators was inspiring. It can be a dodgy exercise to call a march in Mexico City and the enormous turnout was a testament to the locals' commitment to civil and social rights. The outgoing ITF President Randall Howard introduced himself to the crowd as a revolutionary. Even though Paddy wouldn't describe himself in public the same way, the ITF will be in for a bit of a shake up once he settles in.

Congratulations to Paddy, Dean, Mich-Elle and the rest of the MUA delegation for a magnificent effort and a great result. I'd like to thank the branch for nominating me to attend as it was a real eye opener in being exposed to an area of union activities that I knew little about. Also don't be put off by the stories about Mexico as it's a genuinely fascinating place to visit.

Kieran Crumlin
Sydney Branch

Gut wrenching

The ITF conference in Mexico City was an outstanding success, and I would again like to thank my many mates and comrades who made donations, not only from their ships' rolling funds but also some personal donations as well – a gesture I will never forget. I will go on record to say I feel very humbled by the response I received in raising the funds I needed. I feel very proud to represent our great union on any occasion, let alone at an international conference, so thanks again boys for making it possible.

The conference was critical in terms of leadership within the ITF because our National Secretary, Paddy Crumlin, was standing for the position of ITF president which became available as the current president, Randall Howard from South Africa, was resigning from the post at the end of the conference.

The MUA sent over a 70-strong contingent with all states and all sections of our organisation well represented. The Port Kembla delegation was led by Branch Secretary Garry Keane, with stevedores Brian Smith and Adam Palmer from Patricks and Floyd Floyd from POAGS who also represented us at the ITF youth conference. The conference went for 10 days and covered various subjects and forums including young transport workers, climate change, road transport workers, civil aviation, seafarers, dockers, trade union rights, inland navigation, railway workers, fisheries, tourism, organising globally, HIV Aids, women's conference and plenary sessions which everybody attended.

The conference theme was “Strong Unions – Sustainable Transport”. Speakers from all over the world representing 132 unions all pushed the same basic message that we need to act locally but organise globally and ensure we leave nobody behind. The union movement must embrace the

youth in our organisations as they are the future and need our support and leadership as do the women within our ranks who may be small in number but are increasing thanks to the great work by some women like our own Mich-Elle Myers from the Sydney branch of the MUA. There was also a good argument for us to forge greater ties with the wider union movement and other specific groups like the environmentalists as we have lots of similar goals.

Day after day, speaker after speaker told the conference of what is happening in their parts of the world and what role the ITF plays in their country. We were also reminded of the dangers some comrades face in their daily lives just for being members or officials of a union. The conference held a minute's silence for all our brothers and sisters who have been imprisoned, tortured and even murdered for simply standing up for what they believe in, defending workers' rights and giving people a fair go.

The conference was reminded of the gut-wrenching story of Pedro Zamora, a union official for dockworkers in Guatemala who in 2007 was ambushed and executed in his car in front of his two young children. This man was murdered for no other reason than he was a man of principle, a good man and leader of men who wasn't afraid to stand up for his beliefs. He is a true working class hero who will never be forgotten. We also heard of a comrade from Iran, Mansur Osanloo, who is being held in jail without charge. The authorities simply arrested him and made life very difficult for him and obviously his family who have to struggle on without a husband and father at home but also without the breadwinner. This man's commitment and resolve is an inspiration and I for one take my hat off to him and the others like him who sacrifice so much for the benefit of others.

It is incredible the price these people pay for being good, decent people with strong trade union convictions. It made me think of an interview with a hero of mine, Nelson Mandela. When asked if the sacrifices he made and the life he chose was worth it he replied without hesitation: “The life I have lived and the path I have walked is of no importance, it is the lives of the people who walk the path behind me that matter”. What more can you say?

The ITF was started in London in 1896 by seafarers and dockers who saw a need to organise and unite to try to counter the ruthless employers who ruled at that time. The ITF umbrella reaches all over the globe with the head office still in London, inspectors all over the world and affiliates like the MUA who also have a dedicated group of volunteers who visit ships regularly and assist Australian ITF co-ordinator, Dean Summers, as required.

That brings me to the importance of the election of our leader, Paddy Crumlin, to the presidency of the ITF. Paddy has been heavily involved with the international union movement for years and at the time of the conference was the president of the dockers' section of the ITF. However there was an overwhelming feeling that the ITF hierarchy were more of a bureaucracy than the great hands-on organisation it should be. Paddy and many others wanted to change the organisation – instead of being driven from the top, it must be driven from the bottom up to reach its full potential.

Paddy was opposed for the president's position by a strong candidate, Wilhelm Habertzettl, from the Austrian union Gewerkschaft Vida. Our MUA contingent looked great at the conference as we all had the same shirts on and it was a terrific show of support for Paddy on the international stage.

The people on the executive of the ITF are the ones who get to vote which meant that 41 people representing all regions globally had the power in their hands.



So comrades at the end of the day our National Secretary, Paddy Crumlin, is now the president of the ITF and in a very strategic and powerful position to pull together all the union bodies and affiliates so we are all moving in the same direction. I think the coming years are going to see a big change in the way the ITF operates, as other areas and regions are developed and the unions there can be assisted by the broader movement. This can only benefit us and our organisation giving us more clout as an international movement.

I thoroughly enjoyed visiting Mexico and taking part in the conference and would recommend others if given the same opportunity to grab it with both hands. It is always a great feeling to be with so many like-minded people.

John 'Madge' McGartland
Seafarer Port Kembla

Well received

What a last day we had at the ITF Congress. After 11 long days and nights the congress was coming to an amazing end. The day started with resolutions being debated and passed which included a resolution of support for the sacked Mexican electrical workers. Two rank and file delegates Toni Kerns and Fiona Thomson were instrumental in drafting the resolution and organising a collection for the sacked workers.

The outgoing ITF President Randall Howard chaired the final session and took charge when he dismissed the voting members to another room to elect a new ITF President. It was a bit like waiting for the white smoke

to come out of the chimney when they elect a pope. After about an hour word spread quickly that Paddy Crumlin had won, and did we celebrate. For the first time ever a vote was needed to elect the new president of the ITF and Paddy was very humble in victory.

When congress finished we were then invited to lead a march of solidarity with the Mexican workers. Our destination was the famous Zocalo Square via Avenida Madero which was about five kilometres away. To walk the streets of the biggest city in the world with around 50,000 fellow unionists was an amazing feeling. Our presence was well received from our fellow workers and even the people watching on the side of the streets cheered us on. Our final destination was a sight to see – a massive square that could fit millions of people surrounded by buildings that have stood for centuries.

Congress opened my eyes to the struggle that fellow unionists encounter day in and day out all over the world. I would like to thank my fellow rank and file for the opportunity and privilege to represent you at this amazing congress in Mexico.

David Mews
WA Branch

Vital debate

What a grand experience. The biggest city in the world and right in the frying pan of Latin America – Viva la Revolution. What would seem a sometimes boring and monstrous waste of resources, the ITF Congress was the reality of global transport workers getting together and



participating in planning and congratulating the brothers and sisters from everywhere on their activism.

From the fishermen of Argentina to the SATAWU in Africa and transport workers in Europe, all were looking to give fairness and equity to their members via networking. International actions involving the ITF have included:

- The SATAWU action on the phantom weapons ship that was going to supply weapons to murderers and gangsters in Africa.
- The workers and communities in Europe protesting in the streets about protecting dockers' work and not buckling to global ship owners pressure to let seamen do the shoreside work.
- Indian affiliates getting the early jump on major new port construction to bypass traditional union ports.
- The ILWU opposition to Rio Tinto's thuggery towards workers at its Boron USA mines and associated flow-ons.

The real debate about developing economies and environmental policies that took place at congress will directly affect all modes of the world transport network. There was an absolutely vital debate as to the rank and file being included with the top end of town and not left as bystanders in decisions about climate change. No conclusive direction or policies have been cemented so all workers urgently need to try to organise [our traditional work methods are at stake].

The discipline and involvement of younger MUA members was tremendous to witness. To see the participation and genuine concern of many youthful workers gives the old grey hairs hope for the future of workers' solidarity.

Dean Summers and Mich-Elle did a terrific job putting the whole Aussie thing together. Well done and more power to both of you. Pdraig you've got a big task ahead but as most of us know [cometh the hour cometh the man] you'll shake the tree and I'm sure all affiliates will collect the fruit.

Let no one kid themselves that we're not now a global village and what they do in India or Puerto Rico today they will want to replicate here.

Bernie Gallen
Nth Qld Branch

Bureaucratic ways

I'd like to thank the Sydney branch and the MUA as a whole for allowing me to represent them at the 42nd ITF congress. It was great to meet and interact with trade unionists from all over the world. Although we are from different corners of the globe we all share very similar struggles such as those over liberalisation, privatisation, climate change, precarious employment, safety standards – all on different levels.

It was a fantastic result both for the MUA and more importantly all members of the ITF to have our own Paddy Crumlin as the new ITF president. Although the ITF has achieved some great things, being at the conference allowed me to view first hand the ITF's bureaucratic ways. This is an organisation with massive potential which will be greatly realised by stronger leadership.

One of the other things that stood out for me personally was the high regard in which the MUA was held on the international front. We are a drop in the ocean compared to some of these unions which have a few million members, so we are punching well above our weight. Hopefully some of our ways will rub off on and inject some fluid into the spines in some of these yellow unions.

The most moving part of the conference was being present at a Mexican trade union meeting where accounts from Mexican and Guatemalan comrades drove home the message that unionism isn't just the next wage increase. The fact that in this day and age union officials and representatives can be shot and ostracised in this way not only sickens me but also emphasises the fact that we need to work together globally. For me personally this was a part of congress which showed what the ITF is all about.

The worst part of the conference was listening to a representative from the ship owners' association try and tell seafarers that we both wanted the same thing. I hope they are wiped from the invite list for next congress.

Lastly I'd like to thank all the older comrades and officials who took it upon themselves to educate and explain the ways and working of congress. It was pretty daunting at first but in the end I learned just as much about politics and working class struggle around the bar as I did in congress. The entire conference has inspired many of the young delegation who attended to become better trade unionists. I urge the



MUA to continue to send large delegations of youth delegates to these events as the benefits will be realised in years to come when trained delegates and future officials will be ready to continue the legacy of the ITF and MUA.

Jason Miners
Sydney Branch

World stage

The ITF Congress gave me a view of the world stage. I came away proud to be MUA and always an internationalist. With Paddy Crumlin harnessing 4.8 million fellow internationalists in the battle against FOC and for just rights and free and open unions, Mexico gave me faith. Our delegates did us proud. On a personal note I said vale to Leon.

Charlie Gray
QLD Branch

Better understanding

The ITF Congress in Mexico City started with the young workers' conference, where Paul McAleer was elected chair of the ITF young transport workers' committee. In the conference covering road transport, aviation and railways I was able to better understand the link with seafarers and dockers.

In the dockers' conference a minute's silence was observed to remember Pedro Zamora, the Guatemalan dockworker leader murdered in 2007.

Delegates from India spoke about their struggle to get ports unionised with their members taken out to a quarry and bashed with lumps of wood for wanting to be a part of the union. The government of Costa Rica has waged a systematic campaign to eliminate the dockworkers union in order to privatise the ports. Through the ITF's POC campaign and organising globally the ITF is helping these countries, unions and their members in their struggle for a better life.

On the last day of the congress Paddy Crumlin was elected president of the ITF and the Mexican unions organised a march led by ITF delegates through the streets of Mexico City to Union Square. I felt very privileged to be present and to look back and see thousands of people marching behind us made me feel very proud to be a part of it.

Grant Croese
NNSW Branch

New vision

One of the biggest delegations to attend the ITF Congress besides the host country was the MUA. Having a delegation of 70 from a union of our size was an indication of the commitment to international activity that our union continues to show – in particular a commitment to transport workers, but more broadly to the ongoing building of global union federations of which the ITF is an important plank.

The outgoing President Randall Howard has set a course that will present many challenges for the ITF, but is a course that has been necessary to put the ITF on a footing that will ensure it not only remains relevant but builds on its role of helping coordinate transport workers' struggles around the world. Congress saw the election of the MUA National Secretary Paddy Crumlin to the presidency of the ITF as Randall stepped down to take on other challenges in his homeland of South Africa. Paddy's campaign in seeking the presidency was a natural fit given the foundations that Randall Howard had laid in seeking to make the ITF not only more relevant in the world, but more responsive to the needs of the campaigns being waged against the transnational corporations for workers' rights including human rights and the rights of women and indigenous communities.

Paddy will no doubt bring a new vision to the ITF that will complement and build on the outgoing president's work, together with an organising view and plan that will be inclusive, transparent and measurable. The feeling in the Australian delegation was very positive even given the fact that there had never been an Australian trade union leader elected as



president of the ITF. It will be a massive challenge given the make up of the organisation and work required, but it is now evident that not only was the Australian delegation confident in Paddy's ability to continue to deliver on the foundations laid by Randall Howard in taking the ITF to its full potential, but so too was the greater majority of the ITF community as represented through the Executive Board.

It is a very serious responsibility to lead one of the world's biggest trade union blocks, and there is no doubt that the confidence shown in Paddy from transport workers around the world will be repaid with conviction, goodwill and commitment to the task ahead.

A lot of work went into not only the 2010 congress, but also the ongoing grind and hard work of the day to day issues, and this was recognised with the election of Mich-Elle Myers our MUA Women's Liaison officer to the Asia Pacific ITF's Women's Committee. Sydney Branch Secretary Paul McAleer was elected as joint chair of the ITF youth committee which, as with our own union, represents the future leadership of transport-related unions around the world.

The delegation was united and committed to the cause and all are to be congratulated for their participation at conference sessions. All are very appreciative of the planning and hard work that went into ensuring a successful trip. Equally the Congress hosts have to be congratulated for managing such a large influx of delegates from around the world and ensuring there was plenty to keep everybody busy after the daily conference sessions.

Mick Carr
Qld Branch Secretary

Work program

I was overwhelmed to have been asked to go to Mexico to attend the 42nd ITF Congress. The opportunity to represent the MUA, our country and women was too big to pass up.

After a long trip over to Mexico, I was excited to arrive and to start meeting other rank and file members from all over Australia. We spent the first afternoon getting to know each other whilst enjoying a cold beverage. Everyone quickly realised how heavily the Mexicans rely on tips as their average wage is extremely poor equating to about A\$5-7 a day.

The first day all the youths went straight into the congress for the first ever congress-related young transport workers' conference. Many topics were covered during the day; there was an election for four new members to join the young workers' steering committee, and later in the day we covered climate change, precarious work, growth of the Young Transport Workers' Network, campaigning, organising, building stronger unions, and how the work of ITF young transport workers globally can have an impact on local workplaces.

I was involved in many more conferences; the one I was most eager to attend was the women's section. The topics discussed were varying, interesting and in some instances very disturbing and upsetting. Some of the key issues included maternity, family, childcare and flexible working rights under threat, lower pay, sexual harassment and violence against women. There was a motion passed of 'Rejection of all forms of violence, femicide, and violation of human rights and support for the labour unions of the workers in Mexico.' We heard about Sakineh Mohammadi Ashtiani

who faces execution by stoning, along with the death of a trainee officer Akhona Geveza and pledged to remember her during our campaigning in 'Say No to Violence against Women'.

There were many positives to come out of the day. The next four-year work program for the ITF women has many campaigns to help improve work conditions for women transport workers around the world. We closed with a positive video from Sharon Burrows and it was noted that the date was highly appropriate as it was National Women's Day in South Africa.

I strongly recommend anyone who gets the chance to attend an ITF Congress to jump at it. I walked away with a better understanding of what happens around the world and how the ITF works – we are a very small piece of the pie. Most importantly I came home with a new appreciation for the country we live in and the rights we enjoy.

Fiona Munro
MUA Women's Rep QLD

Brave people

The first day of the ITF Congress featured the Youth Conference and all indications from our young delegates and others from different countries and work areas within the transport chain is that the youth of the world are extremely committed to improving workers' rights and conditions. The future of transport workers around the world is in very good hands.

The second day dealt with the issue of climate change and its effect on the transport industry. This is of a great importance to us in the port of Newcastle. It was heartening to hear discussion between union leaders from around the world on this subject. While acknowledging the science of climate change they also understand the need to protect workers' rights and still actively be involved in reducing emissions and embracing technology (clean coal etc) that will assist in combating climate change.

The next major involvement for me was the dockers' section meeting. We heard from many people from around the world about their various conflicts. Even though our own issues are important to us, in some cases they pale by comparison to the threats that these brave people and organisations endure. During discussion on the POC campaign I was given the opportunity to speak about the situation in Newcastle where a new coal terminal operator (NCIG) was starting up business without a Union Collective Agreement using old "WorkChoices" legislation to impose their will on their unfortunate employees. This being one of the main indicators of a POC it seemed important to raise this in front of such a major gathering.

The effect of allowing this to go ahead unquestioned could have an adverse effect on a port that has a history of operating successfully with collective agreements and working relationships with employers. A resolution was passed to take to the joint seafarers'/dockers' section meeting that NCIG/Newcastle be deemed a POC and be subject to all the controls and monitoring that are at the ITF's disposal. Finally the dockers' section meeting was dedicated to slain union leader Pedro Zamora.

In the seafarers'/dockers' section meeting the resolution dealing with the POC – NCIG matter was passed unanimously. The plenary sessions then took place culminating in the election of Paddy Crumlin as the new ITF president – a move warmly welcomed by our large delegation as well as many others. Now the hard work starts and we must be prepared especially at home to assist Comrade Crumlin and each other and not be divisive.

The conference ended with a great rally/march through the streets of Mexico City in support of Mexican workers. It was an emotional experience

to say the least. Once again thank you to all the MUA delegation but especially the Northern NSW group, and for your help and guidance Jim Boyle, Dean Summers and Paddy in helping with the NCIG resolution.

Dennis Outram
Newcastle Branch

Privatisation push

A big highlight of the ITF conference was having three Australians voted into key positions. Mich-Elle Myers was elected to the ITF women's committee for the Asia Pacific region. The ITF youth conference, which made a great impact at the climate change conference, elected Paul McAleer as the chairman of the ITF youth committee. MUA national secretary Paddy Crumlin was elected the first Australian president of the ITF.

At the dockers' section of the ITF conference we had a minute's silence in memory of Pedro Zamora, a union activist who worked on the docks in Guatemala, who was gunned down in front of his children for fighting against port privatisation.

The importance of having an Australian national safety regulation enshrined in law was top of the agenda at the ITF dockers' section after the loss of lives on the waterfront. The dockers' section outlined goals and initiatives they have been working towards over the past four years in the Ports of Convenience campaign. Efforts have been made to take on the unsafe and underpaid conditions faced by dockworkers in developing countries. Ports of Convenience are similar to flags of convenience shipping, where employers operate without any regulations around safety or accountability in regard to decent pay. The aim of the ITF has been to unionise and organise safe and decent conditions for all workers around the world who work for these big global network terminals.

DP World was one of the big global networks to get a mention at the dockers' conference. Trade unionists organising dockworkers in India had found the corporation one of the slowest and most difficult to deal with – sounds familiar. The urgent situation for dockers in the Costa Rican port of Limon was highlighted with their close American neighbours and allies the ILWU weighing in to support them with letters to the president in the USA. Costa Rican dockworkers had been under enormous pressure to leave their jobs with figures of \$137 million in bribes being offered to them in total to retire and allow the port to privatise. The Latin American dockworkers, to their great credit, refused to sell generations of jobs on the waterfront.

When they refused their union office was attacked and smashed and the union leadership replaced with vested interests in port privatisation. In the past, privatisation of ports resulted in two thirds of jobs disappearing and wages being radically reduced. The port of Caldera on the Pacific side of Costa Rica was privatised and a big increase in poverty has come about from profits pouring out of the local area into the pockets of foreign corporations. Part of the pressure fuelling these actions comes from private equity funds who buy privatised ports and then systematically 'harvest' value in the form of unionised wages and land value before moving on to somewhere else.

There was a general theme in Latin America of genuine workers' elected unions being replaced with what they call ghost unions or "protection" unions who represent global corporations and sympathetic governments who have no interest in workers at all. The dockers' committee talked about how, when these corporations get away with these actions they use it as a blueprint to attack other places. The attack on Patricks came after



the massive attack on the Liverpool dockers. And around the same time in Strasburg, Europe, an attempt was made to pass government legislation to allow foreign seafarers to do the work of dockers on the wharves. This fight went to the streets where tear gas was used on protesting workers.

After writing this I found out the Costa Rican government has had to reinstate the democratically elected SINTRAJAP union leadership, as the coup was considered illegal. This is good news for all of us.

Jane Hyslop
MUA Port Botany

Job well done

I would like to thank the Maritime Union of Australia for the opportunity to attend the 42nd ITF Congress. Unfortunately because of travel arrangements I arrived a couple days later than most and missed the opening ceremony, the delegation meeting as well as the Young Transport Workers' Conference.

To be part of such a delegation is something that made me feel extremely proud; an experience I won't forget. And with the election of our National Secretary to the position of Paddy as ITF President, Michelle Myers elected as women's representative and Sydney Branch's Paul McAleer elected Chair of the Youth Section, it was hard not to smile!

The days were filled with many issues faced by transport unions from all over the world; latest news from all the hot spots and updates on current campaigns and situations. The day before leaving and almost immediately after the election of Paddy as ITF President we joined a rally in support of fellow workers from the Mexican Electrical Union. A special mention must be given to two particular MUA members who, with assistance from all who attended, raised much-needed funds for the embattled electrical workers – a job well done.

Peder Bull
Tasmania Branch Deputy Branch Secretary (Honorary)

Grateful

I would like say how grateful I am to have been able to attend the 42nd ITF Congress. I thought it was a huge success, and I received the same feedback from all the people I spoke to in Mexico, particularly the young people from the youth committee who I spent a lot of time with.

It was good to see Paddy Crumlin elected president of the ITF and to meet so many comrades from all over the world, and get their point of view as well.

Clem Clothier
SA Branch Deputy Secretary (Honorary)

Grave plight

I was fortunate to be nominated earlier in the year to attend the 2010 ITF congress in Mexico City so it was with excitement and anticipation that my wife Kerry and I started to plan our adventure. As I have been MUA Portland (Vic Branch) honorary secretary and ITF representative for the last 25 years I was looking forward to witnessing the international solidarity of the ITF first hand.

We spent two weeks in the US prior to the congress doing the tourist thing along with a visit to the ILWU Local 10 labour centre in San Francisco. The centre was fairly quiet as work in the area has slowed to servicing cruise ships with most of the stevedoring done across the bay but we were made welcome by our American brothers.

After touring some of the US west coast as well as Vegas and the Grand Canyon we arrived in LA and headed for LA International Airport. Was this place busy – a plane every minute! We were flying Mexicana (one of the two major Mexican airlines) and as we made our way to the check in area the line up of people was enormous; there must have been at least 1000 passengers. The word was that Mexicana had gone broke and creditors had seized two of its planes in Canada. After about three hours we were told that our tickets had been cancelled and resold. I was getting a bit agitated by this stage but luckily Kerry put her negotiating skills to work and got us on the next flight.

On arriving in Mexico City we were transferred to our hotel and headed



for our room for some much needed sleep. The next couple of days were spent looking around the city as well as a trip to the pyramids to soak up some of the local history. On the way back to the hotel we stopped at a local café and had a bite to eat – a big mistake as I spent the next two days crook as a dog and had to get a doctor to our room (US\$150 for the visit) to help fix my Mexico belly and fever. I was not alone as most of the MUA group that ate at the café was in the same boat.

Feeling a little better it was off to the congress opening with the MUA delegation making an impact with all 70 members dressed in the MUA delegation shirts. Unfortunately with only half of the day done the body said enough and it was back to bed.

The congress itinerary was pretty full on starting around 8.30 and running through to 5.30 each day as well as workshops most evenings for a couple of hours. The ability to talk with unionists from across the globe only confirmed that we all have the same issues to deal with and in a lot of cases the same anti-union, anti-worker employers.

The plight of the Mexican workers is grave. The Mexican Federal Government is anti union and supports its fat cat mates in suppressing workers' rights and handing obscene profits to the select few. A couple of examples are the miners and the electricians who worked for the state-owned power company. The government sacked 40,000 electricians and revoked their licences so they can't work their trade. Their union was deregistered and all assets seized, the workforce was replaced with scab contractors and a yellow union appointed by the government. The miners were forcibly removed from their place of employment, their union was deregistered and all assets seized and the miners were replaced with scabs under the protection of the Army. Similar bastardisation is happening right through Central and South America and indeed the world.

The doorman at our hotel, the Melia Mexicana Reforma was working 12-hour shifts, 6 days a week for 50 Pesos a day (A\$5). He has to support his wife and two kids on this pittance. It's just not right.

As I said I have been involved with the ITF for 25 years and it was hard to come to grips with the bureaucracy and in some instances self interest and self-preservation that exists within the federation. Don't get me wrong, a lot of good work is being done it can just be done better.

The congress put a lot of time into ensuring that youth and women will play a big part in global activism in the future of the ITF with the MUA well

represented with Paul McAleer being elected as Co Chair of the ITF Young Transport Workers' Committee and Mich-Elle Myers elected to the ITF Women's Committee.

Our National Secretary Paddy Crumlin was elected as the president of the ITF after much lobbying and number crunching and his election was mostly well received. I am sure with his commitment to social justice, his strong leadership as well as his gift of the gab Paddy will guide our international collective to be a more effective and proactive federation.

The congress ended with a march through the streets of Mexico City to a huge rally in the Presidential Palace square. With the numbers at around 50,000 strong it was a moving experience. At one stage I had a Mexican run up from the side of the street and hug me saying 'gracias, gracias amigo'. I checked for my wallet but he was just genuinely grateful we were highlighting the Mexican people's plight. I am proud to be union and internationally we can make a difference.

After 12 days the brain and body were a bit worse for wear so with some relief, Kerry and I got into the transfer bus to head for the airport. You guessed it, there were no seats on the flight out. As we had not arrived on our booked inbound flight the tickets had been cancelled and resold. Every militant hair on the back of my neck stood up. I started to try and convince (threaten) the counter staff until she said, "calm down sir or I will push the red button and the police will come". Not wishing to spend the next few days in a Mexican lockup it was Kerry to the rescue and after two hours it was on the plane in business class thank you.

We flew to Auckland NZ for a couple of days stopover to catch up with our friends at MUNZ and attended a stop work meeting at the Auckland Local 13. Once again similar issues arose. Thanks to Russell Mayne and Gary Parsloe of MUNZ for their hospitality.

The trip was a great learning curve and I suggest that all MUA members make it a priority to find out about the ITF, what it is, what it does. As you and I know, international solidarity is a must going forward. Contact your delegate, branch or official for further information.

Warren Finck
MUA Hon Secretary Portland, Victoria
ITF Representative

CONGRESS REPORTS



Mark Champley and Steve Husband

Just a short note to let you know that the ITF Congress that I recently attended in Mexico for me personally, was very informative and enlightening. To find out what is happening with working class people around the globe is unbelievable.

It was my first ITF Congress and I am very proud to be a MUA member.

Global organising of unions is so important if we are to be heard and respected by governments and employers.

Paddy Crumlin is a respected and true leader. His presence as ITF president, in my opinion will make a big difference.

There are some developing disputes around the world eg., Costa Rica, that the ITF can play a major role regarding solidarity from workers from other countries. We won the dispute against Howard and Corrigan in 1998. Now let's assist our comrades in Costa Rica with help from the ITF.

In finishing I would like to thank the union and it's members for giving me the opportunity to attend and participate in this most important event.

regards
John Weekes (Burnie Delegate - Tasmania)

To My Fellow Rank & File members,

I was immensely proud to have been given the opportunity to represent the youth for the Queensland Branch at the 42nd ITF Congress. I quickly found out that I wasn't only representing a branch or a state but I was representing a country.

As we arrived in Mexico after nearly 18 hours of continuous flying, we were happy to have finally reached our destination in one piece. We slowly grew in numbers as we met other rank & file members and delegates along the way. We knew that this was going to be the largest delegation of MUA members to have ever been assembled outside of Australia and an important page in history for the international union movement as a whole.

Being so far away from home, it was good to be amongst familiar faces. Mexico was a realistic experience of how some parts of the world work. We found that within such a modern and developed city that poverty was around every corner. We learnt that the average wage in Mexico was about 60 pesos a day which equates to AUD\$6.

Most of the big international companies in Mexico were controlled by yellow unions and many workers were being exploited and wages were not being paid on a regular basis. We met workers that were part of the Mexican Electrical Union, who had been locked out of their jobs for the past 10 months for being in a 'real' union the SME. Not only had they been locked out for the past 10 months, their employer also had all the electrical trade licenses revoked. They couldn't work for their own employer or be hired by any other employer. While at the congress the MUA took up the cause and started a collection for our

comrades in struggle and raised 40,000 pesos (AUD\$4000). We committed the ITF to helping these workers to get their jobs back, but most importantly fight for their rights!

It was great to be proactive in union activities while in our host nation during our stay. I also attended the ITF Youth Conference which was in first ever in the ITF history. We covered issues on climate change, precarious work, growing networks within the ITF and how the ITF impacts on your workplace. On the 2nd day of congress I reported the youth's resolution on climate change to a delegation of 1000 members. It was the first time the youth had ever been involved in an ITF Congress and I had the great privilege of delivering it to the fellow workers of the world.

I also had the privilege of supporting Paddy Crumlin and being witness to Paddy being elected president of the ITF which represents 4.5 million workers around the world and now the MUA was at the helm of this powerful body.

During my stay in Mexico, it was a great opportunity to do some networking with our own Aussie delegates from the other states and catch up on the issues that were affecting them.

There were a few late nights which followed a few sore heads in the morning. But at the beginning of each day it was business as usual at Congress. With 4.5 million members to represent, we had to get all the framework right, as well as electing the right people to the chair positions for each section, for the benefit of all members. Over the days that followed I was only an adviser as youth could not vote. I was happy to see how international unions interacted with each other and voted for and against motions and resolutions which would affect each and every one of us.

Many debates took place on the Congress floor and continued until an outcome for each motion and resolution could benefit every union great or small. But I believe that this is democracy and it must be done in this fashion, so everyone gets a fair say, regardless of whether you represent 50 workers or 50,000 workers. So everyone receives the benefits of being a part of a union movement.

I have learnt a lot while attending the Congress and met a lot of international delegates with whom I will carry on a friendship. This will help grow and strengthen international solidarity across the world without the limitations of oceans and borders. I would like to take this opportunity to thank the rank & file members for their sponsorship and making this Congress possible for me. Without the help of our financial members our union could not be as strong as what it is today.

In unity,
Walter J Crookall
MUA Delegate, South Queensland Branch.
Australian Amalgamated Terminals (AAT)

Dave Cushion, Len Covell,
Jim Boyle and Warren Smith



I would like to thank the WA branch for asking me to attend the ITF congress in Mexico City.

The trip was a good eye opener for a lot of us just seeing the number of other unions around the world who participate in the ITF.

The election of Paddy Crumlin as the ITF president and chairman of the Dockers section was especially pleasing as this will help the MUA out tremendously in the future in our campaigns against workers being treated inhumanly and other matters.

On a personal note I have met and made some great new friends from Australia and around the world which I'm sure will come in handy in the future. I would like to thank Mich-Elle Myers and Dean Summers for all the work they put in over the last 12 months to make this trip work.

I would also recommend any young union member to attend one of these conferences to see how the world unions can work together over some pretty important issues coming up.

Garry Bickley
WA Branch delegate

I would like to express my thanks to the members of our Union for allowing me to be part of the 42nd Congress of the ITF, that took place in Mexico City from 5th Aug to 12th Aug.

At the Congress we heard a number of speakers, speak on many issues. But the issue that drew the most attention, in my opinion, was the continuing attacks by many Government around the world on workers' rights.

The continuing attack by employers with the support of these corrupt governments to take away the rights of Dockers and Seafarers around the world to earn a decent living to feed, and support their families.

The continuing attack upon workers, who are prepared to take on these employers, and speak their mind on issues such as safety in their workplaces and the environment.

One key speaker the President of the ILWU spoke about continuing attack upon workers in Costa Rica, in particular the Dockers who have been thrown off the waterfront by the police and army under the instructions of the Costa Rican government, and replaced by scab labour.

There were many other issues discussed over the 2 weeks of the Congress, but the three of most interest to the MUA delegation, were the election of Paddy Crumlin to the Presidency of the ITF, the election of Paul McAleer to the Co-Chair of the Young Transport Workers Committee, and the election of Mich-Elle Myers to the Asia Pacific Women's Committee. All three will be great assets to the ITF, as they are to the MUA.

In conclusion this Congress was very successful and showed that the ITF is

working hard, to improve the conditions of workers all round the world.

Glen Wood
Deputy Branch Secretary
Sydney Branch. MUA

The Newcastle branch sent a large group of activists to the congress as we believe that the international work is crucial to our survival and our ability to win the big fights. Our members wrote a resolution to get the dockers section to take on NCIG as a terminal of convenience and mobilize international support for this non union agreement and this resolution was passed at congress. This will mean that ITF resources and research will assist us in making this a successful campaign.

It was an honour to be a part of this event and the level of participation from our delegates was extraordinary as their ability to network with other nations and share experiences proved to us that we were right in bringing such a large group.

ITF Congress is such a huge event that the global perspective will never be lost on our members and it is something that will stay with them to share with their workmates for the rest of their working lives.

Jim Boyle Branch Secretary
Len Covell Deputy Branch Secretary (Honorary)
Nth NSW Branch



Sobering message

The 2010 Mexico City ITF Conference was an outstanding success on many levels. From the opening sessions of the conference the 70-strong MUA delegation, all outfitted in their conference shirts, provided an impressive sight that definitely announced the MUA presence.

The conference theme “Strong Unions – Sustainable Transport” resonated throughout the sessions and reports that made up the 10-day event and highlighted the different challenges facing the various sections of the international transport industry. However it also displayed the underlying issues that lead to the problems facing the unions in each sector; the rampant deregulation and unfettered competition being championed by governments and big business leading to immense pressure on the basic working conditions and earning capacity for workers across the aviation, roads, rail and maritime sectors. It underlines the necessity for unions to organise globally to defend our members’ rights in all sectors.

The reports from the climate change sessions were very sobering and left all who attended in no doubt that this will be the issue for our generation. They highlighted to the Australians present the folly and danger of the ignorant conservative political agenda of denying the reality of climate change.

Other reports covered HIV/AIDS in the African continent and the impact it is having on their populations in general and road and rail transport workers in particular; the oppression and violence perpetrated against trade unionists in some countries including arrests, beatings and even murders of union leaders such as the murder of Pedro Zamora in Guatemala and the jailing of Mansur Ozanloo in Iran; and the role the ITF is playing internationally to attempt to address these atrocities. These reports were both frightening in a way that we in this country could not really fathom yet inspiring in seeing and understanding what the membership and activism in our own union was helping the ITF to achieve.

The Youth and Women’s Conferences were again great successes and continue to go from strength to strength and demand our support. Congratulations to Mich-Elle Myers and Paul McAleer on their outstanding leadership in these important areas that represent the future of the union movement.

The culmination of the conference was undoubtedly the election of National Secretary Paddy Crumlin as president of the ITF. Everyone at this conference knew that Paddy was the man for that job and the celebrations that ensued when the position was announced said it all. Congratulations Paddy, we all know that expanding your leadership on the international stage can only strengthen the ITF and that your presidency – coinciding with our great comrade and like-minded dynamic union leader Sharon Burrow taking on the secretary’s position of the ITUC – bodes great things for the future of the union movement internationally.

Congratulations must also go to all of the MUA delegation and officials who attended the conference. They all did an outstanding job representing this union over those 10 days. I am sure the experience and education we all got and that the delegates will bring back to their respective workplaces can only lead to further strengthening of the rank and file of this great union.

Garry Keane
SNSW Branch Secretary

Comrades, fellow delegates the M.U.A hit the world stage at the recent ITF congress in MEXICO CITY with the election of PADDY CRUMLIN as ITF president.

I like to take the opportunity to thank the Newcastle branch, national office for the honour to attend congress. It was a pleasure to meet delegates from Australia and internationally, the comradeship among delegates was amazing, socially and in congress.

The congress was informative and inspirational; again I thank the branch and national office for the chance to be part history for M.U.A.

Hay un solo `s Paddy Crumlin, solidaridad para siempre

Wayne Tilley P&D
NNSW Branch

First hand

First I would like to thank the MUA for giving me the opportunity to go to the ITF congress. It allowed me to understand firsthand what unions do for the workers on an international level. It was an enlightening experience to see workers struggles in Mexico and gave me a greater appreciation for what the unions have done to better our lives here in Australia.

The biggest highlight for me was seeing Paddy Crumlin get voted in as president of the ITF, considering the teamsters have 1.4 million members compared to the MUA’s 13,000. That was a great achievement for the MUA and speaks volumes. While in Mexico for the ITF congress we had the opportunity to raise 38,000 pesos for a local Mexican union of electrical workers (SME) 44,000 members were sacked, the Mexican government brought in the police and military to lock the workers out. The workers were forcibly removed and have been unemployed for 10 months thus far. Paddy also helped to raise an additional 12,000 pesos for the cause bringing it to a total of 50,000 pesos (more than \$4,000 Australian). This is true unionism.

Paddy has said a number of times the MUA is a international union standing together united. As a member of the MUA I hope we move to help more dockers and seafarers around the world to better their working conditions. In closing I’d like to say congratulations to Paddy Crumlin, Paul McAleer, and Mich-Elle Myers on their elected positions to the ITF, you have my support.

Sincerely,
Tonia Kerns

More leverage

I had privilege of being part of the delegation to the 42nd ITF Congress in Mexico City, a city where workers’ rights are almost non-existent, a city where workers live in fear of abduction, jail and execution just for daring to join a trade union in order to achieve decent working conditions.

It is humbling to hear of the struggles of unions in the developing world and serves as a reminder to our members that everything we have won through struggle. The boss gives you nothing and when you look through our history our members have paid with their lives to get the conditions we too often take for granted.

The ITF represents transport unions in sea, rail, road, air and docks around the world and has a key role to play in running international



campaigns in support of struggling workers wherever they can get leverage. In a world where corporations are global, the ITF has the ability to deliver on strategic campaigns.

Congress was informed of Maersk's drive to reduce the berthing times of their vessels by 20 minutes which equates to an increase in profit of \$800 million dollars. This point was not lost on congress participants: as a powerful tool in the ITF's armoury, a 20 minute delay in each port would cost Maersk just as much. That is leverage.

The MUA sent a very large delegation to this congress to show our commitment to internationalism and our desire to change the direction of the ITF. Congress elected Paddy ITF President and Dockers' Section Chair. These positions are not easy to attain and Paddy has worked very hard on behalf of the MUA to achieve this result.

I have spoken to many industry employers since Paddy's election as president and it has been clearly noted as a significant addition to the armoury of the MUA. For the ITF it signifies a change in direction and a more progressive agenda. Paddy's commitment to the international movement is without question and serves to strengthen the MUA's position in the industry.

Former ACTU president Sharon Burrow was recently elected President of the International Trade Union Confederation. Sharon addressed the congress by video link and made mention of her close working relationship with Paddy and the MUA. Now with Paddy as President of the ITF they make a formidable team.

Adrian Evans
WA Deputy Secretary MUA

Watershed moment

The ITF conference in Mexico City will hopefully be a watershed moment for the international trade union movement: the moment when a move was made from the older, Eurocentric, Cold War-based style of operation to the newer, organising model that sees the trade unions' role as organising and fighting for the rights of working people around the world.

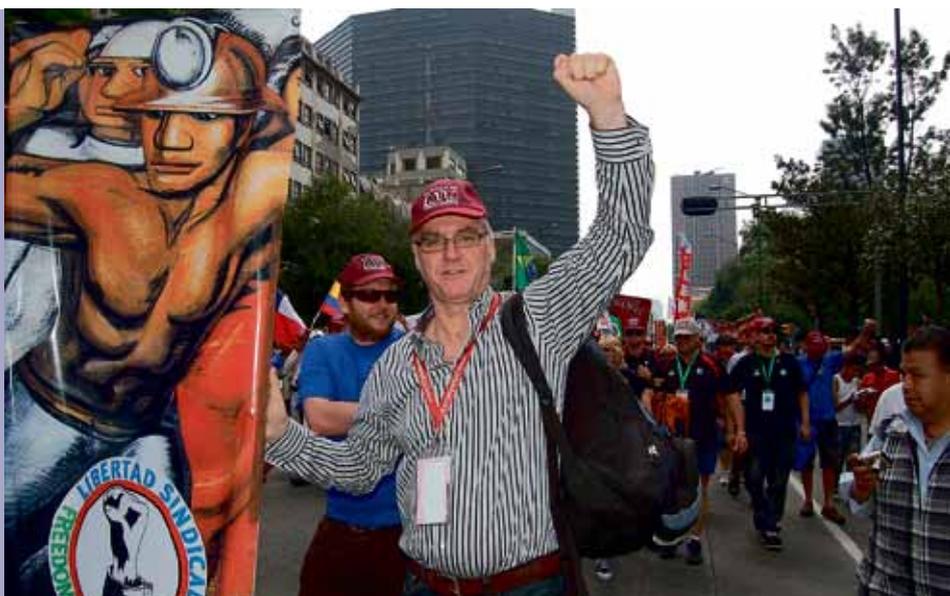
The trade union movement's need to change its role and attitude and its ability to force change was reinforced by the seafarers at the conference: the example of union agreements at Maersk terminals in India; the fight of the dock workers in Costa Rica and the role the ILWU is playing in their struggle; the campaign to free jailed Iranian trade unionists. All speakers reinforced the potential of the ITF in working globally to improve workers' conditions.

Of the many highlights the most memorable was the election of Paddy to the presidency followed by a rally where the delegates joined 50,000 sacked electricians and miners in a march through Mexico City that ended in the great plaza in front of parliament where two MUA rank and filers presented money collected by the delegates to help the families of sacked workers.

All MUA members should be proud of the role the MUA is playing in creating a stronger international trade union movement.

Dave Cushion
Assistant Branch Secretary Victoria

AFFILIATES REPORTS



Common bonds

I was one of four delegates representing the Maritime Union of New Zealand at the ITF Congress in Mexico City. It was a great experience, especially to witness the struggles of the Mexican working class, which are a powerful reminder of how so many workers around the world are still fighting for their basic rights.

The MUNZ was proud to be there to see Paddy Crumlin elected ITF President. Our union sees this as a major achievement for unions in our part of the world. We also see it as a good sign of the development of a stronger, activist ITF that will “fight from the front.” Paddy has our full confidence in his new role.

In so many areas we are constantly battling against attacks from global capitalist forces, transnational corporations, and the power and pressure they bring to bear on democratic political systems. The need for a strong, considered and militant approach from trade unions is greater than ever. Transport unions are at the heart of the globalised economy and we must use our collective strength for the benefit of members and the wider working class.

The MUNZ and the MUA share common bonds that go back well over a century, from the formation of the seafarers’ and waterside workers’ unions to the modern day where we share each other’s struggles and many of our members work alongside each other in an international industry.

From “across the ditch” the MUNZ sends its solidarity and best wishes to our MUA comrades.

Kia Kaha Ta Tau Ta Tau
(Be strong we are all one)

Joe Fleetwood
General Secretary
Maritime Union of NZ

Extreme adversity

Attending the 42nd ITF Congress as a delegate from the Australian Services Union (ASU) was an honour. Significantly, I was privileged to see two deserving Australian trade unionists, Paddy Crumlin and Mich-Elle Myers elected to official ITF positions during congress.

I am grateful to have been afforded the opportunity to gain the perspective that we are part of the international labour movement and that when issues such as climate change and sustainable transport need to be urgently addressed, it will be done as an international movement, not as a single union.

I was humbled by learning of the struggles of trade unionists across the

globe and their successful capacity building in the face of extreme adversity, juxtaposed with many Australian workers’ employment experiences.

Finally, my congress experience was considerably enhanced by the camaraderie shown to me by many MUA delegates who attended the conference. It was because of the inclusiveness of the MUA that I, as an ASU delegate, felt welcome and part of the ITF family.

Kath Nelson
ASU
QSU

Cohesive and inclusive

Thank you for the opportunity to contribute to your special booklet for the 42nd ITF Congress. It was a great success and even more special when Paddy Crumlin was voted in as president. It was very clear on the day he became president that he had the full support of all who attended from around the world. I believe that Paddy will be able to galvanise the ITF into a cohesive and truly inclusive organisation. This is a win for all transport workers around the world.

I also want to make a special mention of Mich-Elle Myers who worked tirelessly in organising the MUA delegates and others including us, ensuring we were looked after. I also want to highlight the dedication of all MUA delegates who attended the congress every day and built a united front in support of their leader, Paddy Crumlin.

Finally I want to thank the MUA officials and delegates for ensuring that Kath and I from the ASU were included in all their activities. The MUA should be very proud of their delegates who were inclusive and united in the cause of the ITF Congress. Viva Mexico, Viva ITF and Viva MUA.

Margie Dale
Branch Secretary
ASU North Qld Clerical & Administrative Branch

Aviation reports turbulence

As the ITF Congress began, Mexicana Airlines, Mexico’s national flag carrier founded in 1921, filed for bankruptcy protection in a bid to restructure costs.

Before the bankruptcy filing, the company unsuccessfully sought union agreement on pay cuts of 41 per cent for pilots and 39 per cent for flight attendants, along with a 40 per cent reduction in employees. Labour leaders rejected the proposal, saying their members already agreed to cuts in 2006.

Pilot and cabin crew union representatives addressed the conference



explaining how the move was a deliberate exercise to cut costs by simply jettisoning the highly unionised airline while its low cost subsidiaries Mexicana Click and Mexicana Link continued operations.

Prof Greg Bamber, Director of Research, Department of Management at Monash University, addressed the conference on the state of the global airline industry since the advent of low cost carriers: specifically, the changing interrelationship between airlines and unions.

Sean Beatty, a British Airways cabin crew member and union delegate for the union 'Unite', addressed the conference outlining the dispute over new work practices at BA. The dispute has been going on since the beginning of the year and cabin crew have been victimised by BA: union delegates and members have been dismissed and others have been disciplined.

The conference fully supported an emergency motion calling for continued solidarity action to support BA cabin crew and demanding that BA enter into constructive negotiations with Unite in order to reach an agreement.

Every four years at the ITF Congress, the section elects the Civil Aviation Section Committee which acts as a steering committee for the section between conferences. Jo-Ann Davidson, FAAA Domestic/Regional Divisional Secretary, was elected to the steering committee.

The ITF Civil Aviation Section's next four-year 'organising globally' plan includes specific plans in the Asia/Pacific region such as organising workers in Air Asia and in airline alliances (One World, Star, Skyteam).

The Asia/Pacific region is the fastest growing in the aviation market and it is forecast that by 2025, it will be larger than Europe and North America. Two low cost airlines are setting the trend in the region: Air Asia and Jetstar.

The Australian Aviation Unions Federation (AUF), an alliance between the TWU, ALAEA and the FAAA Domestic/Regional Division, is committed to working with the ITF to organise these airlines across national borders. The Federation's aim is to establish international standards and employment rights for airline workers no matter where they are based, the airline they work for or the industrial relations practices and policies of the airline.

Jo-Ann Davidson
Secretary, Flight Attendants' Association of Australia
Domestic/Regional Division

T.U.F Comrades

The R.T.B.U. Delegation to I.T.F. congress held in Mexico City August 2010, was Joanne McCallum from N.S.W. and John Higgins from Victoria.

We were very pleased about the election of Paddy Crumlin, M.U.A. the international President of the I.T.F. and Mich-Elle Myers M.U.A as Asia Pacific

Regional Women's Representative.

Throughout the Congress our delegates worked very closely with our T.U.F. comrades from Australia and New Zealand.

The I.T.F. Congress in Mexico was an important experience which emphasised how important solidarity is in our movement.

It provided a great opportunity for delegates from around the world to come together, share experiences and exchange valuable information.

The I.T.F. Congress has put together a large list of priorities and work programmes to promote decent working conditions, secure jobs and improved transport services in Australia and abroad.

That's why it's important for the R.T.B.U., M.U.A. and T.W.U. to stick together, fight common causes and deliver on I.T.F. commitments which will shape our industry future.

John Higgins (RTBU)





CONGRESS RESOLUTIONS

Resolution 1: Responding to Climate Change

The ITF 42nd Congress, meeting in Mexico City from 5-12 August 2010:

1. Acknowledging the fact that global warming is already occurring with the 10 hottest years on record having happened since 1990, and the massive danger presented by further climate change to human civilisation;
2. Noting the scientific consensus that global warming is caused by human activities which pump carbon dioxide and other greenhouse gas emissions into the atmosphere;
3. Acknowledging that responsibility for global greenhouse gas emissions has to be understood in the context of historical and existing inequalities in wealth and access to services between industrialised and developing countries, resulting in substantial differentials in per capita emissions;
4. Acknowledging that while responsibility for emissions lies with rich and powerful nations, it is the poorest countries which are the most vulnerable to the effects of climate change through impacts on agriculture, food security, water supplies, weather, health, ecosystems and infrastructure, including transport;
5. Realising that extraordinary weather conditions (droughts, flooding, etc) due to climate change have already destroyed jobs, homes and peoples' lives, particularly in developing countries, and if little is done, millions of jobs and peoples' livelihood will be further at risk;
6. Believes therefore that ambitious mitigation action is fundamental if we want to leave our children a sustainable world and a chance for social and development goals to be achieved, and that these actions must be fairly shared and distributed between and within countries;
7. Noting that transport is responsible for 14% of global emissions, with the transport sector accounting for over a quarter of total world energy use, and that private motoring represents more than half of these;
8. Is concerned that transport emissions have increased dramatically over the past 30 years, and are increasing in all regions of the world at a faster rate than any other energy-using sector of the economy; in some countries, rising transport emissions have outweighed the reductions made in other sectors;
9. Considers it essential that people should be encouraged to shift modes away from high-polluting modes of transport and onto more environmentally-friendly forms of transport such as high speed rail;
10. Acknowledging that transport costs have become too low, mainly due to the fact that most transport modes do not cover their external costs and that wages and working conditions have been weakened and undermined during the neo-liberal era of the past 30 years;
11. Aware that emissions from fossil fuels are not only a problem for the environment, but also for the health and safety of transport workers;
12. Noting the conclusions of the Intergovernmental Panel on Climate Change (IPCC), informed by data amassed and reviewed by more than 2,000 scientists, that global warming must be kept within 2 degrees Centigrade above pre-industrial levels to ensure a 50% chance of avoiding catastrophic climate change;
13. Noting that there is a growing body of scientists who maintain that the 2

degrees scenario is itself dangerous given the potential climate impacts on vulnerable countries and communities, and that low lying coastal communities in particular therefore will require more radical measures and support;

14. Aware that limiting warming to no more than 2 degrees requires a sharp reduction in the volume of emissions entering our atmosphere, and that steps need to be taken now to achieve a 25-40% cut from 1990 levels by 2020 and a 50-80% cut by 2050;
15. Believes that the market-based solutions of governments and employers have thus far failed to seriously deal with rising emissions, and that addressing the climate crisis will require a far-reaching political and economic transformation driven by alternative social and environmental priorities, including major government driven investments, social and technological innovation and skills development, social protection and trade union involvement;
16. Recognises that not only climate change, but also the policies needed to prevent it, including a shift to low carbon forms of transport, will have an impact on the number of jobs in most transport sectors, particularly in public transport and among those which are engaged in the transport of fossil fuels – although with different effects;
17. Believes that while the urgent adoption of these policies is vital to tackle climate change, the ITF and its affiliates must defend the interests of transport workers by fighting to ensure that these policies are implemented in a way which protects jobs and creates new ones through a process of just transition;
18. Believes that the environmental impact of transport is inseparable from how transport is controlled and organized in the global economy. The greater part of transport needs are not created in the transport sector itself, but are created by demands in other parts of the economy, through existing production and consumption patterns. The growth in transport emissions is thus a result of a transport system geared towards a trade-based model of economic expansion, just-in-time production and the competitive needs of multinational corporations, resulting in negative effects for workers, communities and the environment;
19. RESOLVES that:
 - a. The ITF and its affiliates, on being guided by experts, take a science-based approach to emissions reductions and climate change, and therefore commit themselves to defining and contributing to the major transformations which are required in transport and across society as a whole.
 - b. The ITF supports sustainable transport alternatives based on a Reduce-Shift-Improve (RSI) framework which recognises that to achieve emission reductions there will have to be fundamental changes in the current system of globalised production which relies on global supply chains, low transport costs and cheap and increasingly casual labour.
 - c. The ITF thus supports initiatives and measures which strengthen democratic control of the economy, curb financial speculation, reorient financial flows towards sustainable developments and re-introduce market regulations as necessary measures to reduce unnecessary transport needs, stop cut-throat competition and plan an integrated and sustainable transport system.
 - d. The ITF considers the necessary transition to a low-carbon economy and a sustainable transport system as an opportunity to creating a better society for all – with more equality between countries and people, eradication of poverty, increased democracy, better working conditions and less pressure and stress.
 - e. The ITF will insist that developed countries take their historic responsibility for the climate crisis and thus assist developing countries in their transition to sustainable economic development through transformation funds, national control of natural resources and free transfer of technology.
- f. The ITF supports the transition to a green industry policy to achieve the necessary emission reductions and the creation of millions of new socially and environmentally sustainable jobs. This policy must be based on national programmes which link infrastructure investments, procurement policies, local content rules and positive support for domestic manufacturing to underpin the transition to a low-carbon society.
- g. The ITF will never accept that the transition to a low-carbon society takes place through increased unemployment and the undermining of wages and working conditions of transport workers. A just transition therefore has to involve job creation, decent work and quality jobs, a radical redistribution of wealth and social security schemes which safeguard peoples' livelihood and social and human rights.
- h. ITF industrial sections and structures must work together to define the specific measures required in each transport section for changing the way goods and people are moved around as well as new methods and technologies to promote energy efficiency.
- i. The ITF supports that all transport modes cover their own external costs — including costs which are today paid by society as a whole. This should not, of course, prevent governments from organising collectively financed universal public services. Access to the industry should be tightly regulated. Wages, working conditions and social standards for transport workers should be improved, in order to reduce transport demands that are created as a result of substandard conditions and low costs.
- j. The ITF leads a campaign for the rapid scaling up of good public transport services world-wide, and the development of infrastructure to help counter rampant motorisation.
- k. The ITF supports the inclusion of emission reduction targets for international maritime and aviation in a new global agreement, and as a matter of urgency will develop a union position on the proposed measures for developing and implementing these targets. The ITF will continue to play an active role in ICAO and IMO on these questions.
- l. The ITF and its affiliates build alliances with other social and environmental movements at a local, regional and global level to support sustainable transport alternatives and wider transformation.
- m. The ITF continues to participate in and support Global Union initiatives on climate change, including trade union representation at global intergovernmental climate change talks and for measures and solutions which can guarantee a just transition to a low-carbon society.
- n. The Executive Board promote, together with ITF sections, in-depth studies of the impact of climate change, and the policies to tackle it, on employment in the different sectors of transport with a view to identifying:
 - The number and type of transport jobs which will be impacted
 - The new jobs which will be created
 - The process by which a just transition can be carried out within the different transport sectors
- o. The ITF secretariat should:
 - represent the joint interests of transport workers to secure a just transition to a sustainable transport system based on secure jobs, good wages and decent working conditions.
 - research and develop guidelines and case-studies on how adaptation and mitigation measures might impact on the organisation of work in the transport industry.

- implement a comprehensive education programme on climate change in all ITF regions to raise awareness and build union capacity to respond to climate change.
- build a network of affiliates interested in planning and coordinating union activities on climate change.
- allocate adequate resources for continued work on climate change.

Resolution 2: Reducing Carbon Emissions from the Road Transport Sector

The 42nd ITF Congress, Meeting in Mexico City from 5-12 August 2010, NOTES:

1. The transport industry is a major contributor to greenhouse gas production globally with around 13 per cent of overall emissions. Road transport is estimated to contribute 27,508 tonnes in 2007 (4.6 per cent of all emissions in 2007).
2. Whilst a few trucking companies have taken action to improve their environmental performance by introducing lower emission vehicles, alternative fuels, more fuel-efficient engines, lower noise production etc., most have not.
3. The failure of the Copenhagen Summit to reach an agreement on greenhouse gas reduction measures has seriously set back the cause of reducing global emissions.
4. And therefore, the ITF DEMANDS that:
 - a. All nations continue to work towards an international agreement on climate change
 - b. All nations implement specific transport sector strategies to reduce greenhouse gas emissions including:
 - Training in fuel-efficient driving and in maintenance and servicing techniques that will assist fuel-efficiency of all commercial drivers
 - Promotion, to owner-drivers and companies, of policies designed to upgrade their vehicles to make them more fuel-efficient and less polluting
 - Tripartite industry, union and government development and delivery of training in transport sector strategies to reduce greenhouse gas emissions.

Resolution 3: Responding to globalisation after the Global Financial Crisis

The 42nd Congress of the ITF, meeting in Mexico City from 5th -12th August 2010:

1. NOTES the continuing trend of economic globalisation – despite the impact of the global financial crisis (GFC) from 2007 to 2009 – which is characterised by increased global competition for industrial raw materials and fuel, the globalisation of production, markets and ownership and intense pressure for the creation of a more liberalised global transport system;
2. NOTES THEREFORE that the process of privatisation and commercialisation continues to affect transport and logistics services everywhere, and that even where transport employers have not yet been fully privatised, their transformation into structures which can easily be opened to private capital is the first step in a continuing process of liberalisation;
3. BELIEVES that the consequences of transport privatisation, liberalisation and fragmentation are attacks on safety, pay, conditions, pensions, trade union organisation and collective bargaining, that the abandonment of social transport in favour of transport systems run solely in the interests of big business leads to less democratic accountability and the growth of private transport monopolies and to

- more expensive, less efficient transport, where profit comes before the needs of the community;
4. FURTHER NOTES that the World Trade Organisation (WTO) is playing a central role in the process of liberalisation. Although its services agreement, the General Agreement on Trade in Services (GATS), has as yet played a relatively minor direct role in the liberalisation of transport services, there is increasing pressure from global transport companies for this to change, which could result in further opening up of domestic urban passenger transport, port, aviation and shipping markets to competition;
 5. EXPRESSES CONCERN that the international financial institutions persist in pursuing a neoliberal ideological agenda in relation to the restructuring of transport. Under pressure from the IMF, the World Bank and regional development banks continue to have serious negative impacts both on the quality of transport services and on the employment and working conditions of transport workers;
 6. NOTES that some progress has been made by Global Unions in engaging in dialogue with the World Bank, that a programme of secondments of trade union officials within the Bank's offices has included a representative from an ITF affiliate, and that some officials within the Bank appear to have acknowledged the failures of their restructuring projects and have expressed interest in establishing closer working relations with transport unions;
 7. STATES the need for international institutions and governments to recognise the limitations of free trade and to develop trade rules that recognise fairness and the need to protect social and environmental standards;
 8. IS CONCERNED that economic blocs such as the EU, MERCOSUR, ASEAN, the NAFTA countries and SADC are also promoting regional liberalised markets and that the trend towards bilateral free trade agreements at the expense of multilateral trade arrangements is severely undermining trade union and ILO efforts to promote decent work;
 9. NOTES ALSO that cooperation between different regional blocs is likely to be an expanding route for global liberalisation, with US-EU negotiations increasing in importance as well as initiatives such as APEC linking Asia/Pacific with the Americas.
 10. This 42nd Congress of the ITF therefore:
 - a. REAFFIRMS the ITF's opposition to any form of transport restructuring, including privatisation, that has a negative impact on jobs or workers' conditions or the quality and/or reach of service and rights and that is implemented without the agreement of the unions concerned.
 - b. STATES that public transport should be accountable to the public interest rather than to the interests of global capital and that affordable access to transport is a basic social right.
 - c. EMPHASISES its commitment to campaign for sustainable transport that takes full account of social and environmental standards, which must include government and industry measures to address the specific vulnerability of transport workers to the HIV/Aids pandemic.
 - d. COMMITS the ITF to continue to monitor developments within the WTO in relation to transport; oppose the inclusion of transport-related services in the GATS; support the continuing quarantining of maritime cabotage in free trade agreements; and support the inclusion of core labour standards and rigorous labour related compliance and enforcement rules in free trade agreements.
 - e. COMMITS the ITF to continue to engage in practical dialogue with the World Bank and regional development banks in order to more effectively challenge the neoliberal assumptions which underpin the Bank's programmes; to demonstrate both to Bank staff and to the government representatives who ultimately control the Bank

that positive alternatives to neo liberal ideology are possible; to put forward union alternatives; and to encourage the Bank to engage with ITF affiliates on transport restructuring, while providing support and guidance for the unions to empower them to deal with and challenge the institutions like the World Bank.

- f. COMMITTS the ITF to work closely with the International Trade Union Confederation (ITUC) and Global Unions (GUs) to assist the international trade union movement make progress on the GUs Action Plan for Financial Reform - which would clamp down on the shadow economy, end regulatory and tax havens, increase public accountability, reform banking, provide fair access to international finance for developing countries and protect working families against predatory lending.
- g. COMMITTS to continue to strengthen ITF regional structures to ensure there are co-ordinated transport trade union responses to these initiatives, and that individual regional responses support a strong common international strategy based on trade union principles and the development of sustainable economies that are not over-reliant on the export of raw material, and where transport is integrated into a development agenda. The development of such co-ordination is likely to have a positive and regenerative impact on the regional bodies of the ITF.
- h. CALLS FOR the ITF and its affiliates to develop alliances with civil society organisations that share trade union values in such a campaign.
- i. CALLS ON the ITF Executive Board to:
 - Continue to participate fully in Global Unions campaigning to achieve respect for social standards in the agreements of the WTO; to call for a moratorium on GATS sectoral talks until a full assessment has been made of the impact of current GATS measures on employment, equality and decent labour standards; and to monitor closely the developing work of the WTO in relation to transport within GATS.
 - Develop programmes to assist affiliates to more effectively challenge the programmes of the World Bank and other International Financial Institutions, which should be both through interventions on specific Bank privatisation programmes and via developing alternatives.
 - Develop strategies to respond to the emergence of regional economic blocs and to involve ITF regional bodies fully in this process.
 - Develop programmes to assist affiliates to address the negative impacts of globalisation on women and young workers and to involve the ITF's Women's and Young Workers structures fully in this process.
 - Build wider alliances with civil society organisations concerned with defending the public interest role of transport and promoting sustainable transport policies by governments, including special attention to the effect of HIV/Aids on transport workers.
 - Actively assist affiliates who wish to organise national campaigns aimed at amending national legislation, and political and economic infrastructure, to achieve the political and economic objectives captured in this resolution.

Resolution 4: Trade Union Response to Transport Privatisation and Liberalisation

1. The 42nd Congress of the ITF, meeting in Mexico City from 5th -12th August 2010 sends solidarity to all trade unions fighting privatisation and liberalisation.

2. Congress believes the consequences of transport privatisation, liberalisation and fragmentation are:
 - a. Attacks on safety, pay, conditions, pensions, trade union organisation and collective bargaining
 - b. The abandonment of social transport in favour of transport systems run solely in the interests of big business leading to less democratic accountability and the growth of private transport monopolies.
 - c. More expensive, less efficient transport, where profit comes before the needs of the community.
3. Congress is appalled at the trend of governments worldwide to extend the privatisation of national rail networks.
4. Congress is appalled that liberalisation and privatisation is increasingly a result of conditions imposed by the institutions such as the European Commission and World Bank, often against the wishes of democratically elected parliaments.
5. Congress believes that the railways should be integrated on a safe basis through the planned growth of co-operation between publicly owned railway systems throughout Europe and the World. Congress therefore resolves to redouble its efforts to resist rail privatisation and liberalisation and to campaign for publicly owned and publicly accountable rail systems.
6. Congress calls on the ITF to compile specific information that can be circulated to affiliates on developments relating to transport privatisation and also successes in retaining or securing publicly owned transport systems in the country of each affiliate and for this bulletin to be updated on a regular basis.
7. Congress notes that the shipping industry has long had to suffer the adverse effects of globalisation and that for many years employers, with the complicity of many national governments, have sought to replace domicile seafarers with low cost seafarers from non-developed-economy countries.
8. Congress recognises that this loss of employment for seafarers from developed economies in the last two decades has been through the expansion of Flags of Convenience. Congress therefore welcomes the recent International Bargaining Forum negotiations and the finalisation of discussions on the Developed Economy Ratings Fund and calls on the ITF and maritime affiliates to further develop this strategy and to ensure that the concept is developed across activities with training and employment opportunities for developed economy ratings significantly enhanced.

Resolution 5: Capitalism in Crisis

1. Congress regards the current European and Global economic and financial crisis as one which arises from the nature of our economic and social system.
2. Congress believes that the concentration of economic power in the hands of giant financial and industrial monopolies, which use that power to influence politicians and government policies, ensures that the maximisation of profit takes precedence over the interests of workers and their families.
3. Congress further believes that the commitment to free movement of capital, 'light-touch' regulation and low taxes on the super-rich and big business have protected and promoted the interests of the giant monopolies.
4. Congress therefore urges the ITF to campaign for a radical programme of measures to boost the economy, create jobs, enhance public services and improve the lives of workers and their families. These measures should include:
 - a. Restructuring and regulation of the banking and financial sector

- b. Public accountability and control of the energy and public transport sectors, utilising renewable energy technology
 - c. A massive programme of public investment in social provision and housing, and especially in energy conservation projects and in green jobs
5. Conference agrees to campaign for this programme and also to lobby for this position within the International Trade Union Confederation.

Resolution 6: Global Social Minimum Standards

The 42nd Congress of the ITF, meeting in Mexico City from 5-12 August 2010

1. NOTING that almost all transport sectors are dominated by multinationals which promote competition between employers and workers;
2. NOTING that many countries do not have collective agreements which guarantee social minimum standards for their workers;
3. AWARE that corporate social responsibility measures can be a solution but that they must not weaken industrial collective bargaining and that ITF affiliates must work to define a social standard which guarantees fundamental rights to all;
4. ACKNOWLEDGING the growth of contract workers entering the transport industry through outsourcing and labour hire companies which are seriously undermining workers' rights;
5. CALLS on the ITF to continue the global campaign together with the other Global Unions against the use by employers of a substitute or permanent workforce working alongside directly employed workers without any agreement between the primary employer and trade unions.
6. NOTES that trade unions in some countries have succeeded in maintaining the same social conditions and benefits for the workers of subsidiaries and outsourcing companies.
7. CALLS ON the ITF to make use of its influence regionally and globally to fight for permanent employment in all transportation facilities; the fight to organise all contract workers employed in the transport sector and to campaign internationally to set strict limits on the use of contract work in transport employers.
8. BELIEVES that the negotiation of International Framework Agreements, which cover economic, social and environmental issues and establish limits on the use of contract workers, can be an effective instrument in advancing global social minimum labour standards provided the principles in the ITF IFA model agreement are adopted.
9. BELIEVES that Corporate Social Responsibility measures can also be used to address problems related to professional equality, the management of employment and skills, health and safety and restructuring.
10. BELIEVES that the world economic crisis should not be a pretext to put into second place the issues of corporate social responsibility.
11. CALLS ON the ITF to demand the creation of a "social shield" protecting employees in all circumstances and allowing them a professional and decent career that guarantees both health and dignity.

Resolution 7: Transportation Safety and Anti-terrorism

The 42nd ITF Congress convened in Mexico City 5-12 August 2010:

1. CONDEMNS worldwide terrorist attacks in transport;
2. CONCERNED that all modes of transport, both the passengers and workers remain vulnerable to terrorist and illicit actions;
3. CONSIDERS that protection of the staff and passengers against violation shall be one of the key priorities for employers and politicians in collaboration with trade unions;

4. CALLS on governments worldwide to secure efficient and proportionate measures to improve transport workers' and transport users' safety, and to guarantee their civil and human rights.

Resolution 8: Transport Infrastructure

The 42nd ITF Congress, Meeting in Mexico City from 5-12 August 2010:

1. NOTES the strong economic, social and environmental case for greater investment in sustainable freight and passenger transport infrastructure.
2. NOTES that even where investments are made in transport infrastructure this is generally to support the economic status quo in terms of patterns of production, distribution and consumption that continue to disadvantage poorer communities nationally, and poorer countries internationally.
3. NOTES that more international progress could be made in redressing transport infrastructure deficiencies in ports, intermodal transport hubs, rail freight networks, urban passenger networks and roads.
4. NOTES the benefits that investment in better transport infrastructure delivers, includes further economic development, reduced congestion, reduced traffic accidents and fatalities, less social isolation for people located in remote areas with poor public transport links, reducing high levels of oil vulnerability and reducing carbon emission footprints.
5. NOTES that the urgent need to lift investment in transport infrastructure to meet future transport needs will require new financing methods in order to harness the necessary capital resources, consistent with the ITUC workers' capital policies and programmes.
6. CALLS on the ITF Executive Board to coordinate, or assist with, regional campaigns to:
 - a. Publicly promote the economic and strategic significance of integrated freight and public transport systems including all transport modes,
 - b. Force governments to improve their integrated, cross-modal approach to transport infrastructure development in ways that support new and more equal patterns of production, distribution and consumption, and
 - c. Force governments to make direct investments in infrastructure and to implement workers' capital policies and programmes.

Resolution 9: Health and safety in the workplace

The 42nd ITF Congress convened in Mexico City 5-12 August 2010:

1. ALARMED at the imperfection of labour safety in the transport sector jeopardising the lives and health of its workers;
2. EXPRESSES CONCERN over the inadmissible situation with workers' fatalities due to impacts produced by harmful and dangerous work-related factors.
3. NOTES the lack of proper respect on the side of employers and state agencies towards prevention of harmful and dangerous impacts produced by work-related factors.
4. CONSIDERS that in the field of labour safety the key priority for employers should be that of accidents prevention instead of accidents compensation.
5. CALLS on governments and employers to develop preventive policies designed to reduce health risks as much as possible, so as to allow for an improvement in working conditions to ensure they meet a decent standard.
6. APPEALS to international agencies and national governments to focus their efforts on improvements in labour safety by means of:
 - developing the system of state monitoring over compliance to labour safety standards and introduction of employer amenability for violation,
 - introducing contemporary approaches to industrial medicine,

- developing the system of rehabilitation measures adequate to the level of negative work-related factors.
7. COMMITS the ITF to developing a coherent approach to supporting the health and safety work of affiliates, by using its resources to research and collect information on common health and safety issues.

Resolution 10: Global Delivery Network

The 42nd ITF Congress, Meeting in Mexico City from 5-12 August 2010, NOTES that:

1. The ITF Global Delivery Network convenes ITF affiliates and other unions that represent workers at the five largest global delivery companies; UPS, DHL, FEDEX, TNT and GeoPost. The network develops initiatives to expand trade union strength and solidarity among workers in these companies. The Network is an innovative ITF response to key changes in the global freight transport and logistics industries. These companies are creating integrated freight transport systems that merge road, air, rail, shipping and supply chain management.
2. The logistics process is becoming a central issue within many corporations. Increasingly, competitive advantage is being sought through cost reduction and enhanced services. Significant numbers of corporations are pursuing strategies which involve the redistribution of production activities through the relocation of their own manufacturing operations to locations with lower labour costs and/or are developing ever more complex networks with suppliers and producers through contracting out and outsourcing arrangements on a global scale.
3. Logistics service providers play a vital role in the movement of goods, particularly as the complexity of supply and production arrangements increases. Consolidation trends within the logistics sector itself are resulting in the emergence of a number of powerful logistics service providers with an increasingly global reach. The interaction of such logistics service providers with suppliers, producers and lead organisations in transnational production networks through various contracts raises important issues about the types of logistics services provided and their implications for employment and skill requirements within the global logistics sector. Additionally, as such logistics providers increasingly take on the role of co-ordinators within transnational production networks, issues of power relations between actors within the networks become more pronounced. Such developments not only have major implications for employment within the global logistics sector but also for trade union structure, organisation and capacity to exert influence within and beyond the sector.
4. The global delivery companies have also emerged in the context of ongoing liberalisation of postal services and their vast distribution networks. The emphasis on express delivery of letters and small packages is creating increased competitive pressures on new technologies for marketing, warehousing and tracking.
5. Globalisation, market liberalisation and other changes in the regulatory framework place pressure on the global delivery corporations to further consolidate their operations, with mixed effects on existing jobs and employment conditions. Although these mergers, acquisitions and other corporate restructuring exercises are often part of long-term corporate objectives, workers and their unions often do not learn about them in a timely manner. Increasing global union co-operation focused on a specific corporation is creating early warning systems for major corporate developments and fostering joint global union approaches.
6. The ITF Global Delivery Network focus on the five largest companies as key players in the logistics industry and is an essential ITF response to these changes in the global transportation industry. The Network has inspired new approaches to organising, bargaining, campaigning,

networking, research and information exchange, education and dialogue with these employers.

This 42nd Congress therefore RESOLVES that the ITF will:

- a. Support the implementation of the Network's strategies in organising, communications, research and strategic campaigning by facilitating increased co-ordination between the unions in the Network including finding innovative ways of including unions in countries where the global delivery companies have only a small or sub-contracted presence
- b. Convene and support at least one Global Delivery Network meeting per year over the Congress period
- c. Develop education programs that assist affiliates in implementing Network strategies
- d. Encourage the continuing co-operation between ITF sections in support of the Global Delivery Network
- e. Maintain the ITF-UNI co-ordination for this Network and involvement of other GUFs when appropriate.

Resolution 11: Trade Union Unification and National Coordinating Committees

The 42nd ITF Congress, meeting in Mexico City, in August 2010:

1. NOTING the adoption of the resolution on Trade Union Unity in Transport by the 41st ITF Congress in Durban in 2006 and welcoming, as a result of this process, the entry of unions representing the FIOST tradition into the ITF family from 2010,
2. ACKNOWLEDGES that the ITF campaign of 'Organising Globally' aims to build and strengthen global solidarity and action to safeguard the rights of transport workers across sectoral boundaries.
3. NOTING that an important prerequisite for the success of the campaign is the existence of strong national unions willing to think and act together working across sectoral boundaries;
4. NOTING TOO the continued weak state of transport unions in many regions of the world due to political divisions between different labour centres, poor organisation in many branches of transport, continued deregulation and privatisation, outsourcing and the growth of precarious and sub contracted work which is splintering the trade union movement;
5. AWARE that division between transport unions seriously weakens the organised strength of the trade union movement and benefits only employers who welcome trade union competition;
6. SUPPORTS the building of closer national co-operation between transport unions at national level within ITF National Co-ordinating Committees, which was identified as a priority in the 'Mobilising Solidarity' programme adopted by the 39th ITF Congress in Delhi in 1998.
7. CALLS ON all ITF affiliates to commit themselves to the process of trade union unification and merger.
8. CALLS ON the ITF, through its regional structures, to play an active role with affiliates in encouraging unity and maximising coordination between transport trade unions at the national level.
9. ACKNOWLEDGES that in some countries the presence and effective functioning of National Co-ordination Committees of all ITF affiliates in that country has facilitated successful planning and execution of national and ITF campaigns.
10. REGRETS that in other countries ITF National Co-ordinating Committees are absent or do not take initiatives and affiliates function in isolation thereby defeating the aim of solidarity and acting together to safeguard the interests of transport workers nationally and internationally.
11. CALLS ON all ITF affiliates to resolve and ensure the creation and strengthening of ITF National Co-ordinating Committee in every country

and to appoint a National Contact Person to co-ordinate and liaise on national and international issues and campaigns including solidarity work.

12. FURTHER CALLS UPON the ITF Executive Board to support affiliates in making National Co-ordinating Committees strong and effective and ensuring that National Contact Persons are included in all campaign and other affiliates contact lists.
13. REQUESTS each national co-ordinating committee to report regularly to the ITF General Secretary, on the progress made in promoting trade union unity.

Resolution 12: ITF regional and subregional organisation

The 42nd Congress of the ITF, meeting in Mexico City from 5th - 12th August 2010:

1. NOTES the *Mobilising Solidarity* programme approved at the 39th ITF Congress in New Delhi, the *Globalising Solidarity* programme approved at the 40th ITF Congress in Vancouver and the *Organising Globally* programme approved at the 41st Congress in Durban in 2006.
2. NOTES and ENDORSES the important strategic directions that the ITF Executive Board has established for the ITF Regions in its *Regional Strategy Statement* contained in the "Delivering the Strategy" document of April 2007.
3. NOTES too the different regional and sub-regional manifestations of the deregulation and globalisation of the world economy.
4. NOTES too that the implementation of the programmes relies heavily upon effective and properly resourced regional co-ordination of national and regional campaigns.
5. NOTES too the extensive work undertaken in the regions by the ITF over the past 4 years aimed at reenergising and restructuring regional capability to apply the *Organising Globally* principles in the regions.
6. NOTES too that the 42nd Congress is charged with the responsibility of developing and implementing the strategic, policy and resourcing framework for developing the next stage of organisational capacity building and campaigning for the rights of transport workers.
7. NOTES a number of positive initiatives forged on the *Organising Globally* model that provide templates and learning experiences for extending and consolidating the model in the regions. These include:
 - a. The Hong Kong Dockers Organising project;
 - b. The Pacific Sub-Regional Organising Globally Conference of November 2009 and Agreed Priorities Action Plan for the Pacific Region; and
 - c. The Asia Pacific Offshore Task Force.
8. NOTES too the campaign involving the Mining and Maritime and Transport Unions, as well as Construction and Manufacturing Unions, in co-ordinating trade union regional interests on large, new oil and gas projects in the region such as the PNG-LNG Project and Timor Sea LNG projects, and in particular efforts to ensure the involvement of new and emerging unions in developing nations such as Timor Leste and Papua New Guinea, aimed at bringing the multinational oil and gas majors to the negotiating table to put in place labour relations and training arrangements that help build both labour force and trade union capacity in those developing nations.
9. REAFFIRMS the importance of regional centres in the effective co-ordination of regional campaigns complementing ITF international policies in maritime, rail, road transport and aviation.
10. WELCOMES the regional review conducted by the Executive Board as part of the structural review initiated by the Durban Congress and endorses the recommendations adopted by the ITF Executive Board in June 2010 and CALLS on the ITF to strengthen and properly resource

regional organisation so that the regional and sub-regional offices can more effectively respond to specific developments and regional initiatives in education campaigning, developing stronger regional solidarity programs and structures and more effectively review and report the work of national coordinating committee initiatives and regional and sub regional organising programs.

11. CALLS ON the ITF General Secretary and Executive Board to ensure that each regional and subregional office in collaboration with affiliates in the regions and sub regions prepares a 4-year organising plan, including resource requirements and shortfalls and identification of lead affiliates and supportive national union centres, which should include:
 - a. Identification of *Organising Globally* projects that will be supported by the Regional and Sub-Regional Offices and Regional Affiliates
 - b. A plan for increasing the involvement of women and young workers in ITF projects, campaigns and activities
 - c. Details on how *Organising Globally* projects will be managed and monitored
 - d. Details on how regional education, capacity building and communication resources will be integrated with, and focussed on, *Organising Globally* projects and Regional/Sub-Regional projects with the objective of continuing to adopt cross sectoral approaches to organising and finding ways to involve the better resourced affiliates in organising projects and campaigns
 - e. Details on a programme of knowledge building and strategising on an approach to the economic blocs in the Region
 - f. Explicit performance indicators such as growth in union membership and union density, union recognition, commitments to bargaining and organising rights, settlement of bargained outcomes, progress in achieving union mergers, solidarity actions, etc
 - g. Progress reporting processes and timelines; and
 - h. Review and evaluation milestones.
12. Calls on sections and departments to ensure that regional representatives and designated staff are appropriately integrated into the planning and implementation of global activities and programmes.

Resolution 13: Communications

The 42nd ITF Congress, meeting in Mexico City, in August 2010:

1. BELIEVES that mobile communication and access to digital information are powerful development tools and aids to self-sufficiency and mobilisation.
2. NOTES that:
 - affiliate participation is essential for a strong ITF. Broad affiliate consultation in the planning and implementation of ITF activities and policies greatly improves the effectiveness of all ITF's work
 - the time and cost of travel to regional and global meetings continues to be a barrier to broader participation of ITF affiliates in many meetings convened by the ITF
 - regional representatives to ITF Governance structures are often not in a position to consult with other ITF affiliates in their region or provide feedback on the decisions taken at those meetings
 - communications technologies such as teleconference, VOIP and video conferencing that facilitate meeting participation without the need to travel are increasingly accessible globally and at more competitive costs
 - meetings of the ITF are held at the Secretariat in London. Unions in countries at a long distance from London must incur added time and expense to participate in many ITF events
 - The ITF Secretariat is not best equipped to take advantage of the new technologies that facilitate remote meeting participation.

3. Congress instructs the ITF to explore the groundbreaking methods by which such communications tools are being used around the world with a view to reporting on opportunities to develop the organising ability of affiliates and how they communicate economically with their activists.
4. Congress RESOLVES that such a report should:
 - pay particular attention to the opportunities for those affiliates that organise in some of the world's poorest areas
 - provide efficient, accessible, low-cost options for remote affiliate access in all ITF meetings and consultations of less than five hour duration by 2012. The options will provide for at least seven participants to join a meeting remotely at the same time.
5. Congress RESOLVES that the Secretariat must research the best available technologies and report a plan to the Executive by April 2011. The 2012 ITF Secretariat budget will then include sufficient resources to implement the plan.
6. Congress FURTHER RESOLVES that a summary of key debates and decisions taken at meetings of the ITF governance structures should be distributed by e-mail to all interested affiliates within 45 days of each meeting.

Resolution 14: Encouraging ITF affiliates and office holders

The 42nd ITF Congress meeting in Mexico City in August 2010:

1. AWARE that ITF affiliates are autonomous organisations, but that the Constitution obliges them to implement decisions taken by relevant ITF bodies for the benefit of transport workers,
2. CONSIDERING that there are widely differing standards of performance between ITF unions in different countries and regions,
3. BELIEVING that ITF affiliates can and should learn from each other and that the ITF should play a central role in helping all affiliates to aim at achieving the highest possible standards of performance,
4. RECOMMENDS that the ITF Executive Board examine and evaluate whether a voluntary system of compiling and disseminating organisational best practice experiences, with a view to encouraging and facilitating the development process of others, should be established.
5. RECOMMENDS ALSO that the ITF Executive Board examine and evaluate whether it should introduce a system of ITF awards which will recognise outstanding performance by unions or individuals within unions to motivate and encourage organising and recruitment of new members and improve service delivery targeting different measurable areas of achievement.

Resolution 15: Organising Globally Programme

The 42nd Congress of the ITF, meeting in Mexico City from 5-12 August 2010:

1. REAFFIRMS its support for the ITF Organising Globally program as adopted at the Durban Congress in 2006.
2. NOTES the need for strategic campaigns to utilise the existing unique power of ITF affiliates in global transport networks and their ability to use this in support of organising campaigns
3. AGREES with the establishment and ongoing funding of a Global Organising Fund as a key element of prioritising and resourcing Organising Globally strategic campaigns
4. COMMITS to the ongoing development of the Organising Globally program and its implementation through, amongst other measures:
 - a. The resourcing of a small number of strategic campaigns
 - b. Greater accountability for all Organising Globally campaigns through the use of a systematic planning process which includes setting hard targets and accountability measures including growth in union

- members
- c. Strategic Campaigns to include measures, benchmarks and reporting requirements which are reported to the Executive Board on a regular basis
- d. Allocating responsibility for the implementation of the Organising Globally Campaigns throughout the ITF's sections, regions and departments
- e. Prioritising the strategic campaigns within the ITF so that resources and support staff can be redirected from other work, where appropriate.
5. CALLS ON the ITF General Secretary, supported by the Strategic Coordination Team, to
 - a. Plan and deliver, monitor and evaluate the implementation of the strategic Congress priorities
 - b. Redirect both human and operational resources to ensure the Congress programme is delivered 2010-2014 both for organising in freight logistics and for the defence and promotion of public transport
 - c. Continue to review the strategic direction of the Secretariat and the planning and delivery of the Congress work programmes.

Resolution 16: Young Transport Workers

The 42nd ITF Congress, meeting in Mexico from 3-12 August 2010:

1. WELCOMING the progress which has been made in the field of young transport workers, originally initiated at the 2006 Durban Congress, including the meeting of the first ITF Young Transport Workers' Conference in Brussels in October 2008, as well as the organisation of regional youth conferences,
2. NOTING the importance of maintaining a global network of young activists which was created and calls on ITF affiliates to contribute actively to it,
3. NOTING too that activists have managed to represent a wide geographical and industrial spread, as well as a good gender balance, and that the members of the Network are primarily aged 35 years of age or less,
4. NOTING the 'Brussels declaration' in which young workers of the ITF committed themselves to:
 - a. Act in global solidarity to fight for the eradication of oppression, exploitation, poverty, environment destruction, and social injustice
 - b. Eliminate discrimination and communication barriers that divide workers; whilst promoting internationalism
 - c. Stand with all workers in struggle and actively campaign for the protection and advancement of international labour standards and human rights
 - d. Pledge solidarity with young people and workers internationally;
5. CALLS on the Executive Board to continue to develop an effective programme geared to organising young transport workers, and to make the necessary resources available to do so; such a programme may include young workers exchange programmes.
6. CALLS on ITF affiliates to ensure greater involvement of young people in their activities and leadership structures and to promote the recruitment, participation and development of young workers in activist groups and leadership, as well as seriously to encourage and to ensure, wherever possible, the formation of young workers' committees within their individual unions and to demonstrate their genuineness by putting young workers' structures in their individual union constitutions.
7. WELCOMES the decision of the Executive Board to present a series of constitutional amendments dealing with Young Transport Workers to the 42nd Congress.

8. CALLS on the Executive Board and ITF affiliates to apply the provisions of those amendments immediately at the present Congress and to ensure that the conclusions of the Young Transport Workers Conference are included within the Work Programme 2011-2014.
9. AGREES that the existing Youth Steering Committee shall exercise the powers which are given to the Young Transport Workers' Committee in the constitutional amendments until the new Committee has been elected by a Young Transport Workers Conference, to be held during the period before the 43rd Congress.

Resolution 17: Rejection of all forms of violence, femicide, and violation of human rights, and support for the labour unions of the workers in Mexico.

The 42nd ITF Congress, meeting in Mexico from 3-12 August 2010, notes that:

1. WHEREAS, Mexico's institutional structure does not seem to have the ability to address and prevent scenarios of lawlessness, and that President Felipe Calderon, in an attempt to disguise that the country is badly governed and has a mediocre and corrupt political class, not only attempts to stifle freedom of expression, but also to promote the unrealistic perception that all is well, attempts to address Mexico's situation with emotive speeches; despite his actions to the contrary and despite the fact that he was proclaimed "president of employment," the far-right government of Calderón appears to be focusing on exterminating democratic unionism. Examples of this are the cases of the Mexican Electrical Workers and the Union of Mine Workers, among others.
2. AFFIRMS that in Mexico, the majority of workers are assigned to corporate unions that protect employers', that are spurious, venal and that only pretend to defend the labour rights of workers; that discrimination and poverty is greater for women in particular, however, that women are becoming increasingly involved in the labour market and in all productive activities [accounting for 44% of the economically active population with the average age of working women falling between 25 to 45 years] and despite international agreements signed, workers continue to face problems that current legislation does not help to solve and in some cases intensifies; to make matters worse, the political class has decided to promote the most unspeakable right-wing alliances between the PRI and recalcitrant elements of PAN, to reverse the right to decide for women by criminalising abortion, which is now being pursued and punished with jail sentences, leading many women of all ages to resort to clandestinity, resulting in deaths by medical malpractice and the enrichment of this sector, thereby demonstrating that the government's task is not to legislate for the good of the people but in the interest of powerful groups.
3. STATES that the lack of justice and impunity of the authorities in the cases of femicide facilitates violence against women; and that the migration of girls and women associated with working in the maquiladora industry and the informal sector, trades and services, coupled with the precarious conditions, rootlessness and lack of community integration, places the female population under conditions of greater helplessness and risk. Although Ciudad Juarez has been in the spotlight, femicide occurs throughout the country, without any justice available to punish the murderers of women. Moreover, besides being women and poor, we represent a non-participation in the affairs of public life, have little access to educational training, receive lower wages, and suffer from various indignities and humiliations [in some of the maquilas, for example, women are obliged to show their sanitary towels to demonstrate that they are not pregnant].
4. CONSIDERING that the interest of the working class has shown the that

the International Transport Workers' Federation is essential in building socio-political unionism, leading to a renewed and progressive trade union strategy of local and global policies with trade union autonomy and ideological pluralism, Mexican women in solidarity respectfully call upon all those present at this Honourable 42nd Congress of the International Transport Workers' Federation to issue a statement urging President Felipe Calderón Hinojosa and his Cabinet, who are accountable and are guarantors of security policies and social justice, to respect basic labour rights, equality and to address gender perspective, as must be done in all countries without exception, insisting that Mexico complies with the international standards and conventions our country has signed and ratified.

Resolution 18: Workers' rights in Mexico

This 42nd ITF Congress held in Mexico City 15-24 August 2010:

1. NOTES the serious situation for workers in Mexico due to the phenomenon of "protection contracts" or yellow agreements: collective bargaining contracts that protect employers and impede democracy and proper bargaining as well as Mexico's economic development. Collective agreements to protect employers are a serious phenomenon. They impede decent work, reduce workers' rights and benefits, grossly limit freedom of association, and undermine a right enshrined in national laws and in Convention 87 of the ILO - which Mexico has signed.
2. NOTES that this phenomenon of "protection contracts" is essentially a fraud involving three elements: a corrupt and anti-union company that will pay to keep workers from unionising, a pseudo-union that collects workers' dues in exchange for abuse, and an attorney specialising in legal trickery, as well as the use of thugs to intimidate the workers and avoid authentic union bargaining; they are working hand-in-hand with a corrupt labour authority, which encourages this phenomenon, hinders the work of real unions and promotes pseudo unions.
3. FURTHER NOTES that this practice has been undermining the work of the real trade unions, diminishing the right to collective bargaining and eroding freedom of association and the workers' right to choose their own representatives.
4. EXPRESSES CONCERN that this corrupt mechanism is tolerated by the authorities, generating a situation where low wages and scant respect for human rights is endemic, but which creates for companies a comparative advantage; benefiting corrupt companies and disadvantaging those that respect workers' rights.
5. NOTES that this phenomenon emerged principally during the nineties, under the neoliberal government of Carlos Salinas de Gortari, and that it was used to encourage foreign companies to invest freely in Mexico, without having to negotiate with unions. As a result, all foreign companies in Mexico today operate "protection contracts".
6. STATES that this daily reality confronts all democratic organisations in Mexico, which, together with ongoing violations of trade union rights by the Federal Government, is clearly visible in the current disputes affecting mining workers belonging the Sindicato Nacional de Trabajadores Mineros, and workers affiliated to Mexican Union of Electricians, Sindicato Mexicano de Electricistas, [SME].
7. STATES ALSO that similar corruption and abuses of international labour standards are prevalent in the Gulf of Mexico's oil and gas sector.
8. RECALLS: the meeting of the ITF Offshore Task Force Group [OFTG] held in Mumbai on 22-24 February 2010, during which delegates were given a full appraisal of the maritime affiliates' magnificent struggle and campaign to organise the oil and gas sector in the Gulf of Mexico; they warmly welcomed the ITF-commissioned report "Campeche Basin- Paradigm of Labour Exploitation" which included the first part of

- a comprehensive study of the sector by journalist and author Ana Lilia Perez.
9. NOTES the ITF OFTG's support for ITF Mexican maritime affiliates in this sector, especially given the increasing danger that offshore workers find themselves exposed to, whilst working in an environment which has no effective health and safety regime nor effective inspection mechanisms in place to prevent accidents and fatalities such as the Usumacinta jack up oil rig disaster that killed 21 workers in October 2007.
 10. RECOGNISES the assistance of members of the Mexican Senate, in particular those of the Convergencia party, in its support for ITF affiliates and for their efforts in organising the oil and gas sector, as well as its facilitation of the joint ITF and Senate seminar which was held in Mexico City on 28-29th September 2009 and which highlighted the human and trade union rights abuses in this sector.
 11. RECOGNISES ALSO the efforts of the ITF OFTG and Mexican affiliates in their struggle to bring the plight of Mexican offshore workers to the attention of the international community, exposing the failures of the Mexican authorities and of some oil companies to comply neither with international conventions on human and trade union rights nor with the ILO principles of decent work.
 12. EXPRESSES CONCERN that the Mexican government, which is of right-wing political orientation, has recently introduced a bill that seeks to legalise fraudulent Employer Protection Contracts, and that this will undermine the trade union rights situation across the country's industrial sectors.
 13. Faced with this alarming reality that workers live with in Mexico, added to their plight caused by the international economic crisis, the ITF's 42nd Congress CALLS UPON ITF affiliates to:
 - a. EXPRESS, via a letter to the Mexican federal government, international condemnation of the violations of freedom of association which are being perpetrated by the relevant authorities, through "protection agreements", via ongoing interference in trade union autonomy and through the breach of basic trade union rights underwritten by international conventions, as has been demonstrated in the cases of Mexico's mining and electrical workers' unions
 - b. WRITE TO the President of the Senate and the Chamber of Deputies of Mexico and each of the members of the above bodies, protesting against the discussion of amendments to labour legislation, without first penalising pseudo-unions and those companies who fraudulently avail themselves of the system of protection agreements
 - c. REQUIRE companies in their countries of origin that have investments in Mexican companies operating directly or in Mexico, to repudiate the system of protection agreements, and that in case of doubt, they consult the International Campaign Against Employer Collective Agreements in Mexico, or CCPP.
 14. ITF's 42nd Congress also:
 - a. CONGRATULATES the ITF Offshore Task Force Group (OTFG) for its support for ITF Mexican maritime affiliates in their courageous campaign to organise labour in the oil and gas sector
 - b. CONGRATULATES the Danish Trade Union 3F, IE and NAF for their initiative regarding Sovereign Fund investment withdrawals from the Grupo Minero Mexico and its subsidiaries because of the violations perpetrated against the Freedom of Association of workers in Mexico, as well as non-compliance with the OECD Guidelines on MNCs and the commitments of the UN Global Compact
 - c. RECOGNISES the co-operative approach of the North American/Canadian steelworkers and miners affiliates of IMF, ICEM and ITF affiliates in the campaign providing solidarity support for Mexican mineworkers to secure their victory for decent work and conditions

- and the return of their officials to their rightful elected positions within the union
- d. CALLS UPON the ITF and sister global federations such as ICEM to mount an international campaign to expose the injustice and abuse taking place in the Mexico oil and gas sector, and to link this campaign with those in other sectors in Mexico facing similar abuses
 - e. FURTHER CALLS UPON ITF affiliates to support the ITF/ICEM Offshore Oil and Gas Alliance in making representations to ILO and to the major oil and gas companies engaged in the operation and exploitation of oil and gas in the Gulf of Mexico to end this outrageous abuse of workers rights.

Resolution 19: Working for international trade union rights

The 42nd Congress of the ITF, meeting in Mexico City:

1. NOTING the increasing attacks on fundamental trade union rights in every region of the World,
2. NOTING that such attacks have been particularly within the European Union as a result of a series of decisions taken by the European Court of Justice commencing with the Viking case in 2007 where the ITF was the principal defendant,
3. ENDORSING the position adopted by the ETF Congress in May 2009 which stated that the ECJ decisions represent the most fundamental attack on trade union rights for generations,
4. AWARE that the Viking judgement was used by the UK courts as a threat during the 2007 dispute between British Airways and its pilots' union which declared that union action to prevent social dumping by subsidiaries of the airline based in other European countries would have been 'disproportionate',
5. AWARE that if restrictions on basic trade union rights and freedoms are established within the framework of the European Union, they will quickly be 'exported' to other regions of the world,
6. CONGRATULATES the ILO Committee of Experts on the Application of Conventions and Recommendations which, in its report in 2010 observes "with serious concern the practical limitations on the effective exercise of the right to strike" in this case and observing that "the impact upon the possibility of the workers in these sectors of being able to meaningfully negotiate with their employers on matters affecting the terms and conditions of employment may be devastating" and that "the doctrine that is being articulated in these ECJ judgements is likely to have a significant restrictive effect on the exercise of the right to strike in practice in a manner contrary to the Convention" (ILO Convention 87 on Freedom of Association and the Protection of the Right to Organise").
7. NOTES that Article 6 of the Lisbon Treaty which entered into force in 2009 requires that the European Union should accede to the European Convention on Human Rights, that Protocol 14 to the Convention makes that possible, and that EU governments, together with the European Court of Justice commenced work early in 2010 on the legal conditions which the Treaty of Accession will contain.
8. BELIEVES that in order to reverse the effects of the ECJ judgements, urgent action must now be taken to ensure that the decisions of the European Court on Human Rights (which has long accepted to be bound by the decisions of ILO supervisory bodies in matters relating to freedom of association and collective bargaining) take precedence over the decisions of the ECJ.
9. NOTES that the RMT in the UK is challenging Britain's draconian anti-union laws in the European Court of Human Rights arguing that its ability to organise industrial action is restricted by UK law, in breach of Article 11 of the European Convention on Human Rights and Fundamental

Freedom, and offers all available ITF support to affiliates taking such cases to the European Court of Human Rights.

9. CALLS on the ITF Executive Board to campaign vigorously and to ensure that the ITUC, ETUC and the rest of the Global and European Trade Union movement take all possible steps to ensure that the rulings of the European Court on Human Rights are binding on the ECJ in future.

Resolution 20: Palestine

The 42nd ITF Congress meeting in Mexico City on 5-12 August 2010:

1. NOTING the continued suffering of Palestinian workers as a result of Israeli occupation,
2. BELIEVES that the attacks launched in Gaza in December 2008 action, taken in response to rocket attacks, and the failure to respect the UN Security Council Resolution calling for a ceasefire were reckless and unacceptable, costing the lives of hundreds of innocent civilians.
3. CONGRATULATES the ITF for organizing immediate humanitarian relief convoys together with the Jordanian trade union movement and the ITF affiliates. And calls on the ITF to work together with the ITUC to launch a further international trade union relief initiative for Gaza.
4. WELCOMES the efforts made by the ITF to provide support to Palestinian General Federation of Transport Workers (PGUTW) to improve the daily working lives of Palestinian drivers facing delays and obstructions at West Bank checkpoints which resulted in the creation of a joint liaison committee between the ITF affiliated Israeli and Palestinian transport workers' unions in 2007 which developed a drivers' helpline project which was due to be launched early in 2009.
5. NOTES that recent changes in the checkpoint situation led the PGUTW to request a review of the ITF project on the checkpoints.
6. Notes the visit to the West Bank of the ITF General Secretary David Cockroft in November 2009 to review these developments, and to examine the difficult working conditions and lack of facilities for Palestinian drivers at the border crossing points with Israel. Notes the support of the ITF EB for the General Secretary's proposal for an ITF border crossing project.
7. EXPRESSES support for:
 - a. The right of the Palestinian people to self-determination
 - b. Just settlement to the Palestinian refugee issue within the framework of the UN resolutions
 - c. The withdrawal of Israeli troops from all occupied territories
 - d. The removal of the illegally constructed 'separation wall'.
8. CONDEMNNS the continued Israeli occupation of the West Bank, East Jerusalem and Gaza, the existence of illegal Israeli settlements there and calls for the Congress to recognise that economic relations with the settlements, help to sustain their existence, in violation of international law.
9. Congress CONDEMNNS transport companies providing transport services to the settlements built on the occupied Palestinian territories since June, 1967, and calls on them to stop providing such services.
10. CALLS ON the ITF to take action against multinational transportation companies providing transportation to these settlements.
11. CALLS FOR:
 - a. an immediate cessation of all illegal settlement building
 - b. the immediate removal of all checkpoints restricting the free movement of people and transport within the occupied territories
 - c. the dismantling of the "Separation Wall" which has led to the further taking of land from the Palestinian people and major transport disruption
 - d. the opening of facilities to provide air, land and sea points of entry and exit for trade for the Palestinian people free from interference by the Israeli occupying power.
12. SUPPORTS a comprehensive peace between Israel and Palestine, based on the co-existence in conditions of security of two sovereign, independent and viable states and believes that the full implementation of UN Security Council Resolution 242, (1967), which recognises the 1967 borders, and 338 (1973), are fundamental to the achievement of a just and lasting peace.
13. CALLS for universal recognition of Israel's right to exist, next to an independent viable Palestinian state, acknowledging that this is essential to achieving a peaceful solution.
14. CALLS for the lifting of the blockade on Gaza in line with UN Security Council Resolution 1860 (2009) and the opening of all Gaza ports, and for Israel to end the occupation of the West Bank and to remove all settlements. Congress recognises that economic relations with the settlements help to sustain their existence, in violation of international law and calls on the United Nations to request all member states to impose sanctions on any companies violating the 2004 ruling of the International Court of Justice decisions in respect of the Wall.
15. CONDEMNNS the attack launched by Israeli armed forces on the humanitarian flotilla in June 2010 which led to the loss of lives and calls for a full international enquiry into the circumstances in which such an attack took place.
16. WELCOMES the statement made by the Israeli trade union confederation the Histadrut in June calling for the establishment of two independent democratic states.
17. SUPPORTS all international trade union efforts to provide humanitarian assistance to the people of Gaza.
18. BELIEVES that while every country has the right to defend recognised borders and the lives and well-being of its population, the building by the Israeli government of a separation wall which intrudes substantially into Palestinian territory is a violation of international law which can only make peace and mutual coexistence harder to achieve. Congress calls for the wall to be removed, recognising that the mutual security of and respect between Israelis and Palestinians is central to the quest for peace.
19. Congress calls for an international campaign of solidarity with the Palestinian people by the ITF and all affiliates.
20. Congress instructs the ITF Executive Board to continue to support its affiliate the PGUTW in every possible way and to take whatever action is appropriate to further the goals expressed in this resolution including by promoting these policies within regional and international bodies including the International Trade Union Confederation.

Motion 21: Venezuela

1. The 42nd ITF Congress meeting in Mexico City on 5-12 August 2010, notes that:
 - a. In recent years the lives of millions of Venezuelans, who previously lived in poverty, have been transformed by the policies of President Hugo Chávez's government, with Venezuela reaching the UN's Millennium Development Goals six years early in 2009.
 - b. Since 1998, extreme poverty has been halved, illiteracy has been eliminated, access to clean water greatly expanded and millions of people are now able to see a doctor for the first time.
 - c. An emphasis on social inclusion has led to important advances in the position of women, indigenous and African-Venezuelan communities and lesbian and gay people.
 - d. Progressive economic policies and the elimination of foreign debt have seen wealth redistributed and a reversal of IMF enforced privatisation measures under previous governments.

- e. The rights of working people have significantly advanced, with the highest minimum wage in Latin America.
 - f. These social changes have won repeated democratic support, with President Chávez and his coalition of supporters winning fourteen out of fifteen national elections and referenda since 1998.
2. Congress further notes these achievements have earned Venezuela deep hostility from neo-conservative elements within the US, who have repeatedly sought to undermine Venezuela's national sovereignty, including by backing an attempted military coup in 2002. Whilst Venezuela had hoped the Obama administration would see constructive engagement between the US and Venezuela, the US stance on various issues - including a new military agreement with Colombia - have continued to cause concern.
 3. These threats have been accompanied by a media campaign of disinformation designed to discredit Venezuela internationally.
 4. Congress RESOLVES to support the advances in democracy and social progress in Venezuela and the Venezuelan people's right to determine their own future, free from foreign interference.

Resolution 22: Cuba

The 42nd ITF Congress meeting in Mexico City on 5-12 August 2010:

1. NOTES that the ITF remains committed to continue to work with the Cuban transport unions aimed at maintaining solidarity and support in achieving the aspirations of the working people of Cuba and to advance the principles of the Cuban revolution into the 21st century.
2. NOTES TOO that Cuban doctors were at the forefront of the humanitarian medical effort in response to the tragic earthquake that occurred on 12 January 2010 in Haiti.
3. Congress FURTHER NOTES that this Cuban commitment to Haiti is not a one off or only a response to a humanitarian tragedy; 344 Cuban health specialists were present on the island prior to the earthquake - and today 938 Cuban medical staff are volunteering on the island, including 400 Cuban trained Haitian doctors all of whom received free medical scholarships to Havana's Latin American Medical School.
4. Congress welcomes that once again Cuba has shown its commitment to international solidarity, and believes the ITF must play its part in promoting co-operation and engagement with Cuba and seeking an end to the blockade of Cuba.
5. Congress agrees to:
 - a. Help educate our members and the public about the reality of life in Cuba, and the day to day difficulties the Cuban people face
 - b. Promote solidarity visits to Cuba as a means of encouraging co-operation and engagement
 - c. Encourage union-to-union contact in the transport sector, including exposure of the Cuban transport trade unions to ITF policies and activities, with a view to eventual affiliation.

Resolution 23: The Islas Malvinas/Falkland Islands

The 42nd ITF Congress, meeting in Mexico City from 5 – 12 August 2010:

1. CONSIDERING that since its inception as an independent nation, the Argentine Republic has demonstrated, through various acts of Government, its firm political will to exercise effective sovereignty over the southern territories and maritime areas that it inherited from Spain, as indicated in the UN General Assembly working paper A/AC.109/2007/13,
2. HIGHLIGHTING that since May 23rd 1945, Argentina has expressed to the United Nations its claims for the Malvinas Islands (Falklands) and that the UN's Special Committee on Decolonization, which is of the utmost importance to resolving this issue, has stated that "all people have

a right to self-determination and proclaimed that colonialism should be brought to a speedy and unconditional end" and that it considers the Malvinas Islands (Falkland) as one of the "16 Non-Self-Governing Territories" remaining in the World,

3. RECOGNISING the importance of the UN's mediation on international controversies, and noting that the UN has "urged the Argentine Republic and the United Kingdom of Great Britain and Northern Ireland to continue negotiations with a view to resolving the dispute peacefully and definitively as soon as possible," as well as noting the relevant UN resolutions,
4. Therefore URGES the ITF Executive Board to approach the United Nations General Secretary asking for his valuable intervention as a mediator on this issue, in order to use peaceful and diplomatic mechanisms to resolve this sovereignty dispute.

Resolution 24: Aviation

This 42nd Congress of the ITF:

1. NOTES the growth of low cost carriers (LCC) and low standard carriers with unorganised workforces in the aviation industry, in direct competition with carriers with union contracts as a threat to the job security and working conditions of unionised labour along with the long term viability of the aviation industry.
2. NOTES AND OPPOSES the strategy of aggressive union busting and hostility to the rights of workers to organise, speak up and seek representation free from victimisation and reprisal.
3. NOTES the significant challenges the increased competition LCC's bring to bear on basic standards of safety, security and working conditions in an industry increased being left to market regulation alone.
4. In particular, Congress NOTES and is concerned about the impact of a relentless race to the lowest possible flight cost which in turn has not only impacted on aviation workers and their families but also on the safety of hundreds of thousands of innocent commuters. The growth of contract and outsourced labour across the industry has exacerbated this threat.
5. Aviation workers who are poorly paid, poorly trained and struggling to make ends meet are more likely to be fatigued, stressed and less diligent. Fatigued and stressed aviation workers performing safety critical tasks are a risk to the health of safety of the travelling public. They are also more susceptible to being the victims of criminal and terrorist compromise, potentially threatening the very viability of the industry; therefore this Congress:
6. CALLS ON the Executive Board and the Civil Aviation Section to continue prioritising the support of the unions towards the defence of workers both in low standard carriers with an unorganised workforce and in airlines applying the LCC model, by maximising the organising efforts under the "Organising Globally" policy approved at the last Congress, to ensure that these workers are properly organised in strong ITF unions.

Resolution 25: Urban Passenger Transport

This 42nd Congress of the ITF:

1. NOTES the importance of an accessible, safe and affordable public transport system in reducing inequality and disadvantage by improving health, economic and social opportunities and outcomes.
2. NOTES that reducing reliance on cars and increasing use of public transport can improve environmental outcomes and help address climate change.
3. NOTES that in the developing world public transport is provided primarily by unregulated taxi, jitney, motorbike and similar services which are owned by small businesses and usually operated by highly exploited

workers who are not unionised.

4. COMMENDS the innovative organising work around wages and conditions being conducted by ITF affiliates in the urban passenger transport industry.
5. BELIEVES that competition between private and public operators could see a 'race to the bottom' with respect to workers' wages and conditions if all workplaces are not effectively organised.
6. CALLS on the Executive Board to continue to develop strategies to counter increased competition in the urban passenger transport industry including:
 - a. Building greater co-operation between private and public sector unions to ensure private transport operators cannot commence a race to the bottom with respect to wages and conditions.
 - b. Developing national, regional and international organising projects for anti-union, or inadequately organised, passenger transport workplaces.
 - c. Developing campaigns at the national, regional and international level to ensure government support for the funding of co-ordinated, regulated and where appropriate collectivised public urban passenger transport operations.
 - d. Campaigning to ensure any government tender to operate an urban passenger transport system includes, where relevant, a 'fair rates' or 'wage parity' clause aligning the wages and conditions at private operators with those at public operators.

Resolution 26: Safe Rates and Conditions for Road Transport in Australia

Congress NOTES:

1. Road transport is one of Australia's most dangerous industries. In the year to September 2008, 281 people needlessly perished in avoidable heavy vehicle incidents on Australian roads.
2. Australia's National Transport Commission has released a study that demonstrates the link between poor pay and conditions and adverse safety outcomes like speeding and fatigue.
3. The poor pay and conditions in these is caused by the hyper-competitive nature of the road transport industry and the power of large clients awarding contracts to non-unionised companies.
4. Following a long campaign by the Transport Workers Union of Australia, the Australian Government has announced its commitment to implementing a system of safe rates and conditions for Australia's roads transport sector.
5. The National Distribution Union of New Zealand is working with the New Zealand Labour Party to introduce a Private Member's Bill to protect owner-drivers including "safe rates" principles.
6. Further, the ITF Congress DEMANDS that:
 - a. The Australian Government immediately implement the safe rates and conditions system it has promised as deaths continue to plague Australia's roads.
 - b. That the ITF develop a policy of "Chain of Responsibility" to be integrated into its claims and campaigns within the transport industry which holds clients and primary contractors responsible for the wages, conditions and safety of all drivers who work either directly for them or as part of their subcontracted transport chain.

Resolution 27: High Speed Rail Links

1. Congress WELCOMES the massive expansion of high speed rail links internationally that will deliver huge economic, social and environmental benefits. In welcoming these important developments, Congress considers that this should be in addition to and not at the expense of

investment to improve existing rail networks and the expansion of conventional networks.

2. Congress also CONSIDERS that high speed rail should not become predominantly the preserve of wealthy business passengers and believes that fares need to be structured in a way to promote usage by all sections of society.
3. Congress RECOGNISES the need to encourage modal shift away from high polluting forms of transport in favour of high speed rail. Congress believes that high speed lines should be publicly-owned and publicly-operated to avoid the disastrous situation in Britain where privatisation has meant a steep escalation in taxpayer support for the industry and very expensive fares for passengers, whilst at the same time, private operators take money away from the railways in the form of dividend payments.
4. Congress ACKNOWLEDGES that the construction and operation of new rail lines such as high speed rail links creates many new jobs and believes it is essential in times of recession that such capital projects are not cancelled or reduced.
5. Congress calls on the ITF to PROMOTE these.

Resolution 28: Ports of Convenience and Global Network Terminal Strategy

The 42nd Congress of the ITF, meeting in Mexico City from 5-12 August 2010:

1. NOTES the Mobilising Solidarity programme approved at the 39th ITF Congress in New Delhi, the Globalising Solidarity programme approved at the 40th ITF Congress in Vancouver and the Organising Globally programme approved at the 41st Congress in Durban in 2006.
2. NOTES the continuing offensive against dockworkers' rights including organising and bargaining rights, the continuing introduction of anti-labour legislation worldwide and in particular legislation designed to limit effective organisation of dockworkers and the ability of dockworkers to take industrial action.
3. NOTES the continuing consolidation of corporate power and global reach of a small number of Global Network Terminal (GNT) operators, which provides both organising challenges and opportunities for the ITF.
4. NOTES that state owned ports are increasingly copying the strategies of the GNT operators to drive down the costs of labour and introduce two tiered workforces.
4. NOTES the successes and important work undertaken under the ITF Ports of Convenience campaign over the past 4 years in areas such as in India, the Arab world, New Zealand and Australia.
5. NOTES that the success of the POC campaign lies in the increasing co-ordination and integration between the FOC and POC campaigns and the application of Organising Globally principles to the POC campaign.
6. CONFIRMS the continuing relevance of the key issues to emerge from the POC Regional Strategy Seminars held over the past 4 years that require a co-ordinated trade union response, being:
 - a. Casualisation
 - b. Competition
 - c. Global Network Terminal Operators (GNTs) and
 - d. Trade Union Rights, and that Occupational, Health and Safety be adopted as a key area of strategic POC work.
7. CONFIRMS that a key ITF strategy for dealing with POCs and GNTs is to negotiate and sign International Framework Agreements (IFAs) that are consistent with the principles in the ITF model IFA, with the GNT operators to ensure acceptable labour and safety standards in all their operations around the world.
8. REAFFIRMS the importance and relevance of the POC Database as an organising tool for use by affiliates at all levels of their organisations;

9. CALLS on the ITF to ensure that resources are allocated for the continuing updating and renewal of the POC database and that an on-line training program be developed for use by affiliates aimed at maximising the use and effectiveness of the database.
10. COMMITTS to continuing to defend state ownership of ports where it still exists and has the support of the dockers' union concerned, to ensure that the POC campaign adequately takes into account the need to resist the extension of negative practices of GNT operators to state owned ports.

Resolution 29: Motion to reject any collective agreements that include clauses that infringe workers' rights

This 42nd Congress of the ITF, meeting in Mexico City:

1. Recalls that the ITF Seafarers Section Committee, supported a motion from the Latin America and Caribbean Regional Seafarers' Section Conference, which took place in Panama City on 5 May 2009 and considered it important enough to become a Congress Resolution. The key points are:
 2. NOTES that the right to take industrial action and to strike is a fundamental and inalienable human right;
 3. CONSIDERS that these inalienable rights are integral to trade union struggle and the defence of the dignity of workers; and
 4. DECIDES to reject all clauses in collective bargaining agreements for seafarers which threaten to undermine or to restrict the free exercise of the right to take industrial action and to strike, when such agreements are submitted to ITF for approval.

Resolution 30: Motion on the IBF and partnership

The 42nd Congress of the ITF Meeting in Mexico City from 5th to 12th August 2010:

1. NOTES that the International Bargaining Forum (IBF) has become an effective means by which the ITF and its affiliates can influence conditions onboard flag of convenience vessels.
2. NOTES that the IBF concept has survived the difficulties created by the unprecedented global economic downturn.
3. CONGRATULATES the ITF for opposing any attempts to cut the wages of seafarers, for working to protect the employment of seafarers' worldwide (including ratings from developed economies) and for engaging in strategic discussions within the IBF which include dockers' issues.
4. BELIEVES that strategic partnership within the context of the IBF is of great importance to seafarers and dockers.
5. NOTES that progress on developing relationships with shipping companies have been made easier because of the existence of the IBF.
6. RECOGNISES that the partnership approach can, in certain circumstances, deliver gains for the ITF, its affiliates and the seafarers and dockworkers we represent by encouraging ship owners to engage with us and their employees in solving problems of mutual concern. The creation of the developed economy ratings fund represents a good example of this.
7. Therefore CALLS upon the ITF to continue to enhance the partnership within the IBF process by using the Forum for strategic discussions with employers on issues such as:
 - a. Piracy and the designation of high risk areas building on the current successes in this field
 - b. Measures to promote the environmental credentials of shipping
 - c. Job security and a fair distribution of jobs

- d. Opposition to the creation of ports of convenience and seafarers doing the work of dockers
 - e. Fatigue, manning and hours of work
 - f. Criminalisation and fair treatment of seafarers
 - g. Continuous improvement in seafarers' living and working conditions foreseen in the Maritime Labour Convention (MLC)
 - h. Promotion of the Maritime Labour Convention and capacity building amongst seafarers and their Unions
 - i. Other areas where it is in the interest of seafarers and dockworkers to engage in joint strategies with ship-owners.
8. CALLS upon the ITF to use the IBF process to develop better links with individual companies.

Resolution 31: Implementation of the ILO MLC and ILO 188 Conventions - A global ITF strategy

The 42nd Congress of the ITF, meeting in Mexico City from 5-12 August 2010:

1. NOTING that the Maritime Labour Convention, 2006, which was adopted in the 94th Maritime Session of the International Labour Conference is an epoch-making Convention, which establishes inalienable rights and principles for seafarers;
2. NOTING ALSO Convention No. 188 [Work In Fishing], 2007, which was adopted in the ninety-sixth Session of the International Labour Conference by an overwhelming majority, after it failed to be adopted at the ninety-fourth session is also an epoch-making Convention, which establishes inalienable rights and principles for fishers;
3. RECALLING the Conventions have been adopted to promote decent working and living conditions for any and all capacities of seafarers on board ships and for all fishers;
4. MINDFUL that the MLC Convention has been designed to become a global instrument known as the fourth pillar of the international regulatory regime for quality shipping;
5. MINDFUL ALSO that Convention 188 applies to all fishers, including those paid on the basis of a share in the catch, contains a port State control provision, a no more favourable treatment clause and that many vessels are required to carry a valid document stating that the vessel has been inspected for compliance with the provisions of the Convention concerning living and working conditions;
6. NOTING that the success of the Conventions will depend on their being widely ratified and the effective implementation of their requirements through mutual cooperation by authorities and organisations concerned in flag states, seafarers- and fishers-supplying states and port states;
7. URGES affiliates to campaign in their nations to ensure that governments expeditiously ratify the Conventions for the purpose of prompt entering into force of to protect and extend seafarers rights across the globe, and particularly in developing nations where the majority of seafarers are domiciled.
8. URGES affiliates to ensure that Port State Control agencies in each nation are appropriately resourced to enable them to effectively perform the compliance and enforcements functions contemplated by the Conventions.
9. AGREES that the ITF will develop, in conjunction with the ILO, and provide to each concerned affiliate, an MLC and/or ILO 188 Awareness Kit to help build understanding about the opportunities the MLC and ILO 188 Convention provides to organise seafarers and fishers and to protect and extend their rights.

Resolution 32: Piracy and its impact on seafarers

This 42nd Congress of the ITF, taking place in Mexico City:

1. CALLS attention to ongoing piracy in the Gulf of Aden and the

- surrounding area, which is leaving mariners and their vessels at constant risk.
2. RECOGNISES that Somalia is a failing State and that the acts of piracy committed by their people are direct consequences of the ongoing unfavourable economic and social situation in the area.
 3. ACKNOWLEDGES that the Maritime industry alone, including shippers, shipowners and the seafaring unions cannot solve the problems faced by the people of Somalia.
 4. SYMPATHISES strongly with the plight of innocent Somalis, who far outnumber their lawbreaking counterparts.
 5. BELIEVES that more needs to be done to protect the world's seafarers carrying out their duties serving on merchant ships.
 6. NOTES the ongoing instances of trauma seafarers' and their families are experiencing following attack and capture and believes the stakeholders could play a role in addressing this.
 7. FURTHER NOTES the adverse effects piracy is having on the retention and recruitment of seafarers.
 8. CALLS upon all stakeholders to keep the seafarers abreast of current guidelines, such as Best Management Practices or circulars issued by competent international maritime authorities to advise them on anti-piracy awareness matters.
 9. FURTHER CALLS upon all stakeholders to endeavour to conduct orientations, training seminars, briefings and such similar activities to equip them with knowledge and skills to address piracy-related situations appropriately.
 10. CALLS upon governments and the United Nations to take further steps to protect mariners and their vessels operating in these dangerous waters and to provide direct support to hasten the release of the numerous ships and their crew currently held.
 11. FURTHER CALLS upon the United Nations to resolve the economic and social instability in Somalia, as it is the only long term solution to Piracy in the area.
 12. CALLS ALSO upon the ITF to co-ordinate with their international partners, both in labour and the commercial sector, to bring a strong and clear message to governments that more must be done.
 13. RECOGNISES that if governments fail to act there is a strong possibility that seafarers, either by their individual choice, recommendation of the ITF, their unions or by decree of individual governments, will refuse to enter this dangerous area; and
 14. THE ITF AND ITS AFFILIATES OPPOSE all and any attempts to outlaw the payment of ransoms to secure the release of seafarers.
 15. CALLS UPON all affiliates to support the ITF Petition against Piracy and also calls upon affiliates to publicise the petition within their national trade union centres.

Resolution 33: Criminalisation of seafarers

This 42nd Congress of the ITF, meeting in Mexico City:

1. APPRECIATES that the year 2010 has been declared "The Year of the Seafarer" by the International Maritime Organisation (IMO).
2. RECOGNISES and LAUDS the efforts of the seafarers in keeping the global trade lines going and contributing to national and international economic development.
3. Also CALLS FOR abidance by the protection of the marine environment, particularly in the Arctic.
4. BUT DEPLORES the rising trend of criminalisation of seafarers in the course of discharging their professional duties.
5. DISTURBED that this criminalisation leads to seafarers being sent to jails where they are prosecuted, tortured and humiliated – all of which leaves deep scars on their psyche,

6. DEEPLY CONCERNED at the plight of not just the seafarers but also their families,
7. CONDEMNS this unfair treatment meted out to seafarers who in most cases are often victims of circumstances and made scapegoats.
8. UPSET that in many cases seafarers are not provided or denied consular access or legal assistance to defend the accusations levied against them,
9. RECOGNISES that the ITF has been instrumental in establishing international guidelines for the fair treatment of seafarers in the event of maritime casualties.
10. NOTES that the IMO and ILO have adopted both international guidelines and a mandatory Casualty Investigation Code within the SOLAS Convention that addresses the fair treatment of seafarers after maritime casualties.
11. REGRETS that some countries are not adhering to the international standards and mandatory requirements governing the fair treatment of seafarers involved in maritime casualties.
12. SEEKS cross-section support by all ITF affiliates in the name of national and international solidarity for the seafarer affiliates to demand countries recognise their obligations for the fair treatment of seafarers under internationally established standards.
13. CALLS UPON the governments of countries, where incidents of criminalisation of seafarers takes place, to:
 - a. Adhere to international standards for the fair treatment of seafarers enshrined in IMO and ILO documents
 - b. Limit criminal prosecution of seafarers to only those acts where criminal intent exists
 - c. Inform seafarers of their rights, the nature of the investigation and the consequences of their cooperation and testimony before interrogation
 - d. Provide legal assistance and ensure fair and speedy trial for seafarers, and
 - e. Further ensure that seafarers are tried only in the capital cities of that country to facilitate consular access.

Resolution 34: Crisis in merchant marine with particular reference to Pakistan

The 42nd Congress of the ITF meeting in Mexico City from 5-12 August, 2010:

1. NOTES that the most significant factors attributable to crisis in merchant marine, worldwide are:
 - a) The impact of global financial crisis and melting of economies is instrumental towards reduction of trade volumes including huge decline in freight rates; a large number of ships are still laid up worldwide, thereby causing seafarers' unemployment levels to rise at alarming/soaring heights particularly that of ratings since according to BIMCO analysis/reports there is a surplus of ratings and due to further induction of ratings the situation has even worsened more.
 - b) The FOC operators accept cargoes on much lower freight rates due to employment of seafarers on contractual employment with much lower wages, operating sub-standard ships and with low operative costs; the reputable national shipping operators cannot compete with FOC operators and thus are being gradually being wiped out.
 - c) The need for "Greening the maritime industry" necessitates use of expensive quality fuel oil, reducing speed of vessels; this shall impose stricter regulation on air pollutants.
 - d) For sustainable development in merchant marine the key factor is Environmental protection.
 - e) The employment of seafarers on contractual basis is a major menace for not only to the seafarers but also for the global trade union

- movement.
- f) Piracy attacks on merchant ships.
2. FURTHER NOTES that in consideration of the global situation, Pakistan's merchant marine has been worst affected:
- a) Pakistan National Shipping Corporation is the only shipping enterprise in the public sector; owning ten ships. Five combi vessels of over thirty years of age are ready for demolition by end July 2010; two tankers are set to be scrapped by end 2010 due to CAS of the IMO Convention. Thus, by end of 2010, the national fleet will be reduced to only three vessels.
 - b) The loss of permanent employment and with a diminishing fleet, shall force our officers to seek employment on FOC registered ships known for their poor safety standards, unhygienic conditions, low wages and non-payment of wages, abandonment of ships and even non-payment of death and disability compensation to seafarers.
 - c) Non-existence of a defined Shipping Policy and a Merchant Shipping Act.
3. HIGHLY APPRECIATES the ITF for extending support and assistance to distressed seafarers worldwide.
4. RESOLVES AND CALLS UPON ITF SECRETARIAT TO:
- a) Impress upon the government of Pakistan to increase the fleet strength thereby opening avenues of employment for Pakistani seafarers, and
 - b) To entrust the affairs of merchant marine to the trained, qualified and experienced professionals of merchant marine - in the interest of the profession and Pakistan
 - c) Recommend the Governments of Pakistan and India to fully implement the Shipping Protocol signed by the two countries on December 14, 2006 to promote the role of Ports and Shipping in Regional Cooperation in South Asia through transportation.
 - d) Consider taking appropriate measures to ensure employment of seafarers on permanent basis instead of their employment on contractual basis which is considered a major menace.
 - e) To intensify the Campaign against FOC ships and ensure their registry under flags of their beneficiary owners' own state/country.

Resolution 35: Overall time on board

The 42nd Congress of the ITF:

1. NOTING that a long overall time on board seriously affects the health of seafarers which has been confirmed by maritime medical research workers,
2. NOTING the revised hours of work and rest period provisions under consideration in the review of the STCW Convention,
3. WARNING that all those concerned and first of all the shipowners against long lasting periods of time on board for crew members threatening them with increased number of accidents as a result of fatigue which may cause loss of life and ships, and ecological catastrophes
4. AGREES that the ITF and its affiliates should discuss with shipowners ways and means to reduce fatigue on board.
5. CALLS on the ITF, through the FOC campaign, to monitor compliance with the new STCW provisions and actively campaign to ensure seafarers are adequately protected from the risks of fatigue.

Resolution 36: Maritime Skills

The 42nd Congress of the ITF:

1. Noting with regret last year's further diminishing of the image of maritime skills
2. Noting also the lack of quality personnel for merchant marine which probably would be even more crucial after the world financial and

- economic crisis is over
3. Taking into consideration that the mass media are not paying enough attention to shipping (except piracy accidents) and that is why the public is not aware about its actual situation
 4. Believing that well-trained young seafarers would contribute to sustainable and safe navigation
 5. Applies to the government, shipowners and all international and national organisations concerned to take measures to:
 - a. Finance proper functioning of the Maritime Academies and Schools
 - b. Sign mutually advantageous agreements between shipowners, Maritime Unions and Maritime Academies/Schools
 - c. Use school ships, sailing vessels included to train young seafarers
 - d. Have permanently at least one cadet at each ship to train him/her
 - e. Encourage the appearance of public organisations engaged in promotion of the maritime profession
 - f. Finance clubs, circles, schools, to educate teenagers, sea scouts wishing to dedicate themselves to the maritime professions
 - g. Inaugurate scholarships for talented needy cadets
 - h. Encourage mass media to help make seafaring more attractive to young people
 - i. Announce competitions for the best works of literature, musical compositions, TV films, pictures, photos etc. to highlight the image of seafarers
 - j. Encourage international co-operation, twinning, exchange of visits between institutions engaged in maritime education and training

Resolution 37: Support for regulatory compliance with hours of rest and watchkeeping for seafarers on Panamanian registered ships

This 42nd Congress of the ITF, taking place in Mexico City on 5-12 August 2010:

1. CONSIDERING that Panama has the largest flag of convenience maritime registry in the world, and considering also the ratification of the MLC 2006, on January 6, 2009, by the government of President Martín Torrijos; Panama must enforce these rules as provided by the ILO, IMO and STCW 78-95, regarding the Working and Rest Days, on vessels of Panamanian registration;
2. CONSIDERING that SITRASERMAP has exhausted all national means, bringing the current law governing the work at sea and inland waterway vessels registration in Panama [Act 8 of 1998] to the SUPREME COURT (on the grounds of unconstitutionality), as well as international bodies via the ILO Freedom of Association complaint case 2372, 2003;
3. CONDEMNING the attitude of different governments that have been in power since the enactment of that law and who have not enforced Working and Rest Days rules on vessels under its registry and more so in vessels or companies that work in jurisdictional waters of Panama, a situation that has led SITRASERMAP to undertake two strikes on the tugs working in the terminal ports of the Panama Canal, Balboa and Cristobal, a company owned by INTERNATIONAL SMIT Harbour Towage Netherlands, now merged with Boskalis; both strikes have been to demand that the company and the government enforce their daily rest between working days;
4. RESOLVES
 - a. To invite all ITF affiliates, particularly the Seafarers' Section and Inland Navigation Sections, to require the Government of Panama and SMIT Harbour Towage International (merged with BOSKALIS) immediately to comply with the Working Days and Rest rules on vessels of Panamanian registration, Panama having the largest open registry in the world.

- b. We ask all members of ITF in the world especially the sections above, to send letters to the Panamanian Government and SMIT INT, supporting members SITRASERMAP and all ITF seafarers in Panama.

Resolution 38: Human and trade union rights of workers of the Panama Canal

This 42nd Congress of the ITF, meeting in Mexico City:

1. CONSIDERING that the removal of the right to strike, whether completely or in part, of the workers on the Panama Canal, whether they may be public service workers or essential services providers, though not strictly in the sense of the term, remains a violation of human and trade union rights;
2. REASONING that port services (loading and unloading) and transport in general are sectors linked to the activity carried out in the Canal and these services have not been considered by the ILO's Committee on Freedom of Association as essential services in the strict sense of the term and thus are not excluded from the right to strike.
Given this fact, we are concerned that the Government of Panama may be trying to establish the Canal as an essential service;
3. OBSERVING that the majority of members of the Supreme Court of Justice of the Republic of Panama on 27 April 2009, felt that the demands made under articles 92,109,113 of Law 19 of 11 June, which establishes the Panama Canal Authority, to be constitutionally valid, and that articles 92 and 109 prohibit strike action, that article 113 limits trade union rights by giving a government body the right to revoke the trade union recognition of any trade union organisation that infringes Article 92, which prohibits strike action;
4. We request that ITF affiliates send letters and electronic messages to the three relevant government organs in Panama, the Executive (President of the Republic), the legislative body (Deputies in Parliament Assembly) the Judiciary (Supreme Court of Justice) and finally the ILO, rejecting the findings of the Judiciary.

Resolution 39: Workers' participation in the Panama Canal expansion project

The 42nd Congress of the ITF, meeting in Mexico City from 5 to 12 August, 2010:

1. NOTES that the expansion of the Panama Canal is the most important engineering project initiated by any Canal administration since the opening of the Panama Canal to maritime industry in 1914.
2. FURTHER NOTES that the success, or failure, of this project will have a significant impact on the future of international maritime commerce in the area.
3. RECOGNISES that workers' participation in the early stages of the decision making process is a necessary step in guaranteeing the success of the major operational overhaul that will necessarily come as a result of the expansion of the Panama Canal.
4. RECALLS that as early as 2004, the Panama Canal Pilots' Union has expressed its desire to actively participate in the operational decisions of the Panama Canal expansion project.
5. RECALLS too that full participation in the decision making process of the final design of locks and navigational channels, as well as in the development of operational procedures, was promised by the Canal Administrator in late 2006, but such administration has failed to honour that promise.
6. CALLS on the ITF to press upon the Government of Panama to take the necessary steps to guarantee full participation by Canal workers, through their duly elected trade labour organisations, in the decision

making process of the design of locks, channels and technology, as well as in the development of operational procedures for the safe and efficient operation of the expanded Panama Canal.

7. URGES ITF affiliates to express their concern to the Administrator of the Panama Canal Authority, for the negative effect that the lack of direct participation of Canal workers, through their duly elected trade labour organisations, will have on the development of a reliable expanded Panama Canal waterway.

Resolution 40: International minimum standards for inland waterways

1. NOTING that the inland waterways sector has beyond doubt entered the era of globalisation, and is undergoing flagging-out, relocation of companies to post office boxes and the employment of workers from labour-supplying countries,
2. NOTING that due to the effects of globalisation on the sector, new tools need to be developed to sustain the safety and security of crew members, cargoes and ships,
3. NOTING FURTHER that the inland waterways sector is composed of a vast majority of small and medium sized companies (SMEs) or owner/operators (one family/one ship - work/home), and that in Europe, more than sixty per cent of the EU inland waterways industry are owner/operators who live/work on board, thus creating a challenge for trade unions wishing to organise in the sector. The situation is further complicated by the growth of an unclear network of ownership of companies by shipowners and of employment by operators, an inadequate level of supervision and control by authorities and a poor level of union organisation amongst increasingly internationalised crews,
4. NOTING WITH CONCERN that flagging-out and re-flagging of vessels to countries whose social security and labour legislation is not intended to serve mobile workers results in unfair competition, a downward spiral in wages and labour conditions and the growth of exploitative working conditions confronting employees in the inland navigation sector,
5. NOTING ALSO WITH CONCERN the conditions confronting hotel and nautical employees in the river cruise sector, which is rapidly growing on various continents and that the River Cruise Working Group set up after the 2002 and 2006 Congresses, to co-ordinate activities between the ITF, ETF and a number of national unions in their endeavours to establish union organisation amongst employees in the river cruise industry, requires strengthening,
6. DEPLORING the fact that in Europe this situation is being reinforced by the introduction of a regulation on the harmonisation of social security systems that does not take into account the specific situation of mobile workers,
7. ALSO DEPLORING the fact that for Inland Waterways no international minimum standards on safety, security, training standards, working time, crewing levels, social security and remuneration have been developed –standards which are vital for the regulation of an international transport sector which often operates in essentially law-free zones,
8. MINDFUL that there is an urgent need for these international minimum standards regarding safety, security, training standards and remuneration to be developed in order to safeguard the workers and to establish an internationally acceptable minimum that will stop social dumping in the sector,
9. CONCERNED about the increasing use of non-domiciled labour, often employed under precarious conditions especially in the rapidly growing river cruise sector,

10. CALLS UPON the ITF Executive Board and the ITF Inland Navigation Section immediately to investigate whether elements of the 2006 ILO Maritime Labour Convention could be applicable to the international inland waterways industry.
11. CALLS UPON the ITF Executive Board and the ITF Inland Navigation Section to initiate discussions with the International Labour Organisation (ILO) and the International Maritime Organisation (IMO) as well as other bodies, on the establishment of international standards for:
 - Safety and Security
 - Crewing levels and working time
 - Training and
 - Social security and minimum wages for inland waterways workers.
12. CALLS on the ITF to dedicate resources to building up an inland waterway inspectorate drawing on the experience and expertise of the ITF's seafarers' inspectorate to assist, support and co-ordinate the work of the national unions involved in this sector. The ITF's Inland Navigation Section should seek to extend the scope of the "Brussels Guidelines" for the river cruise industry and monitor their observance as well as continue to support all employees in inland navigation worldwide in the pursuit of their rights, and this should be done in co-ordination with the national unions, the inspectorate and the other maritime sections. The production of publications akin to "Message to Seafarers" and the "Seafarers' Bulletin", to be directed at employees in inland waterways, should also be considered.

Resolution 41: Solidarity with Greek seafarers

The 42nd ITF Congress, meeting in Mexico City from 5-12 August 2010:

1. NOTING that Pan-Hellenic Seamen's Federation (PNO) and Greek seafarers had taken industrial action against UK flag vessels "ROPAX 1" and "ROPAX 2" (trading between Italy and Greece) at the port of Corinth, since 8 June 2010 and for three weeks, seeking implementation of the ITF "Common Policy on European Ferry Services", the so-called "Athens Policy",
2. NOTING FURTHER that both the shipboard conditions of seafarers employed on the vessels concerned and the manning levels were substandard, amounting to unfair competition in accordance with the "Athens Policy", as interpreted by the ITF Fair Practices Committee (Berlin, March 2010), thus creating social dumping, much to the detriment of Greek seafarers' jobs,
3. GRAVELY CONCERNED that as a result of the PNO industrial action, the company "ADRIATIC LINES AND SPA" (Florence) had taken injunction against the General Secretary and the PNO Executive Board and furthermore that a provisional order had been issued against the leadership of the Greek seafaring movement,
4. RECALLING the Resolution adopted on 9-6-2010 in Brussels by the Maritime Transport Section of the European arm of the ITF, the European Transport Workers' Federation (ETF) which, inter alia, condemned such denial of fundamental rights and prosecution of Trade Union representatives of Greek seafarers,
5. COMMENDS the efforts of the PNO and Greek seafarers in pursuing the objectives of the ITF "Athens Policy" which aims at abolishing unfair competition and social dumping, created by low manning and substandard wages paid onboard ferries trading in European waters,
6. EXPRESSES its solidarity with and full support for all Greek seafarers and their Union, the PNO, in their fight against the scourge of social dumping in the sensitive Ferry sector, where the bulk of jobs exist.

Resolution 42: Iran

1. RECALLING that the 41st ITF Congress in Durban in 2006 called for the

- urgent release of Mansour Osanloo, leader of the ITF affiliated Vahed bus workers' union and that the Iranian authorities complied with the resolution and released him on the final day of that Congress,
2. NOTING that Osanloo then attended an ITF road transport conference and the ITUC General Council in 2007 but was kidnapped from a bus by security agents shortly after his return to Iran and has been in detention since,
3. WELCOMING the efforts by ITF affiliates worldwide, including ITF affiliates participating in action days, and visits to Tehran and ITF inspectors visiting Iranian ships, that have focused attention on Mansour Osanloo and other imprisoned trade union leaders in Iran,
4. EXPRESSES ITS DEEP APPRECIATION to all ITF unions who have been taking part in this campaign. Many have joined the Action Days; ITF Inspectors have visited Iranian ships; several unionists travelled to Iran in solidarity with Osanloo; others have honoured the union through awards and union honorary membership.
5. FURTHER CONDEMNNS the escalation of attacks on workers' rights in recent months where more than 50 trade unionists are in jail, and notes with grave concern reports that the imprisoned bus union executive board member Reza Shahabi has been prevented from contacting his family or legal representatives for over a month since reporting that he had suffered neck and back injuries while in prison.
6. NOTING that the Iranian government in its response to a complaint to the ILO Committee of Freedom of Association submitted by the ITF and the ITUC informed the ILO in June 2010 that Osanloo would soon be released from detention,
7. NOTING with grave concern that since that date further charges have been levied against Osanloo and that there is no sign that the Iranian government is ready to honour the commitment it gave to the ILO,
8. AWARE that the ITF General Secretary immediately extended an invitation to Mansour to attend the 42nd Congress which was refused for delivery by the authorities at his prison,
9. WELCOMING the strong alliance the ITF has built with other Global Union organisations - ITUC, EI, IUF - together with human rights activists in Amnesty International,
10. AWARE that Iranian maritime workers organisations are approaching the ITF with requests for affiliation, this Congress:
 - a. DEMANDS that the Iranian government immediately release all trade unionists in detention, and fulfills its specific commitment to release Mansour Osanloo
 - b. CALLS on all the ITF Executive Board and on ITF affiliates to continue action in support of Osanloo, Ebrahim Madadi and Reza Shahabi also of the bus union and other imprisoned and persecuted union leaders in Iran
 - c. INSTRUCTS the Executive Board to make it clear to any Iranian trade union organisation seeking to affiliate to the ITF that a fundamental condition for its membership will be active and public support for the campaign in support of Osanloo
 - d. SUPPORTS the efforts of other trade unions around globe to approach companies engaged e.g. in car manufacture, the oil industry and metal industries, to ask their company in Iran to recognise independent trade unions in Iran, and encourages ITF collaboration with such initiatives.

Resolution 43: Seeking a swift, fair and acceptable solution to the Philippine Airlines labour dispute

This 42nd ITF Congress, meeting in Mexico City on 5-12 August 2010:

1. REGRETS the unfortunate decision of the former Acting Secretary of Labor and Employment last June 2010 to approve the management plan

of Philippine Airlines (PAL) to spin-off or outsource its so-called “non-core businesses” ostensibly to stave off further losses brought about by the global economic crisis, but which would inevitably result in the mass retrenchment of about 3,000 regular PAL employees in the airport services department, in-flight catering and call centre reservations, who are all union members of the Philippine Airline Employees’ Association (PALEA);

2. FIRMLY BELIEVES that world economic recovery can be sustainable if it is anchored on social justice and fair globalisation, wherein the market prerogative of employers to outsource labour must give way to the universal right of all workers to organise and bargain collectively under Conventions Nos. 87 and 98 of the International Labour Organization;
3. FULLY SUPPORTS PALEA in moving for the reconsideration of the decision of the former Acting Secretary of Labor and Employment, so as to prevent union busting and the unjustified contracting out of PALEA members who stand to lose their right to organise and bargain collectively;
4. CALLS ON Philippine Airlines to respect, protect and implement the provisions of its CBA with PALEA, and stop all forms of union-busting;
5. STRONGLY SEEKS the commitment of the Philippine Government to reach a swift, fair and acceptable outcome to the labour dispute in Philippine Airlines.

Resolution 44: Death of an officer trainee

The 42nd Congress of the ITF meeting in Mexico City from 5-12 August 2010:

1. Notes with extreme concern the death in suspicious circumstances of Ms. Akhona Geveza a young South African officer trainee serving onboard the UK flagged Safmarine Kariba and sponsored under the South African Maritime Safety Agency and the Port Authority Transnet training scheme which seeks to encourage women to seek careers in shipping;
2. Notes also that Safmarine is a subsidiary of AP Moeller–Maersk with whom ITF have established high level contacts and an ongoing relationship through the ITF Maersk Network;
3. Further notes that the investigations in the circumstances of Ms. Geveza’s death have revealed allegations of systematic abuse and harassment of South African officer trainees within the Transnet scheme which should act as a wake up call to the entire shipping industry;
4. Expresses concern that these allegations could damage irreparably the image of shipping as a career choice for young people and specifically amongst young women – the main beneficiaries of the Transnet scheme;
5. Recalls the leadership role of the ITF in setting out policies and guidance to affiliates on inter alia the eradication of harassment and bullying and the promotion of equal opportunities for all transport workers and women seafarers in particular;
6. Therefore calls on the ITF to:-
 - a. Remind AP Moeller-Maersk that they have an obligation to ensure that Ms. Akhona’s family receive justice and that those allegedly responsible for their daughter’s death are brought to justice
 - b. Join with its UK seafarer affiliates and SATAWU in demanding that all the allegations of abuse that have been made by other Transnet cadets are fully and openly investigated and appropriate action taken by the authorities
 - c. Work with AP Moeller-Maersk, affiliates in South Africa and maritime affiliates in the flag states of the company’s vessels to ensure any conclusions from the investigations into this terrible tragedy are implemented quickly across the company’s fleet
 - d. Assist the UK and South African affiliates in their efforts to reach

- out to the Geveza family and provide assistance, support and reassurance that all possible steps are being taken to ensure the daughter’s death is properly investigated and justice served
- e. Send a message to the shipping industry that the worldwide maritime trade union family will not tolerate this kind of treatment of any seafarer on any ship
- f. Redouble its efforts to support the eradication of harassment and bullying at sea and the promotion of mutual respect and equal opportunities in shipping
- g. Further calls on the ITF to work with SATAWU to ensure the SA Maritime Safety Agency/Transnet cadet programme which specifically encourages young South African women to go to sea, continues to receive the full support of the South African maritime community.

Resolution 45: Solidarity with UPS workers in Turkey

The ITF 42nd Congress held in Mexico City on 5 – 12 August 2010:

1. CONDEMNS the UPS management in Turkey for its anti-union policy set against the organising campaign by the ITF-affiliated TÜMTIS, which has escalated over the past few months with a total of 138 workers being dismissed from the company and its sub-contractors in Istanbul, Izmir and Ankara;
2. FURTHER CONDEMNS the local management which has exerted huge pressure on the workforce not to join TÜMTIS in all worksites of the company in Turkey. In one recent case, reported on 2nd July, a senior manager of a sub-contractor in Izmir took out his gun and started shooting in public;
3. CONGRATULATES TÜMTIS and its members for their resistance and determination to continue the struggle;
4. WELCOMES the solidarity actions taken by the ITF and its affiliates as well as our sister organisations including UNI who have visited the picket-lines; organised petitions; contacted the UPS management and sent financial assistance to the picketers;
5. WELCOMING the work of the ITF-UNI global delivery network in increasing international union coordination in UPS and other global delivery companies,
6. DEMANDS that UPS management open a dialogue with TÜMTIS to settle this dispute immediately by reinstating all dismissed workers; stop any further dismissals and recognise trade union representation in Turkey;
7. CALLS UPON all ITF unions as well as colleagues in the Global Union organisations to express their solidarity with TÜMTIS and the UPS workers in Turkey both morally and materially by:
 - Sending protest messages to the UPS management both globally and nationally
 - Publicising the dispute in union publications and approaching local media
 - Providing practical support to TUMTIS in Turkey
8. FURTHER CALLS UPON the secretariats of the ITF and UNI, in consultation with their affiliates, to collect all relevant information on UPS’s anti-union activities around the world, including the recent discrimination case in Cologne, Germany and the dismissal of a shop steward in South Africa, for submission to all relevant union meetings with the UPS management, and shareholders’ meetings.

Resolution 46: British Airways Cabin Crew

The 42nd Congress of the ITF meeting in Mexico City from 5th – 12th August:

1. DECLARES solidarity with all British Airways Cabin Crew engaged in their current dispute.

2. NOTES the rejection by BA cabin crew of a new offer made by British Airways on July 20th and supports the union's decision to refer the withdrawal of travel benefits from workers who participated in the strike to the European Court on Human Rights as a fundamental breach of trade union rights.
3. CONDEMNS British Airways imposition of new working practices upon cabin crew.
4. BELIEVES that British Airways' attack on Unite's cabin crew organisation is intended to destroy the union within cabin crew.
5. BELIEVES that the actions of British Airways are a threat to union organisation in the aviation industry.
6. DEMANDS that British Airways enters into constructive negotiations with Unite in order to reach an agreement acceptable to all B.A. cabin crew.

Resolution 47: The anti-union actions of Mexicana de Aviación

1. NOTING that the company Mexicana de Aviación, which was founded in 1921 but sold to its present owners in 2005, has been responsible for an ongoing campaign of public disinformation, via which it has blamed employees for the poor administration of the Company;
2. NOTING account of the fact that since 2005 it has maintained a dishonest policy, asking the Pilots Union (ASPA/Union of Airline Pilots)) and the Flight Attendants' Union (ASSA) to reduce their salaries and degrade their working conditions, generating a saving of 50 million since 2006, savings which the company said at that time would make its operation viable, and now denying that the employees have always held a position of dialogue and negotiation;
3. BEING informed that the Mexicana Consortium has created other brands, Mexicana Click and Mexicana Link, to which it would have transferred assets, resulting in the asset stripping of Mexicana and the consequent artificial bankruptcy, which in some countries could be considered a financial crime;
4. CONSIDERING the statements made by the Mexicana Consortium, including those of its Managing Director Manuel Borja who, in an attempt to win over public opinion, maintains that the problem has been caused by the salaries of the employees, without giving any indication of the destination of the assets supplied by the Mexican Government in 2005 and without publishing the salaries, bonuses, benefits and loans of the Managers of the Mexicana Group, which are far higher than those of any employee in the Mexicana Group;
5. NOTING that it is inconceivable that the Mexicana Corporate Group would ask for protection from its creditors, since the corporate group is financially viable, which is why it is obvious that the purpose of the possible bankruptcy of the corporate group appears to be to avoid meeting its commercial and employment obligations, which could be construed as fraud as long as the Mexicana Corporate Group acknowledged ownership of Mexicana Click and Mexicana Link;
6. CONCERNED by the fact that the Mexican Government is allowing the creation of Employer Protection Unions, a cover for employment organisations to deprive employees of their rights, that employees have been threatened and beaten up to prevent them from defending their rights, and that one of those unions has been contracted by the Mexicana Consortium to reduce labour costs by depriving the employees of their rights;
7. ALSO CONCERNED that the announcement of the suspension of the sale of Mexicana tickets - Mexicana being one of the brand names of the Mexicana Consortium is affecting passengers who are not to blame for the attempt at artificial bankruptcy by which the Mexicana Consortium is planning to avoid meeting its commercial and employment obligations;

Resolves

- a. To condemn the Mexicana Consortium for its apparently libelous and dishonest policy and for its refusal to recognise that poor administration and the stripping of assets from the company has led to an artificial bankruptcy of the same.
- b. To join forces with the employees of the Mexicana Consortium, who are being made the subject of media blackmail and who, despite everything, have maintained the safe, efficient operation of the airline to the highest international levels.
- c. To request the Mexican government to eliminate the fraudulent use of employer protection contracts – a system which is being employed by the Mexicana Consortium to deprive the employees of their rights -- this should be done to ensure respect for the principles of trade union freedom of association.
- d. To demand that the Mexican authorities conduct a financial investigation into the Mexicana Consortium, into the three brand names under which it operates, and into its principal shareholders, including the chairman of its board Gastón Azcárraga, demanding compliance with the undertaking made by the company during the sale transaction made when the government privatised the airline.
- e. To demand that, as negotiated by the Mexican government in 2005, the Mexicana Consortium respect the rights of the employees and the collective bargaining agreement, by immediately ordering the media to cease their harassment and by returning to the negotiating table to analyse honestly the real situation and the possible alternatives with a view to improving the finances of the Mexicana Consortium.
- f. To ask the Mexican Congress to call to account the Secretary for Communications and Transport to analyse the financial situation of the Mexicana Consortium, and to ask the Mexicana Consortium to demonstrate whether or not it is complying with the contract of sale signed in 2005 with the Mexican government.

Resolution 48: Opposing the violation of human and trade union rights in Panama

1. WHEREAS Panama is a member of the ILO and has ratified, inter alia, Conventions Nos. 87 (Freedom of Association and Right to Organise), No. 98 (Right to Collective Bargaining);
2. TAKING NOTE that Panama's Congress, on June 16, 2010, adopted Law 30 in an unusual and undemocratic way, and that this Act amends three laws and six regulations, including the Labour Law, in order to destroy Labour and trade union rights, including the non payment of union dues, restrictions on free collective bargaining, and the right to strike amongst others;
3. NOTING that this law, that is in force and that a partial temporary suspension for three months is currently being discussed at Congress, affects all workers nationwide and its side effects are extended to the Seafarers sailing aboard Panamanian flag vessels, the largest flag of convenience of convenience, so that also affects workers from several other countries;
4. NOTING with concern of countries that the Panamanian government sent the National Police to brutally repress the workers of the Province of Bocas del Toro, who had gone on indefinite strike, which resulted in the murder of two union activists, the lost of sight, in one or both eyes, of more than 30 workers as a result of the shooting of projectiles, the arrest of hundreds of workers throughout the country and the arrest warrant of several union leaders as well as continuing death threats against union leaders including the affiliates of the ITF;
5. RESOLVES to condemn the repressive actions of the Panamanian

government, which has used the police to attack and intimidate workers who struggle to prevent the violation of trade union and human rights created by Act 30.

6. CALLS ON all ITF affiliates worldwide to send letters of protest condemning of the violation of trade union and human rights, and rejecting Law 30 as well as any other law that violates the principles of the Freedom of Association.

Resolution 49: Burma

The 42nd ITF Congress, meeting in Mexico City from 5-12 August 2010:

1. NOTES that the ruling junta has promulgated a set of election laws to hold elections in 2010 despite the fact that Aung San Suu Kyi and prominent stake-holders are obviously excluded from the vital reconciliation and democratization process in future Burma.
2. NOTES WITH CONCERN in the third week of May the National League for Democracy party cancelled its re-registration for the election based on the fact that its rules together with the 2008 Constitution were unfair, and that the political situation of the country has become more tense and crucial at this juncture;
3. NOTABLY ACKNOWLEDGES hardship situation and vulnerability of the Burmese workers at the hands of the army and its cronies' economic monopoly system since there have been series of breakouts of labour strikes since 2007 in industrial zones of Rangoon, and many more migrant workers have been suffering in neighboring countries;
4. STRONGLY RECOGNISES the legitimate activities of the Seafarers Union of Burma in its rendering of trade union services and protection of Burmese seafarers, fishers, fishery workers and migrant workers despite the formidable difficulties and challenges that exist and FULLY CONTINUES TO SUPPORT the SUB's long enduring struggle to establish human and trade union rights in a future democratic Burma;
5. THEREFORE ITF 42nd CONGRESS:
 - a. Condemns any attempt to violate the trade union rights of all the Burmese workers including seafarers, fishers, fishery workers and migrant workers and demands the junta respect ILO Convention No. 87 (Freedom of Association and Protection of the Right to Organise), to which Burma has been a signatory country since 1955
 - b. Stands together with the Global Unions Federations to protest against the upcoming unfair election and equally dubious constitutions as they are not all-inclusive - which is vital for national reconciliation and the democratisation process
 - c. Refuses to engage with the Junta-supported Myanmar Overseas Seafarers Association (MOSA) at this crucial time in Burma, as it is not representing to protect all our Burmese seafarers.

Resolution 50: Costa Rica

The 42nd ITF Congress, meeting in Mexico City from 5-12 August 2010:

1. EXPRESSES ITS SOLIDARITY with the colleagues of the legitimate leadership of the affiliated union SINTRAJAP, of Puerto Limón Costa Rica.
2. Noting the situation faced by port workers colleagues in Costa Rica, DENOUNCES the following:
 - a. The worrying attacks and violations perpetrated by the Government of Costa Rica against the freedom, the rights and the trade union autonomy of the port workers and their union SINTRAJAP.
 - b. The violation of basic human and trade union rights, of the internal affairs of the union, and of the international conventions relating to the freedom of association and free negotiation, in that the Government of Costa Rica is not respecting the legitimate and truly democratic process adopted by SINTRAJAP in order to elect its leadership.
 - c. The inappropriate and illegal intervention by the Government, the

Ministry of Labour, Ministry of Health, Ministry of Security, Ministry of Public Works and Transport, and even the ex-President and Nobel Prizewinner, Oscar Arias, in the internal affairs of the trade union organization of the ports of Limón and Moín.

- d. The illegal actions by the Government of Costa Rica in removing the legal personality of the legitimate leadership of the union, elected in a free and democratic manner by 72% of the workers affiliated to SINTRAJAP, while at the same time, in collusion with the management of the port institution, promoting a parallel group defending the interests of the Government and not the interests of the workers, and upon whom it has illegally given legal status, designating it as the "Executive Board", without these persons having been elected by the workers and without participation in any democratic process. All this has been done with the objective of privatizing the ports and impeding the existence of the trade union organization which is the true representative of the workers, in clear violation of trade union freedom, the international ILO conventions, and the laws of the country.
- e. The shameful, corrupt, reprehensible, and immoral action by the Government of Costa Rica in offering a bribe of US\$137 million to the port workers of Puerto Limón in exchange for their renouncing their union SINTRAJAP.
- f. The illegal detention and subsequent release of 24 workers on 29 April 2010 due to their having demonstrated in favour of the right to work and labour stability and against unemployment and the privatization and concession of the ports. These are colleagues whom the Government is accusing in court proceedings and who could be condemned to prison as if they were criminals.
- g. The twisting and abuse of the laws on the part of the port administration and the Government in order to further its economic interests and continue to implement its neoliberal policies to the detriment of the rights of the workers.
3. This Congress DEMANDS that the government of Costa Rica
 - a. Respects the freedom, autonomy and trade union rights, nationally and internationally, and immediately cease the destructive policy that is being pursued against the Costa Rican trade union movement, and in particular against the port workers organized in SINTRAJAP;
 - b. Respects democracy and recognises the legitimate leadership of the union, which was elected by the workers in a free, independent, and democratic manner, in accordance with the laws of the country and the constitution of SINTRAJAP, indicating in this way that they recognise the SINTRAJAP union under the leadership of Ronaldo Blear and his management group, with a legal mandate from January 2009 until January 2011, as the sole legitimate representation of the workers in the ports of Limón and Moín, as well as all the trade union, labour, democratic and human rights concerned with this;
 - c. Respects and complies with the International ILO Conventions and the labour laws of the country;
 - d. Shows the interest of the Government by resolving the issue by way of a direct dialogue with the legitimate representatives of SINTRAJAP, at a meeting at which a prompt resolution of the conflict can be found.
4. This Congress, aware of the situation described above, CALLS FOR planning lawful action to support the SINTRAJAP trade union, where possible involving measures of direct action throughout the entire world.

ITF CONGRESS MEXICO 2010

DELEGATION LIST

Mr Padraig Crumlin	NO
Miss Mich-Elle Myers	NO
Mr Warren Smith	NO
Mr Dean Summers	NO
Mr Dennis Outram	NNSW
Mr Stephen Paras	NNSW
Mr James Plummer	NNSW
Mr Stephen Riley	NNSW
Mr Gary Smith	NNSW
Mr Wayne Tilley	NNSW
Mr Tumas Wilson	NNSW
Mr Bernard Gallen	NQLD
Mr Laurie Horgan	NQLD
Mr Andy Burford	NT
Mr Thomas Mayor	NT
Mr Tony Austin	QLD
Mr Michael Carr	QLD
Mr James Crookall	QLD
Mr Brian Gallagher	QLD
Mr Charles Gray	QLD
Ms Fiona Munro	QLD
Mr Michael Boase	SA
Mr Clem Clothier	SA
Mr Werner Cohrs	SA
Mr John Formosa	SA
Mr Jamie Newlyn	SA
Mr Ray Nolan	SA
Mr Danny Wakeling	SA
Mr Floyd Floyd	SNSW
Mr Garry Keane	SNSW
Mr John McGartland	SNSW
Mr Adam Palmer	SNSW
Mr Brian Smith	SNSW
Mr Luke Barron	SYD
Mr Andrew Boyd	SYD
Mr Mark Champley	SYD
Mr Kieran Crumlin	SYD
Mr Bill Highfield	SYD
Mr Stephen Husband	SYD
Ms Jane Hyslop	SYD
Mr Paul McAleer	SYD
Mr Damian McGarry	SYD
Mr Jason Miners	SYD
Ms Fiona Thomson	SYD
Mr Glenton Wood	SYD
Mr Peder Bull	TAS
Ms Janet Harris	TAS
Mr Henry Solley	TAS
Mr Aaron Turner	TAS
Mr John Weekes	TAS
Mr David Cushion	VIC
Mr John Finck	VIC
Mr Damien Martin	VIC
Mr Robert J Patience	VIC
Mr David Schleibs	VIC
Mr Garry Bickley	WA
Mr Christy Cain	WA
Mr Adrian Evans	WA
Mr Peter Fellowes	WA
Ms Tonia Kerns	WA
Mr David Mews	WA
Ms Bianca Napper	WA
Mr Will Tracey	WA
Mr Ian Wightman	WA



