



# Congress News Report

*This Congress News Report is a compilation of articles produced during the 36th International Transport Workers' Federation (ITF) Congress in Florence, Italy (2-9 August) for the daily Congress News Bulletin (which was only available in the English language at Congress), with an additional report on the closing session. This publication is not an official record of the 36th Congress — that will appear in the official Report of Proceedings which will be available by late 1991/early 1992 — but is intended to provide a guide to the proceedings for reference by delegates who attended and for those ITF affiliates who were not able to attend. This Report is produced and published by the ITF, further copies in English, French, Spanish, German or Swedish are available from the ITF Research and Publications Department, 133-135 Great Suffolk Street, London SE1 1PD, Great Britain; Telephone +4471-403-2733; Telefax +4471-357-7871; Telex (051)8811397 ITF LDN G; or Poptel Geomail GEO2:ITF.*

# I n s i d e

## PLENARY SESSIONS

Thursday August 2nd, a.m.	3-4
Thursday August 2nd, p.m.	5
Friday August 3rd, a.m.	6-7

## SECTION CONFERENCES AND MEETINGS

Seafarers	8
Travel Bureau	8
Research and Publications	9
Civil Aviation	9
Fishermen	10
Road Transport	10
Seafarers & Dockers	11
Railwaymen	11
Dockers	12
Inland Navigation	12
Urban Transport	12

## PLENARY SESSIONS

Tuesday August 7th, a.m.	13-16
Motions (7th & 8th August)	16-18
Affiliation fees	18
Constitutional amendments	19
Section reports	20
Thursday August 9th, a.m.	21
ITF Executive Board	21

# Plenary sessions

## Opening session Thursday August 2nd, a.m.

The opening session of the 36th ITF Congress was held during the morning of August 2nd in the Congress Centre, Florence, Italy.

A representative of the transport workers of the Tuscan region addressed the session. He welcomed the ITF to Florence — a city rich in democratic traditions. He identified the upheavals in Eastern Europe, and the challenges of the European economic integration as the most important events of our times.

**Paolo Capelletti**, representative of the Lord Mayor of Florence, gave a warm welcome to the delegates on behalf of the civic authorities. The ITF, on the threshold of being 100 years old, had faced up to the darkest days of this century — the period of Nazism and Fascism. Now the sun had risen again, as freedom had broken out throughout central and eastern Europe.

Italian Minister of the Merchant Marine **Carlo Vizzini** said that his government was proud to have the ITF meeting in Italy. The ITF embodied the international ideal. In transport, it was particularly important to overcome national boundaries and develop an international strategic role. In this process, the role of safety must be central. Trade unions, the minister said, must not be seen as opposing parties but as part of society as a whole.

FILT-CGIL General Secretary **Luciano Mancini**, member of the ITF Executive Board, addressed the opening session on behalf of all three Italian transport union federations. He recalled that a policy document had been adopted at the 1986 Luxembourg Congress, but that the extraordinary events of late 1989 had radically changed the face of the world. New horizons of freedom and social justice were also opening up in Latin America and Africa. The economic debt crisis still remained the major world problem, and the wealthy nations had an obligation to assist in solving this crisis. The ITF has always striven for democracy, peace and human rights. It was entering a new world, but one no less rich in contradictions and problems than the old. These new problems could not be solved by referring to the models of the past. This century had begun with the great split in 1917 into the Communist and the capitalist world, now it was drawing to a close with the great split between the poorer two-thirds and the richer third.

A European regional structure of the ITF should be established to be the "engine of a new solidarity". This new structure should oversee a gradual shift of trade union power from the national to the European level. It should work around concrete demands like a shorter working week for all European workers. There should be a common basis for action at a European level.

In closing, Mancini informed Congress that it was the tenth anniversary of the slaughter perpetrated by right wing terrorists in the railway station in Bologna. On August 2nd,

1980 more than 80 people had lost their lives in the explosion — a criminal act that remained unpunished. A union delegation was in Bologna with the workers, the authorities and the people in a mass demonstration to urge the finding of the truth and the prosecution of the offenders. A minute of silence was held to remember the many victims killed in Bologna and other transport worker victims in the world.

The Italian transport minister **Carlo Bernini**, addressing the assembled delegates, thanked delegates for marking a minute's silence to commemorate the deaths ten years ago of all those, especially the transport workers, who had died so tragically and violently in the appalling massacre at the railway station in Bologna. The search for those responsible for this outrage was still continuing, he said, and the Italian justice minister was in Bologna to assist in this task.

The ITF Congress was getting underway at a time of great sadness and great hope. Sadness because of the invasion on that very day of Kuwait by Iraq, the latest conflict in this war-torn area. Hope because Eastern and Western Europe were at long last being re-united.

The ITF Congress was taking place at a time of great and fundamental changes in the transport industry. The ITF should know that it has many friends and supporters for the job that it is trying to do in dealing with the daily reality of the transport industry, he said. Both he, in his position as Italy's transport minister, and the Community transport ministers under the present Italian presidency offered the ITF their support in its work.

As Transport Minister he was delighted that the environment was now at the heart of the transport debate and that real efforts were being made to fit the various transport modes for the very heavy demands being made of them. Everyone had a basic right to mobility and transport workers had a vital role to play in enabling people to exercise this important human freedom which is so central to communication between nations.

**Franco Marini**, General Secretary of the Italian FIT-CISL trade union confederation, welcomed delegates to Florence. He highlighted one particular aspect of the ITF's activity that impressed him greatly — the strong united front it presented against the many competing world ideologies, especially in the seafaring sector, where it had taken a commanding lead that he hoped others would follow.

ITF unions could rightly be proud of the contribution that they had made towards building up democracy, he said. The Italian unions were strong but even they had suffered fierce attacks. There had been much talk in the last years of the 20th century being the "post trade union period". But the Italian unions and their fellow trade unionists elsewhere had not let themselves be intimidated and were winning the war against the forces ranged against them. This was not to deny that the trade unions were faced with major problems. That was why this ITF Florence Congress was so important as it would enable the ITF to plan its future work on behalf of the world's transport workers.

The opening ceremony was concluded by a welcoming address from the ITF's Canadian President **Jim Hunter**, who was attending his first ITF Congress since his election to the ITF's top post in 1986.

Hunter said that he felt privileged to be opening his first ITF Congress, which was taking place at one of the most dramatic and challenging periods in the history of the ITF, when great and positive changes were taking place that could not have been foreseen. Long standing dictatorships had crumbled in the time since Congress last met four years ago in Luxembourg and trade union rights had been won back. This was a moment for optimism, he said, a time when changes have come about that seemed impossible only a year ago. The ITF was at the very centre of the dramatic changes in the newly emerging countries of Eastern and Central Europe where independent unions had come into being and were now looking to affiliate to it. At this historic time, the ITF could truly say that its membership spans almost the entire world.

Of course, this was not the first time that the trade unions from Central and Eastern European countries had been present at an ITF Congress or members of the ITF family. In the 1920s and 1930s the ITF had many loyal affiliates in the countries of Eastern and Central Europe and had even held a Congress there — in Prague in 1932.

While the dramatic events of the past months had reshaped the future of Eastern and Central Europe, just as far-reaching changes had taken place since the previous Congress in other areas of the world. In Latin America, long-established dictatorships had been swept away in countries such as Chile and Paraguay, while in Africa the release after over twenty years in a South African prison of Nelson Mandela and the unbanning of the African National Congress gave hope that the end of apartheid was at last in sight. The independent unions, among them the South African affiliates of the ITF — the Transport and General Workers' Union and the Transport and Allied Workers' Union — had led the anti-apartheid struggle, and it was in no small measure thanks to their brave efforts that the supporters of apartheid had been resoundingly defeated. Namibia too was thankfully at long last a free country and was represented at Congress.

Inevitably, there had been some negative developments in the world since the Congress last met, the most appalling of these being the massacre a year before in Beijing's Tiananmen Square of so many young Chinese students and workers. The ITF's pleasure that totalitarianism had ended

in some countries was tinged with deep sadness that one third of the world's population was denied basic rights and freedoms.

At a time when authoritarianism was crumbling in Eastern Europe, transport unions in many other countries were facing a daily battle against conservative economic and social policies, with market forces being given free rein and rational transport planning all but abandoned. But there were the first signs of better times ahead. Though many countries were still ruled by conservative governments they no longer had things all their own way and hopefully their influence was at last on the wane.

Transport workers had a major role to play in ensuring that people's lives and the transport industry were not governed by the unregulated play of market forces, which had brought the world itself to the brink of catastrophe, as global warming and the destruction of the ozone layer threaten our very survival. It was vital that the right transport choices should be made, otherwise the environmental damage and the unwise use of precious energy resources would affect our lives and those of our children and grandchildren. Eastern Europe, with its heavy burden of atmospheric pollution, most of all badly needed coordinated transport policies. Governments everywhere had to return to viewing transport as a public service run for the benefit of the community as a whole. Competition must be replaced by cooperation.

As a delegate from North America, Hunter said he felt it necessary to mention a problem occupying the transport unions in America and Canada at the present time — that of the testing of transport workers for drug and alcohol misuse, which, though a real problem, was not being tackled in the right way. By testing workers responsible for the safety of a public service, the authorities were seeking to blame the workers for accidents when the real cause lies with poor equipment and the non-observance of the safety regulations.

Women now make up an ever larger proportion of the transport workforce, he pointed out, and stressed that the ITF should reflect this in its policies to ensure that women were able to enter previously male-dominated areas of the industry and to enjoy full equality in areas such as pay.

The demands being made on the ITF today were growing and the need for international solidarity was greater than ever. The united international trade union movement would not be found wanting in meeting the challenges of the 1990s, he concluded.

## ***ICFTU Assistant Gen. Secretary addresses Congress***

The fall of authoritarian regimes in Eastern Europe and parts of Asia and Latin America, and the growth of independent trade unions there, was welcomed by **Enzo Friso**, the Assistant General Secretary of the International Confederation of Free Trade Unions (ICFTU).

He recalled that it was exactly ten years since the start of the strike in the Lenin shipyard in Gdansk that launched the Polish free trade union movement *Solidarnosc*.

However, he stressed the need for a major input by trade unions into the shaping of new societies in Eastern Europe.

"Wage-earners must not be abandoned to the whims and hazards of the free market", he said. The ICFTU was organising a major international conference for trade unions

from both parts of Europe, as well as international trade union organisations, to strengthen the workers' position in the major challenges that lie ahead in the continent.

Friso also welcomed the positive political changes in Argentina, Uruguay, Brazil, Chile, Namibia, South Africa, Pakistan and the Philippines.

However, the fact that up to a quarter of the world's population live below the poverty line was an urgent challenge facing a range of institutions including the international trade union movement.

Friso conveyed the greetings of the ICFTU to the ITF, which, he said, they had always viewed as a senior partner in the international trade union movement.

# Opening Plenary Thursday August 2nd, p.m.

ITF General Secretary Harold Lewis, introducing the Report on Activities, said that moving to a four-year interval between Congresses had not lightened the Secretariat's workload as expected, and that the scope and depth of activities described in the Report alone justified the ITF's existence. All these activities were carried out at the request of affiliates, so it was not a case of the Secretariat creating work for itself.

Some of the worldwide problems reported to the last Congress in 1986 were still much in evidence, although there were signs that some governments and employers had realised that unfettered deregulation does not deliver the required results and that a more balanced approach was needed.

In Europe, the creation of the EC Single Market raised major questions for the future structures of the trade union movement

## EC commissioner presents Community transport policy

"The forces favouring liberalisation in the Single European Market are strong. What is needed is a strengthening of the forces which support the social dimension, so that we can achieve a balanced policy for the whole Community," said European Community transport commissioner Karel van Miert, who set out the objectives of the European Commission transport policy in the afternoon opening plenary.

The integrated transport policy idea has now expanded beyond the original emphasis on freedom of movement and commercial operations. The social and environmental aspects are now vital to the framework of a common policy, and EC standards in this respect should be harmonised as far as possible with those of neighbouring countries — but at the highest level achievable.

Van Miert gave examples of how the EC's common transport policy would affect different modes of transport:

— by the end of 1992, no permits will be needed for cross-border road haulage within the Community. The Commission is looking for stricter controls on noise emissions from trucks;

— much has been achieved within a short period on a common policy for civil aviation. While this mainly represented a kind of liberalisation, it would be a grave error to copy the deregulation policies pursued in the USA, and it was not the Commission's intention to do this;

— in shipping, a common policy was needed to halt the drastic decline of the Community's merchant fleet, which was halved in tonnage terms between 1980 and 1988, and for safety and social reasons;

— an extra impetus should be given to the development of the infrastructure of inland navigation in Europe, which provided an environment-friendly mode of cargo transport;

— a policy for the revival of the railways was also needed in view of environmental and social arguments for balanced transport operations in the EC. The Commission was encouraging railway companies to stop operating in purely national terms and to take account of the need for integrated rail networks within and beyond the Community.

It would be a tragic error to assume that the problems facing the transport infrastructure in the EC could be solved by the market alone, according to van Miert. The Commission would be grateful for the support of transport unions in ensuring a just balance in the Community's future policy for an integrated transport network.

and for the status of Eastern European countries, which are keen to join the Community.

The collapse of the corrupt authoritarian regimes in Eastern Europe had opened the way to the development of independent trade unions, which Lewis hoped would soon join the ITF. But there was also the danger of a headlong rush to the extremes of a laissez-faire system, encouraged by right-wing ideologues in Western countries.

Lewis also spoke of the danger that resources would be diverted from developing countries, whose transport workers often face grave problems in their working conditions and in organising effective trade union representation.

Bala Tampoe of the Ceylon Mercantile, Industrial and General Workers' Union replied that there was very little positive news to report from Sri Lanka. The violence in the country was usually seen as stemming from ethnic conflict — but a major reason behind the strife was high unemployment. He spoke of the 20th century as the era of globalised capitalism. This originated in Europe during the 19th century and had brought poverty to millions of people in developing countries. Poverty existed too in the industrialised countries, especially among illegal migrant workers. The Social Charter would not protect these oppressed workers, many of whom worked in transport industries. He proposed that the Executive Board should create from its own number a "global action committee" which would be democratically elected and could mobilise affiliates to take concrete action.

Tadashi Kubo of the All Japan Municipal Transport Workers' Union thanked the ITF staff for the preparation of the Report on Activities. He praised the work of the ITF Asia/Pacific Regional Secretary Mo Hoda, especially the establishment of the long-term regional educational programme. He spoke of the repression faced by many unions in the Asia/Pacific region and called on delegates to remember the massacre in Tiananmen Square on 4th June 1989. He also appealed to governments — especially in Pakistan — to recognise the importance of free trade unions in development.

S-E Nylund of the Finnish Ships' Officers' Union spoke of the significant steps forward in Chile and South Africa and of the rapid developments in Eastern Europe but said unions in many countries still faced repression. He stressed that trade unionists in countries with market economies should fight for the rights of people who migrate to their countries and offer support to newly emerging democratic unions in other countries.

Ricardo Perez of the Argentinian Road Haulage Workers' Federation told delegates that the integration of the European Community countries could widen the North/South divide. The situation in Latin America is deteriorating rapidly and the economic models suggested are based on privatisation and monetarism. He called instead for a new economic model based on social democracy and worker participation. He stressed the importance of setting up ITF sub-regional offices in Latin America.

K Akiyama of the Japanese Railway Industry Workers' Union (TETSUSAN-SOREN) told delegates of the Japanese unions' experience of the struggle against the privatisation of JNR. He regretted that the Japanese transport unions had split which had weakened their position. He urged unions elsewhere facing privatisation to retain their unity and declared his union's determination to work towards unity in their own country.

# Plenary session Friday August 3rd, a.m.

The debate on the ITF Report on Activities continued in the plenary session on Friday morning.

**Eike Eulen** of the German Public Service and Transport Workers' Union (ÖTV) said that at a time when employment in many sectors of the transport industry was declining it was especially important that unions should seek to organise workers in expanding sectors such as road haulage. The creation of the EC single market would affect unions throughout Europe and would have consequences internationally for labour. To tackle the problems effectively, Europe must have a strong union movement. As a member of the Executive Board, he promised that the ITF would help the newly independent unions in the countries of Eastern and Central Europe get off the ground and would welcome them into its ranks. The new unions needed help to ensure that capitalist interests do not take over and that there was no 'social dumping' in the transport sector.

**Hideo Kato** of the Japanese Confederation of Aviation Labour (KOKU-DOMEI) reported on recent changes in the structure of the Japanese labour movement and the formation of an international labour foundation to foster relations with the unions in other countries. The new confederation RENGU, grouping private and public sector unions, was actively pursuing a shorter working week and likely to achieve this goal soon. Transport workers also had their own national council (KOUN-ROKYO) to which most ITF Japanese affiliates belong. His union was pleased that the Asia/Pacific region had its own ITF committee which met regularly to discuss matters of concern. He paid a warm tribute to Kazukiyo Doi of Japan who had been its chairman for many years and had now retired. He referred to the important work being done by the industrial committees set up in the region and the need to ensure that the long term educational programme was continued. He also called for closer integration of the regional and sectional activities of the ITF.

**V David** of the Malaysian Transport Workers' Union thanked the ITF for campaigning so vigorously for his release from detention. The draconian detention laws in Malaysia were being extended and the right of habeas corpus denied. He too welcomed the recent changes in Eastern Europe but asked the developed world not to forget the need of the developing world to escape from poverty. He deplored the continuing abuse of human and trade union rights in Fiji and Sri Lanka and called on the international trade union movement and especially the ITF to uphold the right of the peoples of these two nations to live in freedom. The Prime Ministers of Malaysia and Fiji have a lot in common, he said. They were both trying to stir up racial disharmony. Transport workers in Malaysia were facing a difficult future as the government pursued its relentless policy of privatising the different transport sectors such as the railways, civil aviation and the ports. In state ownership, transport was still an efficient industry but he feared that workers would suffer under profit-seeking private employers.

**Ron Todd** of the British Transport and General Workers'

Union thanked ITF affiliates for their support of the UK dock strike over the abolition of the National Dock Labour Scheme. The fact that the union had lost the strike had serious implications for dock labour in the UK in terms of cuts in pay and lower safety standards. The Thatcher government had actively assisted the employers in this attack on dockers' standards in financial and other ways and as a result registered dockers have disappeared from the ports of Britain. When the TGWU called a strike they were dragged through the courts and because court decisions were in the union's favour legislation was rushed through parliament in record time to get the decision reversed. 45 years ago the union had slammed the door shut on casualisation. Now it was once more a very real threat. The TGWU might have lost the battle but it had not lost the war. The advent of the single market in 1992 was in danger of leading to a 'free for all' in the European docks industry with other European dock employers going the way of Britain.

**Raphael Okang'a** of the Railway Workers' Union of Kenya said that the external debt burden of his country was making it difficult to improve the lot of Kenyan workers. He appreciated all the assistance the ITF had given and asked it to continue supporting their efforts. He would like the ITF to extend its educational activities in Africa. His union now had an educational department which was educating rail union members to take responsible and informed decisions. The ITF's seminar activity in the region was a great help and much had been learned from the ITF's 1987 Dakar seminar. Valuable ITF assistance had also been given with starting up a union publication. But a lack of funding meant it was not possible to bring it out as often as he would wish. Help was needed with printing costs. He had been to the recent assembly of the Union of African Railways in Zaire — this was the first time the ITF was represented — and he hoped that the ITF would be able to extend these contacts in the future.

**M Ohmatsu** of the Japan Confederation of Railway Workers' Unions (JRU) said he wanted to challenge the false impression given the day before about the break-up of the Japanese railways into separate railway companies. His union had been able to protect the jobs of workers, while the rival union — Kokuro — which had opposed the break-up had not, and had lost members as a result. Fears that safety would suffer and fares would go up steeply following the break-up had proved false. The effect on jobs had been misrepresented. Those who had been displaced had been given generous assistance with retraining and offers of relocation. If workers refused to take advantage of these offers it was their own fault. In short, the new company had the confidence of the public. More passengers were being carried and fares had not gone up for three years. His union did not view privatisation as an evil. It was hosting an international conference on rail safety later this year and would continue to pay close attention to what was happening in the new railway company.

**Randall Howard** of the Transport and General Workers' Union, South Africa was glad to report that the TGWU had increased its members in most sectors in the past two years.



The TGWU had been waging a campaign against the 1988 Industrial Relations Act, he said, and would take mass action later this year if no solution was found. They were saying to the government: "we will not allow you to impose legislation on the trade unions". As he left for Congress the Inkatha violence in Natal province was spreading once again. Buthelezi's claim that he represents the people of South Africa was 'hogwash'. Violence was the only method he knew of getting what he wants and there were serious splits in the Inkatha movement on this. In Buthelezi's view talking peace was tantamount to surrender. He was a South African government 'puppet' — the South African police connived at the violence he was involved in. The trade unions had sought a dialogue with him but his agenda was different from theirs and he refused to meet them. He had to be isolated internationally. At least the government now recognised that the African National Congress was essential to a solution in South Africa. The mass union campaigns had sent the clear message to the government that the workers would not tolerate apartheid. It was the trade union struggle that was forcing the government to take the first tentative steps in the direction of ending racial divisions. Meanwhile, as the ITF Executive Board recognised, the international community must maintain and strengthen sanctions. The unions and their supporters want one man one vote, no more and no less. Congress must speak clearly in this issue. The process had only just begun, but victory was certain.

**Rudi Schäfer** of the German Railwaymen's Union said that the introduction shortly of the European single market had led to a rash of proposals that the unions were often not given the chance to digest properly before giving their view. The changes had produced a lot of extra work for the unions who were trying to ensure that their voice was heard in the corridors of power, even if the European Commission was not making this particularly easy for them. It was necessary to put the problems of Europe in a wider context so that the interests of the EFTA countries were protected as well as those of transit nations such as Austria and Switzerland. The ITF's 1989 Luxembourg conference had done just this. The Brussels Committee should be streamlined to make it more effective and this would have the added advantage of making it cheaper to run. The changes in Eastern Europe and the free flow of traffic between the two halves of Europe had implications for the future of European transport policy. His union was joining forces with the members of the former railmen's union in Eastern Germany, bringing them 200,000 new members. They would have to make changes to ensure that these new members were represented at all levels of his union. As trade unionists we must support the emerging unions in Eastern Europe towards real independence. It should be our goal to organise all the world's transport workers, he said.

**Alpha Kamara** of the Sierra Leone Motor Drivers' and General Workers' Union asked for more activities like the First ITF Women's Conference that had been held in Nairobi in 1988. He said that he was pleased that the West African Transport Workers' Federation had been reactivated and asked the ITF to pay more attention to it now. He referred to the Nigerian decree outlawing international affiliation by Nigerian unions as a 'guttersnipe' decree, which the Nigerian government should repeal immediately. He added that the three transport trade unions in Sierra

Leone were soon to merge in the Sierra Leone General Workers' Union under his presidency.

**Donatella Turtura** of the Italian Transport Workers' Union FILT-CGIL welcomed the Congress motions proposing an ITF Europe-wide structure, an expansion of the railways in Europe and better links between the transport networks in Eastern and Western Europe. The Italian unions were already actively supporting such efforts and had succeeded in getting government financial support for the construction of new trans-Alpine rail routes. Meetings had also been held between the governments of Italy and those of Austria, Hungary and Yugoslavia on transport links between these countries and the EC. The Italian unions wanted to play their part in linking the various countries in the Mediterranean basin and in reducing the disparities between them.

**William Matsi** of the Namibia Transport and Allied Workers' Union said that Namibia as a newly independent African nation was now seeking economic independence. The unions in Namibia would play their full part in this process. Collective bargaining was a new freedom and it would be necessary to train the workers so that they can participate fully in this process. Trade union structures were not very well developed in Namibia as the previous government had refused to recognise the unions. He was very pleased to be here at Congress and was anxious to support the ideals of the free trade union movement. He wished Congress every possible success.

**Mauricio Sant'Anna** of the Brazilian Maritime, Inland Navigation and Civil Aviation Workers' Confederation said that there was good news to report from Brazil. The military dictatorship was at an end, there were no more restrictions on the right to strike and free elections had been held. But Brazil was suffering the worst economic recession this century. Though most of the country's trade is seaborne the merchant navy had been cut back savagely. State-owned companies had been sold off to private interests. Seafaring jobs were disappearing. There were ever fewer Brazilian flag ships. The recent ITF regional conference in Montevideo had adopted a charter calling for united action against the 'neo-liberals'.

**Sampson Mabheka** of the Zimbabwe Amalgamated Railwaymen's Union said he was glad the ITF had gone over to four yearly Congresses as they made it possible to conduct a full programme of sectional activities. Trade unions in Zimbabwe were merging — his own was a merger of four previously separate unions — and this was giving them added strength. The rail unions were urging the rehabilitation of rail links with Mozambique though this was made difficult by the effective war zone in Zimbabwe's neighbouring country. He appealed for continued support from the trade union movement to the unions in Zimbabwe to help them in their task of building a just society. He thanked all those who had helped his union with its education activities in the past and the British railwaymen's union for helping with vital office equipment. He suggested that the next ITF Congress could be held in Zimbabwe as a sign of its support for the trade union movement there. He paid a warm tribute to Anderson Mhangu who had just retired after two decades of service to the union.

# Section conferences and other meetings

## *Seafarers' section conference Friday August 3rd, p.m. and Monday August 6th, p.m.*

Nearly two hundred delegates attended the Seafarers' Section conference, which commenced on Friday August 3rd, and held a second meeting on August 6th.

The meeting unanimously re-elected **K Mols Sørensen** (Danish Mates' Association) as Section Chairman and **Shannon Wall** (NMEBA) as Vice Chairman for the next four years. Shannon Wall was also appointed rapporteur of the meeting.

The meeting adopted the full Report on Activities with the exception of the recommendations of the Ad Hoc Working Party on Manning's proposals on manning and ITF Total Crew Cost (TCC) agreements calculations which were referred to the new ITF Seafarers' Section Maritime Safety Committee for further consideration. Items in the report concerning the Flag of Convenience campaign were referred to the joint Seafarers' and Dockers' meeting.

Motion 11 on TCC Agreements and the definition of the benchmark was amended to state that it is the aim of the ITF to move towards a simplification of TCC (eventually into one agreement) and that "bench-mark benefits should only include quantifiable wage benefits that go directly to seafarers."

The meeting adopted Motion 12 calling for the establishment of a special regional committee of ITF European maritime unions.

A motion on Second Registers (number 13) was agreed as amended to state that ITF affiliates in countries with second registers should sign agreements "which do not fall below the level of ITF acceptable TCC agreements" — the aim being that second register conditions of work should be, at least, as good as those on Focs.

An amended version of Motion 19, calling for a re-organ-

sation and greater co-ordination of the ITF's work within the IMO was adopted. The motion also calls for a simplification of the ITF Seafarers' Section Committee structures, with the merging of the existing Manning and Training committees into a new ITF Maritime Safety Committee.

A motion on Cruise Ships, which calls for an intensification of campaigning activities against the appalling working conditions on these vessels and the establishment of a streamlined ITF Cruise Ship Committee, was agreed.

A detailed technical motion on Tanker Safety (No. 21), submitted by the Nordic engineers' unions, that advocated double skins and double hulls was, after extensive discussion, referred to the newly created Maritime Safety Committee for the more detailed consideration delegates considered it deserved.

Motion 21 on the Application of the IMO STCW Convention in the Norwegian sector was adopted with minor amendments.

Motion 25 on Legislation and Loading Principles when Loading Vessels was referred to the joint Seafarers' and Dockers' meeting.

Motion 37, calling for greater measures to promote and develop the genuine African owned shipping fleet, was adopted with minor amendments.

The emergency motion on the Carriage of Irradiated Nuclear Fuel on Non-Purpose Built Ships was agreed.

The emergency motion on the *Scandinavian Star* disaster was adopted after the proposers dropped a clause calling for Chief Engineers to be designated Ship's Fire Officers (the practice in Sweden), and the emergency motion on Ferry Operations in Scandinavia, about the Nordic campaign against Fred Olsen's *Black Prince* ferry, was also agreed.

## *Travel Bureau section conference Friday August 3rd, p.m.*

The ITF Travel Bureau Section has been re-born as the Tourism Services Section, with a wider brief to cooperate with affiliates in other ITF Sections and other trade union Internationals in improving the conditions of employees throughout the fast-growing tourism industry.

The Section's conference on Friday afternoon ratified the decision of the previous Section Conference in London in March this year, which is intended to develop the scope of the Section beyond its traditional core of travel agency employees. Tourism employees who work away from their home countries are to provide an additional focus of the Section's activity.

The conference stressed that this was not a matter of competing with other Sections and ITSs, but of making the Section more accessible to the other affiliates and ITSs who have already expressed considerable interest in the work of a more widely-defined Tourism Services Section.

Delegates paid tribute to the outstanding work carried out by **Lars Hellman** of the Swedish Commercial Employees' Union (HTF) in his thirteen years as Section Chairman. Under his leadership the Section has grown and withstood moves towards a winding-down of its activities. He had now decided to resign in order to concentrate on union work in Sweden.

The conference elected **Richard Rosser** of the Transport Salaried Staffs' Association (TSSA), Great Britain, as new Section Chairman. **H. Takahashi** of the Japanese travel bureaux employees' union Kanko-Roren was elected as Vice Chairman, a position previously held by Brother Nakajima of the same union.

Delegates unanimously passed a motion censuring Japan Air Lines and Nikko Hotels for breaking a neutrality agreement with the Hotel Employees' and Restaurant Employees' International Union (HERE) in the United States on union organisation in the Nikko Hotel in Chicago. The ITF was urged to pursue, in cooperation with the International Union of Food Workers (IUF), an international campaign to bring pressure on Japan Air Lines/Nikko Hotels to reinstate the agreement and recognise the democratic rights of their Chicago employees.

The conference also discussed the work of the Section's Working Group on Tourist Guides, which met in London in July for the first time. A motion was passed calling for the Section to promote measures at European Community level for the harmonisation of standards of tourist guide licensing, as well as legislation to ban the use of jump seats in coaches by tourist guides.



# **Civil Aviation section conference**

## **Saturday August 4th, a.m.**

The civil aviation section conference started by giving a warm welcome to the observers from the Hungarian Aircraft Technicians' Union, attending an ITF Congress for the first time. It heard a full report on the strike at *Eastern Airlines* in the United States. The US unions would not rest until Frank Lorenzo was utterly destroyed 'like Dracula in a wooden box with a stake through the heart' said Randy Babbit of ALPA.

Section Secretary **David Cockroft** said that the previous 4 years had seen several changes of Section Secretary which had made it difficult to maintain activities. He hoped that it would now be possible to revitalize the Section's work. He paid tribute to the many people from different affiliates who represented the ITF in the various international bodies dealing with aviation matters, and in particular to Stu Johns, the ITF representative at ICAO, who had helped achieve several important victories on licensing of aircraft engineers and flight despatchers.

Delegates heard that the creation of the European internal market and liberalisation of the European civil aviation market would impose more demands on unions in the European Community. It agreed in principle to the creation of a new ITF European Civil Aviation Committee, but decided that a final decision on its form should await the overall review of ITF European activities due to be discussed later in the Congress. Other

issues raised during the meeting included: cabin crew licensing; privatisation and deregulation of the Japanese civil aviation industry and privatisation plans for *Aerolineas Argentinas*.

The representative of the Turkish civil aviation union Hava-Is, announcing that her union was taking part in ITF activities again after 10 years when it had neglected international work, spoke of the threatened privatisation of Turkish Airlines and of the problems caused as a result of the takeover of a catering company by SAS.

The Conference agreed to set up a steering committee to provide guidance to the Section Secretary on policy matters, and adopted a new four year work programme with additional points including limits on hours of work for flight crew; air piracy and terrorism; and the transport of dangerous goods by air.

**Bill Scheri** was re-elected Section Chairman, while **George Ryde** of the Transport and General Workers' Union (Great Britain) was elected Vice Chairman.

Former Section Secretary **Mo Hoda** announced that he would be retiring from the ITF before the next Congress and told delegates how much he valued the friends he had made in the Civil Aviation Section. He wished his colleagues luck in the future and said that he would always think of them. They replied with a standing ovation.

## **Research & Publications meeting Friday August 3rd, a.m.**

At a **Research and Publications meeting**, held on the morning of Friday August 3rd, editors of union journals and research officers were able to comment on recent ITF publications and the work of the Research and Publications Department in general. Department Secretary **David Cockroft** explained that the aim was to concentrate on publications which would reach as wide an audience as possible.

While most delegates felt that the quality of publications had improved, many commented that there were long delays before they received their copies of *ITF News* — particularly in languages other than English. A possible solution would be for certain affiliates to take over the production and distribution of the newsletter to speed up the flow of information.

There were suggestions for topics to be covered in future publications — for example, whaling, environmental questions and health and safety. There was also a request that the ITF should organise seminars dealing with the production of

publications. Cockroft agreed that the Department should have more input into the ITF's educational activities and stressed that members of the Department were always willing to offer technical advice to affiliates. There were also suggestions that ITF stickers for the backs of lorries should be produced, as well as cards for each region giving the addresses of all ITF affiliates.

A representative from *Poptel Geonet* introduced the *Poptel* computer communications system. This is an electronic mail system which allows users to transmit written text from their own personal computer to other computers on the network using telephone lines and the inexpensive packet switching network. This text can be edited on screen by the sender or the receiver. It also allows the user access to a range of databases. *Poptel* mainly provides services to labour organisations and is working hard to encourage unions to use the network to communicate with other unions, international secretariats and hopefully union members.

## ***Fishermen's section conference Saturday August 4th, a.m.***

The Fishermen's Section conference took place on Saturday morning.

Section Chairman **Oli Jacobsen** (Faroese Fishermen's Union) and Vice Chairman **Jan Skrede** (Norwegian Seamen's Union) were re-elected to their posts unanimously. Skrede was elected rapporteur for the plenary session. Jacobsen has now been ITF Fishermen's Section Chairman for ten years — he attended his first ITF Congress in Vienna in 1971.

The conference adopted the Report on Activities and the Supplementary Report.

The final text of the Statement on Whaling, originally drafted at the Section Conference last June in London, was endorsed.

The meeting also endorsed the final text of the ITF Action Programme on Marine Pollution and, with some small editorial changes, agreed the final form of the ITF Fisheries Policy.

Mauricio Sant'Anna, from the Brazilian Maritime, Inland Navigation and Civil Aviation Workers' Confederation, asked the Section to make a priority of activities

for Latin American fishermen, who suffer greatly from lack of organisational resources and the economic crisis in the region. This call was strongly supported by the delegates from the Spanish UGT, who had attended a meeting in support of Latin American fishworkers in Valparaiso, Chile earlier this year.

The proposed work programme was adopted with two additions.

Section Vice Chairman Jan Skrede was elected as the Fishermen's Section representative on the new ITF Seafarers' Section Maritime Safety Committee, which will, amongst other tasks, co-ordinate the work of the ITF representatives in the International Maritime Organization.

Under any other business, Section Secretary Åke Selander reported that a manning agent was supplying ethnic Koreans who were citizens of the People's Republic of China to serve on Foc Fishing vessels operating out of the freeport of Las Palmas. The UGT confirmed that this was a very serious problem, and the Section would attempt to gather more information on the situation.

## ***Road Transport section conference Saturday August 4th, p.m.***

New section officers will be leading the ITF Road Transport Workers' Section in the next four years. The conference of the Section, which met during Congress in Florence on August 4th, said goodbye to its previous Chairman **Johnny Grönberg** and Vice Chairman **Jack Ashwell**. The conference delegates thanked them warmly for the many years of loyal service they had given and wished them every success in the future. At the suggestion of the section's Steering Committee, **Ricardo Perez** (Argentina) and **Peter Küng** (Switzerland) were unanimously elected by the meeting as their replacements.

The Section also decided to extend the representation on its Steering Committee, which is responsible for guiding its affairs between Congresses. The new Steering Committee has nine members plus the Section Chairman and Vice Chairman. For the first time, Africa, Asia/Pacific and Latin America are all included in its ranks.

Most of the time of the conference, which was chaired by outgoing Section Vice Chairman Jack Ashwell, was taken up by an examination of the six motions referred to it by the Resolutions Committee.

**Motions 4 and 5** submitted by the Colombian Drivers' Association supporting an 8-hour day for drivers and an end to the system by which drivers are paid according to the number of passengers they carry each day were adopted.

The conference then proceeded to a discussion of three motions submitted by the Swedish Transport Workers' Union. **Motion 16** proposing that the ITF look at an international legal aid system for drivers was adopted with the recommendation that it be referred back to the Section for appropriate action.

**Motion 17** seeking limits on duty time which take account of safety and other essential non-driving duties was adopted after conference agreed that the concept of 'working hours' should be replaced by that of 'duty time' in line with a Steering Committee recommendation from its recent meeting.

**Motion 18** on the desirability of establishing a standard European collective agreement for road transport was adopted as amended. A proposal from Perez that the motion be extended to include the developing world which faced similar problems was withdrawn after Assistant General Secretary Graham Brothers pointed out that the Montevideo conference had urged the ITF to seek an international standard agreement in road transport.

**Motion 30** submitted by the British Transport and General Workers' Union calling on the ITF to step up its campaign for the strengthening of road transport regulations was adopted.

Also adopted by the conference were the customary report on activities and an eight point working programme.

# **Joint Seafarers' and Dockers' conference Saturday August 4th, p.m.**

A resolution calling for the strengthening of Port State Control provisions on the inspection of the seaworthiness of ships, and opposing legislation which allows employees engaged in loading and unloading vessels to be prosecuted in countries other than that in which the work is carried out was passed by the Joint Seafarers' and Dockers' Conference on Saturday afternoon.

The resolution was passed in the light of the prosecution in Italy of Swedish stevedoring foremen who had been involved in the loading of the Italian flag *Tito Campanella*, which disappeared with the loss of 24 crew in 1983.

Speakers in the debate stressed that the point of the resolution was not to decide who was "guilty" in this particular case, but rather to establish that stevedoring employees should not be made into scapegoats by corporate interests and judged outside the country where they carry out their work. The role of port authorities in inspecting ships for seaworthiness and suitability to carry particular cargoes should be strengthened, although the final responsibility for deciding that the vessel is fit to put out to sea should be left with the master, as the person in charge of those whose safety would depend on the decision made.

Speakers also called for the adoption of an International

Maritime Organization (IMO) resolution which provides for public assistance to ships' masters who are dismissed for refusing to take their ships out on safety grounds.

The Conference endorsed a motion on Second Registers as amended at Friday's Seafarers' Section Conference. Delegates also agreed to send protest messages to the President of Mexico concerning the poor employment opportunities for seafarers and to the Greek government concerning the plans to privatise the social security fund for seafarers.

In addition, it was decided that the ITF Secretariat should look into the possibility of making a formal complaint to the International Labour Organisation (ILO) about the new law adopted under the Sri Lankan Merchant Shipping Act which forces seafarers who succeed in obtaining wages in excess of those stipulated in their Sri Lankan articles of agreement to repay them to shipowners or agents, under penalty of imprisonment and/or a fine. The ITF is also to take legal advice on what other challenges might be mounted against this draconian legislation.

A second session was held on Monday 6th August in the afternoon to elect the members and officers of the Fair Practices Committee.

## **Railwaymen's section conference Monday August 6th, a.m.**

The Railwaymen's Section Conference which took place on August 6th and was attended by over a hundred and seventy delegates culminated in a membership vote to decide who should be the new Section Chairman.

The two candidates for this key post were **Jimmy Knapp** (National Union of Railwaymen, NUR, Great Britain) and **Charly Pasche** (Swiss Railwaymen's Union, SEV).

While the result of the membership vote was not available until after the Section Conference, delegates decided unanimously to re-elect **Umraomal Purohit** (All-India Railwaymen's Federation, AIRF) as Section Vice Chairman.

Delegates held an extended debate on the Report on Activities of the Section in the past four years, with speaker after speaker appealing for full advantage to be taken of the environmental benefits of the railways and for the Section to gear itself up to meet the challenges that it would face in the next inter-Congress period. The Report on Activities was subsequently adopted unanimously.

Three motions had been presented to the conference for its consideration.

**Motion 8** submitted by the Japan Confederation of Railway Workers' Unions (JRU) called on rail affiliates and the ITF to launch new initiatives to promote enhanced rail safety.

**Motion 23** on Railways in the European Community submitted by the British National of Railwaymen (NUR) urged the ITF to make its views known on certain current Commission proposals on the reorganisation of the railways within the EC. It also called for the ITF to promote the construction of a high-speed rail line linking the Channel coast and London when the Channel Tunnel opened.

**Motion 40** submitted by the Austrian Railwaymen's Union GdEÖ reaffirming Section policy opposing railway privatisation.

All three motions were *adopted unanimously*.

A seven point section working programme was also adopted by the conference with the addition of certain explanatory comments from Y Koster (Dutch Transport Workers' Union FNV).

The results of the membership vote for Chairman of the Railwaymen's Section were:

<b>Charly Pasche</b>	<b>384,379</b>
<b>Jimmy Knapp</b>	<b>599,719</b>

Jimmy Knapp was therefore elected ITF Railwaymen's Section Chairman.

## **Dockers' section conference Monday August 6th, a.m.**

A resolution calling on the European Commission to intensify its efforts to create an EC Joint Committee for the Ports Industry along the lines of the joint committees already set up for the other transport sectors was passed unanimously at the Dockers' Section Conference on Monday morning.

The resolution, submitted by the British Transport and General Workers' Union (TGWU), is part of the efforts by dock unions to ensure the coordinated development of the ports industry, especially in view of the creation of the European Single Market and the tendency towards greater deregulation and unfettered market control of the industry in many countries.

While the European Community, which has been alarmingly slow in pushing for a common ports strategy, is the particular target of the resolution, the demand for a joint

regulatory framework for the industry is equally valid for the other regions of the world. Speakers at the Conference highlighted the common nature of the attacks on organised labour being mounted by port employers in all continents.

The Conference also approved in principle of a motion calling for a common approach to the regulation of employment and working conditions for European port workers. The detailed wording of the motion is to be examined by a meeting of European dockers shortly to be convened by the Section, in order to incorporate a number of points made by delegates at the Conference.

**John Connolly**, from the British Transport and General Workers' Union, was re-elected Chairman of the Dockers' Section, and **Tas Bull**, Waterside Workers' Federation, Australia, Vice Chairman.

## **Inland Navigation section conference Monday August 6th, p.m.**

Delegates at the Inland Navigation Section Conference were concerned with working conditions on the Rhine-Main-Danube canal which will be opened in 1992. A priority is to extend the ILO Convention for Social Security for Rhine boatmen to those working on the Danube. Section Secretary **Graham Brothers** explained that this extension unfortunately did not feature on the ILO's 1992-3 Working Programme, despite an undertaking he had received from the ILO Director General. He told delegates that there would be an opportunity to raise this matter at the 4th session of the ILO Inland Transport Committee which is to meet in 1992.

The Rhine-Main-Danube Committee and the Rhine Shipping Committee were both reinstated. The problem faced by the Rhine-Main-Danube committee is that the canal will connect two areas which have had very different economic systems. ITF unions are keen to cooperate with unions in the region to prevent an influx of cheap labour from the former "East bloc" countries and a deterioration in wages and working conditions. Brothers asked affiliates to let the ITF

know of any contacts they have with representatives of inland navigation workers in these countries. The conference applauded a representative of the Czechoslovak Transport Workers' Association who reported that a new union for inland navigation workers has been established in Czechoslovakia which already has 8,000 workers. He told delegates that the union would be ready to cooperate with them concerning the canal.

The meeting also heard reports from India where inland navigation workers face 12-hour working days with very low rates of pay. Mechanisation had also led to drastically reduced manning scales. There was also a report that tonnage on the Plata and Paraguayan rivers could soon be flagged under the Bolivian flag — acting as a Flag of Convenience. Seafarers' unions in the region must try to cooperate with unions in Bolivia to stop the country from becoming a source of cheap labour.

**Alfons Geeraerts** and **Walter Darmstädter** were re-elected as Section Chairman and Vice Chairman respectively.

## **Urban Transport Committee Monday August 6th, p.m.**

The Urban Transport Committee — which met on Monday afternoon — discussed the possibility of creating a new ITF Section for urban transport workers.

**Bill Morris** (Transport and General Workers' Union UK) recalled that the committee had been set up in 1983 at the ITF Madrid Congress because delegates felt that existing structures were not adequately addressing the needs of urban transport workers. That feeling still existed, he said.

**Hilmar Schmidt-Kohlhas** (West German Transport Workers' Union) said that urban transport undertakings were co-operating closely on the international stage through the International Union of Public Transport (UITP) — at their last congress the UITP discussed human resource issues. He asked delegates to consider whether the ITF Committee was an adequate counterbalance to the UITP. Over the next four years, there should be a clear move towards setting up a new ITF Section, he said.

**Morris** supported the proposal, and objected to the fact that the Committee had only been allocated an hour of time to meet at this Congress.

Assistant General Secretary **Graham Brothers** said that it was up to delegates to decide what they wanted, but that the creation of a new section could require a change to the ITF Constitution.

Brothers noted that the former Urban Transport Committee Chairman **Victor Schiwoff** (Swiss General and Public Services' Union) had retired from his union and position. He would write to Schiwoff on behalf of the Committee thanking him for all the work he had done.

The meeting elected **Siegfried Weiß** (German Railwaymen's Union) as the new Chairman of the Committee and **Anders Westin** (Swedish Municipal Workers' Union) as Vice Chairman.

# Plenary sessions

*Tuesday August 7th — Thursday August 9th*

## Concluding debate on Report on Activities

The debate on the Report on Activities, which had been interrupted for the holding of the conferences of the ITF industrial sections, continued on the morning of Tuesday 7th August.

**JK Katende** of the Amalgamated Transport and General Workers' Union, Uganda thanked African Regional Representative Ben "Roxy" Udogwu and the ITF itself for all the assistance it had given his union. The frequent changes in government in Uganda and the country's poor economic performance had adversely affected his union, he said. The main problems were: undercapitalisation, the devaluation of the currency, mass redundancies and the inept management of transport undertakings. His union organised workers in road and air transport, where there had been mass redundancies because the national airline and the national bus company had been closed down. His union had devised a strategy for overcoming the adverse situation. It was demanding the introduction of worker participation and management codes of conduct and had made some progress on this. The European unions at Congress had rightly spent much time explaining their problems but there were similar difficulties with the economic groupings in Africa which needed attending to. He also appealed for assistance with trade union training.

**E Toçoglu** of the Turkish Railway Workers' Trade Union (DEMIRYOL-IS) said his union was proud of having been an affiliate of the ITF for almost thirty years. Workers in Turkey had paid the price of the government's austerity measures, both in terms of pay and the suppression of trade union rights and freedoms which were a feature of only too many countries. But the future was a bright one — workers in Eastern Europe have their first free unions and by affiliating to the ITF they could help make our world body stronger, he said. Trade unions in Turkey were in good heart and hoped they would soon win back all their rights. His union had already experimented with new forms of industrial action such as mass "sick outs" which had been very effective, but railway workers were still denied many basic union rights and the ITF had helped the union to submit a complaint to the ILO which was being considered by the Committee on Freedom of Association.

**Bill Morris** of the British Transport and General Workers' Union complained of the virtual absence from the ITF Report on Activities of any reference to women transport workers and the special difficulties they face in the labour movement. Women, he said, were probably the most underrepresented group in the ITF. Women were increasingly economically active and the participation of women in the world of work is often vital to the survival of families. Yet the gap between male and female earnings is getting

wider. Unions had a unique opportunity to 'strike a blow' for equality both at work and in all other areas of life in the 1990s which is the Decade for Women. Unions needed to plan their bargaining strategies to take account of this goal. They would be judged by the extent to which women were allowed to take part in decision-making in the trade unions. Trade union organisations such as the ICFTU, the IUF and the ETUC were already showing the way forward by holding conferences for their women members and reserving seats on their governing bodies for women. What was the ITF doing? There were no automatic women's seats on the ITF Executive Board. This was the fault of the Board itself and the affiliates, not the Secretariat. The incoming Executive Board should take action to get women on the Board and ITF industrial committees generally because it was morally right. He urged a 'crusade for equality'. Equality like charity must begin at home. It had to begin in Florence, so that one day delegates could look back and say it all started in Florence.

**Felix Anthony** of the Air Pacific Employees' Association of Fiji said that he wanted to address the question of the new constitution which had been promulgated on 25 July 1990. The new constitution institutionalised racialism and had been forced on the people of Fiji. There had even been talk in Fiji of the extension of apartheid, indeed apartheid was the cornerstone of the constitution. Discrimination between the different races in Fiji applied in many different areas of life, even in education. The situation was certainly not as serious as that in South Africa but one cannot wait for it to get that bad before taking action. Fijians appreciated the significance of recent events in Europe but these should not be allowed to overshadow what was going on elsewhere. He urged Congress to support the emergency motion on Fiji which dealt with this subject when it was presented.

**Vaclav Vanek** of the Czechoslovak Railwaymen's Union thanked the ITF for its invitation to attend Congress. He presented a report on the present situation of the trade unions in Czechoslovakia. New industrial unions had been formed and had held democratic elections. The transport industry had nine industrial unions and a 600,000-strong Association of Transport Unions was formed on 14 June of this year. The association's member unions had three aims — to cooperate in the running of the transport industry, to defend workers' rights and to develop international trade union relations. The Czech transport industry had been excluded from competition for the past forty years and so was not integrated with the transport systems in western Europe. It needed help in restoring these links to enable it to take full advantage of its position at the junction of important East/West and North/South routes. Reporting on the railway industry, he said that 280,000 workers were employed on the railways in Czecho-

slovakia which had a 13,000 km rail network. New legislation is in preparation which should ensure that the railways remained in public ownership. The railwaymen's union had held its first extraordinary congress on 15 February and would be holding its first Congress in December. The union's governing body had 32 members and 4 deputy members, the full members being equally divided among Czechs and Slovaks. The union employed 26 full-time staff and a small number of part-timers. Trade union education was a priority and he hoped ITF unions would help by coming to Czechoslovakia to give trade unionists the benefit of their experience. Czech rail workers would also like to visit the West to learn more about the unions there and were very keen to take part in exchange visits with trade unionists everywhere. The ITF could help by providing information on collective bargaining and other issues. He ended his contribution by wishing Congress every success. Let us hope, he said, that there will be a second Prague Congress of the ITF, like the one in 1932.

**Mohammad Moussa** of the Niger Civil Aviation Workers' Union said French-speaking Africa was very much a part of the ITF and he thanked African Representative Ben "Roxy" Udogwu and the ITF for all their good work which was now beginning to bear fruit. The 'winds of democracy' were sweeping through most of the world. But there were still dictatorships in Africa where the unions were clamouring for change. 'We need your help in sweeping away dictatorships', he said. Unions in Niger had staged their first strike since independence in protest at the introduction of a wage freeze. It paralysed the country.

**PK Katabulingi** of the Uganda Railway Workers' Union passed on fraternal greetings to Congress from Ugandan railway workers. He reported on the redundancies that had taken place in the Ugandan railways and gave details of the redundancy payments the workers had received. His union was demanding a full say in decision-making and had submitted the names of those it wishes to represent it. He asked for assistance with trade union education which had been seriously disrupted by the period of civil war. The programme in Uganda needed stepping up. The railway workers' union had a number of goals — better working conditions for women workers, protection of the environment, transport safety and safety at work. He thanked affiliates for all they were doing to help bring the apartheid system in South Africa to an end.

**Jonas Abam** of the Dockworkers' Union of Nigeria explained that it was not the wish of Nigerian affiliates to leave the ITF but the Military Decree Number 35 issued on 7 December 1989 had forced all the Nigerian affiliates to pull out of the ITF. It was a very painful decision. The DUN wished to thank the ITF and its affiliates for contacting the Nigerian government and protesting against this decree. These protests had caused considerable embarrassment for the government — the question for them now was how to get out of this — the only way was to rescind the ban. Unions in the developing countries, which were really semi-colonial countries, suffered from the trade in toxic waste. If the waste was worth anything, it wouldn't be dumped in the semi-colonial countries. Toxic waste should be stored where it is produced. Toxic waste was being disguised as meat and mosquito coils, so the DUN had refused to unload these

cargoes. The ITF Conference on the Transport of Dangerous Goods had demanded that all waste should be stored in the country of production. Nigeria was also planning to follow the UK in privatising the ports and scrapping the National Dock Labour Board. They plan to cut the present 30,000 dock jobs to 5,000. The DUN will strike if these attacks go ahead and we will need the support of ITF affiliates.

Italian Transport federation (FIT-CISL) General Secretary **Gaetano Arconti** said that the ITF must be capable of reacting rapidly to the changes in the world. New structures, particularly in Europe, were needed to deal with this. The single market was acting as a force on all European countries and a united front of trade unions was needed to face the challenges this posed. If capitalism wins over labour in Europe it will also win in the USA and Japan and the rest of the world, he said. Labour was lagging behind, still restricted by national boundaries in a way capital is not. A European structure was needed. This could either be through strengthening the unions' voice within the existing Joint Committee structures of the European Commission or through a strengthening of ITF structures. The Italian unions supported the latter path. They believed that the Executive Board should look at changes to the constitution and statutes for the 1994 Congress, or perhaps a special Congress before that.

**Samuel Mohlanyaneng** from the South African Railway and Harbour Workers' Union (SARHWU) greeted the ITF Congress on behalf of SARHWU. The South African railways were a unique state-owned enterprise that had originally been organised along military lines with its own police force, courts and special prosecutors. Any attempt to organise were met with repression, arrest, detention and even deaths in detention. The Railway Police had now been merged with the state police, but the security police had taken their place. From 1986 underground organisation had begun. Repression against militants was harsh. Now in 1990 SA Railways had finally recognised SARHWU. His union was very mindful of the support it had received in the latest dispute from the FNV, the NUR, the ITF and the Japanese Railway Workers' Union — this support had contributed to its victory. Apartheid was not dead in South Africa. He urged the ITF to continue to exert pressure on the South African government as it always had — "don't relax, the situation might still revert", he concluded.

**José Arias**, the Secretary of the Argentinian Civil Aviation union, talked about the privatisation plans for the national airline, *Aerolineas Argentinas*. The union would need the maximum solidarity in their fight against these plans. The union had presented a coherent alternative plan to the government, but this had been ignored. The plan for a minority shareholding by the government in the post-privatisation period contravened the law. The legal challenge to this had now gone through the lower courts and was before the Supreme Court. The price being talked about took no account of the buildings and other real assets of the airline, nor of its route structure. The government seemed intent on pushing the airline into bankruptcy. They were also moving towards deregulation. There was a crisis in Latin American government, economy and institutions. Without a proper policy of allocating resources or any consultation with the trade unions, and linked to deregula-



tion, this policy amounted to selling off national assets to pay the external debt. Latin American workers asked all civil aviation workers for their solidarity. The unions were opposed to the capitalisation of foreign debt, and to the process of privatisation of public assets. "We are talking about fundamental issues of economic sovereignty," he said.

**S. Kotsikias** from the Greek Railway Workers' Federation thanked the ITF for the support they had given when the union's President and other officials were arrested and put on trial. Unions must fight to prevent the elimination of social benefits. They must support the struggles of the Palestinian and Cypriot peoples for territorial independence. It was a great tragedy that the Turkish and Greek working people of Cyprus could not work together to achieve unity. He suggested the formation of a world movement against pollution and the threats to the environment and for the promotion of the railways. The Greek government wanted to take away a substantial amount of workers' social benefits — the union would be sending detailed information about this threat to the Secretariat and he appealed for solidarity when they need it.

**Charly Pasche** from the Swiss Railwaymen's Union reported that his union had been working hard on implementing the decisions of the ITF Conference on the Transport of Dangerous Goods last year. The resolution adopted at this conference was particularly relevant to his union and they would like to thank the ITF for having organised this session. In Switzerland every week 1,300 tonnes of a very dangerous and unstable chemical (Vinyl Chloride) were transported by rail from the Belgian manufacturer to an Italian subsidiary. Every year, eight million tonnes of hazardous substances were transported on Swiss railways. This was also of concern to road transport workers. It was very important that we do everything we can about this problem. His union was engaged in some very difficult negotiations with the railway administration over these matters. Other unions should be on guard against these threats. There must be guarantees for the safety of transport workers and the general population. He called upon all ITF affiliates to take the implementation of the Dangerous Goods resolution very seriously.

President **Jim Hunter** then called upon the General Secretary **Harold Lewis** to reply to the debate on the Report on Activities.

Lewis, referring to the last speaker, reminded delegates that whatever good practices or guidelines we can establish about issues like the transport of dangerous goods, they are very hard to implement, particularly once you left the wealthier North and went to the developing countries of the South. The discrepancies were harsh. South African dockers were once reported to be eating their lunches in areas covered with asbestos. On **Privatisation**, whilst some of our Japanese affiliates might disagree, the position of the ITF was very clear. The ITF is wholly opposed to the privatisation of publically-owned transport facilities. As **Jonas Abam** had pointed out, bad ideas have a way of spreading throughout the world. **Bill Morris'** contribution had taken him by surprise when he had complained there was no reference in the Report on Activities to the position of women workers. He was right that you can't blame the Secretariat or the

General Secretary. The responsibility lies in the first place with the affiliates. He was right both from a position of principle and also because this could come back on us industrially. Demographic changes meant that many more women would be working in the transport industries. In **Latin America**, even though our speakers from Latin America had been kind enough not to say so, our activities had clearly diminished over the past four years. The closure of the Lima Office and other factors had contributed to this. The introduction of the new system of sub-regional offices had been difficult — there was an office in Argentina, consultation was still needed with our two Brazilian affiliates over an office there and there were graver problems in the North. We were considering plans for Central America. On **Africa**, he confessed an attachment to Africa and Africans. There was a very serious crisis in the transport infrastructure in Africa. The lack of spare parts meant that the whole infrastructure was gradually collapsing. There were no spare parts because there was no money. This was because of the IMF conditions which have created a kind of despair throughout Africa. There was a fear that Africa was slipping off the agenda. Someone once, when asked what he did during the French revolution, replied that he survived. African unions were doing well in the circumstances if they survive. Some problems in Africa were self-inflicted — not by the unions but by dictatorial and repressive governments. The ITF will not let Africa, Latin America and the poorer nations of the Asia/Pacific region slide off the agenda. 30 per cent of ITF Funds (the Edo Fimmen Account) go to these parts of the world and that will remain so. On **Eastern Europe** previous speakers had referred to problems which we have with Eastern European unions. There is an information deficit. Questions such as what is a union and what is it for were being asked by people who previously saw unions as bodies that provided cheap holidays. There was a lot of education work to do. The Czech-Slovak railwaymen's union explained that the union is organised as separate Czech and Slovak sections within a federative structure. There was a representative here from the Croatian — not the Yugoslav — Seafarers' and Dockers' Union — as most of Yugoslavia's coast was in Croatia. There were new unions on a new regional basis. It was not for the ITF to tell the Czech-Slovaks whether they should hyphenate their name. It was not for the ITF to decide these issues. But they would take some time to settle down. The Executive Board had decided that under no circumstances would it rush out into Eastern Europe and affiliate everyone. Many unions would not survive, and new unions and new national centres would emerge. Let them find their own feet. When they wanted to come to the ITF they could. As far as **Apartheid** was concerned, the Fijian speaker was right to use that word for what was going on with the new constitution in their country which would allow the minority to permanently prohibit the majority from government. In South Africa, **SARHWU's** epic five month battle had been a very violent and difficult strike. Sometimes they had been hanging on by their fingernails. South African railways were a bastion of Apartheid. **Samuel** had said that one reason the state decided to give in to them was the strength of international protest. He was very flattered by that. We must remember that those telexes and messages were not a waste of time, but can have a real effect. **Randall Howard** from the **TGWU** talked about the killing fields of Natal. If anyone was in doubt as to the true nature of **Buthelezi** and his gang of thugs, Howard will have

put them straight with his speech. As bus drivers, the TGWU members in Natal were direct targets of this violence. The TGWU was even considering appointing a Violence Officer in Natal to check on who has been killed or injured. But despite all of this, the TGWU was a working organisation that gave its members a real service. Both the TGWU and COSATU had stated clearly that, in a free South Africa, the trade union movement must be free and independent of outside control, they were very clear on this. All these references to the ITF must be set in context. The ITF was not the General Secretary, nor the Secretariat nor the Executive Board but the affiliates. His sense of the atmosphere at this Congress was one of patent goodwill and a degree of optimism. We had taken a beating but things now seemed to be on the up and up. If things were good for the affiliates they

were good for the ITF. The worst thing that could happen to the ITF was lethargy and apathy from the affiliates.

— Congress *unanimously adopted* the Report.

\*\*\*

Other business conducted during the morning session included the adoption of Documents XXXVI C-14/GC/1 and C-14/EB/1 dealing with the geographical composition of the General Council and Executive Board of the ITF. Congress also approved the reports of the Resolutions and Credentials Committees.

Congress also heard a message from Francis Mungroo of the Seamen and Waterfront Workers' Trade Union, Trinidad. Mungroo said that the events of the past week in his country had prevented him from coming to Congress.

## Motions debate— 7&8 August

The afternoon session of Tuesday 7th August was largely devoted to an examination of motions submitted by affiliates. Four emergency resolutions had also been agreed by the Standing Orders Committee for submission to Congress.

**Motion 1 on Insurance Cover for Transport Workers** submitted by the Railway Enginemen's Union of TUC, Ghana calls on transport industry employers to protect their workers by taking out insurance policies for them. It was *referred to the Executive Board* as the sponsor is not represented at Congress.

**Motion 2 on the 500th Anniversary of the Voyage of Christopher Columbus to America** submitted by the Merchant Navy Captains' and Officers' Union of Argentina calls on the ITF to mark this landmark in the life of a nation that was discovered by seafaring people. It was *adopted unanimously* by Congress.

**Motion 6 on the Reopening of Regional Office for Latin America** submitted by the Colombian Drivers' Association refers to the extensive activities programme of the Lima office on behalf of transport workers prior to its closure. It also urges the ITF to open a new central office for the region. The motion was *referred to the Executive Board* as the sponsor was not represented at Congress.

**Motion 7 on Technology for Peace** submitted by the United Road Transport Union of Great Britain was introduced by URTU General Secretary **Frank Griffin**. The recent political changes in Eastern Europe and the lessening of the military threat will lead armaments manufacturers to look for new markets, he said, and road transport may well be one of the industries they target, with drivers likely to suffer intolerable levels of surveillance from on-board computers in lorry cabs. **Terry Savage** of the Union of Shop, Distributive and Allied Workers of Great Britain introduced his union's amendment to the motion, which he said would give it added force. This deals with the dangers and benefits of advances in information technology. On the negative side, these may lead to the undermining of drivers' skills, the loss of driver autonomy and more intensive work patterns. On the positive side, technology can be used to enhance existing skill levels, make the driver's job more varied and protect the health and safety of drivers. Savage agreed that it would not be long before all cabs had VDUs screens and

telephones. The motion was then *adopted* by Congress in its amended form.

**Motion 15 on Multinational Companies** submitted by the German Public Service and Transport Workers' Union ÖTV calls on the ITF to establish an international data base on multinationals involved in goods transport in cooperation with the appropriate international trade union organisations. Introducing the motion, **Wolfgang Baars** explained the reason his union had for submitting the motion — the move of the giant multinational Nedlloyd into Germany. The motion was *unanimously adopted*.

**Motion 33 on the Admission of Korea into the ILO** submitted by the Federation of Korean Seamen's Unions urges ITF backing for any future Korean government application to join the ILO. The sponsoring union spoke of the clear desire of the Korean people for Korean unity and the inclusion of Korea as a single nation in the community of nations that are members of the ILO. The motion was *adopted unanimously*.

**Motions 35, 36 and 38 on ITF Activities in African Francophone Countries, Trade Unions in Africa and Toxic Waste** had all been submitted by the Railway Workers' Union of Kenya. The first of these welcomes the increase in ITF activities in French-speaking Africa and asks the ITF to organise another francophone seminar and to consider whether there should be a francophone member on the Executive Board. The second urges the ITF to make sure that its policies are properly understood in Africa where negative tendencies affecting the development of free trade unions could lead to a totally false view of what the ITF is and does. The third urges the adoption by the ILO and the UN of an international convention outlawing the dumping of toxic waste, calls on African governments to ban toxic waste dumping and demands that the dumping nations find safe alternative means of disposal. All three motions were *unanimously adopted* by Congress, after Motion 38 had been amended at the end of the last line by the addition of the words 'and radio active waste'.

**Motion 14 on European Transport and Trade Union Policy** submitted by the German Public Service and Transport Workers' Union ÖTV deals with the future structure of ITF activities in Europe and has the support of the ITF

Executive Board. Essentially, it proposes the creation of a Europe-wide intersectional structure to meet the transport policy challenges of the 1990s. The motion was considered at the same time as **Motions 12 and 26** which propose respectively the creation of ITF Regional Committees for European Seafarers and Aviation Workers and which have already been considered by the relevant section conferences. ITF Executive Board member **Eike Eulen** introduced **Motion 14**. European regional structures for the different industrial sections would be a good way of moving forward, he said. Swedish Seamen's Union president **Anders Lindström** came to the rostrum to speak on **Motion 12**. European seafarers had by and large lost the war against European shipowners, he said. One of the reasons for this reverse had been the lack of real consensus among the seafaring unions in Europe. As seafarers we must now embark on the long trek back to regain trade union influence over what happens in European shipping. We desperately need a European structure to help us in this. He was followed by **Paul Talbot** of Manufacturing, Science, Finance of Great Britain speaking on the corresponding **Motion 26** dealing with the European aviation industry. Civil aviation as a growth industry is keen to learn from the experience of others, he said. Workers in the industry want to work together to meet the challenge of liberalisation of air transport in Europe. **Motions 12 and 26** were considered by Congress as part of the relevant Section Conference reports. ITF Executive Board member **Luciano Mancini** of the Italian Transport Workers' Federation FILT-CGIL then read out the text of the 'Florence Declaration' drawn up by the ITF's Italian affiliates. This reaffirmed ITF opposition to privatisation of the transport industry, pledged the ITF to work towards the introduction of the 35-hour week and supported the promotion of environmentally-friendly transport modes. In reply to Mancini the General Secretary said that the Declaration would be mentioned in the proceedings of Congress and that it would be forwarded to the Board for further action. **Motion 14** was then *adopted unanimously*.

The Emergency Motion on **Fiji** condemning the new racially divisive constitution promulgated by the military government was introduced by **Felix Anthony** of the Air Pacific Employees' Association of Fiji (see also his intervention in the Report on Activities debate). The resolution condemns the way in which the new constitution has come into force and calls for a referendum to obtain the views of the **Fijian** nation on its provisions. It also pledges the continued support of ITF affiliates for the **Fijian** transport workers in the struggle for the restoration of democracy and pledges the ITF Executive Board to back this up by appropriate action if necessary. The emergency resolution was *adopted unanimously* by Congress.

\* \* \*

One other piece of business was conducted during the Afternoon Session. This was the formal adoption of the Financial Statements and Auditors' Reports for the years 1986 to 1989 (Document XXXVI C-8). **Ron Todd** of the British Transport and General Workers' Union moved the adoption of the report on behalf of the Lay Auditors. Congress gave the document its formal approval.

## **Wednesday, a.m. — Motions continued**

*The session opened with a vote of thanks for the wonderful dinner given to Congress participants by the ITF and the Italian host unions on Tuesday evening.*

The session held on the morning of Wednesday 8th August 1990 continued the discussion on the Congress motions (Document XXXVI C-9). The motions still to be considered were those submitted on the related subjects of public transport, privatisation and the environment.

Each of the motions was first introduced by the sponsor and then Congress moved to a general discussion of the issues involved, with speakers being invited to comment on the motions as a whole or individually.

**Motion 9 on Privatisation of Public Transport** submitted by the Swedish Municipal Workers' Union and the Swedish Union of Government Employees opposes the privatisation of public transport and calls for an efficient public transport system and integrated transport planning. It was moved by **Nils Lang** of the Municipal Workers on behalf of the two sponsors, who said that they totally rejected the arguments frequently put forward by those in favour of privatisation that public transport is run less efficiently in public than in private hands.

**Motion 10 on Transport and the Environment** submitted by the same two Swedish unions urges the automotive industry to find engine designs and fuel systems that do not pollute the environment, proposes the regulation of motor traffic until such new products are introduced and urges politicians to make financial support available to public transport systems. The motion was introduced by **Anders Westin**, also of the Municipal Workers, who appealed to the world's politicians to take effective measures to promote public transport so as to counter the damaging effect on the environment of the upsurge in the use of private transport.

**Motion 24 on Public Transport and the Environment** submitted by the British National Union of Railwaymen recognises the important contribution of public transport towards improving the quality of life in the major cities of the world. It was introduced by **Jimmy Knapp** who spoke of the damage to the protective ozone layer brought about by the four major chemical pollutants — carbon dioxide, fluorocarbons, methane and nitrous oxide. Levels of one of the main pollutants — carbon dioxide — are greatly added to by car emissions. Public transport must be at the top of the agenda, he said, in formulating policies to counter the environmental damage we are causing and the ITF has an important role to place in making sure that this comes about. The private car must become a second option.

An amendment to Motion 24 proposed by the British Union of Shop, Distributive and Allied Workers was introduced by **Terry Savage**, who said that his amendment had been agreed by the NUR and was simple but essential. It simply seeks to establish the 'polluter pays' principle and to make clear that this must not be at the expense of the developing nations, who have a right to the same standards

of life as those of the developed world. Governments in the industrialised world have the money and resources to change the face of the transport industry. The ITF should inform affiliates about union campaigns to improve public transport and make this campaign material widely available.

**Motion 31 on the Extension and Improvement of East-West Transport** stresses the vital role of the railways in the opening up of East-West transport and had been submitted by the German Railwaymen's Union. It was moved by **Dieter Langendorf** from that union, who referred to past neglect of the railways in Europe and the need to modernise the industry and extend the rail network. Increased cooperation between the railway undertakings in Europe was highly desirable, he said.

**Motion 32 on Alpine Transit Traffic** submitted by the railwaymen's union in Austria, Germany, Luxembourg and Switzerland refers to the sensitive ecological structures in the Alpine regions of Europe and urges that long-distance European goods transport be shifted from the road to the rails, calling for this to be accompanied by an increased use of combined transport and the modernisation of rolling stock. The motion also argues that the railways should be put on an equal footing with other competing transport modes. The motion was introduced by **Franz Hums** of the Austrian Railwaymen's Union who asked to be allowed to speak at the same time on **Motion 39 on Promotion of the Railways** which had been submitted by his union. Promotion of the railways was the way to cope with the growth in traffic

## Affiliation fees set

Congress set the ITF affiliation fees for the next four years in the afternoon of Wednesday August 8th.

General Secretary **Harold Lewis** introduced agenda item 11 — affiliation fees — with a proposal agreed by the ITF Executive Board for a 53 pence (UK) per capita fee in 1991, rising to 57 in 1992, 61 in 1993 and 65 in 1994. This proposal was not a negotiating position, he said, but represented the Board's best estimate of the minimum necessary to maintain ITF services at the present levels. Such estimates were always difficult due to constant changes in the level of membership, inflation, and exchange rates. Over recent years there has been a drop in affiliated members, due largely to structural changes in the transport industries. The ITF was running a small deficit (one per cent over the last four years) and there are no plans for dramatic expansions in staff numbers. In his view there was very little room for any cuts in basic running costs. If Congress decided not to accept the full increase, it will have an impact in terms of reduced ITF activities. **Val Bourgeois** (International Association of Machinists, Canada) said that the amount of increase was very heavy. All unions were having financial problems, and this fee increase would cause them increased difficulties. He proposed an approximate halving of the amount of the increase starting with 50p in 1991 and rising to 56p in stages of 2p per year. **Tom McGrath** (Canadian Brotherhood of Railway, Transport and General Workers) said that all unions were suffering economically, but money could always be found if it was needed. **A. Evangellista** (Italian Transport Federation, CISL) supported the increase, along with **Tas Bull** (Waterside Workers' Federation, Australia) and **Mols Sørensen** (Danish Mates' Union) who spoke on behalf of the Nordic unions, who had decided to support the increase. The amendment was then put to the vote and defeated, following which the Executive Board's recommendation was adopted by a large majority.

generally and transit traffic in particular, he said. Other transport modes such as road and air transport cannot cope with the growth we are seeing and are in any event more polluting. Transit traffic was already taking a heavy environmental toll and this would only increase with the opening up of Eastern Europe. Other countries too would become major transit nations. His union was only appealing for the sensible distribution of traffic and this was an aim all ITF unions should support.

**Motion 34 on Road Transport and the Environment** submitted by the All Japan Municipal Transport Workers' Union TOSHIKO appeals for a more sensible use of the private car coupled with the promotion of passenger road transport. The motion was introduced by TOSHIKO President **Tadashi Kubo** who said that we should learn from what had happened in America and was now being repeated elsewhere where the growth of the private car had led to the decline of public passenger transport, which is adversely affecting the quality of life in our major cities.

The President then opened the debate on the motions that had been presented to Congress. A number of delegates then took the floor. Several delegates, including **Frank Griffin** of the British United Road Transport Union and **Bill Morris** of the British Transport and General Workers' Union, said that we should stop talking of road versus rail and support integrated transport policies. Delegates representing road transport unions stressed that they and their members were just as sensitive to environmental issues as were their colleagues in the rail industry. **Luciano Mancini** of the Italian Transport Workers' Federation FILT-CGIL mentioned the problems of Italy as another of the transit nations and **Tom Downey** of the Air Stewards' and Hostesses' Union of New Zealand pointed out that aviation workers were likely to suffer lasting health damage from the damage to the upper atmosphere. **Ricardo Perez** (Argentinian Road Haulage Workers' Federation), as chairman of the Road Transport Workers' Section, also joined other speakers in urging support for an integrated transport policy. Other speakers included **Peter Küng** of the Swiss Transport and Commercial Workers' Union, **Anders Lindström** of the Swedish Seamen's Union and **Gilbert Doriat** of the French FO Transport Workers' Federation.

An amendment to **Motion 32 on Alpine Transit Traffic** was introduced by **Wolfgang Baars** of the German Public Service and Transport Workers' Union. This proposed the deletion of the final paragraph of the motion and its replacement by the following text:

*"DEMANDS that the overall costs, including long-term damage to infrastructure and the environment, should be taken fully into account in allocating charges to the users of different modes of transport and that financial compensation should be provided for the operation of socially necessary transport services."*

Congress then proceeded to a vote on the motions before it.

**Motions 9 on Privatisation of Public Transport, 10 on Transport and the Environment, 31 on the Extension and Improvement of East-West Transport and 34 on Road Transport and the Environment and 39 on Promotion of the Railways** were all adopted unanimously.

**Motion 24 on Public Transport and the Environment** was adopted as amended and **Motion 32 on Alpine Transit Traffic** was adopted as amended by the ÖTV, with a number of votes cast against.

# Constitutional amendments

After completing the discussion of the motions on Wednesday morning, Congress turned to the amendments to the ITF Constitution.

President **Jim Hunter** explained the constitutional requirements governing voting on amendments to the ITF Constitution.

Amendment 1 submitted by the National Chinese Seamen's Union (Taiwan) was withdrawn by the proposers.

General Secretary **Harold Lewis** introduced amendment 2, submitted by the Executive Board (EB). He explained that this was a very radical change, although its implications were not immediately clear from the text. The existing system for deciding on ITF affiliation was that the Executive Board had discretion to offer concessions to allow individual unions which were unable to afford full fees to pay at a lower rate. Unions that were granted fee concessions experienced a reduction of their voting rights at Congress. At one stage, the link between fee payment and voting rights had been exact — if you paid 10%, you voted 10 per cent. A few Congresses ago it had been modified so that unions were now entitled to twice as many votes as the percentage at which they paid, up to 50%. This meant that any union which affiliated on less than 50% did not receive its full voting rights. This principle, he said, was increasingly untenable. The same system does not apply to the UN, the ILO or the other International Trade Secretariats. The proposal was to cut the link between what you pay and what you get. If a union was accepted with a membership of 100,000 it would have 100,000 votes. The EB was unanimous on the principle, but within the Board certain fears had been expressed about the practical implications. Some people were worried about abuse of the system by over-affiliating. But, he pointed out, if you want to cheat the ITF under the present system you can. Some unions over-affiliate and some under-affiliate at present for a variety of reasons. The ITF has no way of checking whether unions are telling the truth. We have to take their word for it. The vast majority do not cheat. Something else had changed since this amendment had first been passed a year ago by the EB. In Eastern Europe and the USSR there were now many new unions which would be coming into the ITF. Their situation was very complicated as far as fees were concerned. Many of their currencies are not convertible, but the numbers involved could be very substantial indeed. Some members of the EB feared that the balance of the ITF might be disturbed by this. Because of these concerns and for purely practical reasons, the Board proposed that Congress adopt this amendment, but that it would not come into effect until the next Congress in four years' time. In the meanwhile the EB would conduct a review of the system used for granting concessions on fees in order to produce detailed guidelines and rules which would govern more rigorously how concessions are granted. He could not say what those parameters would be, but they would probably include minimum payments and maximum memberships.

**Jack Otero** (Transport—Communications International Union, TCU, USA) said he supported the principle, but regretfully had to oppose the amendment. The US affiliates believed it would have a negative impact on those unions who had to carry the financial burden of funding the ITF. **Rudi Schäfer** (German Railwayworkers) generally supported the proposal but expressed some concern about the effects of massive Eastern European and USSR affiliations. **Ricardo Perez** (Argentinian Road Haulage Workers' Federation) supported the amendment saying that unions in his country tried to pay their full fees when they could but that economic difficulties and low relative wage

levels often made it impossible. **Gaetano Arconti** (Italian Transport Workers' Federation CISL) supported the amendment, saying it was vital to give the ITF the resources to do its job properly, particularly in Europe. **Franz Hums** (Austrian Railwaymen) supported the amendment. As far as Eastern Europe was concerned he said that as many trade unions who ascribed to the ITF's principles should be encouraged to join as possible. No union should fear the consequences of their membership. **Umraomal Purohit** (All-India Railwaymen's Federation) said the amendment was long overdue. No union could be a second class citizen in the ITF. **Tom McGrath** (Canadian Brotherhood of Railway, Transport and General Workers) supported it saying we must recognise that we live in a world of haves and have nots, even in the labour movement. **Per Erik Nelin** (Finnish Seamen's Union) supported the principle behind the amendment but wondered whether a system of differential fees based on region, similar to that used by the ICFTU, could not be developed. The **General Secretary** replied to the questions raised and stressed that the EB would review all fee concessions granted, including those given at present and would develop systematic guidelines for the future. A membership vote was then taken.

After the lunch break, the results of the vote were announced by the President. They were: spoilt : 1 vote, abstentions : 27, No : 670 and Yes : 2, 306. The amendment was thus *carried* by more than the required two-thirds majority.

Congress then considered amendment 3, a proposal from the EB to increase the number of seats on the board from 26 to 27. The **General Secretary** explained that this was intended to take account of the demographic changes in ITF membership that had seen a significant increase in Asia/Pacific membership. The amendment was *accepted unanimously*.

The **President** announced that amendments 4 and 5, from the German and Austrian railwaymen, had been *withdrawn*.

Amendment 6 was moved by **Jack Otero** (TCU, United States) on behalf of the US affiliates. He began by congratulating the supporters of amendment 2 which had been passed and stating that the US affiliates fully accepted the decision in a democratic spirit and would contribute to the deliberations on new EB guidelines on fee concessions. The US affiliates' proposed amendment had been rejected by the EB after much debate. However they still believed it to be a fair and equitable proposal which would provide equal opportunities for all regions. From the foundation of the ITF until 1986, all ITF Presidents and General Secretaries had been from Europe. In 1986 a North American was elected President. They did not want to hold onto the position now, but thought everyone should have a turn. Under the proposal Presidents would serve for a two Congress periods maximum term, and then members from their electoral group would be excluded from being elected President until other regions had been represented. The **General Secretary** replied that the EB had decided against this amendment because they believed that Congress should have the right to elect whoever they wanted from the EB as President. **Otero** said that the US affiliates knew they would lose and did not want to inflict a membership vote on everyone, so they would be happy first to sound out Congress opinion by a vote by a show of hands. This was done and the amendment was then *withdrawn*.

Amendment 7, proposed by the EB, was introduced by the **General Secretary**. He described it as a housekeeping change to formally alter the ITF financial year from the calendar year to 1 April to 31 March. The amendment was *adopted unanimously*.



# Section conference reports

Reports back from the section conferences began on Wednesday afternoon, and continued through the final session on Thursday morning.

## Tourism Services

Rapporteur and new Section Chairman **Richard Rosser** (Transport Salaried Staffs' Association, Great Britain) introduced the Section report and outlined the reasons behind the formal decision to change the name of the Section from Travel Bureau to Tourism Services to encompass the broader category of workers in the expanding tourist industry. The Section had no desire to poach members from other sections or other ITSs, he said, nor to force unions to affiliate twice, but welcomed the broader involvement of other affiliates in the new Section. **Vincent Sirabella** (Hotel Employees' and Restaurant Employees' International Union, United States) spoke about his union's long-running dispute with the Nikko Hotel in Chicago which is a subsidiary of Japan Air Lines. Management had broken a neutrality agreement signed with the union in which they agreed not to interfere with the union's recruitment drive at the hotel. Nikko had engaged a notorious union-busting lawyer and a firm of psychology consultants to co-ordinate a campaign against unionisation. His union had fought this blatant violation of a neutrality agreement. The union had picketed the Japanese embassy in Washington, JAL airline offices throughout the USA and Canada and had succeeded in denying JAL new facilities at Chicago airport. Demonstrations had been organised at JAL offices in Madrid, Frankfurt and Heathrow. He thanked the Japanese ITF affiliates who he had met with at this Congress and who had agreed to approach the Japanese national centre RENGU about organising a conference in Japan about the dispute.

The report was *unanimously adopted*.

## Road Transport Workers' Section

The report of the Road Transport Workers' Section was introduced by the Rapporteur **Jack Ashwell** of the British Transport and General Workers' Union and *unanimously adopted*.

## Fishermen's Section

The report of the Fishermen's Section was introduced by the Rapporteur **Jan Skrede** of the Norwegian Seamen's Union. Skrede said he was surprised that the newly independent USSR Fish Industry Workers' Union had not been invited to Congress as an observer despite the Section's recommendation that this should be done. He asked for an explanation. In reply, the General Secretary said that given recent developments in Eastern Europe there were many unions that might well have been invited to come to Florence. Some hard choices had to be made. Perhaps they were arbitrary. But the fact that the Russians had been at the June Fishermen's Section Conference in London meant that they had had the chance to make contacts with other trade unionists. The report was *unanimously adopted*.

## Railwaymen's Section

The report of the Railwaymen's Section Conference was introduced by the Rapporteur **Umraomal Purohit** of the All-

India Railwaymen's Federation. **Lam Hong Lun** of the Federation of Hong Kong Transport Workers' Organisations intervened in the debate that followed to appeal for two railway workers' leaders in China who if convicted might face life sentences or even the death penalty. He gave details of the two cases and of the trumped-up charges against them and appealed to ITF unions to give maximum publicity to their plight. **Bernard Byrne** of the NATE Division of the Services, Industrial, Professional and Technical Union (SIPTU) of Ireland also intervened in the debate. Irish unions, particularly his own, he said, were deeply concerned that Ireland, which is on the periphery of Europe, would find itself further isolated when the EC single market took effect and the Channel Tunnel opened in a few years' time. He thanked the ITF for sending a message of support to the all Ireland protest campaign against terrorist attacks on the Belfast-Dublin rail link in late 1989.

The report was *unanimously adopted*.

## Civil Aviation Section

The report of the Civil Aviation Section was introduced by the Rapporteur **Bill Scheri** of the International Association of Machinists and Aerospace Workers and *unanimously adopted* without a discussion.

## Dockers' Section

The report of the Dockers' Section was introduced by the Rapporteur **John Connolly** of the British Transport and General Workers' Union and *unanimously adopted* without a discussion.

## Seafarers' Section

The report of the Seafarers' Section was introduced by the Rapporteur **Shannon Wall** of the US National Marine Engineers' Beneficial Association. **Mario Guidi** of the Italian Transport Workers' Federation FIT-CISL intervened to draw attention to a Congress motion arising from an accident involving an Italian vessel loaded in a Swedish port (Legislation and Loading Principles when Loading Vessels). The report was *unanimously adopted* without further discussion after additional nominations to the Seafarers' Section Committee and various section sub-committees had been read out.

## Joint Seafarers' and Dockers' Sections

The report of the Joint Seafarers' and Dockers' Section Conference was introduced by the Rapporteur **K Mols Sørensen** of the Danish Mates' Association. The report was *unanimously adopted* without further discussion after Congress had been informed of the composition and rules and terms of reference of the Sub-Committee on the Collective Agreement and of additional representation on the Fair Practices Committee, and the rotation system to be applied to Portugal and Spain.

## Inland Navigation Section

The report of the Inland Navigation Section Conference was introduced by the Rapporteur **Alfons Geeraerts** of the Belgian Transport Workers' Union and the report was *unanimously adopted* without a discussion.



# Thursday, August 9th — the final plenary

The morning of Thursday 9th August began with the consideration by Congress of the remaining reports of the Section Conferences held the previous weekend.

## 37th ITF Congress 1994

R Buchet of the Swiss Railwaymen's Union SEV extended an invitation to the ITF to hold its next Congress in Switzerland in four years' time. He pointed out that it was thirty years since the last Swiss Congress and asked the ITF to consider Switzerland as a venue for 1994. In reply the General Secretary thanked the Swiss for their kind offer to host Congress and said that the matter would be discussed at a future meeting of the Executive Board.

## ITF Gold Badges

As is customary, Gold Badges were presented at Congress to trade unionists who had spent a lifetime of service in the trade union movement and who had made a very real contribution to the work of the ITF over the years. First to be honoured was former ITF Vice President and veteran trade union leader **Teddy Gleason** (President emeritus of the US International Longshoremen's Association). Unfortunately, Teddy was not well enough to attend Congress and the badge was accepted by ITF Executive Board member Jack Otero on his behalf. The second recipient was **Ernst Haar**, outgoing ITF Vice President and former President of the German Railwaymen's Union. Haar had had to leave Congress early to attend the reunification debate in the German parliament and so his badge was received by his successor as GdED President, Rudi Schäfer. Outgoing ITF Vice President **Anderson Mhungu** of the Zimbabwe Amalgamated Railwaymen's Union was the final recipient of the ITF's highest honour, and was given a standing ovation by the assembled delegates.

## ELECTIONS

### ITF General Council and Executive Board, President, Vice Presidents and General Secretary

Nominations for the ITF's two governing bodies, the General Council and the Executive Board, were placed before Congress and the membership of both the GC and the EB approved unanimously. Following a short adjournment to allow for a meeting of the new Board, nominations were presented for the office of President, Vice Presidents and General Secretary of the ITF. **Jim Hunter** and **Harold Lewis** were re-elected by Congress unanimously and by acclamation. Four Vice-Presidents were also elected unanimously.

**President:** Jim Hunter  
**General Secretary:** Harold Lewis

### Vice Presidents:

Africa	<b>Raphael Okang'a</b>	(Kenya)
Asia/Pacific	<b>Tadashi Kubo</b>	(Japan)
Europe	<b>Eike Eulen</b>	(Germany)
Latin America	<b>Ricardo Perez</b>	(Argentina)

### Lay Auditors

Congress elected the ITF's lay auditors for the forthcoming inter-Congress period. The new auditors are: Ron Todd (Transport and General Workers' Union), Geoffrey Henman (Transport Salaried Staffs' Association) and Terry Savage (Union of Shop, Distributive and Allied Workers).

The Congress was formally closed by President **Jim Hunter** who said that he felt good about the level of the debate that had taken place during Congress. The ITF was in a confrontational business, he said, we did not always agree with one another and sometimes delegates get excited about issues that greatly concern them. But mostly, we were able to agree on the things that matter. A number of the decisions taken at this Congress were far-reaching, such as the change in voting rights that had been approved by delegates. Other decisions such as that to have an additional Board member from the Asia/Pacific region would help ensure that the regions have a powerful voice in the highest bodies of the ITF. All in all, it had been a productive Congress in a beautiful city with such excellent Congress facilities. He paid special thanks to all those in the host unions who had been involved with the organisation of the Congress.

## ITF Executive Board members

### Europe and Middle East

F Hums	Austria
R van Cant	Belgium
K Mols Sørensen	Denmark
R Valladon	France
E Eulen	Germany
R Schäfer	Germany
J Knapp	Great Britain
W Morris	Great Britain
L Mancini	Italy
R Vreeman	Netherlands
V Sánchez	Spain
A Karlsson	Sweden

### Africa

R Okang'a	Kenya
M Moussa	Niger

### Asia/Pacific

T I Bull	Australia
U M Purohit	India
T Kubo	Japan
B U Kim	Korea
V David	Malaysia

### Latin America and the Caribbean

R Perez	Argentina
O Coutinho	Brazil
J González	Costa Rica

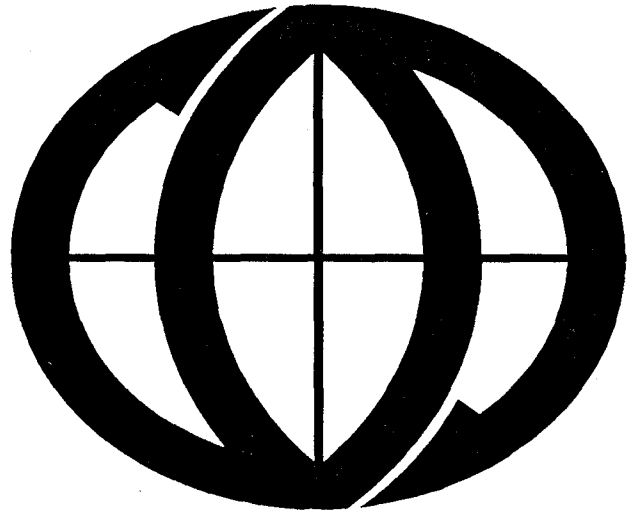
### North America

J Hunter	Canada
F Mazur	Canada
J Bowers	USA
J F Otero	USA
J F Peterpaul	USA

### ITF General Secretary

H Lewis

ITF



There were 477 delegates at the 36th Congress and 259 advisers from 221 unions in 55 countries, together with 32 observers and 3 guests of honour.