



Resolutions of the ITF's 41st Congress 2-9 August 2006, Durban, South Africa

Table of Contents

Resolution 1: Challenging Neo-Liberal Globalisation.....	1
Resolution 2: Organising in a Rapidly Changing Transport Industry.....	4
Resolution 3: Organising Globally	8
Resolution 4: HIV/AIDS and Transport Workers.....	9
Resolution 5: The ICEM-ITF Oil and Gas Global Trade Union Alliance.....	11
Resolution 6: Inter-Union Cooperation and Organising Unorganised Workers.....	13
Resolution 7: ITF Regional Organisation.....	14
Resolution 8: Ethical Investments.....	15
Resolution 9: Public Ownership.....	16
Resolution 10: The Struggle Against Social Dumping	17
Resolution 11: Attacks on Trade Union Rights	19
Resolution 12: ITF Collaboration with UNI.....	20
Resolution 13: Transport and Logistics Mapping.....	21
Resolution 14: Integrators Network	22
Resolution 15: AP Moeller-Maersk Network	24
Resolution 16: Contract Labour	25
Resolution 17: Peace and Transport Security	26
Resolution 18: Self Determination	27
Resolution 19: Gender Equality	28
Resolution 20: China	29
Resolution 21: International Study of Wages and Salaries and Terms of Employment	31
Resolution 22: Discrimination Against Seafarers.....	32
Resolution 23: Ratification of the Maritime Labour Convention, 2006	33
Resolution 24: Calculating the Propulsion Power Rating of Machinery in Vessels	34
Resolution 25: ITF Policy on Non-Domiciled Seafarers.....	35
Resolution 26: Strengthening Internal Organisation	36
Resolution 27: Ports of Convenience and Global Network Terminal Campaigns	37
Resolution 28: Civil Mobilisation of Greek Seafarers.....	37
Resolution 29: Recognition of the Discrete Role of the ITF Seafarers' Section	39
Resolution 30: Re-regulation of International Shipping.....	40
Resolution 31: Conditions on Pakistan National Flag Ships	41
Resolution 32: Privatisation in the rail and maritime sectors.....	42
Resolution 33: Trade Unions Rights and Casual Labour	43
Resolution 34: Pakistan International Airlines.....	44
Resolution 35: Workers' Rights in Pakistan	45
Resolution 36: Conflict in Lebanon	46
Resolution 37: Madrid, London and now Mumbai – Public Transport under Terrorist Attack	47
Resolution 38: Iran	48
Resolution 39: Anti Trade Union Laws in Australia	49
Resolution 40: Trade Union Unity in Transport.....	50

Annex: What happened to the Motions?

.....51

Resolution 1: Challenging Neo-Liberal Globalisation

The 41st ITF Congress, meeting in Durban from 2-9 August 2006:

1. NOTES the continuing trend of economic globalisation. There is increased global competition for industrial raw materials, and in particular for oil and other energy sources. The world economy is becoming increasingly based on the globalisation of production, markets and ownership. This system of globalisation exerts intense pressure for the creation of a more liberalised global transport system. The process of privatisation and commercialisation has already had a major impact on transport in many regions of the world, and it continues to affect transport services virtually everywhere. Even where transport employers have not yet been fully privatised, their transformation into structures which can easily be opened to private capital is the first step in a continuing process of liberalisation. Even in those countries where governments are reluctant to go down this path, there is increasing pressure on them from international institutions to do so;
2. NOTES too that the World Trade Organisation is playing a central role in this process. Although its services agreement, GATS, has as yet a relatively minor direct role in the liberalisation of transport services, there is increasing pressure from global transport companies for this to change. The inclusion of transport services in GATS could result in:
 - The opening up of domestic aviation and shipping markets to foreign competition;
 - Port operators being subject to enforced competition both within and between ports;
 - The application of the most liberal air traffic agreements would apply to all international air routes through so called 'open skies' systems;
 - The system of national ownership rules on which current international regulation depends would break down and flags of convenience could spread more widely throughout the maritime and the aviation industries.
3. The ITF must continue to monitor developments within the WTO in relation to transport and oppose the inclusion of transport-related services in the GATS.
4. EXPRESSES CONCERN at the ideologically based attitude of the major international financial institutions towards the restructuring of transport. The neoliberal programmes of bodies such as the World Bank and regional development banks continue to have a serious negative impact both on the quality of transport services and on the employment and working conditions of transport workers. The World Bank itself is under pressure from the International Monetary Fund to reduce public sector deficits by privatising public transport services;
5. NOTES that progress has been made by Global Unions in engaging in dialogue with the World Bank including a programme of secondments of trade union officials within the Bank's offices, including a representative from an ITF affiliate and that some officials within the Bank appear to have recognised the failure of Bank restructuring projects, even by their own standards, and have expressed interest in establishing closer working relations with transport unions;
6. BELIEVES that the ITF should continue to engage in practical dialogue with the World Bank and regional development banks in order to more effectively challenge the neoliberal assumptions which underpin the Bank's programmes; to demonstrate both to Bank staff and to the government representatives who ultimately control the Bank that positive alternatives to neo liberal ideology are possible; to put forward union alternatives; and to encourage the Bank to engage with ITF affiliates on transport restructuring, while providing support and guidance for the unions to empower them to deal with and challenge the institutions like the World Bank;
7. IS CONCERNED that economic blocs such as the EU, MERCOSUR, ASEAN, NAFTA and SADC are also promoting regional liberalised markets and that other agreements are under discussion;

8. NOTES the recent trade union campaign to protect the European social model from the proposals of the "Bolkestein" Services Directive;
9. NOTES also that cooperation between different regional blocs is likely to be an expanding route for global liberalisation, with US-EU negotiations increasing in importance as well as initiatives such as APEC linking Asia/Pacific with the Americas;
10. BELIEVES that ITF regional structures increasingly need to develop regional union responses to these initiatives. In Europe this is most highly developed as the ETF continues to coordinate transport unions to challenge the EU liberalisation process. In other regions some union coordination has started, but lacks much in the way of regional institutions through which to engage in similar dialogue. It is vital that individual regional responses support a strong common international strategy based on trade union principles. The development of such coordination is likely to have an impact on the regional bodies of the ITF;
11. NOTES the need for international institutions and governments to recognize the limitations of free trade and to develop trade rules that recognize fairness and the need to protect social and environmental standards;
12. REAFFIRMS the ITF's opposition to any form of transport restructuring, including privatisation, which has a negative impact on jobs or workers' conditions and rights and which is implemented without the agreement of the unions concerned;
13. BELIEVES that public transport should be accountable to the public interest rather than to the interests of global capital. Affordable public transport services and access to transport as a basic social right are also issues of concern to civil society;
14. EMPHASISES its commitment to campaign for sustainable transport that takes full account of social and environmental standards. This must include government and industry measures to address the specific vulnerability of transport workers to the HIV/Aids pandemic;
15. CALLS FOR alliances with civil society organisations that share trade union values in such a campaign;

CALLS ON the ITF Executive Board:

- To continue to participate fully in the Global Unions campaign to achieve respect for social standards in the agreements of the WTO; to call for a moratorium on GATS sectoral talks until a full assessment has been made of the impact of current GATS measures on employment, equality and decent labour standards; and to monitor closely the developing work of the WTO in relation to transport within GATS
- To develop programmes to assist affiliates to more effectively challenge the programmes of the World Bank and other International Financial Institutions. This should be both through interventions on specific Bank privatisation programmes and by developing alternative strategies which challenge the policies of the Bank
- To develop strategies to respond to the emergence of regional economic blocs and to involve ITF regional bodies fully in this process
- To develop programmes to assist affiliates to address the negative impacts of globalisation on women and young workers and to involve the ITF's Women's Committee fully in this process

- To build wider alliances with civil society organisations concerned with defending the public interest role of transport and promoting sustainable transport policies by governments, including special attention to the effect of HIV/Aids on transport workers.

Resolution 2: Organising in a Rapidly Changing Transport Industry

The 41st ITF Congress, meeting in Durban from 2-9 August 2006:

1. AWARE that the transport industry, both freight and passenger, throughout the world, is going through a period of rapid change and restructuring, resulting in a process of growing concentration in different sectors, and the blurring of borders between different modes of transport and with other industries;
2. REAFFIRMING Resolution no 5 'Responding to the Rise of Logistics in the International Freight Transport Industry' adopted by the 40th ITF Congress in Vancouver and NOTING that the rapid growth in logistics and just-in-time production and distribution has given well-organised transport workers a potentially strategic position in the world economy;
3. NOTING that changes in the nature of work, including privatisation and the growth of non-union operations, outsourcing, casualisation and changes in the age and gender profile of the workforce, require changes too in the way that transport unions organise workers;
4. NOTING the fall in membership particularly in industries which have traditionally been in the public sector;
5. NOTING a growing number of initiatives by ITF affiliates often on a multinational basis to develop strategies to deal with transport and other industries in the production chain such as mining and the oil and gas sectors;
6. BELIEVES that the ITF must take urgent action, in cooperation with its affiliates to respond to this challenge.

a) Targeting strategic employers and coordinating union action

7. NOTES that there are a growing number of strategic employer targets in the global transport industry that the ITF and its affiliates must make a priority for action. In *aviation*, five global airline alliances have now been consolidated into three: SkyTeam, Star and Oneworld. In airline catering there are two major transnational companies, LSG SkyChefs and Gate Gourmet. In *urban transport*, Connex, a subsidiary of French services multinational Veolia, has now bought into public transport systems in 22 countries. In South Africa the *rail* company, Spoornet, one of a growing number of state owned multinational companies, is expanding businesses throughout Africa and Latin America. In the *ports* industry the four major global network terminal operators: Hutchison, PSA (also state owned by the government of Singapore), APM Terminals (Maersk) and P&O Ports (which is now controlled by Dubai Ports World), continue to buy terminals around the world, while the *shipping* industry is seeing mergers such as those between Maersk and P&O Nedlloyd, and CP Ships and Hapag Lloyd. Increasingly this merger process is also affecting the multi-modal operational networks of the big transport integrators. DHL, another state owned multinational controlled by Deutsche Post, has acquired UK based Exel, the biggest contract logistics company in the world;
8. BELIEVES that an essential role of the ITF is to create trade union solidarity networks within major transport multinational companies or alliances. For an increasing number of transport companies, this means action across several ITF sections, and may sometimes also require cooperation with other Global Union Federations;
9. EMPHASISES that effective coordination requires resources well beyond the capacity of the ITF secretariat alone. The experience of the ETF in dealing with the creation of European Works Councils provided by EU legislation demonstrates that a considerable part of the financial and administrative work must be borne by all the unions involved and not only those in the country where the company is based;

10. AWARE that a growing number of tools are available to help unions respond to multinational companies, including various Corporate Social Responsibility (CSR) initiatives;
11. AWARE that the role of institutional investors has become critical in influencing the behaviour of many corporations, the ITF and its affiliates should become more involved in Workers' Capital initiatives to educate investors and put pressure on companies to adopt objectives based on social standards and sustainable development as well as on profit;
12. NOTES the World Economic Forum's Logistics and Transportation Corporate Citizenship Initiative, in which some of the largest global logistics companies have committed themselves publicly to abide by international labour standards, and that the ITF has been involved in the process of developing verification measures through the Global Reporting Initiative;
13. AWARE that a further tool may be the conclusion of International Framework Agreements with key multinational companies in their sectors setting certain minimum labour standards to be applied throughout the companies' global operations and providing neutrality to union organising efforts;
14. Therefore CALLS ON the Executive Board to develop a strategy to target key transport employers and build union organisation within them, including:
 - Identifying and carrying out research on the key global corporations involved in transport and logistics and creating union solidarity networks involving all ITF affiliates with members or potential members in key operators
 - Ensuring that such networks can operate on a sustainable basis by identifying officers of ITF unions who are prepared to take responsibility for organizing these networks and providing them with the necessary training
 - Identifying external resources to support unions which are unable to support participation in network meetings
 - Supporting initiatives which promote social dialogue and corporate social responsibility with transport companies, focused on improving the environment for union organizing
 - Developing Global Organising (GO) projects and International Framework Agreements with global transport operators, with the prime objective being to strengthen union organisation.

b) Making use of the strategic position of workers in the logistics industry

15. The logistics needs of manufacturing and retail companies have become the major driving force of global restructuring in the freight transport industry. These corporations increasingly dominate the movement of goods around the world. The global supply chains that they operate are designed to move components, stock and parts sourced from around the world. They require seamless, global, door-to-door, just-in-time delivery systems operated increasingly through transnational multi-modal logistics companies. The impact on production of any disruption to deliveries is amplified massively by these just-in-time systems.
16. The heightened strategic importance of global supply chains, their extreme fragility and time-sensitivity, potentially offers to transport unions a new opportunity to increase their industrial leverage, if it is used responsibly. However, trade unions can only take advantage of this if they organise internationally. The ITF must therefore work with its affiliates to develop new forms of union organisation and solidarity, which take advantage of this strategic position.
17. This requires both research into the nature of the companies and new union strategies to ensure internationally coordinated action to put pressure on them. The multi-modal nature of logistics will require an increasing number of cross sectional responses from the ITF. It also means looking at new jobs and new groups of workers involved in the operation of the transport chain. These are often women workers, or migrant workers, who may not be organised in transport unions, or in any union at all, or may sometimes not even be legally classified as workers.

18. The ITF strategy must involve identifying the key companies and key locations – the major hubs and corridors - where union organisation could have a major impact on logistics services, and tracking strategic global supply chains which rely on time-sensitive logistics services. This strategy should involve creating awareness among local union negotiators of the potential leverage that may be provided by better understanding of fragile supply chains.
19. Congress CALLS ON the Executive Board, together with the ITF Sections, Women's Committee and Regions, to develop a work programme aimed at enabling transport unions to take advantage of their strategic position in logistics and in particular:
 - Promoting organisation of unions in all transport modes in the key global logistics hubs
 - Identifying and organising key groups of workers in the transport chain
 - Developing cooperation and solidarity with unions in the extraction, manufacturing and distribution sectors which place increasingly strong reliance on global supply chains
 - Developing coordination with other Global Union Federations, such as UNI, which organises postal services and the retail sector, ICEM in the mining and oil and gas sectors, and the IMF in metal and car production, to develop union coordination on certain industry supply chains.

c) Responding to the changing nature of work

20. Major changes are occurring in the nature of jobs in transport and unions have to respond to them with new organising strategies. Strong unions have played a major role in many countries' transport, particularly in rail, aviation and ports, but they have generally been based on large, nationally based and usually state-owned employers. This is now changing rapidly, often resulting in the growth of 'union free' workplaces.
21. Liberalisation has seen the emergence of many low cost new companies, particularly in civil aviation, buses and ports. Many have become well established and are either competing strongly with or replacing their unionised predecessors. Some of these operators were deliberately set up as 'union free' workplaces. Others, while not anti-union, have still not been organised, or for various reasons have not been organised in the union structures based on the old monopoly operators.
22. The process of outsourcing has increasingly moved jobs from 'core businesses' to subcontractors. In many cases union organisation becomes lost in the process of outsourcing. This is often even the case when the same workforce is retained by the sub-contractor. Sometimes union structures are based on a single company and are not adapted to organising workers in outsourced operations.
23. The introduction of new technology is creating new jobs and work processes. Some traditional transport jobs are disappearing. The impact of structural change in the transport industries is also producing changes in the gender and age composition of the workforce.
24. Employment is being relocated from one country to another. Employers are increasingly using contract labour and sourcing cheaper and more compliant labour in what is increasingly becoming a global labour market. Casualisation is having an impact on training and labour recruitment. Some forms of 'informalisation' of work, such as the move towards more owner-drivers, are removing many drivers from the traditional areas of union organisation. The ITF has already started research into effective forms of organisation for informal workers in transport.
25. Some industries, such as road transport and rail, are restructuring towards operating through regional or continental networks. This may involve an increasing number of drivers and other mobile staff operating across borders. Like the FOC campaign for seafarers, unions in other Sections must develop forms of cooperation and organization which address the issue of workers working outside their national jurisdiction for a large part of their working time.
26. Congress CALLS ON the ITF Executive Board, Sections, Women's Committee and Regions:

- To encourage ITF affiliates to adapt their structures so that they are ready to organise any workers in their industry, including workers in new entrant companies outside the public sector; workers in sub contractors; or even workers who are technically 'self employed' but are in reality dependent on one employer for their jobs
- To work with affiliates to gain a better understanding of the profile of transport workers across the globe
- To examine effective organizing strategies used by affiliates, and organise education activities and materials aimed at encouraging unions to adopt new organising strategies, including those dealing with informal workers, and to cooperate with other transport unions and with unions in other sectors to ensure that all workers connected with transport and logistics are organised into strong trade unions
- To target international campaigns at specific anti-union operators or businesses in transport to develop strategies which address the use of employer strategies based on social dumping
- To review the work processes and employment structure in the transport and logistics industries and encourage affiliates to ensure that key groups of workers in the transport chain are organised by unions. This should include women workers, younger workers, non-manual workers and those with new skills
- To assist affiliates to develop forms of cross border cooperation to assist the organisation of internationally mobile workers.

Resolution 3: Organising Globally

The 41st ITF Congress, meeting in Durban from 2-9 August 2006:

1. BELIEVES that the ITF must base its activities on “Organising Globally”;
2. CALLS on the Executive Board, working together with the ITF Sections, Women’s Committee and Regions to develop an effective programme geared to organising transport workers. This will mean more cross-section work responding to the multi-modal nature of the key global employers. The ‘Organising Globally’ approach will also require a new kind of role for the ITF regional bodies. They will need to identify key transport hubs in different regions, which may be targeted for a global organising strategy;
3. NOTES THAT the ITF will need to develop specific organising alliances with other Global Union Federations in the key global supply chains;
4. FURTHER NOTES THAT the greatest challenge contained in ‘Organising Globally’ may be for ITF affiliates themselves. Almost everywhere unions are organised in structures which reflect an industry structure that frequently no longer exists: unions based on crafts that have disappeared, based on a corporate monopoly that was broken long ago, based on industry lines which are fast beginning to blur, or based on ideas of what and who transport workers are which ignore changes in the industry and the composition of the workforce, including recognizing the number of women who may now be in the workforce. Unions need to look at their own structures to ensure that they are equipped to organise effectively in the modern world of transport;
5. EMPHASISES THAT affiliates have another challenge. The international union movement is at a historic moment when it is virtually undivided by ideological camps. The days when individual affiliates attempt to keep out other genuine unions from affiliation to the ITF for reasons which are really only to do with competition must come to an end. We now need to ensure that the ITF represents the widest number of genuine unions in the transport industries;
6. This Congress BELIEVES that the ITF should:
 - Develop an organising approach to its industrial strategy in which “Global Organising” (GO) targets are mapped and strategies developed
 - Develop “Global Organising” (GO) projects aimed at addressing specific globally strategic targets identified in this process
 - Ensure that secretariat resources including research, communications, education and gender work as well as the regional activities are oriented to this strategy
 - Continue to develop more cross sectional cooperation and joint work
 - Expand membership of the ITF by recruiting more transport union affiliates
 - Build global supply chain alliances with other GUFs
 - Develop education programmes and materials to assist unions in adapting their structures and methods in order to organise more transport workers.

Resolution 4: HIV/AIDS and Transport Workers

The 41st ITF Congress, meeting in Durban from 2-9 August 2006:

1. ACKNOWLEDGING that the worldwide epidemic of HIV/AIDS has reached catastrophic proportions for millions of people and entire regions of the planet;
2. ACKNOWLEDGING that sub-Saharan Africa has the highest infection and death rates world-wide and that poverty factors have both contributed to and been exacerbated by the HIV/AIDS pandemic in the region;
3. AWARE that there must be a global commitment for an effective action programme to prevent, control and ultimately eradicate HIV/AIDS which actively involves the global labour movement;
4. REALISING that approximately 37 million workers in their productive prime are infected with HIV and that the labour force in high prevalence countries will be between 10% and 30% smaller by 2020 than it would have been without HIV/AIDS;
5. NOTING that although behaviour change is an indispensable part of a trade union perspective on HIV/AIDS, in reality the virus is also profoundly influenced by other, economic and political factors, including racism and attitudes to sexual orientation that urgently need to be tackled;
6. NOTING that the disease exploits all opportunities and advances along lines of poverty, inequality and conflicts between and within countries including population displacements, rape as a weapon of war, collapse of health systems, increased substance use etc.;
7. NOTING that the spread of AIDS has coincided with the "structural adjustment programmes" backed by the International Monetary Fund and the World Bank. Reductions in spending for education and health care have left masses of people ignorant of basic health issues, unable to receive treatment for other diseases, which have been shown to increase their susceptibility to HIV infection;
8. NOTING that the gender dimension to HIV/AIDS is crucial. Women are often less able to negotiate safe sex, suffer greater social stigma from being HIV positive, and as the principal family carers may have added burdens if there is AIDS within the household;
9. NOTING that HIV/AIDS is a trade union issue as it affects union members and unions as organisations. In worst affected countries trade unions have already lost some of their key staff and activists affecting their ability to operate effectively;
10. NOTING that HIV/AIDS is of particular concern to transport workers. Some groups of workers are at particular risk of transmission due to the nature and conditions of their work. Many transport workers spend long periods of time away from home;
11. NOTING that recent developments in the liberalisation of world trade and globalisation of production have led to a number of industry changes and the development of an intermodal logistics approach to transport which has gone hand in hand with intensified pressures on working conditions, work practices and employee rights. This adds to the vulnerability of transport workers;
12. NOTING that transport is a predominantly male industry and often associated with a 'macho' culture, including openness to sexual relations while away from home. The women workers, when in a minority, are often more vulnerable to harassment and coercion;
13. NOTING that the ITF is working to create a greater awareness among transport workers and associated sex workers, there is a need to include the role of illegal trafficking and exploitation of women in the sex industry in this education work;

14. RESOLVES that:

- The ITF should continue to take forward activities on HIV/AIDS as outlined in the resolution adopted on HIV/AIDS at the 40th ITF Congress in Vancouver in 2002
- The ITF should continue to expand its education programme on HIV/AIDS in all regions, with the primary objective being to build capacity to negotiate workplace policies, programmes and collective agreements based on the ILO Code of Practice and other relevant documents, including ILO Conventions related to disability and discrimination. The ITF should continue to participate in ILO HIV/AIDS projects as a means of influencing governments and employers
- The ITF should take up the HIV/AIDS fight in the context of the Organising Globally programme, and support affiliates to link the struggle against HIV/AIDS with their efforts to organise workers, including informal transport workers and women
- The ITF should build a gender perspective in all HIV/AIDS related activities, and actively target women transport workers in all education, campaigning and organising efforts. Any effort to tackle HIV infection rates needs to address gender inequality and violence against women in society and in the workplace
- The ITF welcomes the Global Unions HIV/AIDS programme and campaign launched on World Aids Day 2003, and resolves to actively promote and build the campaign amongst transport unions. The ITF should build a cross-sectional HIV campaign and focus on key issues relevant to all transport sectors in both developing and industrialised countries, including access to treatment, and supporting the right of all countries to make generic drugs
- The ITF should strive to integrate HIV/AIDS activities into all ITF industrial sections, including a HIV clause in agreements negotiated with multinational companies
- The ITF should work with international NGOS or other organisations in the field of HIV/AIDS, to target particular countries/regions (along transport corridors) where monitoring, testing and treatment can be administered for transport workers. Such initiatives should also link with union organising efforts
- The ITF together with the ICFTU and other GUFs should highlight and campaign against the negative social effects of the policies of the international financial institutions in the context of HIV/AIDS and to develop a set of demands around which unions at a national level can lobby their governments
- The ITF will continue to build an effective Global HIV/AIDS project with a fulltime HIV Coordinator for a period of 3 years, and acknowledges the generous support of the FNV Mondiaal in the Netherlands for this particular project.

Resolution 5: The ICEM-ITF Oil and Gas Global Trade Union Alliance

The 41st Congress, of the ITF meeting in Durban from 2-9 August 2006:

1. NOTES the Mobilising Solidarity programme adopted at the 39th ITF Congress in New Delhi in 1998.
2. NOTES Resolution No. 5 on Responding to the Rise of Logistics in the International Freight Industry adopted at that the 40th ITF Congress held in Vancouver in 2002. Among other things, this saw the need for the ITF to work not only across ITF Sections but across Global Union Federations to develop an effective response to the emergence of global logistics;
3. NOTES the developing ITF campaign strategy adopted by the 40th Congress of the ITF in Vancouver.
4. NOTING that the theme of the 41st Congress is "Organising Globally - Fighting for our Rights" is intent on building a practical and deliverable set of objectives based on the Mobilising Solidarity programme of the 39th Congress and the Globalising Solidarity programme of the 40th Congress.
5. REAFFIRMS its commitment to GUF Coordination campaigns to continue to improve practical outcomes from closer relations between the Global Union Federations, including UNI, PSI, IUF, ICEM and IMF.
6. NOTES that in view of the emerging realignment of global strategic interests aimed at securing energy resources to sustain the global economic system, new capacity building in countries and in regions where trade unionism has been traditionally weak will be required, necessitating a strengthening of GUF Coordination.
7. NOTES in particular the specific importance of hydro-carbon, coal and other bulk commodities to the global economy and the reliance of these industries on all transport modes, but shipping in particular.
8. NOTES that, in many countries employment of transport workers in the oil and gas sector is often insecure: for example drivers of tanker trucks have been shifted from secure direct employment by energy companies to insecure contracts and increasingly to self employment as owner drivers, and that there is widespread use of contract labour in the industry.
9. NOTES that there is ongoing cooperation between the ITF and ICEM in the offshore oil & gas industry that has included support to union organisation of the supply vessels to offshore oil facilities;
10. NOTES the programmes and outcomes of the Indian and Pacific Basin Region Mining and Maritime Conferences held in Newcastle in 2002 and Los Angeles in 2005 and their ongoing commitment to secure workers rights for all employees across the mineral, resource production, supply and processing chain.
11. WELCOMES the moves made in 2004 by the two Secretariats to widen and deepen this cooperation, and develop the concept further into developing cooperation across the whole of the oil & gas industries, and their supply and distribution chains, including oil and gas exploration, production, refining, related services and all forms of distribution, on road, rail transport, merchant shipping, and possibly ports, including pipelines;
12. ENDORSES the setting up of a Strategy and Organising Standing Committee (SOSC) to take this cooperation further and enhance organising abilities to jointly influence major companies in the industry and jointly organise mutual support and solidarity, where necessary, to achieve these objectives; and calls on the ITF Executive Board to urgently prioritise and make available sufficient resources for the SOSC to properly implement its work programme.

13. SUPPORTS the strategy being developed by this global union alliance which:
 - Targets specific oil companies for joint campaigns or social dialogue, including possible joint global framework agreements
 - Develops union strategies focussed on key markets and distribution routes, e.g. LNG production and distribution in Europe and Asia Pacific, and oil production and distribution in the Caspian Sea region
 - Identifies organising priorities providing support to unions organising in these sectors
 - Supports transport and production workers in Iraq
 - Supports the ICEM global campaign on contract labour
 - Produces education and information on this strategy for affiliates
14. ENDORSES the setting up of a formal ICEM-ITF Oil and Gas Industry Global Trade Union Alliance to implement this global union cooperation;
15. URGES affiliates to cooperate with the ITF Secretariat in its attempts to map worldwide transport union organisation in the oil and gas sectors;
16. SUPPORTS the development of other similar alliances with Global Union Federations in other strategic industries, e.g. the auto industry, at an appropriate time in the future.
17. CALLS on the ITF Executive Board to ensure that sufficient resources are made available to accelerate the coordination of these practical programmes, particularly with other GUFs, including developing processes for improved coordination with participation from key affiliates together with the secretariats from the various industry sectors.
18. CALLS on the ITF to continue its support and participation in the Mining and Maritime Initiative and Structures and other similar initiatives by affiliates and National and Regional Coordination Committees and assist in campaigning against agreed multinational corporation targets.

Resolution 6: Inter-Union Cooperation and Organising Unorganised Workers

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECOGNISES the urgent need for unions to organise unorganised workers.
2. BELIEVES that it is a matter of urgency that unions should agree forms of cooperation that minimise competition between unions and avoid the poaching of one union's members by another union.
3. CALLS on the ITF to encourage such cooperation and to develop initiatives to develop inter-union cooperation in its education work.

Resolution 7: ITF Regional Organisation

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES the Mobilising Solidarity programme approved at the 39th ITF Congress in New Delhi and the Globalising Solidarity programme approved at the 40th ITF Congress in Vancouver.
2. NOTES too the different regional manifestations of the deregulation and globalisation of the world economy.
3. NOTES too that the implementation of the programs rely heavily upon good regional coordination of national and regional campaigns.
4. NOTES too that the 41st Congress is charged with the responsibility of developing the next stage of organisational capacity and strength in campaigning for the rights of transport workers.
5. NOTES a number of positive initiatives including the campaign by the MUA Australia, in cooperation with other ITF affiliates in the Asia-Pacific Region to progress discussions on the employment of developed country ratings on liquefied natural gas (LNG) tankers during the negotiations of the next IBF agreement.
6. NOTES too the campaign involving the Mining and Maritime and Transport Unions, as well as Construction and Manufacturing Unions, in coordinating trade union regional interests on large, new oil and gas projects in the region such as the PNG Gas Project and Timor Sea LNG projects, and in particular efforts to ensure the involvement of new unions in developing nations such as Timor Leste and Papua New Guinea, aimed at bringing the multinational oil and gas majors to the negotiating table to put in place labour relations and training packages that help build both labour force and trade union capacity in those developing nations.
7. REAFFIRMS the importance of regional centres in the effective coordination of regional campaigns complementing ITF international policies in maritime, rail, road transport and aviation.
8. CALLS on the ITF to strengthen and properly resource regional organisation so that the regional offices can more effectively respond to specific developments and regional initiatives in education campaigning, developing stronger regional solidarity programs and structures and more effectively review the work of national and sub-regional coordinating committee initiatives and programs.

Resolution 8: Ethical Investments

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. CALLS on affiliates to follow the lead of the ITF and use their investments, where they have any, to promote respect for trade union and human rights worldwide.
2. BELIEVES that investments should be made in companies that have stable and secure working environments in which employees are valued as the core element in the company's future well being.
3. CALLS on affiliated organisations to look to companies to demonstrate their commitment to all their employees by reference to the appropriate International Labour Organisation conventions which cover:
 - freedom from discrimination;
 - freedom from bonded or forced labour;
 - freedom from oppression;
 - freedom from dangerous working conditions;
 - freedom of association;
 - the right to organise and collective bargaining;
 - the right to equal remuneration; and
 - the elimination of the worst forms of child labour.
4. CALLS upon affiliated organisations to expect companies in which they invest, to work with their existing suppliers and sub-contractors to implement policies on employee rights and calls upon affiliated organisations to achieve these objectives through a policy of engagement and persuasion.
5. RECOGNISES that it is not possible to achieve the aim of a more responsible corporate management in isolation and wishes to see progress towards the establishment of a global Ethical Investment Charter.
6. BELIEVES that the collective financial strength of affiliated organisations should be marshalled with affiliates encouraged to use their financial power to achieve the above objectives.

Resolution 9: Public Ownership

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. CONTINUES to oppose the fragmentation and privatisation of national railway industries as pursued by the neoliberal policies of the IMF and the World Bank amongst others. The experience of privatisation in the UK should act as a warning to others.
2. IS CONCERNED that the increasing liberalisation and privatisation of the railways is being forced on member states by unaccountable international institutions such as the European Commission, IMF and World Bank.
3. BELIEVES that privatisation has not delivered on the promises made and has in the case of the UK resulted in huge increases in costs to the tax payer. These increased costs are disproportionate to any improvements that may result.
4. WELCOMES the work of the ETF and ITF in seeking to co-ordinate responses to this global threat of privatisation.
5. WELCOMES limited reversals of privatisation such as that in the UK where track maintenance work has been taken in-house by Network Rail. However, the industry still remains too fragmented and over complicated by virtue of the enormous number of contractual agreements between various parties in the industry who are motivated by commercial gain more than public service.
6. WELCOMES initiatives by various affiliates in campaigning for publicly owned railway industries, including the commissioning of joint research.
7. CALLS on governments to support publicly owned railway networks and expresses particular disappointment with Labour/Social Democratic governments that have failed to implement such policies and instead support a neo-liberal policy, originally introduced by conservative and liberal parties.
8. CALLS for such activities to continue and for the information and experiences to be shared with the help of the ITF.
9. CALLS on the ITF to produce a document which highlights the economic and environmental impact of railway privatisation.
10. URGES the ITF to work with affiliates to co-ordinate joint campaigning against international directives to privatise and liberalise publicly owned railways.

Resolution 10: The Struggle Against Social Dumping

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006 :

1. BELIEVES that defending wage earners' interests in their working life is the primary task for the trade union movement. That was the purpose for which we were formed and it still constitutes the reason for our legitimacy and existence. Our struggle over the past hundred years has been successful. In area after area, we have advanced the position of wage earners. That applies to wages, pensions, employment security, work environment and much more.
2. RECOGNISES, however, that the situation over the last ten to fifteen years has changed. A flood of conservative and new-liberal philosophies has overwhelmed the entire world. Today, there are few, far too few, governments around the world operating policies for labour and workers. The globalisation of the economy with borders increasingly open to trade has also involved a new scourge - social dumping, which pitches worker against worker.
3. NOTES that new-liberal debaters and conservative politicians try using all conceivable methods to weaken the trade union movement since they can see that the trade union movement is the only force that can and will stop the phenomenon of social dumping. One of their most important objectives is therefore to weaken the solidarity that exists between workers and groups of workers.
4. ACKNOWLEDGES that in this globalised world, however, there is one huge winner - Capital. At scarcely any other time in world history have such large fortunes been earned in such a short time and through so little work. A crude capitalism that does not shy away from using any means is now prospering to its full extent. Capital that knows how to utilize a given situation and which does not shy away from any means of exploiting it. It is a combination of all of the factors already listed, which are all-in-all creating a new situation for the trade union movement. This is the new environment in which we have to discharge our main duty – defending the interests of wage earners. The task will be formidable and is going to be met with strength and determination!
5. FURTHER ACKNOWLEDGES that Welfare is not a commodity to be traded. The service sector is currently in a phase of strong growth. There is therefore a great need for collective regulatory frameworks on a global scale. But it is crucial that these regulations should put democracy, trade union rights and human welfare at the forefront. Only in this way can we meet the challenges of globalisation in a sustainable way, where the struggle against social dumping is at the top of the agenda. We are certain that this perception is shared by the whole of the international trade union movement – from west to east and from north to south. It is not a matter of protectionism from the rich nations' trade unions, as new-liberal debaters and the political Right are inclined to insinuate.
6. NOTES that the problems of social dumping throughout the world are huge – so much is well known. In Eastern Europe, the trade union movement has very clearly stated that they do not view lower wages and hollow workers' rights in neighbouring countries as any way of improving conditions in their home countries. What is needed is the opposite, collective regulatory frameworks which reinforce trade union rights throughout the world and a policy which puts the struggle against unemployment at the forefront. It is important to understand that Polish conditions in Germany or Latvian conditions in Sweden will soon mean Ukrainian conditions in Poland and Belorussian conditions in Latvia.
7. RECOGNISES that the unions which have lined up behind this motion will never accept the hollowing out of union rights and the transformation of collective welfare into a commodity to be traded. The world needs clear, collective regulatory frameworks – but the rules must put democracy, union rights and human welfare at the forefront, not short-term profit-making interests.
8. CALLS ON the Executive Board to undertake the task of intensifying commitment to counteracting social dumping

9. CALLS ON the Executive Board to undertake the task of intensifying commitment within the framework of the ILO and the OECD.

Resolution 11: Attacks on Trade Union Rights

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. EXPRESSING strong anger at the fact that 115 trade unionists were murdered for defending workers' rights in 2005, while more than 1,600 were subjected to violent assaults and some 9,000 arrested, according to the ICFTU's Annual Survey of Trade Union Rights, 2005;
2. NOTING that over the last four years, the ITF Executive Board has recorded many serious infringements of trade union rights, several of which have been linked to the strategic nature of the transport system;
3. NOTING FURTHER that these infringements include restrictions on the right to strike, the imposition of unjustified minimum services legislation and essential services rules, and the use of legislation to force legitimately striking workers back to work;
4. CONDEMNING the cases of interference in trade union activities that the ITF has witnessed over the past four years, ranging from the sacking, detention and arrest of trade union officials, to intervention in union premises, confiscation of union property, beatings, violence, harassment, long-term imprisonment and murder;
5. BELIEVES that these attacks, in some cases with mass anti-union campaigns, form part of a neoliberal offensive by governments and employers against organised labour, in the context of globalisation.
6. REAFFIRMING the ITF's commitment to use all means to enforce the basic trade union rights which are laid down in ILO Conventions no. 87 and 98, which is reflected in the Congress theme, "Organising Globally, Fighting for our Rights";
7. CALLS UPON the ITF to work in concert with other global union organisations to oppose the neoliberal offensive, build solidarity and fight for universal guaranteed trade union rights, ensuring that the strategic role of transport workers is understood to be an integral part of international trade union rights work;
8. CALLS UPON the ITF and its unions to commit to providing timely solidarity and strong support for unions undergoing conflict and whose fundamental rights are under challenge or are not respected.

Resolution 12: ITF Collaboration with UNI

The 41st ITF Congress meeting in Durban from 2-9 August 2006:

1. NOTES with satisfaction the collaboration between UNI, Union Network International and the ITF at various levels;
2. NOTES that a number of ITF affiliates are also affiliated to UNI;
3. EMPHASISES the need for increased collaboration between the ITF and UNI, particularly in the fields of logistics, security and call centres, where traditional UNI activities - especially in view of the continuing integration of transport and logistics in business, both nationally and globally - are increasingly growing closer to traditional ITF activities and vice versa;
4. FURTHER EMPHASISES that increased collaboration between the ITF and UNI will, in all probability and with the passage of time, lead to advantages of synergy to all parties;
5. REQUESTS that the ITF's Executive Board intensify and deepen collaboration during the next Congress period with UNI in the relevant fields with the aim of gaining this synergy and increasing trade union strengths;
6. FURTHER REQUESTS that the ITF's Executive Board be proactive in collaboration with UNI during the next post Congress period.

Resolution 13: Transport and Logistics Mapping

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES resolution Number 5 from the 40th Congress in Vancouver.
2. NOTES too the continuing escalation of importance of this sector to meet the freight transport needs of global corporations and the global economy.
3. NOTES too a number of regional mapping initiatives, particularly in the UK, North America and Australia/New Zealand, e.g. in Australia and New Zealand the Freight Unions Mapping Project (FUMP), being jointly undertaken by the Maritime, Road and Rail Unions, with an initial focus on the Toll Group of companies, being the largest vertically integrated freight and logistics company operating in Australia and New Zealand with links into South East Asia.
4. REAFFIRMS continuing opposition to privatisation and deregulation when it has a negative impact on transport services or the conditions of transport workers.
5. REAFFIRMS too the priority of finalising global and regional strategies to deal effectively with intermodal transport companies including a cross sectional approach within the ITF.
6. REAFFIRMS too the urgency of developing trade union coordination within logistics companies, regionally and globally including working with other GUFs.
7. REAFFIRMS too the priority of challenging and opposing the use of self-employed / owner operators, contractors, small business or "informal" work as a mechanism to undermine trade union organisation, particularly in the transport chain.
8. CALLS on the ITF to strengthen the campaign by holding a forum of affiliates so that existing work and models can be reviewed and a concrete four year program identified and put in place to finalise a mapping methodology including global and regional databases.
9. FURTHER CALLS on the ITF to coordinate effective campaigns within the inter-congress period, including identifying key global corporations heavily reliant on transport and logistics in the delivery of their freight transport needs. This campaign should have the object of realising Memorandums of Understanding or Heads of Agreements providing for the labour rights and decent conditions of employment for transport workers.

Resolution 14: Integrators Network

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006 :

1. RECOGNISES that the ITF Integrators Network is a new and innovative forum for global trade union solidarity and action. The Network has met three times over the last two years, convening ITF and UNI affiliates who represent workers at the four largest global express/logistics/post companies: UPS, DHL, FEDEX and TNT. These meetings have led to a wide range of cooperative initiatives to expand trade union strength and solidarity among workers in these companies. The Network is an innovative ITF response to key changes in the global freight transport and logistics industries. These companies are creating integrated freight transport systems that merge road, air, rail, shipping and supply chain management.
2. NOTES that the logistics process is becoming a central issue within many corporations. Increasingly, competitive advantage is being sought through cost reduction and enhanced services. Significant numbers of corporations are pursuing strategies which involve the re-distribution of production activities through the relocation of their own manufacturing operations to locations with lower labour costs and/or are developing ever more complex networks with suppliers and producers through contracting out and outsourcing arrangements on an international or global scale. Correspondingly, strategic decision-making within multi-national corporations is now focusing on the management and control of logistics services as a source of enhancing further their competitive advantage within the global economy.
3. NOTES that the logistics service providers play a vital role in the movement of goods, particularly as the complexity of supply and production arrangements increases. Consolidation trends within the logistics sector itself are resulting in the emergence of a number of powerful and significant logistics service providers with an increasingly global reach through their own logistics networks. The interaction of such logistics service providers with suppliers, producers and lead organizations in transnational production networks through various contracts raises important issues about the types of logistics services provided and demanded and their implications for employment and skill requirements within the global logistics sector. Additionally, as such logistics providers increasingly take on the role of coordinators within transnational production networks, issues of power relations between actors within the networks become more pronounced. Such developments, not only, have major implications for employment within the global logistics sector but also for trade union structure, organization and capacity to exert influence within and beyond the sector as a whole.
4. NOTES that the integrator companies have also emerged in the context of ongoing liberalization of postal services and their vast distribution networks. The emphasis on express delivery of letters and small packages is creating increased competitive pressures on new technologies for marketing, warehousing and tracking.
5. FURTHER NOTES that globalisation, market liberalization and other changes in the regulatory framework place additional pressure on the integrator corporations to further consolidate their operations, with mixed effects on existing jobs and employment conditions. Although these mergers, acquisitions and other corporate restructurings are often part of long-term corporate objectives, workers and their unions often do not learn about them in a timely manner. Increasing global union cooperation focused on a specific corporation is creating early warning systems for major corporate developments and fostering joint global union approaches.
6. ACKNOWLEDGES that the ITF Integrators Network's focus on the four largest companies as key players in the logistics industry is an essential ITF response to these changes in the global transportation industry. The Network has inspired new approaches to organizing, bargaining, campaigning, networking, research and information exchange, education and dialogue with the corporations. The Network is a concrete and innovative experience with the Congress goals toward global organizing strategic objectives.
7. RESOLVES to:

- Convene and support at least one Network meeting per year over the Congress period
- Support the implementation of the Network's strategies in organizing, communications, research and campaigning
- Encourage education programs that assist affiliates in implementing Network strategies
- Encourage the continuing cooperation between ITF sections in support of the Integrators Network
- Maintain the ITF – UNI coordination for this Network and involvement of other GUFs when appropriate

Resolution 15: AP Moeller-Maersk Network

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECOGNISES that few companies have as much clout in the world maritime industry as the Copenhagen-based AP Moeller-Maersk. Maersk employs more than 100,000 people in 125 countries. It has the world's largest fleet of container ships – it operates more than 820 vessels - and it regularly makes acquisitions to ensure that it remains at least twice the size of the industry's number two. APM Terminals is the world's second-largest operator of container terminals by capacity and intends to become the world's number one. It is also involved in a variety of oil & gas ventures, retail operations, shipyards, railroads and industrial companies.
2. ACKNOWLEDGES that a 2003 report on the company commissioned by the ITF states “AP Moeller-Maersk group has always had a somewhat troubled relationship with the trade unions.” The report goes on to list a number of disputes with ITF and its affiliates around the globe.
3. BELIEVES that developing networks between unions in major global companies such as AP Moeller-Maersk is an effective means to build solidarity, expand union rights, ensure dignity for workers and improve dialogue between unions and the company.
4. FURTHER NOTES that in 2003 the ITF convened a seminar on Maersk that included 18 ITF affiliates from nine countries. The seminar was an important step towards building solidarity among the unions of the company but a number of factors conspired to limit follow-up to that meeting.
5. RESOLVES to:
 - Develop an AP Moeller-Maersk Network including at least two affiliate meetings over the Congress period
 - Encourage ongoing research, communication, cooperation and solidarity between Maersk unions around the globe
 - Develop education programs among groups of Maersk unions that encourage greater research, communication, cooperation and solidarity
 - Encourage cooperation between ITF sections to support the Maersk Network
 - Trade Union organization of employees of Maersk, their subsidiaries and contractors by ITF affiliates is a guiding goal of the network.

Resolution 16: Contract Labour

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECOGNISES that the employment of workers by employers through labour contractors or other agencies has become a major menace to the trade union movement globally, in all major sectors of the global capitalist economy, including the transport industries.
2. CONSIDERS that it is essential for the ITF in association with other Global Unions that are concerned with the problem of the employment of contract labour, to organise a global campaign to oppose the employment of contract workers by any employer for regular work in any enterprise, side by side with or in place of workers directly employed by the employer in that enterprise, without the prior agreement of the trade unions with the principal employer.
3. RESOLVES that the ITF should exert its influence at a global and regional level, as well as in specific circumstances, to fight to protect regular and secure employment in all branches of the transport industry; but also to ensure that the trade union rights and the right to organise can be exercised by all contract workers in the transport industry and to ensure that ILO Conventions 87 and 89 are applied to them.

Resolution 17: Peace and Transport Security

The 41st ITF Congress meeting in Durban from 2-9 August 2006:

1. CONDEMNS the terrorist attacks on innocent civilians on transport networks in Mumbai, London and Madrid. Our thoughts continue to be with those who lost family friends and colleagues and those who were injured and have suffered terrible mental and physical scars.
2. COMMENDS the professional and courageous response of emergency services and transport staff to these terrible incidents and Congress is concerned that transport workers are increasingly vulnerable to terrorist attacks.
3. EXPRESSES its full determination to combat racism and Islamophobia and pledges to work world wide to draw communities together and oppose extremism and violence.
4. WELCOMES the contact that has been made with Iraqi Trade Unions and calls on the Executive Board to prioritise solidarity contact with bone fide Iraqi trade unions.
5. BELIEVES the world security situation has been significantly destabilised by the continued occupation of Iraq.
6. CALLS on all Governments involved in the occupation to set an urgent date for the withdrawal of foreign troops.

Resolution 18: Self Determination

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. IS DEEPLY CONCERNED over possible attempts by outside governments, using all means at their disposal, to interfere with and to subvert the Bolivarian government in the run-up to the December 2006 presidential elections in Venezuela,
2. ACKNOWLEDGES the huge popular support for President Chavez's government and its social programmes,
3. IS ALSO CONCERNED at the continued illegal blockade of Cuba, despite repeated UN General Assembly resolutions, passed with overwhelming majorities and almost no opposition, demanding the total, immediate and unconditional lifting of the blockade,
4. IS ALSO CONCERNED that, at a conservative estimate, this blockade has cost the Cuban people in the region of 40 billion dollars. It extends to every conceivable item of clothing, raw material, manufactured goods, essential foodstuffs and medicines,
5. RESOLVES to oppose intervention in Venezuela and Cuba's internal affairs including any threat of military intervention, and to lobby to prevent any such intervention,
6. RESOLVES to oppose violations of human and trade union rights anywhere in the region and the world,
7. EXPRESSES its support for the sovereignty and self-determination of these nations.

Resolution 19: Gender Equality

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. WELCOMES the ITF's continued focus on women transport workers as an essential element of capacity building for unions in the transport sector and congratulates the ITF Women's Committee on its valuable campaigning and education work carried out over the period 2002-2006,
2. RECOGNISES that the ITF's work for gender equality has been focused in two complementary directions: firstly, creating structures, improving representation and implementing education aimed at strengthening transport unions, and secondly, policy, research and guidance provided to unions to enable them to organise women in tomorrow's transport workplaces,
3. REAFFIRMS the five priority areas identified by the Women Transport Workers' Conference held in September 2005 and reflected in the Congress paper "Organising Globally, Fighting for our Rights."
4. NOTES that the targets set by the Women's Conference in Vancouver have largely been met, but that some areas are stronger than others, with challenges remaining:
 - Education for young women and women leaders, and gender sensitisation programmes
 - Focusing on gender issues along the transport and supply chain, and in logistics
 - Ensuring women's representation in international organisations, particularly those dealing with sectoral issues
 - Examining the impact of cross-border employment on access to, and levels of social benefits e.g. maternity benefits in aviation and the maritime sector
 - Pursuing gender issues in trans-national corporations and alliances
5. NOTES also the evidence that women are losing out in rail restructuring which is occurring due to the neoliberal policy of privatisation and liberalisation and that women's jobs are disappearing disproportionately to men's when major restructuring happens; women are also more likely to suffer more from 'last in, first out' selection when jobs are lost"
6. CALLS on the ITF and its affiliates to prioritise the participation and involvement of women throughout their organisations via the implementation of the objectives in the Organising Globally work programme.
7. Calls specifically on the ITF to put into practice:
 - The development of targets for the ITF's industrial work, both in the sections and cross-sectionally; these should be examined at a meeting of the ITF's Women's Committee in April 2007
 - The organisation of more coordinated campaigning to combat specific violations of women's rights in transport companies, particularly in aviation, where serious attacks on women's family rights have been witnessed
 - The implementation of the existing 30 per cent target for education activities as a rule
 - The design and implementation of education proposals to take into account the following needs: developing women in leadership, developing women organisers, and producing gender sensitisation materials
 - Wider distribution of the "Making Unions Stronger" pack, which is designed to assist unions to build capacity via gender work.

Resolution 20: China

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES the Mobilising Solidarity programme approved at the 39th ITF Congress in New Delhi and the Globalising Solidarity programme approved at the 40th ITF Congress in Vancouver.
2. NOTES too the different regional manifestations of the deregulation and globalisation of the world economy.
3. NOTES too that the implementation of the programs relies heavily upon good regional coordination of national and regional campaigns.
4. NOTES too that the 41st Congress is charged with the responsibility for developing the next stage of organisational capacity and strength in campaigning for the rights of transport workers from all countries.
5. NOTES too the importance of China to the world economy and particularly the importance of trade to and from China in all transport modes.
6. FURTHER NOTES the importance of universal acceptance of ILO conventions to maximise their effectiveness.
7. NOTES ALSO the leadership role played by the Chinese Government on behalf of the Governments' Group in the recent, overwhelming adoption of the Maritime Labour Convention, 2006 at the Maritime Session of the International Labour Conference.
8. NOTES too that Chinese transport workers, and particularly maritime workers are organised into official trade unions whose trade union centre is the All Chinese Federation of Trade Unions.
9. FURTHER NOTES ITF Executive Board, Fair Practices Committee, Seafarers Section and Dockers Section resolutions seeking more constructive dialogue with the Chinese Seafarers Union and other related Chinese transport unions.
10. NOTES too ITF initiatives to develop dialogue and a clearer understanding of the issues facing both Chinese transport and maritime unions and also to identify issues of importance to the ITF to those Chinese maritime and transport unions.
11. NOTES too the historic high level meeting between the ITF delegation led by General Secretary David Cockroft that met with the ACFTU and CSU in Beijing in 2005.
12. NOTES too following on from that delegation further discussion and correspondence between the ITF and CSU to develop further constructive dialogue, including invitations to a number of ITF forums to develop understandings between the ITF and Chinese maritime and transport unions, particularly the CSU.
13. NOTES too a number of bilateral national contacts between ITF affiliates and national trade union centres and Chinese trade unions and the ACFTU within the region, in particular notes the large trade in energy and mineral commodities between countries like Australia and China and also the large trade in manufactured goods between China and other nations.

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14. CALLS on the ITF Executive Board, ITF Secretariat and ITF Transport Sections to further develop dialogue and concrete initiatives to further promote clear understandings of the issues confronting Chinese transport workers and their unions, particularly in the Maritime Sector and also to identify to those unions the issues of importance confronting ITF affiliates under the global economic and trading conditions. This process of further dialogue and constructive engagement should be properly resourced and reviewed regularly by the ITF Executive Board.

Resolution 21: International Study of Wages and Salaries and Terms of Employment

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES that growing globalisation in the shipping industry is bringing about an increasingly complex and changing labour market, which makes large demands of the unions that negotiate seafarers' wages & salaries and terms of employment. It is further noted that employers are increasingly using their thorough knowledge of international wage levels and terms of employment in national collective bargaining, and in negotiations regarding individual members.
2. OBSERVES that ITF affiliates are in great need of continuous access to up-dated statistics on wages and terms of employment all over the world, in order to ensure that the information we have at our disposal in our negotiations is as good as that of employers.
3. PROPOSES that the ITF make available annual statistics on ship's officers, particularly focusing on salaries, pensions, relief systems and pay during time off.

Resolution 22: Discrimination Against Seafarers

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. AWARE that in the aftermath of the 9/11 terrorist incident, the developments and changes in global security and awareness have drastically had an adverse impact on the personal liberty and rights of seafarers through facilitating shore leave.
2. RECALLS the ILO Resolution concerning the promotion of the Seafarers' Identity Documents Convention adopted by the 94th ILO Maritime Labour Conference in Geneva on the 23rd of February 2006, stating that access to shore facilities, shore leave and facilitation of transit are vital elements of seafarers' general well-being and, therefore, for the realization of decent work for seafarers,
3. NOTING that seafarers have been suffering more difficulties in enjoying access to shore leave, primarily based on grounds of nationality and religion, in particular Asian seafarers,
4. EMPHASISES the need to ensure that such discrimination preventing the seafarers from discharging their duties and affecting their well-being must be eliminated,
5. CALLS UPON the ITF to undertake appropriate remedial measures so that the basic rights and liberties of the seafarers are not compromised, and that access to their trade union officials onboard ships in ports is ensured.

Resolution 23: Ratification of the Maritime Labour Convention, 2006

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTING the Maritime Labour Convention, 2006, which was adopted in the 94th Maritime Session of the International Labour Conference is an epoch-making work in order to formulate inalienable seafarers' fundamental rights and principles,
2. RECALLING the Convention has been adopted to promote decent working and living conditions for any capacities of seafarers on board ships,
3. MINDFUL that the Convention has been designed to become a global instrument known as the fourth pillar of the international regulatory regime for quality shipping,
4. NOTING that the success of the Convention will depend on its being widely ratified and the effective implementation of its requirement through mutual cooperation by authorities and organizations concerned in flag states, seafarers supplying states and port states,
5. URGES governments to ratify the Convention for the purpose of prompt entering into force to protect and ensure the seafarers' rights of Asia, where major seafarer supplying countries exist.

Resolution 24: Calculating the Propulsion Power Rating of Machinery in Vessels

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RESOLVES to work for international regulations as to how to calculate the total propulsion power rating of vessels.
2. NOTES that there are no common international regulations for the measurement of the total propulsion power rating of vessels, which is necessary to ensure that the safety of vessels, crews and the environment is vouchsafed. The reason for this is that crew numbers and their qualification requirements are determined by the propulsion power rating of each vessel.
3. OBSERVES that it is common on both merchant and fishing vessels to manipulate, either by mechanical or electronic means, the propulsion power rating, in order to reduce crew numbers and to cut the qualifications required of the crew. However, the complexity of the propulsion machinery of vessels remains the same, regardless of whether the effect has been limited by any means at all.
4. PROPOSES to call on the IMO to set up international regulations to measure and register the propulsion power rating of all vessels. This should accord with the manufacturers nominal maximum continuous rating kilowatt (MCR) in accordance with ISO standard no 3046/1. This will be the basis for the number of crew and qualifications required, irrespective of whether this limit is reduced at a later stage.

Resolution 25: ITF Policy on Non-Domiciled Seafarers

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES that the ITF's policy on wages for non-domiciled seafarers under national flags at present is that, except where any other ITF policy applies, the ITF's and the ISF's common interpretation of the ILO's recommendation for wages for able seamen applies as a minimum;
2. NOTES FURTHER that the conditions for the above category of seafarers have been debated within the relevant ITF structures for a considerable number of years, including the National Flag Working Group, and that it has not been possible to reach unanimity;
3. NOTING ALSO the increasing employment of non-domiciled seafarers on some national flagged vessels and the difficult discussions over the appropriate wage rate;
4. EMPHASISES that in cases where non-domiciled seafarers with ILO conditions sail under national flags, this sometimes creates situations leading to unfair competition and downwardly spiralling conditions;
5. THEREFORE REQUESTS the relevant ITF structures to review again the ITF's policy on non-domiciled seafarers, in order to avoid - if possible - any unfair competition and downwardly spiralling conditions.

Resolution 26: Strengthening Internal Organisation

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES the Mobilising Solidarity programme, Globalising Solidarity programme and the theme of the 41st Congress of Organising Globally Fighting for our Rights.
2. NOTES further that the threats posed by uncontrolled globalisation of the world economy continue to impact negatively on effective international trade union action.
3. NOTES that the Executive Board has made a number of decisions in regard to strengthening internal administrative structures to remove duplication and to strengthen and maximise efficient allocation of resources.
4. NOTES further the increased importance of the close cooperation between all the ITF Sections, including the Seafarers' Section, Dockers' Section and the SSD in delivering protection for international seafarers and dockers through the FOC and POC campaigns, between dockers and road and rail workers in relation to logistics and between the Civil Aviation, and Road Transport Workers' Sections in relation to coordinating the trade union challenge to the major integrators.
5. NOTES further that the operations of the Seafarers' and Dockers' Sections and of the SSD are largely funded by the ITF Welfare Fund and that such funding is directly linked to the success of the FOC Campaign.
6. NOTES too that the Fair Practices Committee resolved in April 2005 that the ITF should investigate a more effective and efficient structure for the Seafarers' and Dockers' Sections and the SSD and that some specific changes to these operations have since taken place. Additionally it is important to effect efficient allocation of administrative and other resources. It is also important that there be clear management structures particularly in respect to policy in each of the sections.
7. REAFFIRMS the commitment to eliminate duplication in the allocation of resources, as far as practicable, between all ITF sections to develop structures that optimise the efficient operation and close cooperation between the sections in realising the objectives of the strategy laid out in Organising Globally at Congress.
8. NOTES the important shift towards an organising approach and strategic global projects in this strategy.
9. CALLS UPON the ITF Executive Board to have the ITF General Secretary carry out a review, in close consultation with the relevant section chairs, and to make recommendations on a collaborative structure for the Seafarers' and Dockers' Sections and the SSD. Also he is to consider the impact of the Organising Globally Strategy on the ITF Secretariat, its structures and the tools it needs to deliver this strategy, and to report on this regularly to the Executive Board. The review should aim to minimise duplication of resources, to maximise efficient resource allocation and to ensure a consistent and coordinated approach to employers, governments and international organisations. It should also include the use of common resources such as research and communications and the establishment of a system to measure performance and evaluate the progress of the sections in implementing the goals of the Organising Globally strategy.
10. FURTHER CALLS upon the ITF Executive Board to ask the ITF General Secretary to propose to it a plan, including time frames, for any changes which may be necessary in the operation of the ITF Secretariat particularly in respect of the Seafarers' and Dockers' Sections and the SSD in order to implement a collaborative structure and Organising Globally strategy.

Resolution 27: Ports of Convenience and Global Network Terminal Campaigns

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES the Mobilising Solidarity programme of the 39th Congress and the Globalising Solidarity programme of the 40th Congress.
2. NOTES the continuing offensive against dockworkers rights and the effective unionisation within the sector including through the European Directive Process, the continuing introduction of anti-labour legislation worldwide and in particular legislation designed to limit effective organisation of dockworkers and the ability of dockworkers to take industrial action.
3. NOTES too the importance of an effectively organised Dockers' Section in delivering the FOC campaign.
4. NOTES too the reliance of the SSD, Seafarers' Section and Dockers' Section on the Welfare Fund and successfully applying ITF Agreements to the worldwide FOC fleet.
5. NOTES too the connection between the anti-dockworkers legislation and international attacks and the involvement of dockworkers in promoting the effectiveness of the FOC campaign.
6. NOTES Dockers' Section resolutions and Fair Practices Committee resolutions on the need to develop successful campaigns in defence of dockworkers' rights including through the POC and GNT campaigns.
7. NOTES that the key issues to emerge from the POC Regional Strategy Seminars that require a coordinated trade union response are:
 - Casualisation
 - Competition
 - Global Network Terminal Operators (GNTs)
 - Trade Union Rights

and that an important strategy for dealing with POCs and GNTs is to negotiate and sign Global Framework Agreements (GFA) with these companies to ensure acceptable labour standards in all their operations around the world.

8. NOTES that the Asia Pacific Region, drawing on a model developed by the Maritime Union of Australia has already commenced work on a database of information as a campaigning tool for affiliates involved in the POC/GNT campaign and requests the Dockers' Section to ensure the database is adequately resourced and rolled out globally within six months.
9. REAFFIRMS the high priority of the POC and GNT campaigns and their implementation, calls on the ITF and Executive Board to ensure that proper resources are allocated to the rolling out of the campaign including education, a suitable database for information, written material and other organisational work directly linked to the campaigns. The success of the campaigns should be reviewed regularly by both the FPC and Executive Board with a view to ensuring that sufficient resources are directed so that the campaigns can succeed.
10. CALLS for the establishment of a Coordinating Committee from the ITF, ITF Dockers' Section and key affiliates to ensure the campaigns are properly and effectively constructed. This Committee should be properly resourced.

Resolution 28: Civil Mobilisation of Greek Seafarers

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECALLING the Resolution on Civil Mobilisation of Greek seafarers adopted by the 40th ITF Congress (Vancouver 2002),
2. NOTING WITH DEEP CONCERN that the Greek Government issued on 21 February 2006 a civil mobilisation order on Greek seafarers who went on strike from 16 February 2006 struggling, inter alia, to safeguard the constitutionally protected right for work and the immediate absorption of all unemployed seafarers, the establishment of an Independent Special Unemployment Fund, the doubling of Provident Funds benefits for officers and ratings and Pension Funds related matters etc.,
3. MINDFUL that the Greek seafarers' strike action continued for 36 hours after the imposition of the civil mobilisation order, in total for more than a week, thus ignoring the severe financial and penal consequences, and had 100% success with full participation of Greek seafarers at Greek ports,
4. NOTING ALSO that the Association of Coastwise Passenger Vessels injunction against the PNO, alleging that its strike was illegal, has been rejected by the First Instance Court of Piraeus,
5. BEING AWARE that the Greek Government's political choice to impose a civil mobilisation order on Greek seafarers is neither in keeping nor in line with national, international and regional obligations of Greece, particularly with regard to Greek Constitution provisions, the Rome Treaty, the Treaty of the European Union, the Torino Social Charter, the Strasburg European Social Charter etc.,
6. RECALLING FURTHER the recommendations of the ILO Committee on Freedom of Association (2003) regarding the PNO complaint against the Greek Government, which clearly stated that the civil mobilisation order imposed on Greek seafarers in 2002 was contrary to Conventions Nos 87 and 98 and requested the above Government to refrain from such measures in the future.
7. DENOUNCES the Greek Government's shameful measure of civil mobilisation of Greek seafarers which is a clear breach of ILO core Convention No. 87 on Freedom of Association and Protection of the Right to Organise, 1948, ILO Convention 105 on the Abolition of Forced Labour, 1957 (both ratified by Greece), and listed in the Preamble of the new Maritime Labour Convention, 2006, providing fundamental rights to seafarers that the Greek Government has violated,
8. EXTENDS its full support for and solidarity with the PNO and the Greek seafarers in their legitimate struggle for respect of fundamental and inalienable trade union rights and states that the PNO can rely on the support and solidarity of the global trade union movement,
9. CALLS UPON the Greek Government to rescind the civil mobilisation order on Greek seafarers with immediate effect, to abolish the relevant legislation and to start serious negotiations in good faith with the PNO to address its fair demands.

Resolution 29: Recognition of the Discrete Role of the ITF Seafarers' Section

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECALLING the Resolution on the ITF Seafarers' Section in the 21st Century adopted by the Seafarers' Section Conference (New Orleans 7-8 December 2000),
2. NOTING that the Section Conference Resolution acknowledged that "as a result of major structural changes which have taken place in world shipping such as deregulation, liberalisation and free market policies, the Section will be asked in the years to come to intensify its efforts with a view to responding promptly and efficiently to such changes",
3. BEING AWARE that both the International Maritime Organization and International Labour Organisation have recognised Seafarers as a distinct category of worker, who given the global nature of the shipping industry, need special protection,
4. MINDFUL of the Section's contribution over the past years for promoting and advancing the central political objective of the ITF Campaign against flags of convenience namely, the establishment of a genuine link between the flag of the ship and the nationality of the shipowner,
5. MINDFUL of the fact that the discrete role of the Section, which should continue, under Rule XIII (1) and the Preamble of the ITF Constitution, subject always to the overall authority of the Executive Board and Congress, has made it possible for the seafarer affiliates to promote their key objectives at national, regional and international levels,
6. HOLDS THE FIRM CONVICTION that the further enhancement of the Section's political work concerning the maritime sector, particularly the impact the United Nations and its specialised Agencies have in the sector, are enhanced by this recognition,
7. CALLS UPON the ITF Executive Board to ensure that the Seafarers' Section continues to be able to meet the political demands and maintain its high quality work in this regard in the future.

Resolution 30: Re-regulation of International Shipping

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. RECALLING ITF Congress Resolutions on flags of convenience, particularly those adopted by the 34th ITF Congress (Madrid 20-28 October 1983), the 37th ITF Congress (Geneva 4-11 August 1994), the 39th ITF Congress (New Delhi 29 October – 5 November 1998) and the 40th ITF Congress (Vancouver 14-21 August 2002).
2. NOTING WITH CONCERN that the continuing operation of flags of convenience has resulted in international shipping becoming the most deregulated industry, thus adversely affecting seafarers' employment from traditional maritime countries whose national economies suffer as a result of the foc anomaly,
3. MINDFUL that flag of convenience shipping represents a form of capital which is not subject to social control and furthermore that such flags and second registers, where appropriate, distort fair competition resulting in social dumping and unfair shipping practices,
4. NOTING WITH DEEP CONCERN that governments worldwide are introducing laissez-faire policies aiming at the liberalisation of employment conditions, thus further deregulating international shipping and go to the extent to propose concepts such as "flexicurity",
5. DEPLORE the attitude of governments, particular in the European Union and elsewhere, which are conceding to shipowners' demands for self-regulation in shipping,
6. CALLS UPON the ITF Secretariat to:
 - Organise a Summit Conference on flags of convenience during the biennium 2007-2008 with the participation of all the stakeholders of the industry with the sole objective of exposing the unfair practices of governments operating such flags and shipowners who make use of them, much to the detriment of seafarers' jobs and the very existence of bona fide national registers.
 - Develop, as a matter of urgency, a policy to combat deregulation in shipping taking on board, inter alia, the proposals from the Organisation for Economic Co-operation and Development (OECD).

Resolution 31: Conditions on Pakistan National Flag Ships

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006

1. NOTES the continuing reduction of the world national fleet, the subsequent loss of employment for seafarers on vessels of their national flag, particularly Pakistan's national flag, forcing them to seek work on FOC registered ships known for their poor international safety standards, unhygienic conditions, low wages and non-payment of wages, abandonment of ships and even non-payment of death and disability compensation to seafarers.
2. HIGHLY APPRECIATES the ITF for extending support and assistance to distressed seafarers worldwide.
3. FURTHER NOTES that the working conditions, hygiene and safety standards on Pakistan national flag ships have greatly deteriorated. The recent detention of the MV Sibi, of Pakistan National Shipping Corporation, at Antwerp, is one glaring example.
4. STRONGLY RECOMMENDS the initiation of action by ITF affiliates on Pakistan national flag ships, to ensure the safety of life at sea and the wellbeing of seafarers.
5. RECOGNISES that where dictatorial regimes are in power, shipping affairs have been entrusted to persons from the Navy, Army, Police and other politically motivated personnel without a commercial shipping orientation causing great damage to maritime administration. (Such is the case with the Pakistan National Shipping Corporation, Port Qasim Authority, Karachi Port Trust, Karachi Shipyard and Engineering Works, Gwadar Port and Pakistan Marine Academy.)
6. NOTES that such entities, in connivance with corrupt managements, are damaging the interests of bonafide seafarers and are engaged in illegitimate back door entries on Pakistan national ships. Even unions with collective bargaining status are debarred from entering the premises of the Pakistan National Shipping Corporation and from accessing it ships, through the use of questionable legal processes.
7. RESOLVES to:
 - Consider taking action on Pakistan national flag ships to ensure decent working conditions and high safety standards
 - Consider exerting pressure through peaceful means to compel the government to entrust the affairs of the Pakistan merchant marine to professional technocrats of the merchant marine in order to salvage national shipping and to ensure increased job opportunities for seafarers
 - Press upon the Pakistan government only to entertain ITF affiliated unions
 - Ensure that ITF-TCC agreements are only made/signed by ITF CBA affiliated unions/associations in Pakistan

Resolution 32: Privatisation in the rail and maritime sectors

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. IS DEEPLY CONCERNED at the increasing liberalisation of transport systems globally and is appalled at the trend of governments worldwide to extend the privatisation of national rail networks.
2. IS ALSO CONCERNED that EC directives have already introduced competition for freight services and there are similar proposals to introduce competition for passenger operations throughout Europe by the end of the decade. Conference further notes that member states are also proposing the privatisation of their own railways.
3. BELIEVES that the railways should be integrated on a safe basis through the planned growth of co-operation between publicly owned railway systems throughout Europe and the World.
4. THEREFORE RESOLVES to re-double its efforts to resist rail privatisation and liberalisation and to campaign for publicly owned and publicly accountable rail systems.
5. NOTES that the shipping industry has long had to suffer the adverse effects of globalisation and believes that if such exploitation of seafarers is allowed to continue unchecked these neo-liberal policies will quickly be brought to bear against other workers.
6. NOTES that for many years employers, with the complicity of many national governments, have sought to replace domicile seafarers with low cost seafarers from developing economy countries.
7. THEREFORE CALLS for the coordination of a global strategy to end the exploitation and abuse of low paid seafarers from developing economy countries and to ensure adherence to internationally agreed minimum standards.
8. CONGRATULATES SIPTU, the ITF and its affiliates for the tremendous struggle of Irish Ferries seafarers against the aggressive attempts to forcibly dismiss Irish seafarers.
9. CONDEMNS the increasing attempts by national governments to put out to public tender publicly owned ferry operations. This trend has been highlighted by the decision of the Scottish Executive to tender Clyde and Western Isles ferry service currently operated by the publicly owned Caledonian MacBrayne in accordance with EU Maritime Cabotage Regulations.
10. NOTES this is an essential lifeline service for many of the communities in the Highlands and Islands and it is being tendered in the face of overwhelming public opposition.
11. AGREES to coordinate actions globally to resist tendering of lifeline ferry services.
12. Congress AGREES to coordinate actions globally to resist privatisation in the maritime sector.

Resolution 33: Trade Unions Rights and Casual Labour

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. HAVING NOTED that the Karachi By-Road Workers' Union, a registered trade union since 1973 representing workers for the entire export cargo of Pakistan, and even being a CBA declared by the Labour Directorate Pakistan, has been denied the right to negotiate and settle the working conditions, wages and other fringe benefits of workers. It is worth mentioning that these poor workers are engaged on a casual labour basis and are not declared as permanent employees. The union has tried its level best but the authorities have denied their rights;
2. In consideration of the above, resolves the following:
 - The ITF, through its concentrated effort, should press upon the authorities in Pakistan the need to negotiate and settle the terms and conditions of the workers of Karachi By-Road Workers' Union
 - Similarly, the ITF should work for an end to the engagement of casual labour and for the permanent employment of the workers, to safeguard their legitimate rights of reasonable pay, medical facilities, leave and compensation in case of accidents

Resolution 34: Pakistan International Airlines

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. HAS DISCUSSED, in depth the issue of suspension of Trade Union activities since March 2001 by the PIA Administration. This is a clear violation of ILO Conventions No.87 and 98 that allows the Right of Freedom to form a Trade Union and the Right of Collective Bargaining that has been ratified by the Government of Pakistan. Later this illegal act of the PIA and the Government of Pakistan has been provided cover by its incorporation in the 17th. Amendment in the Legal Framework Order of the Constitution of Pakistan. Such an Act of the Government of Pakistan is in clear violation of the ratified ILO Conventions.
2. HAS NOTED, with great concern that the PIA Management has taken the following abhorrent steps:
 - All the bilateral agreements made between PIA Unions and Associations were terminated effective from the date of suspension of Trade Union activities, which is against all norms of justice
 - Illegal forcible removal of PIA employees who have attained the age of 57 years in violation of the existing retirement age of 60 years in PIA/Pakistan
 - Certain sections for example, transport and booking, have been privatised thereby rendering thousands of employees jobless. Other departments like technical ground services and airport services are on the verge of privatisation, which will result in further unemployment of thousands of workers
 - Without following the procedures a number of officers who are not working hands are continually being appointed on very high salaries on a contractual basis
 - Great disparities exist in raising emoluments of officers and the staff of PIA, which has further created great unrest, chaos and anxiety amongst the workers of PIA
 - It is strange to note that the contributions of Unions/Associations is collected and paid to the CBA workers Union and all other PIA Associations but they are totally debarred from engaging in any Trade Union activities
 - The President, General Secretary and five other office bearers of Air League of PIA Employees (CBA) have been terminated from service for trade union activities, which has created great harassment amongst the PIA workers
 - The employees are required forcibly to do extra hours of duty, the flight crew in particular have to perform an extended flying hours duty that causes fatigue and is detrimental to the safety of the life of the crew, passengers and the plane itself. Cabin crew complements are further reduced, whilst cabin crew duties to be carried out remain at the same level
3. RECOGNISES, that the suspension of Trade Union activities in PIA is totally incorrect, illegal and warrants strict action by the ITF and its affiliates worldwide.
4. URGES, ITF and its affiliates to press upon the Government of Pakistan and the PIA Administration to immediately withdraw the suspension orders and restore services of PIA employees who have been removed due to their involvement in trade union activities.
5. FURTHERMORE RESOLVES to take up the matter with the International Labour Organisation on a priority basis, to save the dignity and lives of PIA employees and consider any other means deemed appropriate by the ITF.

Resolution 35: Workers' Rights in Pakistan

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. OBSERVES that ITF affiliates in Pakistan, notably in the maritime and aviation sectors have seen serious violations of trade union rights over the past four years,
2. RECALLS that in 2002, following the suspension of all unions in the state-owned Pakistan International Airlines, the ITF supported aviation affiliates through the submission of an ILO Freedom of Association complaint, which resulted in a finding in the unions' favour, but which was not implemented by the government,
3. NOTES that newly employed pilots are now forced to sign contracts that prohibit them from joining a union or professional association,
4. FURTHER NOTES that aviation affiliates in several countries have joined international campaigning to target Pakistan International Airlines due to these trade union rights violations,
5. RECALLS further that maritime union officials have been unjustly suspended as a result of pursuing legitimate trade union activities, and prevented from working as seafarers,
6. NOTES that in Pakistan, workers in many other sectors may not form unions or bargain collectively. Staff of the railways, security, printing, press, oil and gas industries, post and telecommunications and the Pakistan Television and Pakistan Broadcasting companies, as well as fire fighting staff, agricultural workers, teachers, hospital and nursing home employees, and supervisory and managerial personnel, are, for example, all excluded. Further, these restrictions also apply to companies that employ fewer than 50 people.
7. SUPPORTS ITF affiliates in the maritime and aviation sections both inside and outside Pakistan in their campaigning activities.
8. CALLS UPON:
 - All transport affiliates both inside and outside Pakistan to identify areas of mutual concern and to promote solidarity initiatives that strengthen trade union rights in Pakistan,
 - The ITF Executive Board to hold further discussions with other Global Unions to draw attention to the serious violations of trade union rights experienced by transport workers,
 - The ITF to raise these issues at the ICFTU Human & Trade Union Rights Committee to raise the profile of human and trade union rights violations in Pakistan to ensure that they are treated as a high priority.

Resolution 36: Conflict in Lebanon

The 41st Congress of the ITF meeting, in Durban from 2-9 August 2006:

1. CONDEMNS the continuing violence in the Middle East and is appalled at the unfolding tragedy of loss of life and human suffering and the invasion and destruction of Lebanon by the Israeli Government since the start of the conflict on 12 July,
2. CALLS on all governments to support the call of the United Nations Secretary General for an immediate and unconditional ceasefire,
3. CALLS for all governments to cease the supply of weapons, and the facilitation of weapons supply, to all parties involved in the conflict,
4. PAYS TRIBUTE to all transport workers supporting the humanitarian effort in Lebanon and Israel, noting the urgent need to ensure the safety of vulnerable groups in the population, notably women and children.
5. AGREES to work with the UN and the international community to ensure immediate humanitarian aid reaches Lebanon and for the release of all prisoners seized during the conflict,
6. NOTES the targeting of transport infrastructure in the conflict, and calls on the ITF to provide assistance to transport workers' unions in the Lebanon for the process of reconstruction and recovery,
7. BELIEVES lasting peace will only be ensured in the Middle East through the implementation of UN resolutions and the full implementation of a two state solution for Israel and Palestine through the 'Road Map for Peace'.

Resolution 37: Madrid, London and now Mumbai – Public Transport under Terrorist Attack

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES with deep shock and strongly condemns the series of bomb blasts on suburban trains in Mumbai during the peak evening rush hours on 11 July 2006, which killed more than 200 people, including 31 railway employees, and injured over 800 commuters;
2. FURTHER NOTES that these attacks, coming after similar ones in Madrid and London, once again highlight the vulnerability of public transport systems as easy targets of terrorist organisations;
3. BELIEVES that the perpetrators of such crimes are determined to use public transport as a weapon to attract widescale media and public attention, while causing widespread death and injury, creating panic and disrupting normal civic life;
4. RECALLS the ITF position that security screening procedures must only be used to check that workers do not pose a security risk, that the use of data gathered or stored should not be used to infringe workers' rights and that security measures aimed at workers should not be disproportionate to risk;
5. EMPHASISES that well trained transport workers with decent working conditions and who are members of trade unions are vital both in safeguarding public transport systems against attack and in providing immediate assistance when they occur;
6. EXPRESSES deep sympathy with the families of the dead and injured, including railway worker members of ITF affiliates, and assures them of its full support and solidarity in the fight against terrorism;
7. DEMANDS that governments take action to strengthen security measures in public transport systems all over the world, upholding the safety and rights both of the travelling public and of transport workers.

Resolution 38: Iran

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. WELCOMES the affiliation of the Syndicate of Workers of Tehran and Suburbs Bus Company ("Sherkat-e Vahed"), the first independent transport union in Iran, to the ITF in April 2006;
2. EXPRESSES its appreciation once again to all unions and fraternal organisations who have been campaigning in support of the Tehran bus workers and in particular to those who took part in the Global Day of Protest on 15 February 2006 which led to the release of the workers who were arrested for organising a one-day strike;
3. AWARE that the leadership of the union, although invited to attend this Congress, have decided that participation in it might result in further repressive action by the Iranian government;
4. NOTING that the union's President, Mansour Osanloo is still detained at the notorious Evin Prison in Tehran and that 180 workers who took part in the strike have still not been reinstated in their jobs;
5. SUPPORTS the submission of a formal complaint by the ITF and the ICFTU to the ILO Committee on Freedom of Association against the government of Iran;
6. DEMANDS the immediate and unconditional release of Mansour Osanloo, the reinstatement of the 180 bus workers and full recognition of the union's freedom of association and collective bargaining rights by the government and the Tehran Bus Company;
7. CALLS on the ITF, together with the ICFTU, to seek dialogue with the Iranian government to eliminate the obstacles to the establishment of genuine representative trade unions in Iran;
8. CALLS on all ITF affiliates to stand ready to respond to requests from the ITF to provide appropriate and timely solidarity to their Iranian transport worker colleagues.

Resolution 39: Anti Trade Union Laws in Australia

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. NOTES the repressive anti-union workplace legislation 'Work Choices' enacted by the conservative Howard coalition government earlier this year.
2. NOTES previous criticism by the ILO of the former legislation 'The Workplace Relations Act' on the basis of its incompatibility with ILO Conventions on Freedom of Association and the Right to Collective Bargaining.
3. NOTES that the adoption of this legislation occurred after extensive consultation between the government and employer groups with little or no regard to the views of unions.
4. NOTES that, in consequence, independent arbitration has been undermined, provision for collective bargaining has been eliminated and the ability of unions to access members in the workplace has been severely restricted.
5. NOTES that the legislation has made it easy for employers to sue individual workers and impose fines of up to A\$6,600 per breach, imprisonment for up to 12 months and to obtain orders, injunctions and fines against unions of up to A\$33,000 per breach. Agreements that include the following issues can constitute such a breach:
 - union involvement in dispute resolution
 - provision for union meetings
 - remedies for unfair dismissals
 - payroll deduction of union dues
 - encouragement of union membership
6. NOTES that further onerous conditions imposed by the Act include limitations on industrial action and the removal of approximately 90% of employees from the scope of unfair dismissals protection, meaning that employee contracts can be terminated at any time for so called operational reasons. In complementary legislation the right to silence in legal proceedings against trade unions and individual workers has been removed in contravention of basic human and civil rights.
7. NOTES the High Court challenges being mounted against the legislation by some state governments and trade unions including ITF affiliates MUA and AWU and the mobilisation of workers, religious and community groups within Australia.
8. FURTHER NOTES that the neo-conservative attack on worker and trade union rights in Australia reflects a continuing global offensive against the labour movement and reaffirms its commitment to support Australian trade unions in their efforts to combat the legislation.
9. CALLS on the ITF to assist its Australian affiliates and the Australian Council of Trade Unions in resisting the intended impacts and consequences of the Act and to assist in the campaign for its repeal at the earliest opportunity.

Resolution 40: Trade Union Unity in Transport

The 41st Congress of the ITF, meeting in Durban from 2-9 August 2006:

1. WELCOMING the decisions to form a new international trade union confederation taken by the Congresses of the International Confederation of Free Trade Unions (ICFTU) and of the World Confederation of Labour (WCL) in 2004 and 2005.
2. TAKING NOTE of the discussions which have taken place between the ITF and other Global Union Federations on the establishment of more structured cooperation between them and the new confederation and to the creation of a new Global Unions Council representing the GUFs, the new confederation and the Trade Union Advisory Committee to the OECD (TUAC).
3. WELCOMING too the discussions which have taken place between the ITF and the transport federation of the WCL, FIOST leading to a meeting between FIOST and the ITF Executive board in April 2006.
4. NOTES that the process of creating greater trade union unity is a major step which will contribute towards achieving the Congress objective of 'Organising Globally.'
5. AWARE that this will require changes to the way both organisations operate in the interests of strong and effective transport workers' trade unions in every region of the world.
6. AGREES TO:
 - ENDORSE the principle of welcoming those unions which are currently members of FIOST and which wish to affiliate, into a new ITF representing a pluralist tradition of democratic trade unionism
 - AUTHORISE the Executive Board to accept any application for affiliation from a union which was a FIOST member union in July 2006 provided it is received before the 42nd ITF Congress in 2010, and on condition that they accept to be bound by all the provisions of the ITF Constitution
 - AUTHORISE the Executive Board to examine other ways in which the FIOST tradition can be represented within ITF governing bodies during the transitional period leading to the 42nd ITF Congress
 - INVITE the ITF's regional organisations to enter into discussions with the corresponding FIOST bodies to achieve the maximum possible unity at regional level
 - IDENTIFY a place within the representation of the ITF within the Global Unions family, as the unification process takes place, for the tradition represented by FIOST.

Annex: WHAT HAPPENED TO THE MOTIONS?

Original Motion	Action taken	Resulting Resolution
Motion 1: Challenging Neo-Liberal Globalisation	Adopted	Resolution 1: Challenging Neo-Liberal Globalisation
Motion 2: Organising in a Rapidly Changing Transport Industry	Adopted	Resolution 2: Organising in a Rapidly Changing Transport Industry
Motion 3: Organising Globally	Adopted	Resolution 3: Organising Globally
Motion 4: HIV/Aids and Transport Workers	Adopted	Resolution 4: HIV/Aids and Transport Workers
Motion 5: The ICEM-ITF Oil and Gas Global Trade Union Alliance	Composited with Motion 28, and adopted	Resolution 5: The ICEM-ITF Oil and Gas Global Trade Union Alliance
Motion 6: Inter-Union Cooperation and Organising Unorganised Workers	Adopted	Resolution 6: Inter-Union Cooperation and Organising Unorganised Workers
Motion 7 : ITF Regional Organisation	Adopted as amended	Resolution 7 : ITF Regional Organisation
Motion 8: Ethical Investments	Adopted	Resolution 8: Ethical Investments
Motion 9: Public Ownership	Adopted as amended	Resolution 9: Public Ownership
Motion 10: International Solidarity with the Palestinian People	Remitted to the Executive Board	
Motion 11: Structure of the ITF and Composition of the Executive Board	Withdrawn	
Motion 12: The Struggle Against Social Dumping	Adopted	Resolution 10: The Struggle Against Social Dumping
Motion 13: Neoliberal Attacks on Trade Unions	Adopted as amended	Resolution 11: Attacks on Trade Union Rights
Motion 14: ITF Collaboration with UNI	Adopted as amended	Resolution 12: ITF Collaboration with UNI
Motion 15: Transport and Logistics Mapping	Adopted	Resolution 13: Transport and Logistics Mapping
Motion 16: Integrators Network	Adopted	Resolution 14: Integrators Network
Motion 17: AP Moeller-Maersk Network	Adopted	Resolution 15: AP Moeller-Maersk Network
Motion 18: Contract Labour	Adopted as amended	Resolution 16: Contract Labour
Motion 19: Peace and Transport Security	Adopted as amended	Resolution 17: Peace and Transport Security
Motion 20: Self Determination	Adopted as amended	Resolution 18: Self Determination
Motion 21 : Gender Equality	Adopted as amended	Resolution 19: Gender Equality
Motion 22: China	Adopted as amended	Resolution 20: China
Motion 23: International Study of Wages and Salaries and Terms of Employment	Adopted	Resolution 21: International Study of Wages and Salaries and Terms of Employment
Motion 24: Against Discrimination of Asian Seafarers	Adopted as amended	Resolution 22: Discrimination Against Seafarers
Motion 25: Ratification of the Maritime Labour Convention,	Adopted	Resolution 23: Ratification of the Maritime Labour Convention,

2006		2006
Motion 26: Calculating the Propulsion Power Rating of Machinery in Vessels	Adopted	Resolution 24: Calculating the Propulsion Power Rating of Machinery in Vessels
Motion 27: ITF Policy on Non-Domiciled Seafarers	Adopted as amended	Resolution 25: ITF Policy on Non-Domiciled Seafarers
Motion 28: ITF/ICEM Coordination Campaign	Composited with Motion 5, and adopted	Resolution 5: The ICEM-ITF Oil and Gas Global Trade Union Alliance
Motion 29: Strengthening Internal Organisation	Adopted as amended	Resolution 26: Strengthening Internal Organisation
Motion 30: Ports of Convenience and Global Network Terminal Campaigns	Adopted	Resolution 27: Ports of Convenience and Global Network Terminal Campaigns
Motion 31: Civil Mobilisation of Greek Seafarers	Adopted	Resolution 28: Civil Mobilisation of Greek Seafarers
Motion 32: The Autonomy of the ITF Seafarers' Section	Adopted as amended	Resolution 29: Recognition of the Discrete Role of the ITF Seafarers' Section
Motion 33: Re-regulation of International Shipping	Adopted	Resolution 30: Re-regulation of International Shipping
Motion 34: Conditions on national flagged ships	Composited with Motion 35 and adopted	Resolution 31: Conditions on Pakistan national flag ships
Motion 35: National Shipping in Pakistan	Composited with Motion 34 and adopted	Resolution 31: Conditions on Pakistan national flag ships
Motion 36: Privatisation in the maritime sector	Adopted as amended	Resolution 32: Privatisation in the rail and maritime sectors
Motion 37: Trade Unions Rights and Casual Labour	Adopted	Resolution 33: Trade Unions Rights and Casual Labour
Motion 38: Pakistan International Airlines	Adopted as amended	Resolution 34: Pakistan International Airlines
Motion 39: Workers' Rights in Pakistan	Adopted	Resolution 35: Workers' Rights in Pakistan
Motion A to Amend the Constitution: Establishment of a Youth Committee	Remitted to the Executive Board on the understanding that the Board will initiate activities relating to youth.	
Emergency Motion 1: Conflict in Lebanon	Adopted as amended	Resolution 36: Conflict in Lebanon
Emergency Motion 2: Madrid, London and now Mumbai - Public Transport Under Terrorist Attack	Adopted	Resolution 37: Madrid, London and now Mumbai - Public Transport Under Terrorist Attack
Emergency Motion 3: Iran	Adopted as amended	Resolution 38: Iran
Emergency Motion 4: Anti Trade Union Laws in Australia	Adopted	Resolution 39: Anti Trade Union Laws in Australia
Emergency Motion 5: Trade Union Unity in Transport	Adopted	Resolution 40: Trade Union Unity in Transport