

INTERNATIONAL TRANSPORT WORKERS' FEDERATION
44th Congress
Singapore, 14-20 October 2018

Resolutions adopted by the ITF's 44th Congress

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Resolution 1: Organising Informal Transport Workers

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recognises the necessity for working men and women to have decent jobs to live a life of dignity for themselves and their families.
2. Aware that one of the ways of unscrupulous employers is to hire casual labour on contracts in new job openings or to replace the permanent employees, and this informality is increasing on a regular basis.
3. Notes the 43rd Congress statement that organising informal transport workers presents a “major challenge” and proposal to “implement a specific programme to train unions in methodologies for organising workers in informal transport operations”.
4. Notes the very positive achievements of the ITF’s Informal Transport Organising Project and the success of the ‘mentor union’ model of organising, and congratulates the five mentor unions who led the project: ATGWU (Uganda), NCTU (Philippines), NETWON & ITWAN (Nepal), SNTT (Colombia) and SYNATRA (Niger).
5. Notes the success of affiliates in building mass membership of informal transport workers during the project, including:
 - More than 100,000 informal transport workers newly organised within ITF-affiliated unions across all unions participating in project activities.
 - Launch of three new unions representing informal transport workers.
 - Women leaders elected to represent informal women workers on national transport union committees in six countries.
 - More than 300% increase in trade union membership of women working in the informal transport economy across six countries.
 - New constitutions and/or procedures inclusive of informal workers adopted by unions in six countries.
 - New organising strategies specifically directed to informal workers adopted by 15 unions in nine countries.
 - New Collective Bargaining agreements covering informal transport workers in six countries.
 - Major victories against police harassment of informal transport workers.
6. Supports the demands of the Informal Transport Workers’ Charter, as adopted by the 16 ITF affiliated unions participating in the project evaluation workshop held 28 July 2016 in Kampala, Uganda.
7. Notes the importance of organised informal transport workers in the success of the Our Public Transport campaign, particularly in the introduction of Bus Rapid Transit systems in Africa.
8. Notes the impact of automation and digitalisation on the growth of informal and precarious work in the transport sector, and the opportunities to learn from informal workers’ organising strategies and skills in organising workers in the ‘platform’ economy in transport who need the protection of trade unions. This support is in the larger interest of trade union survival and solidarity.

9. Notes the essential importance of union sustainability and self-reliance through the regular, efficient and accountable collection and administration of union dues.
10. Calls on the ITF to:
 - Develop a long-term programme of support for union organisation among informal transport and other unorganised workers, building on the experience of the mentor unions and extending activities to include other countries and regions.
 - Assist affiliates to share experiences and organise the unorganised.
 - Extend the 'Visibility of Women' component of the informal workers' organising programme to strengthen informal women workers' opportunities for more skilled and secure employment in transport, informal women's representation and leadership, and initiatives to address violence and harassment against women in the informal transport workplace.
 - Strengthen cooperation between and within unions representing informal and formal economy workers, particularly those organising in the context of digitalisation and automation.
 - Recognise that road and urban transport have been the focus of informal organising so far, and extend support to include informal workers from other transport sectors and their supply chains, notably in docks, railways, logistics, fisheries, and tourism.
 - Support innovation in the collection, security and administration of membership dues to strengthen the sustainability of unions with mass membership among informal workers, including the use of mobile banking applications and membership administration software and training (the 'Sustainable Unions Project').
 - Build union capacity to negotiate the transition from the informal to the formal economy as adopted in ILO Recommendation 204
 - Ensure that informal transport workers' representatives are fully included in the ITF's policy development and representation at a regional and global level with the key institutions concerned, including the World Bank, ILO, UNDP etc.

Resolution 2: Global Delivery Supply Chains and E-Commerce

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. The ITF-UNI Global Delivery Network has facilitated solidarity and information exchange between unions representing workers at the largest global delivery companies; DHL, FEDEX, GeoPost, Toll/Japan Post and UPS since 1997. The network develops initiatives to expand trade union strength and solidarity among workers in these companies. The Network is an innovative ITF response to key changes in the global freight transport, package delivery, and logistics industries. ITF partners with UNI since postal unions and their employers are important participants in the industry. Global union cooperation focused on these corporations is fostering joint global union approaches. These companies are creating integrated freight transport systems that merge road, air, rail, shipping and supply chain management.
2. E-commerce is expected to grow to a €315 Billion industry by 2020, currently growing by more than 15% per year. Global e-commerce is dominated by a small group of giants including Amazon, JD.com and Alibaba. Their control of huge amounts of personal data makes it harder for smaller e-commerce companies to compete and increases their competitive advantage over brick and mortar stores. Price and speed of delivery are the most important factors for online shoppers. Therefore the e-commerce giants are developing outsourced logistics options, including contracts with DHL, Fedex, Toll, UPS and post services, and increasingly in-house logistics networks. They have become as much logistics companies as retailers.
3. The rapid expansion of e-commerce is likely to lead to more warehouse and last-mile delivery jobs. But many of these jobs are in precarious status including temp agency hires and bogus self-employment. The experimentation of smart-phone applications to direct work is increasing the precariousness of delivery work as well.
4. Since 2013, Amazon has been investing billions of dollars to create its own freight and package delivery network. In the United States, this has included leasing at least 40 cargo planes, buying over 4,000 Amazon branded truck trailers and experimenting with last-mile delivery service options including contracting directly with small carriers that rely on independent contractors and establishing an app-based delivery system called Amazon Flex that also relies on bogus self-employment. Furthermore, Amazon continues to add to its vast number of fulfilment, sorting and distribution centers. In 2017, Amazon announced a \$1.5 billion investment in a Kentucky airport to serve as the new cargo hub for its aircraft fleet, which is eventually planned to support 100 Prime aircrafts and 2,700 employees.
5. The ITF-UNI Global Delivery Network is a unique forum for multi-modal focus on the key global players in the logistics industry and is an essential ITF response to rapid 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 these employers.
6. This 44th Congress therefore resolves that the ITF will:
 - Support the implementation of the Global Delivery Network's strategies in organizing, communications, research and strategic campaigning by facilitating increased coordination between the unions in the Network in the evolving logistics environment;

- In coordination with UNI, ITF will convene annual Global Delivery Network meetings to promote solidarity, strategies and information exchange among unions organizing workers and related supply chain workers of Amazon, DHL, FEDEX, GeoPost, Toll/Japan Post and UPS;
- Develop education programs that assist affiliates from the global south in implementing Network strategies;
- Encourage the continuing cooperation between ITF sections in support of the Global Delivery Network;
- Maintain the ITF – UNI coordination for this Network and involvement of other GUFs when appropriate;
- Monitor evolving changes in IT, warehousing, retail, supply chain and logistics and their impact on workers and employers and adjust the scope of the network as the industry evolves.

Resolution 3: Strengthening the Global Fight for Safe Rates and Client Responsibility

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Around the world, commercial vehicle drivers are forced to drive for long hours while fatigued, speed, overload and engage in other dangerous driving practices due to low rates of payment and other cost cutting measures by 'economic employers' – clients, governments and large transport companies at the top of supply chains. Despite the fact that this situation puts commercial drivers and all road users at severe risk, these economic employers escape responsibility as a result of systems of complex subcontracting and a lack of regulation on accountability throughout the supply chain.
2. In response, a model for forcing clients and transport companies throughout supply chains to pay fair rates and ensure decent conditions, thus relieving truck drivers from pressures to engage in dangerous driving practices and greatly reducing accidents, has been developed through collaboration among academics, lawyers, politicians and trade unions over the last two decades. This model, known as safe rates, has been recognised as a best practice for improving road safety and guaranteeing decent work in global supply chains by the ILO and is supported by representatives from the industry, employers, governments and unions.
3. Furthermore, the safe rates model has been partially introduced in law in countries such as Australia, South Korea and Canada, and integrated into agreements reached with clients nationally and globally. Most recently, in 2018 the Transport Workers' Union of Australia (TWU) and ITF reached a global agreement with the major transport company Toll, the TWU and the major national retailer Coles signed a set of supply chain principles that apply in Australia, and the Korean Public Service and Transport Workers Union Cargo Truckers' Solidarity Division (KPTU-TruckSol) won the passage of a limited safe rates system through the South Korean Parliament. In Europe, the ITF, ETF and their affiliates have expanded their organising and campaigning for supply chain accountability from major retailers and local work for local conditions for cross-border drivers. In the United States, the Teamsters have had landmark wins on the LA Port and continue the fight for the rights of drivers. In Argentina, unions have led the fight for governments to promote social justice in our industry.
4. These advancements form the basis to strengthen the fight to win unlimited safe rates in national legislation and establish the model as an international standard. Building on this foundation, the TWU and KPTU-TruckSol have planned escalating strike and protest action in Australia and South Korea over the next two to three years.
5. Recognising the opportunity recent wins and planned national struggles provide, the ITF and its affiliates commit to carrying out a global safe rates campaign over the next Congress period including the following actions:
 - Organising a Safe Rates Symposium in the Asia Pacific Region during the upcoming Congress period.
 - Support for the fights to win unlimited safe rates legislation and hold clients responsible in Australia, South Korea and other countries through solidarity actions at embassies and solidarity delegations at times of major strike and protest action.

- Continued support for cross-border organising, the effort to achieve 'local work for local conditions' for cross-border drivers, and pressure on major clients in Europe.
- Efforts to put pressure on supply chains influenced or controlled by governments in their capacity as economic employers, including through government expenditure and contracts.
- Support for protests and actions cross Europe, North America and Africa.
- Efforts to influence the debate at the ILO on road transport safety and a convention on decent work in global supply chains, including through the participation of relevant affiliates at key tripartite meetings.
- Continued efforts to build relationships and work together with transport industry employers and other stakeholders who support safe rates towards introduction and implementation of the system.
- The allocation of adequate staffing and financial resources to carry out these activities.

Resolution 4: Role of ITF National Coordinating Committees (NCCs) and National Point of Contact (NPC)

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Notes that the ITF's Constitution encourages affiliates to establish national coordinating committees (NCCs) to discuss and coordinate ITF activities (Rule II, Article 3d).
2. Recognises that the purpose of NCCs is to bring together ITF affiliated unions to coordinate their collective contribution to the ITF's work and to support each other at a national level.
3. Recognises the positive impact NCCs have had on affiliate ownership of the ITF work programmes, communication and interaction between affiliates, and the strengthening of individual affiliates.
4. Calls on affiliates, supported by ITF regional offices, to establish or develop NCCs to:
 - Discuss, develop and implement a national work plan to contribute to the ITF's global and regional strategy;
 - Contribute to the delivery and monitor the progress of relevant ITF projects and campaigns;
 - Monitor ITF membership in their country, including the payment of ITF affiliation fees, and to develop strategies to increase affiliation, including growing declared membership amongst existing affiliates and identifying and engaging with non-affiliated unions;
 - Mobilise national and international solidarity where needed;
 - Share best practice amongst the national unions;
 - Encourage and help affiliates to develop structures and activities for the engagement of women and young members;
 - Develop joint positions, where possible, on national issues, such as nation-wide industrial or political matters;
 - Develop national sectoral strategies and coordination, where possible, to contribute to ITF work in MNCs, hubs and corridors, and integrated public transport systems in cities;
 - Submit nominations for ITF elected positions;
 - Facilitate communication between national affiliates and keep the ITF secretariat informed about the activities of the NCC and any important national developments.
5. Calls on each NCC, supported by ITF regional office, to:
 - Meet at least once per year, but may meet more frequently as required;
 - Elect a chair and a secretary, one of whom should serve as a national point of contact (NPC) for each country;
 - Ensure that NPCs communicate, exchange information, identify shared challenges, share experiences, and coordinate work programmes with the NPCs of other NCCs;
 - Ensure that information gathered by NPCs is disseminated at the national level to participant unions of the NCC and any other affiliates in that country;
 - Ensure that women and young transport workers are represented on the NCC;
 - Invite all ITF affiliated unions to join the NCC and to attend NCC meetings;
 - Where appropriate, invite non-affiliated unions to attend NCC meetings;

- Communicate with affiliates and the ITF regional secretariat about the agenda for forthcoming meetings;
 - Keep a record of all NCC meetings (including key discussion points, decisions made and action points agreed) for distribution to ensure national affiliates and the ITF secretariat remain informed;
 - Encourage all national affiliates to ensure the ITF secretariat has the most up-to-date information about the union (membership figures, key office holders, contact details, etc.).
6. Calls on the ITF regional secretariats to:
- Where possible, provide logistical and operational support to NCCs when requested;
 - Appoint a member of the regional secretariat to act as a liaison with each NCC and its NPC;
 - Assist the chair and secretary of each NCC with the coordination of NCC meetings;
 - Provide each NCC with progress reports on the implementation of ITF regional work programme;
 - Attend NCC meetings where possible, and at least once per year;
 - Link the work of the NCC to the ITF's regional and global work programmes, and ensure information is shared;
 - Encourage collaboration with Global Union Federations (GUFs) where appropriate.

Resolution 5: Promoting Lesbian, Gay, Bisexual, Transgender, Queer and Intersex (LGBTQI) Trade Union Policies in other Global Union Federations

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recognising that:

- ITF has, alongside with PSI and Education International, been active in promoting LGBTQI rights and has established a tradition of encouraging affiliates to take up the fight against discrimination based on sexual orientation or gender identity, and invite members to work on this issue;
- Recently, the International Lesbian, Gay, Bisexual, Trans and Intersex Association (ILGA) has published its annual report showing that in 2016, 75 countries in the world criminalise same-sex relationships and 13 of them even use the death penalty to enforce this;
- Although no exact figures are published, many countries have insufficient or inadequate legislation to recognise the situation of transgender people or people with an intersex status;
- Even in those countries that have introduced anti-discrimination legislation and policies protecting LGBTQI people, cases of social exclusion, harassment and bullying, unfair dismissals and other LGBTQI-phobic incidents occur on a regular basis;
- The principle still stands that trade unions have a role to play in protecting people on the labour market or at the workplace against discrimination on whatever base;

2. Resolves to:

- Continue to collaborate with PSI and Education International to encourage the other Global Union Federations (GUFs) to include the struggle against LGBTQI discrimination in their policies;
- Propose and facilitate the setting up of a joint, cross-GUFs, international working group, consisting of active union members working on defending LGBTQI rights, for generating ideas for actions and activities, and for supporting the GUF staff, noting that the experiences of the ITF/EI/PSI LGBT Forum can be used as input for this work.

Resolution 6: Support for Peace on the Korean Peninsula and in East Asia, and the Role of Transport Workers

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recent developments in Korea have ushered in a new era in which peace on the Korean Peninsula and in East Asia is now possible to imagine. After 70 years of division and hostility, recent summits between the leaders of North and South Korea and the United States have set a new course towards denuclearisation of the Korean Peninsula and the establishment of a peace regime in East Asia. The ITF Congress recognises that these developments would not have been possible without the efforts of workers and common people in Korea and East Asia for peace.
2. In order to achieve a permanent peace regime, however, the recent agreements reached between North and South Korea and North Korea and the United States, which include provisions for reduction of military tensions and the establishment of peaceful relations, must be enacted, and a Peace Treaty to end the Korean War signed. The participation of workers in this process must be guaranteed.
3. Of central importance to transport workers is the agreement between North and South Korea to establish cross-border transport beginning with the holding of a ground-breaking ceremony for the connection of the railways and roads along the east and west coasts by the end of this year.
4. Transport workers, especially railway workers, can lead the way in responding to the opportunities and challenges of this historic moment by building a collective vision for peace in the region based on the completion of the East Asian railway network through the connection of the South and North Korean railways. The completion of the East Asian railway network must be done in a way that protects workers' conditions and users' rights to safe, convenient and affordable transport.
5. To this end, the ITF and its affiliates agree to
 - Support the work of ITF affiliates for peace in Korea and East Asia.
 - Support the exchange of railway and other transport workers in East Asia and the Eurasian continent with the goal of building a collective vision for peace and equality supported by the competition of an integrated, safe, affordable and worker-friendly East Asian and Eurasian continental railway.

Resolution 7: On Support for Transport Trade Unions in Palestine

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Palestinian transport unions operate in a difficult environment in which there are often severe and unpredictable restrictions on the movement of both passenger and goods vehicles.
 - We take note of the support provided by the ITF to the Palestinian transport unions, in implementing the decisions of the Mexico Congress in 2010 and Sofia Congress in 2014, related to the program of supporting the transport union in Palestine, including:
 - The project to support the truck drivers at the back-to back truck terminal in Irtah supported by the Canadian union UNIFOR and the ITF.
 - The organizing project started in 2017 aimed at increasing union organization in all sectors of transport supported by the Swedish Transport Union/Union to Union and the ITF.
 - The ongoing readiness of the ITF and its affiliates to provide humanitarian aid to Gaza such as those already provided twice, coordinated by the ITF Arab World Office
 - The visit by a high level delegation from the ITF to Palestine led by the ITF president Paddy Crumlin and the ITF General Secretary Stephen Cotton along with other leaders from ITF affiliates, where they provided solidarity for the transport union in Palestine.
 - The visits by two ITF youth delegations to Palestine hosted by the Transport union in Palestine, and the friendship and solidarity developed between Palestinian young workers and young workers on the ITF mission

2. In this Singapore Congress in 2018, we call upon the ITF to develop a comprehensive five year plan of support for the Palestinian Transport Workers Union which will:
 - Seek to continue support for the Irtah project for drivers using the back-to back terminal
 - Support the transport union, in conjunction with the PGFTU, to organize truck drivers in other back-to back terminals and other major truck stop terminals in Palestine.
 - Support the Palestinian transport union campaign to address the negative impact on Palestinian truck drivers' jobs of illicit trucking across the border
 - Maintain support for the Union to Union project to expand the transport union into all sectors of land transport, to increase its membership, and to make it more self-sustaining in its finances
 - To organize a further high level ITF mission to Palestine in the next inter-congress period and to encourage other ITF affiliates to conduct missions
 - To organize further Young Workers Missions to Palestine
 - To explore means of practical support for the revival of Gaza Drivers Union
 - To maintain a solidarity fund financed by the ITF and its member unions to support the transport union in Palestine and its members to assist with additional projects where needed.

Resolution 8: Fixed Location Warehouse, Logistics and Terminal Workers

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Agrees that warehousing is of the “highest importance for our strategic approach to supply chains” as stated in the 2018 ITF Congress Theme Document (CTD). Warehousing is at the forefront of transport automation, the growing impact of e-commerce, and the future of international transport.
2. Supports the continued commitment of the ITF and its Executive Board in broadening the scope of the ITF’s work in warehousing and the establishment of a steering group to develop this work, first agreed in April 2017.
3. Recognizes the cross-sectional footprint of warehousing members affiliated to the ITF. Members employed in fixed location warehousing, logistics and terminals currently affiliate to the civil aviation, inland transport and maritime sections.
4. Notes the findings of the survey of ITF affiliate unions, conducted February-March 2018, which enquired about the size and scope of their membership in the warehousing industry. Sixty-five affiliates responded to the survey, and participating affiliates represent at least 30,000 members in this occupational group.
5. Encourages affiliates that have not yet responded to the survey to do so.
6. Calls on the ITF to establish a general committee for fixed location warehouse, logistics and terminal workers. The committee shall:
 - Be open to all affiliates that represent such workers;
 - Meet annually to agree a twelve-month work plan;
 - Consist of one chair, with a seat on the executive board, and two vice-chairs.
 - Receive dedicated resources, both financial and human; and,
 - Establish a ‘point of contact’ for ongoing communications with the rest of the ITF and representative affiliates.
7. Calls on the ITF to mandate a steering committee for fixed location warehouse, logistics and terminal workers responsible for maintaining all ongoing business and implementing work plans. This committee shall consist of representatives from:
 - Each of the ITF’s regions (two per region), nominated by the respective Regional Committee;
 - Each of the ITF’s sections (one per section excluding tourism), the Women’s Committee and the Youth Committee, nominated by the respective Committee;
 - Rank-and-file participants, as appropriate;
 - Priority projects with strong warehousing elements with one representative each wherever possible;
 - Founding countries and unions involved in this work. This rule shall expire after the first Congress period; and
 - Observer organisations or individuals, in consultation with the Chairs.

Resolution 9: Protest and Reputation – Profound Concern over Labour Reform

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Notes the dramatic increase in the use of legislative interference by governments across the world to restrict and/or deny the trade union and collective bargaining rights of workers.
2. Condemns regressive labour law reforms that restrict or deny the fundamental rights of workers.
3. The Brazilian Federal Act 13.467/2017 of 13/07/2017, which removed Brazilian workers' rights, including rights acquired and won over a long time. The notorious labour reform further restricts the right of workers to seek and gain access to the Labour Courts by imposing costs beyond the means of the working class.
4. The Brazilian National Federation of Railway Workers (FNTF), a trade union federation, whose headquarters is at Avenida Passos, 91 - 9°. Andar – Centro, Rio de Janeiro, RJ, Brazil, acting on behalf of its affiliated unions, hereby declares as follows:
5. In compliance with the deadline set for the 44th ITF Congress of 2018, to be held between 14th and 20th October 2018 in Singapore, the Brazilian National Federation of Railway Workers submits a: Motion of protest and reputation.
6. Grounds: Constitutional Amendment 45 of 08/12/2004 amended Article 114 of the 1988 Constitution, clause 2 of which requires businesses to consent to the judgment of collective disputes if they reject collective bargaining. Act No. 13.429/2017, known as the Outsourcing Act allows the outsourcing of all and any business activities, facilitating job insecurity; Federal Act 13.467/2017, the Labour Reform, amended about 100 articles of the Consolidated Labour Legislation (CLT), thereby conflicting with the Brazilian Constitution, notably article 7 of the constitution, which covers the rights of urban and rural workers.
7. The harmful consequences for workers: Legislation was passed to limit workers' access to justice with the approval of Constitutional Amendment 45 of 08/12/04, which amended Article 114(2) of the Brazilian Constitution, specifying that: "If either of the parties rejects collective bargaining or arbitration, they shall be empowered, by common accord, to seek a judgment of a collective dispute of an economic nature, the Labour Court being able to resolve the conflict subject to abidance by the minimum legal provisions and previously agreed contractual provisions on employment protection".
8. This amendment gives employers complete control over collective bargaining, allowing them to refuse to negotiate and, absurdly, only with their agreement may unions refer matters to the labour courts for the judgment of collective disputes. Never has an employer agreed to a collective dispute being referred for judgment. Now that the labour reform has been passed by the National Congress, not even the minimum provisions are binding in negotiations, as the continued legal effect ("proactivity") of pre-existing clauses has been eliminated, together with the option for direct negotiations between employers and employees over particular working conditions, including working time.

9. Act No. 13.429/2017 allows unlimited, unrestricted and completely unregulated outsourcing of all business activities (end and means activities). This act states that the contracting company shall have secondary liability as opposed to joint and several liability. In other words, the worker may only bring litigation against the Contracting Company once the cover of the outsourced company is exhausted, which will require years of legal proceedings, as well as imposing costs for workers seeking access to the courts.
10. Act 13.467/2017, the Labour Reform, amended the Consolidated Labour Legislation (CLT), conflicting with the Brazilian Constitution, particularly article 7, which covers the rights of urban and rural workers, causing immediate harm to Brazilian workers of every kind. The amendments imposed have undermined unions, federations and confederations by changing the regulations governing the funding of the confederal system, as well as making it difficult for workers to gain access to the courts by imposing costs that workers cannot afford.
11. At the Federal Supreme Court, there are 5 lawsuits bringing Direct Action for Unconstitutionality that will take 13 long years to be judged by that institution. Meanwhile, countless collective disputes have been deemed closed without a substantive ruling as the business owners have not agreed to have the disputes submitted for judgment. There are also 20 lawsuits bringing Direct Actions for Unconstitutionality that are questioning the constitutional status of the labour reform. Contrary to the law, the labour reform introduced separates the unions from their bases, generating an even greater lack of protection for workers by introducing the requirement for specific, prior authorisation for the payment of union contributions, a financial resource that is absolutely essential for the maintenance of Brazilian union organisations.
12. Notes with concern that several provisions of Act 13.467/2017 directly contravene, among others, ILO Conventions 98 and 154, which were ratified by Brazil in 1952 and 1992 respectively.
13. To this motion we append copies of the legislation created or amended with their grounds so as to provide the conditions for an in-depth analysis of our complaints.

Conclusion:

14. In view of the clear and immediate harm caused to our workers by the introduction of the aforementioned legislation, the National Federation of Railway Workers (FNTF) and its affiliates demand that this motion of protest and reputation be admitted and approved and that through the 44th ITF Congress it be submitted to the Brazilian authorities listed below, which have a constitutional duty to comply with the Brazilian Constitution and Brazilian Legislation and to ensure the compliance of others.

FEDERAL SUPREME COURT

The Federal Supreme Court is the highest authority of the Brazilian judiciary.

Address: Supremo Tribunal Federal, Praça dos Três Poderes, Brasília, DF – CEP 70175-900

NATIONAL CONGRESS

The National Congress is the appointed Federal Legislature and exercises legislative power by means of the Chamber of Deputies and the Federal Senate.

Address: Congresso Nacional, Praça dos Três Poderes, Brasília, DF – CEP 70160-900

FEDERAL GOVERNMENT & PALÁCIO DO PLANALTO [Presidential residence]

Address: Governo Federal – Palácio do Planalto, Praça dos Três Poderes, Brasília, DF – CEP 70150-900

15. Requests the ITF to:

- call on the Government of Brazil to ensure that it fulfils its obligations under both the Brazilian Constitution and relevant ILO Conventions by subjecting Law 13.467/2017 to thorough review by the competent authority, by providing for appropriate tripartite consultation to occur, and by implementing all amendments necessary to comply with those international and constitutional obligations; and
- work in concert with its affiliates, the International Trade Union Confederation, the other Global Union Federations, and relevant non-governmental organisations to fight for fundamental workers' rights in Brazil.

Resolution 10: Opposing the international Attack and Blockade against the Bolivarian Republic of Venezuela

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. We note that there is an international systematic attack and a deliberated economic and financial blockade against the institutions and democratically elected government, including trade unions, of the Bolivarian Republic of Venezuela.
2. We note that it is strengthened through the international media where there is an intense campaign for imperialist interests and against the sovereign people of the Bolivarian Republic of Venezuela, actions that affect the workers and their mass organisations.
3. We note that the people of Venezuela, inspired by the legacy of Comandante Chávez, is entitled to enjoy autonomy and sovereignty over its political and economic decisions.
4. We note that the economic and social problems that impact upon the quality of life of the Venezuelan people have been caused principally by the interventionist actions of some foreign governments, with the imposition of illegal and unilateral coercive measures and the initiation of a bloody economic war, whose purpose is to generate the conditions for a foreign military intervention.
5. We note that the US sanctions prohibiting Venezuela from being able to purchase medications, foodstuffs and mass consumer goods and essentials produced in other countries constitute serious human rights violations as they cause death and hardship to Venezuelan families.
6. We note that the struggle of the Venezuelan people and their unions against this continuous aggression by imperialism and its allies is designed to maintain and deepen Bolivar and Chávez's project for independence and justice and to make our native land greater within the framework of the great power of Latin America.
7. We note that this requires us to close ranks, to steel our resolve, to prevent them from confusing us with their campaigns and to reinforce our unity.
8. We note that Venezuelan transport workers have been able to create a strong national organization, covering all sectors of transport but the international blockade poses a risk for their jobs and the future of their families.
9. We resolve:
 - To support the free, sovereign and independent status of the Bolivarian Republic of Venezuela and the right of its people to self-determination.
 - To reject any form of intervention, be it military, economic or financial, that affects the people of the Bolivarian Republic of Venezuela.
 - To demand an end to the illegal international blockade imposed, which imposes a burden on the people of the Bolivarian Republic of Venezuela.

- To demonstrate our support for the people of the Bolivarian Republic of Venezuela, particularly the male and female workers of that country.

Resolution 11: Death Penalty Threats against Iranian Truck Strike

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Notes that:
 - a. Iranian truck drivers' employment security has been adversely affected, and 350,000 truck drivers have had their pay or rates delayed for months, are suffering from extreme inflation – or both.
 - b. In May 2018, self-organised truck drivers across 25 provinces and 160 cities took strike action over low pay, escalating operating costs and increased tolls and other fees.
 - c. Since September 22, 2018, in an effort to raise awareness of their plight, almost half a million self-organised truck drivers have been participating in actions across 290 cities across 31 provinces in the country. The truck drivers have been urging their government to address their grievances and allow the workers to have a voice in decisions affecting their livelihoods.
 - d. In the first 16 days of the truckers' strike, more than 200 truck drivers in various provinces were reportedly detained for participating.
2. Further notes that:
 - a. The Global Unions have consistently complained about labour rights violations in Iran via the International Labour Organisation, of which Iran is a founder and Governing Body member. In September last year the Global Unions reminded the ILO "to urgently intervene with the government and request that it remedies the above-cited violations of human and trade union rights in line with its obligations as a member state of the ILO."
 - b. The ITF is awaiting an official response from the Government of Iran in relation to this matter.
3. Condemns in the strongest possible terms the report on 8th October by Iran's state media that a prosecutor in Iran's Qazvin province had requested the death sentences for 17 of those arrested for merely participating in the action.
4. Calls upon:
 - a. The Iranian government to free the imprisoned truckers and immediately cease its campaign of fear against workers, instead listening to the truckers' demands as well as the plea that they have taken industrial action as a last resort as they struggle to feed their families, and that economic solutions are needed.
 - b. The ILO to intervene immediately with the government to halt the reported trials, free innocent workers and bring about dialogue with workers' leaders, reinforcing the aim of achieving trade union rights for Iran's independent unions.

- c. ITF affiliates to apply pressure wherever possible to convince the Iranian government to respect workers' rights in Iran, to include letter-writing and strategic industrial campaigns.

Resolution 12: Motion in Defence of Union Freedom in Argentina

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. Due to the terrible situation of anti-union government persecution that the Argentine union movement is suffering, we hereby take the liberty of submitting this Emergency Motion for presentation at Congress.
2. We note that the Argentine people face a difficult economic crisis as a result of poor decisions by the government, which has generated rising inflation affecting the purchasing power and quality of life of Argentine workers.
3. We are dismayed that the Argentine government is deploying anti-union persecution and repression, making illegal and immoral use of the justice system to persecute union leaders. These "interventions" have not occurred since the end of the era of the military government. Through these "interventions" the government appoints relatives of politicians to take charge of union resources, paying themselves extortionate salaries, violating the union constitution and thereby infringing all the principles of union freedom contained in ILO Conventions 87 and 98. As well as being illegal, the detention of union leaders has often resulted in them being detained for years without legal proceedings.
4. We are concerned that one of the most active unions, the ITF-affiliated Federación Nacional de Camioneros and its leaders Hugo and Pablo Moyano are being attacked directly by the President of Argentina.
5. We are seriously worried that the judiciary of an Argentine province, clearly acting at the request of the government, is reportedly issuing an arrest warrant against Pablo Moyano because the Federación de Camioneros is refusing to accept pay cuts for workers. This arrest warrant represents a continuation of the immoral actions taken by the repressive Mauricio Macri government against whom countless complaints have been raised.
6. This 44th ITF Global Congress resolves:
 - To condemn the violation of freedom of union association in any form, including the use of judicial systems to persecute innocent union leaders who exercise their union responsibilities by refusing to betray the principles of the working class.
 - To express its condemnation of the Argentine government for implementing a system of anti-union persecution and terror, imprisoning union leaders and stealing the workers' resources.
 - To ask all ITF affiliates to denounce the immoral and illegal actions of the Argentine government, demanding respect for the rule of law, an end to anti-union repression and freedom for the union leaders detained for political reasons, camouflaged by other justifications. The campaign in solidarity should include, but not be limited to, letters to embassies, the President of Argentina, and political leaders asking them to deliver speeches in Parliament for support including calling the European Commission to act in support.

- To express our solidarity with the Argentine union movement in general and with the Federación de Camioneros and its leaders Hugo and Pablo Moyano, in particular, in this struggle for freedom of union association

Resolution 13: Attack on Collective Bargaining through Competition Legislation

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. The maritime section of the Spanish union Federación de Servicios a la Ciudadanía de CCOO denounces the actions of the National Commission on Markets and Competition (CNMC) for its actions against collective bargaining between unions and employers. Using the arguments of ensuring free competition between providers of maritime port services, they imposed disciplinary proceedings (with final sanction to unions and companies on 30 July 2018 in the port of Vigo).
2. The role that the CNMC has assumed and the reading that it makes of the possibility of subrogation of workers in case they change companies providing port services, are leading to the halt of collective bargaining due to fears of suffering new sanctions.
3. For them, we ask all ITF affiliated unions in Singapore to:
 - Reject the actions of the CNMC,
 - Support workers in the maritime port sector in their legitimate rights to collective bargaining.

Resolution 14: Yemen

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. Noting the suffer of the people and workers of Yemen as a result of the dispute.
2. Noting the actions taken by the alliance forces to control and block the airports and the ports of Yemen.
3. Noting the efforts of the maritime and transport workers in Yemen to do whatever in their capacity to guarantee minimum humanitarian support including food and medicine supplies to reach to the people who need it.
4. Noting the thousands of Yemenis, who lost their lives and were injured, including women and children.
5. We, the ITF affiliates in Yemen:
 - Appreciate the ITF support to the transport workers in Yemen, and
 - The support by the international community to provide necessary food and humanitarian support.
6. Call for:
 - The ITF Congress to pressure the international community and the alliance forces to keep the airports and ports open for the humanitarian supplies.
 - Keeping all ports and airports open to guarantee free movement to all people in Yemen.
 - The ITF to continue the support to the affiliates in Yemen.

Resolution 15: Industrial Manslaughter

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. Workers around the world are being killed on the job by total lack of safety procedures and precautions.
2. Since the deadline for the submission of Congress motions, there have been two stevedore fatalities in New Zealand, one in Auckland and one in Gisborne.
3. This issue is cross-sectional, as the Road Section will hear of the fatalities of truck drivers in Australia being also on the rise, with the most recent on 13 September 2018 when two truck drivers were killed.
4. We believe that every worker has the right to go to work and come home safely to their family.
5. This ITF Congress fully supports the call for the right for workers to go to work and come home safely to their loved ones.
6. Urges Congress to support the development of a worldwide strategy to legislate, if possible in each country, that employers and the supply chain who deliberately undermine safety, if found guilty, have to face major fines or jail time.

Resolution 16: Facilitating global Visa Policies for Seafarers

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recalling the Maritime Labour Convention 2006, that sets out seafarers' rights to decent conditions of work and provides comprehensive worldwide protection of the rights of seafarers;
2. Mindful that seafarers are covered by the provisions of other ILO instruments, including Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), that introduced modern security features into the seafarers' ID to help to resolve the urgent question of seafarers being refused admission into the territory of countries visited by their ships for the purposes of shore leave and transit and transfer to join or change ships;
3. Recognizing that seafarers are a unique type of travellers who are in need of a fast and flexible visa application and issuance process in order to go to work, go home after completion of the tour of duty and to take shore leave;
4. Noting with concern that, for several years now, labour supply countries' seafarers have encountered serious practical difficulties in obtaining a visa to enter, re-enter or transit different countries, including the Schengen area states, due to procedural difficulties, differences in the rules' interpretation which cause serious administrative and operational difficulties for seafarers and their employers;
5. Deplores the present state of affairs and considers it to be unfair;
6. Urges that every effort is made to facilitate the visa regulations for seafarers' to join and to leave vessels in the ports located worldwide. Requests that all affiliates concerned lobby their national administrations and international organizations concerned for implementation of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185). This will create a visa free option, and for a seafarer an internationally accepted SID. The SID together with the valid Crew List should be enough to transit through the ports located worldwide.

Resolution 17: Seafarers' Rights

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Supports binding international laws on employers which promote, protect and improve seafarers' rights in an era when automation and disruptive technology will increasingly affect commercial decisions and operations in the global shipping industry.
2. Believes that the majority of the world's 1.64m seafarers remain on basic rates of pay and tours of duty, which are exploitative, discriminatory and damaging to seafarer health and safety.
3. Believes that the surplus of Ratings, forecast to continue for the foreseeable future, will be absorbed by the expected doubling in global sea trade over the next twenty years.
4. Resolves to support reforms to international regulations which strengthen enforceable seafarer employment rights in the shipping industry and which protect employment levels and training for the global seafaring workforce.
5. Requests that the ITF establish a working group to develop a strategy, to be endorsed by the Seafarers Section Committee, on how to propose amendments at an inter-governmental level for amendment of the ILO Maritime Labour Convention.
6. Key areas to be considered include the principle of equal pay for equal work for seafarers, and an improvement in employment conditions and the hours of work that are currently permitted within the industry.

Resolution 18: Mediterranean - Sea of Convenience

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Acknowledging that the Mediterranean Sea is an enclosed sea, where three continents and 24 countries meet, and where numerous ports with high maritime traffic co-exist;
2. Further acknowledging that many of the ships trading in the Mediterranean Sea area are substandard ships, over 30 years of age, up to 6.000 GRT, poorly maintained and dangerous for the environment;
3. Bearing in mind that one of the most important issue, beside FOC ships, are ships flying certain flags not complying with IMO requirements and demanding the constant control of the PSC (for example: Palau, Togo, Sierra Leone, Cook Island);
4. Observing that seafarers on those ships often do not have the necessary STCW certificates, their wages are irregular and far below the ILO minimum wage, in many cases serving on board ships more than 12 months without the possibility of repatriation, not having proper employment agreements nor being covered by national or any other ITF recognized collective bargaining agreement;
5. Further observing that many seafarers on those ships are not provided with adequate accommodation, proper hygienic conditions, or proper supply of quality food, and drinking water;
6. Considering that seafarers are often subject to criminalisation due to the fact that, without their knowledge or under the threat, they take part in illegal immigrant transport or those ships carry forbidden and/or undeclared cargo;
7. Affirming that these facts were discussed at the ITF Inspectorate meeting held in Casablanca, Morocco on 12-13 February 2018, where participants expressed their unity and determination to help seafarers arriving in the Mediterranean Sea area to fight against seafarers' substandard working and living conditions.
8. Calls upon the ITF Seafarers' Section, the ITF Dockers' Section and ITF Congress delegates to:
 - Support the establishment of a permanent ITF Mediterranean Maritime Committee;
 - Entrust the ITF Mediterranean Maritime Committee powers to take all necessary actions to improve the working and living conditions of the seafarers in the Mediterranean Sea area.

Resolution 19: Attack on Norwegian Seafarers' Jobs

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. Notes with great concern that the Norwegian Government's recent proposal to allow registration of passenger ferries in the Norwegian NIS ship's register, and the negative consequences this will have for the Norwegian ferry sector in form of job losses for national seafarers, unfair competition and social dumping;
2. Notes also that the recent proposal will most probably have a domino effect on the entire Nordic ferry sector, including the Baltic Sea and the North Sea, with severe social consequences for thousands of seafarers and their families;
3. Notes further that no in-depth analysis of the consequences of the above proposal has been made by the Norwegian Government;
4. Further notes that the Norwegian Prime Minister in the Parliament on 10 October 2018 claims that no seafarers will lose their jobs, because the catering personnel on board are not seafarers; this is in breach with MLC which are ratified by Norway;
5. Urges the Norwegian Government to withdraw the above proposal and instead engage in a meaningful dialogue with the Norwegian maritime social partners on the way forward for the Norwegian ferry sector.

Resolution 20: Protecting Young Seafarers' and Dockers' Rights

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Acknowledges the young transport workers as the present and future leaders of the ITF;
2. Acknowledges the progress which has been made in increasing the participation of young transport workers in the work of the ITF;
3. Affirms that young workers need unions to back the fight for secure and decent work;
4. Notes that having proper young transport workers structures set up in the regions would be important and beneficial in addressing concerns on protecting young seafarers' and dockers' rights;
5. Calls on to promote close relations among affiliate trade unions in their efforts to establish professional networks, negotiating platforms and common projects in order to ensure equal rights and working conditions for young seafarers and dock workers during their first job onboard;
6. Calls on to promote training and development onboard, at ports and at maritime colleges and universities, to support and to facilitate establishment and development of training and educational facilities for seafarers, port workers in close collaboration with the International Labour Organization (ILO), and to encourage effective implementation of ILO instruments and training materials;
7. Calls on to promote the fair treatment of young seafarers, high quality of their working conditions, minimum wages and rights protection on all ships irrespective of flag;
8. Calls on to ensure that all young seafarers and dockers regardless of gender, nationality, race or colour, age, sexual orientation, disability or beliefs are protected from exploitation by their employers and those acting on their behalf;
9. Calls on the ITF to promote all affiliates to create youth structures in order to increase young transport workers activities;
10. Calls on the ITF in liaison with its affiliates to support young transport workers in organising activities and focusing on organising the young transport workers in all the affiliated unions in a more structured manner;
11. Calls on to continue to map membership statistics in terms of young transport workers members and grow the global young transport workers network;
12. Calls on to ensure the crucial link between the work taking place through ITF headquarters with the regional priority work and supporting young transport workers' involvement regionally.

Resolution 21: River Cruise Campaign 2.0

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recalling the ITF Congress 2014 Resolutions on the strategic levers.
2. Noting with deep concern that the River Cruise sector is a home for some 50,000 workers who haven't seen any improvements in their working and on-board living conditions. Many coordinated inspections by water police, finance and labour authorities in Europe have documented practices that border on organised crime and human trafficking.
3. Being aware that many River Cruise companies change tactics and outsource their hotel and catering services to service providers located in countries offering the most lucrative taxation and social security regimes.
4. Noting the increasing interconnection between the sea cruise and river cruise industries in terms of ownership, operators and labour suppliers.
5. Being also aware that
 - Despite the significant efforts made by the affiliates concerned and the past 10 years of invaluable financial and logistical support from the ITF, only limited progress and results can be recorded.
 - An in-depth assessment by the Campaigns Steering Group identified this particular sector as hard to organise due to its seasonal character and the uncertainty about the correct applicable legislation.
 - It is also a sector with unclear union responsibility due to its lack of transparency, i.e. different layers of owners, operators, manning agencies and tour charterers.
 - The affiliates have made continuous efforts to bring the dramatic circumstances in the sector to the attention of national and local governments and other interested parties.
6. Recalling the important media attention that is given to the sector at the occasion of the European River Cruise events and the positive effects of a good and structural cooperation with Aquapol, the federation of European Water Police bodies that has played a key role in effective cross border and multi-authority controls and inspections.
7. Stating the renewed, explicit and written commitment of European affiliates concerned to invest measurable time and resources to help this campaign succeed e.g. in carrying out ship visits, in actively engaging in the ITF/ETF River Cruise Campaign and in assisting crew members in resolving their problems via a coordinated international cooperation.
8. Stating as well the development of a dedicated database where all intermediate activities can be recorded and the publication of brochures and leaflets that are being distributed on a large scale to the passengers.
9. Underlining the need of further raising the awareness on the precariousness of many of the workers in the Hotel, Restaurant and Catering part of the sector with the general public in order to generate deepened support.

10. Pursuing a meaningful communication and relationship with IG River Cruise and the employers' organisation concerned – EBU – on the establishment of minimum standards and an overall improvement of the sector's quality and image.
11. Calls upon the ITF to further support this campaign by assisting in finding the correct focus, by enabling affiliate involvement and helping it financially and logistically.

Resolution 22: Improved international and regional Labour, Welfare and Safety Standards for IN Crews in developing Countries

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recalling the resolutions adopted at the ITF Congresses in 2010 and 2014 about need of international labour standards for inland navigation workers worldwide;
2. Noting that the inland navigation sector in Asia alone exceeds 290,000 km of waterways where more than 1 billion tons of cargo and 560 million passengers are moved each year. The regional inland waterway transport (IWT) fleet consists of more than 450,000 vessels, with a combined carrying capacity of 40 million tons. While overall numbers of workers is unknown there are for example at least 4.6 million workers in Bangladesh along the over 6500 km inland navigation waterways.
3. Acknowledging the importance of international waterways as a sustainable mode of transport for both cargo and people;
4. Noting the close links between maritime shipping and inland navigation and the interlinkage between the two sectors within the transport supply chain;
5. Noting that the fatal accidents in the inland navigation sector in developing countries far exceed accidents at sea and urgent actions must be taken to address measures to reduce death on the rivers;
6. Noting that continual maintenance of waterways by qualified personnel is essential to their commercial future;
7. Taking into account lack of any appropriate labour, welfare and safety standards for inland navigation crews in developing countries;
8. Calls upon the ITF to further support activities of the ITF IN affiliates in developing countries and especially Asia/South Asia to improve and implement proper welfare facilities and decent workers conditions for IN crews.
9. Calls upon the ITF Executive Board and the ITF IN Section to keep pressure on the International Labour Organisation (ILO) and the International Maritime Organisation (IMO) as well as other bodies:
 - on the establishment of international standards for inland navigation workers;
 - or revising and promoting the existing ones.
10. These standards as a minimum should address the following issues:
 - Social security and minimum wages for inland waterways workers;
 - Safety and Security;
 - Crewing levels and working time;
 - Training and qualification.

Resolution 23: Improving the Effectiveness of the Work of the Inland Navigation Section

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Recalling the decisions of recent ITF Congresses and the adoption of Work Programmes and Resolutions on various themes concerning Inland Navigation;
2. Noting that there are key themes that unite workers across the continents such as health and safety, training, working time, new technologies, manning levels, accident prevention; labour regulation for cross-border workers;
3. Noting that the industry has a key role in the international logistics chain, e.g. the Panama Canal, in harbour tugs, in river and lake based corridors such as the Ganges/Padma, the Rhine, Paraguay/Parana and in North America;
4. Noting the increased attention being given by governments to water transport as a sustainable, less environmentally damaging alternative to other forms of freight transport;
5. Noting the growth of ferries as an integral part of urban public transport;
6. Noting the internationalisation of the river cruise industry and the increasing role of major enterprises;
7. Taking into account the lack of international standards from the ILO, the absence of an international regulatory body and the lack of social committees in the emerging River Commissions;
8. Calls for a strengthening and improvement of the work of the section;
9. Resolves to establish a Section Steering Committee in accordance with the ITF Constitution. The Committee should meet on a regular basis and reflect in its composition the various regional interests and sub-sectoral aspects of the Inland Navigation Sector.

Resolution 24: Tugboats and Towboats

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Noting that ITF affiliates' declare members working on tugboats and towboats in three different ITF Sections depending on their union structure and/or constitution: Seafarers, Dockers and Inland Navigation.
2. Has concerns that in recent years there have been an increasing number of attacks on the conditions of tugboat and towboat workers employed in companies that operate globally.
3. Is aware of the ongoing pressure from several global tugboat and towboat operators to change the model of employment from the traditional "employee / employer" relationship, to a "business partnership" model that erodes the conditions that ordinarily apply to crews and thereby undermines the basic principles of decent work and secure employment.
4. Requesting the ITF to develop a global organising strategy for the tugboat and towboat sector to protect and improve the rights of the crews.
5. Urging the Fair Practices Committee to establish a "Tugboat and Towboat Task Force" in line with other FPC established task forces to coordinate the organising strategy of the tugboat and towboat industry, to address challenges in the industry including employment models and the introduction of new technology.

Resolution 25: Fisheries

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. The deep-sea fishermen of West Africa, Ivorians, Senegalese and Ghanaians, and the deep-sea fishermen of the Indian Ocean, Seychellois, Mauritians, Madagascans and others are united today in calling for pay disparities between the East and West of the African continent to cease.
2. Maritime workers are sick and tired of being made to compete with one another while their states profit from financial payments made by the owners of tuna boats.
3. Using domestic deep-sea fishermen as crew is not an excuse for fuelling wages dumping between workers.
4. Both French and Spanish shipowners use skilled labour without paying the price for it.
5. From both sides of Africa, the deep-sea fishermen demand the establishment of a collective agreement for these African seafarers.
6. Maritime workers want the ITF to support this demand and to use all its power to help them to ensure that negotiated commitments are signed on an international level.
7. The deep-sea fishermen also want ITF members to commit to the achievement of this just claim.

Resolution 26: Reaffirming the ITF's full Support for its organising Efforts at Delta Airlines

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Acknowledging that Delta Air Lines is one of the biggest airlines in the world;
2. Acknowledging that Delta Air Lines is the biggest anti-union carrier in the world;
3. Acknowledging that every worker at Delta Air Lines is entitled to the fundamental human right to join a union;
4. Acknowledging that every day workers at Delta are prevented from joining a union, they, along with all airline workers throughout the world, suffer;
5. Acknowledging that the key element to ensuring that workers at Delta enjoy the right to form a union is a global campaign coordinated by the ITF;
6. Noting that the International Association of Machinists and Aerospace Workers (IAM) continues its campaign to organize Delta Flight Attendants and Ground Staff;
7. Noting that the IAM's specific campaign with Delta Air Line's Flight Attendants is at a critical stage and the AFL-CIO has given the IAM exclusive jurisdiction to conduct this campaign;
8. Resolves that the ITF and its affiliates give their full support to the IAM's organizing efforts at Delta Air Lines;
9. Resolves that the ITF and its affiliates will coordinate efforts to assist the IAM in bringing union representation to Delta Air Line's non-union workforce; and
10. Resolves that the General Secretariat will continue to work closely with the IAM to bring justice and dignity to Delta Air Line workers.

Resolution 27: Safe and accessible Railways

The 44th Congress of the ITF, meeting in Singapore from 14-20 October 2018:

1. Reiterates its support for public ownership of the railways;
2. Instructs the incoming Executive Board to campaign for safe and accessible railways, to oppose the expansion of Driver Only Operation (DOO) and to defend the safety-critical operational role of guards/conductors on the railway;
3. Believes Driver Only Operation is a less safe method of train operation;
4. Resolves to maximise support for guards/conductors and other rail workers taking action and instructs the Executive Board to campaign for a guarantee of a guard/conductor on every train;
5. Wholeheartedly and unequivocally condemns those governments who have backed private train operators in the introduction of Driver Only Operation;
6. Believes that as well as protecting safety and providing service and security the guarantee of a guard/conductor on every train is also vital for access for disabled and elderly passengers;
7. Welcomes the support for an accessible railway from disabled and pensioner campaigners and organisations, in addition to passenger groups, and resolves to continue campaigning with them in the future in order to build greater public support for safe railways, which are accessible to all and which are run in the public interest under public ownership.

Resolution 28: Transdev

The 44th ITF Congress, held in Singapore between 14th and 20th October 2018:

1. Congress condemns recent actions by global operator Transdev. The company is currently attempting to force unfair pay and conditions on TWU bus drivers in Western Australia.
2. Congress notes that bus drivers operating in our public transport network play an important and essential role in our community. They are entrusted with the safety of many of the most vulnerable people in society every day. Attacks on the workforce are therefore a serious safety risk for all passengers and road users.
3. Congress supports the hundreds of bus drivers in Western Australia that are currently taking industrial action to fight back against Transdev's insistence on low rates of pay, fatiguing conditions, insecure casual jobs and 20-hour contracts. The company is trying to squeeze the life out of its hard-working bus drivers and the company's actions in Western Australia come on the back of similar disputes in Australia, in Victoria and New South Wales.
4. However, Transdev's reputation and behaviour extends beyond borders and must be roundly condemned. The company recorded revenues of over \$10 billion this year, yet RATP Dev-Transdev continues to suppress workers' rights and levels of safety. Recent struggles in South Korea (KPTU) and New Zealand (RMTUNZ) highlight how important it is for unions to stand together and Congress expresses solidarity with the KPTU campaign for municipalisation of Line 9 and condemns RATP Dev-Transdev's threats of legal action.
5. Congress recognises that economic employers, which are often governments when it comes to public transport, must be pressured to refuse to contract with companies that are driving a race to the bottom in the transport industry.
6. Congress supports unions around the world taking up the fight to Transdev and congratulates TWU members in Western Australia for their fight.

Progression of motions submitted to the ITF's 44th Congress

Motion No.	Title	Discussed by	Outcome	Resolution No.	Notes
1	River Cruise Campaign 2.0	Inland Navigation Section Conference	Adopted as presented	21	
2	ITF Cooperation with Transport Trade Unions and their Associations in the CIS Region		Withdrawn	n/a	
3	Organising Informal Transport Workers		see Composite 1	n/a	Composited with Motion 5
4	Equality & Unity among Affiliates		Withdrawn	n/a	
5	Responsibility of existing ITF Affiliates to organize the Unorganized		see Composite 1	n/a	Composited with Motion 3
6	Identifying a National Point of Contact (NPOC) by the individual National Coordinating Committee of ITF Affiliates		see Composite 2	n/a	Composited with Motion 27
7	Facilitating Global Visa Policies for Seafarers	Seafarers' Section Conference	Adopted as amended	16	Refer to 2nd report of Resolutions Committee (Annex 5)
8	Promoting LGBTQI trade Union Policies in other GUFs	Plenary	Adopted as presented	5	
9	Protecting Seafarers' Rights – Promoting global Solidarity – Ensuring effective Implementation of Mexico City Policy	Seafarers' Section Conference	Withdrawn	n/a	Refer to report of Seafarers' Section Conference
10	Safe & Accessible Railways	Railway Workers' Section Conference	Adopted as presented	27	
11	Seafarers' Rights	Seafarers' Section Conference	Adopted as amended	17	Refer to 1st report of Resolutions Committee (Annex 1)
12	Improved international and regional Labour, Welfare and Safety Standards for IN Crews in developing Countries	Inland Navigation Section Conference	Adopted as amended	22	Refer to 2nd report of Resolutions Committee (Annex 5)
13	Reaffirming the ITF's full Support for its organising Efforts at Delta Airlines	Civil Aviation Section Conference	Adopted as amended	26	Refer to 2nd report of Resolutions Committee (Annex 5)

Motion No.	Title	Discussed by	Outcome	Resolution No.	Notes
14	CGT Motion to ITF Congress	Joint Seafarers' and Dockers' Section Conference	No supporter, therefore motion fell	n/a	Refer to report of Joint Seafarers' and Dockers' Section Conference
15	Building Claims Convergence	Railway Workers' Section Conference	Remitted to next Railway Workers' Section Steering Committee	n/a	Refer to report of Railway Workers' Section Conference
16	Mediterranean - Sea of Convenience	- Seafarers' Section Conference - Dockers' Section Conference - Joint Seafarers' and Dockers' Section Conference	Adopted as presented	18	
17	Promotion of bilateral Relationships through the Interaction of national Trade Unions with the Aim to represent the Interests of Trade Union Members	Seafarers' Section Conference	Withdrawn	n/a	Refer to report of Seafarers' Section Conference
18	Protecting Young Seafarers' and Dockers' Rights	- Joint Seafarers' and Dockers' Section Conference - Young Transport Workers' Conference	Adopted as presented	20	
19	Support for Peace on the Korean Peninsula and in East Asia, and the Role of Transport Workers	Plenary	Adopted as amended	6	Refer to 1st report of Resolutions Committee (Annex 1)
20	Improving the Effectiveness of the work of the Inland Navigation Section	Inland Navigation Section Conference	Adopted as presented	23	
21	On Cabotage	Seafarers' Section Conference	Withdrawn	n/a	Refer to report of Seafarers' Section Conference
22	Global Delivery Supply Chains and E-commerce	Plenary	Adopted as presented	2	
23	On Support for Transport Trade Unions in Palestine	Plenary	Adopted as presented	7	

Motion No.	Title	Discussed by	Outcome	Resolution No.	Notes
24	Tugboats and Towboats	Inland Navigation Section Conference	Adopted as amended	24	Refer to 2nd report of Resolutions Committee (Annex 5)
25	Strengthening Communication Networks		Withdrawn	n/a	
26	Fisheries	Fisheries	Adopted as presented	25	
27	Role of ITF National Coordinating Committees		see Composite 2	n/a	Composited with Motion 6
28	Fixed location Warehouse, Logistics and Terminal Workers	Plenary	Adopted as presented	8	
29	Of Protest and Reputation – Profound Concern over Labour Reform	Plenary	Adopted as amended	9	Refer to 1st report of Resolutions Committee (Annex 1)
30	On Reinforcement Work in the Region (Panama)		Withdrawn	n/a	
31	Strengthening the Global Fight for Client Responsibility and Safe Rates	- Plenary - Road Transport Workers' Section Conference	Adopted as amended	3	Refer to 2nd report of Resolutions Committee (Annex 5)
32	Measures in Support of National Shipping	Seafarers' Section Conference	Remitted to next Seafarers' Section Conference	n/a	Refer to report of Seafarers' Section Conference
Composite 1	Organising Informal Transport Workers	- Plenary - Urban Transport Committee - Women Transport Workers' Conference	Adopted as presented	1	Refer to 1st report of Resolutions Committee (Annex 1)
Composite 2	Role of ITF National Coordinating Committees (NCCs) and National Point of Contact (NPC)	Plenary	Adopted as presented	4	Refer to 1st report of Resolutions Committee (Annex 1)
EM 1	Opposing the international Attack and Blockade against the Bolivarian Republic of Venezuela	Plenary	Adopted as presented	10	

Motion No.	Title	Discussed by	Outcome	Resolution No.	Notes
EM 2	Death Penalty Threats against Iranian Truck Strike	Plenary	Adopted as amended	11	Refer to 2nd report of Resolutions Committee (Annex 3)
EM 3	Motion for the Defense of Freedom of Association in Argentina	Plenary	Adopted as presented	12	
EM 4	Attack on Collective Bargaining through Competition Legislation	Plenary	Adopted as presented	13	
EM 5	Attack on Norwegian Seafarers' Jobs	Seafarers' Section Conference	Adopted as presented	19	
EM 6	Yemen	Plenary	Adopted as presented	14	
EM 7	Transdev	Urban Transport Committee	Adopted as presented	28	
EM 8	Industrial Manslaughter	Plenary	Adopted as presented	15	
A	Voting Procedures	Plenary	Adopted as presented	n/a	
B	Elections	Plenary	Adopted as presented	n/a	
C	Role of the Resolutions Committee	Plenary	Adopted as presented	n/a	
D	Congress	Plenary	Adopted as presented	n/a	
E	Greater Inclusion of Young Transport Workers in Affiliate Delegations to Congress	Plenary	Adopted as presented	n/a	
F	Position of young Transport Workers and Women Transport Workers in ITF Structures and the Constitution	Plenary	Adopted as presented	n/a	