

INSIDE

SPECIAL CONGRESS REPORT

FRITZ PRECHTL (2)

LUXEMBOURG LEADERS
GREET ITF (2)

REPORT ON
ACTIVITIES (3)

CLINTON DAVIS -
TRANSPORT POLICY
(3)

THE MODERN
CHALLENGE (4)

RESOLUTIONS (4)

SOUTH AFRICA (5)

SECTION REPORTS (6)

FINAL SESSION (7)

THANK YOU FNCTTFEL (8)

NEW EXECUTIVE (8)



ITF 35th CONGRESS

Transport workers face the future

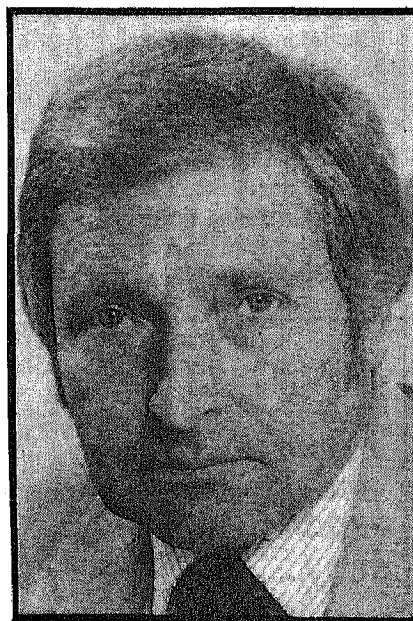
The ITF's 35th Congress - the second to be held in Luxembourg - closed on 7 August with an emotional ceremony in which delegates said goodbye to Fritz Prechtl (Austrian Railwaymen's Union) who did not stand for reelection after 15 years of outstanding service as ITF President. A special tribute to Fritz's long period of service to the ITF by General Secretary Harold Lewis appears in this issue of ITF News.

The Congress unanimously elected Jim Hunter (Canada) as the new ITF President. Also elected were four vice-presidents: A Munghu (Zimbabwe); T Kubo (Japan); E Haar (F R Germany) and L Etchezar (Argentina).

In addition to considering some thirty motions submitted before the Congress, delegates approved three emergency motions (dealing with the situation in Chile, the breakup of Japan National Railways, and nuclear policy in the light of the Chernobyl disaster).

A special statement, drafted by the ITF Executive Board, calling for increased pressure by the ITF's affiliates on the Apartheid regime including where possible industrial action against cargoes to and from South Africa, was unanimously adopted.

The Congress was divided between plenary sessions and conferences of the



Jim Hunter, former Canadian National Railway worker, and newly elected ITF President.

ITF's eight industrial sections. The plenary session debated and approved the Report on ITF Activities over the past three years as well as holding a special discussion on the challenges facing transport workers today. Among resolutions adopted at the end of this debate was one calling on the ITF and its affiliated unions to adopt a concerted response to the problems posed by the use of new technologies in the transport industries.

AUGUST 1986

Fritz Prechtl – 15 years in the ITF's service

by Harold Lewis, General Secretary

"Fritz was elected ITF President at the Vienna Congress in 1971. By then he had already made his mark as the youngest President ever of the Austrian railwaymen's union and for the next fifteen years he presided over the ITF with tact, shrewdness, impartiality, great good humour and complete devotion to the ITF's cause.

He informed the Executive Board in March this year that he intended to retire and duly made his farewell appearance in Luxembourg. In the great flurry of business that always occurs at the end of Congress, there was not enough time to pay proper tribute to his services to the ITF, but it would have been difficult - as it still is - for anyone to find the words

**.....he only missed
one Executive Board
meeting in 15 years -
and it took a fog bound
airport to keep him
away.....**

that could adequately express what the ITF owes him.

Perhaps it is best to leave it at this : that he has never wavered in his belief in the ITF, that he has given unstintingly of his time and energy (he only missed one Executive Board meeting in fifteen years and it took a fog bound airport to keep him away from that one!), that he had an unerring and very determined perception of the ITF's best interests and, above all, that as a man and as a human being he came not just to be respected but to be cherished.

He is still far from old age and deserves the long and happy retirement that he has earned many times over. He will be welcomed with open arms as an honoured guest at many ITF occasions to come. To Fritz and Hilda go the profound thanks and good wishes of countless friends the world over.



Luxembourg leaders welcome ITF delegates

The ITF Congress was formally opened at a ceremony held on July 31 in Luxembourg's Municipal Theatre by the president of the host union (the FNCTTFEL) Josy Konz. He recalled the first ITF Congress held in Luxembourg in 1938 which had ended with a call to trade unionists to oppose fascism and to safeguard democracy. Today, he said, the political situation is no less explosive and possibly even more dangerous. The state of Luxembourg, which had frequently been subject to foreign domination, had been founded on the principle of respect for international law, and the Luxembourg trade union movement had always been deeply committed to international cooperation, he concluded.

John Castegnaro, President of the Luxembourg trade union centre the CGT, referred to the international tradition of Luxembourg's trade unions. He highlighted the interdependence of the world economy which had been further emphasised by the Chernobyl disaster and which underlined the vital role of organisations like the ITF.

The Prime Minister of Luxembourg Jacques Santer, referred to the international nature of the transport industries. He emphasised the importance of an integrated transport policy to the modern economy, and the need to take environmental considerations into account in transport planning. He told the delegates that politicians with responsibility for transport would need to take serious notice of the Congress's deliberations. Speeches of welcome were also given by Lydie Wurth Polfer on behalf of the City of Luxembourg, and by Jacques Poos, Deputy Prime Minister and Minister of Foreign Affairs. Underlining Luxembourg's role as a European centre, the delegates also heard a major policy speech by Stanley Clinton Davis, member of the Commission of the European Communities responsible for transport policy (reported elsewhere).

The opening session concluded with the Presidential address given by Fritz Prechtl. He referred to the arms race, to the finite supply of raw materials and to our inability to conquer unemployment and poverty. Conservative governments were trying to restrict the rights of trade unions at a time when they were more important than ever. Major problems in food production had to be overcome. In the ITF's sectors challenges such as privatisation and deregulation posed enormous problems of the trade union movement. Standing together, however, he concluded, we have no reason to fear for the future of the world or of the international trade union movement.

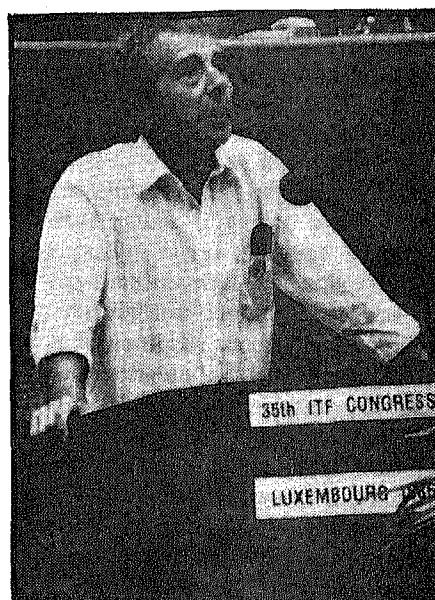
THREE HARD YEARS

The debate on the ITF Secretariat's Report on Activities was opened by General Secretary Harold Lewis. Affiliates had encountered increasing political and legal problems in carrying out solidarity action in support of colleagues in other countries during the last three years he pointed out, referring to the ITF's Sectional Activities as the "most practical" area of the International's work. Many unions still faced repression from dictatorships, but great developments in democracy had been made in countries such as Brazil, Argentina and the Philippines. "Things don't always get worse, sometimes they get better" he said. "At the end of the day, we must remember, there is some hope".

A long debate on the Report followed in which 27 speakers from all regions of the world participated. Speakers referred to a wide range of topics including the arms race, union organisation in developing countries, the success of the ITF's regional education programmes. A number of delegates took the opportunity to express their appreciation for solidarity action which other affiliates had taken during the period under review. Government attacks on trade union rights in a number of countries, including Japan and Fiji received special attention. Many delegates referred to the appalling situation in South Africa where the government continued to oppress workers. To resounding applause the two South African delegates to Congress called for tough and effective action by the international community against the apartheid system.

Risking imprisonment when he got back home Esau Rankholo of the Transport and Allied Workers' Union (TAWU) said sanctions were the only option open to the international community. He also called for the exposure of the international and multinational companies operating in the Republic and for direct action by transport workers to assist South African workers.

He was joined by his fellow South African Jane Barrett of the newly merged Transport and General Workers' Union (TGWU) who spoke of the effects of the emergency on her union which was currently unable to operate out of its own office. She denounced the supposed elimination of the pass laws as a complete sham. She spoke of the millions of black workers who were being stripped of their right to live



Harold Lewis

elsewhere than in the hated bantustans where conditions were harsh, with trade unions often banned and labour laws not in force. Her union was fighting through its membership of the new trade union centre COSATU for a living wage and was aware that the trade union struggle must go hand in hand with the struggle in the townships and the schools for a decent education and conditions of life for the black majority population.

DAVIS: EC NEEDS TRANSPORT POLICY

Stanley Clinton Davis, former shipping minister in the British Labour government and now European Commissioner responsible for transport referred to the ITF's distinguished history in fighting for economic justice, as well as its proud record in combatting totalitarianism, racism and all forms of discrimination. Stressing the European Commission's recognition of the importance of transport, he criticised the Community governments for not adopting an integrated transport policy.

Pointing out that the big companies were very effective in lobbying for their interests, Clinton Davis stressed that the trade unions' voice must also be heard. In the field of road transport Clinton Davis expressed the Commission's strong disagreement with the Council of Ministers' action on drivers' hours regulations. The "compromise" which had been reached against the advice of

the Commission, the trade unions, the European Parliament and its Economic and Social Committee was, he believed a 'dog's breakfast' which would not serve drivers well.

Turning to the Railways he pledged the Commission's support for improving their financial position, defining the responsibilities of governments to support them, and developing a high speed network within the Community. He questioned, however, whether governments shared the Commission's belief that railways had a great future.

On Civil Aviation he stressed the Commission was not interested in introducing US style deregulation. It was, however, concerned to give more ordinary people the chance to fly safely at reasonable cost, and had initiated action against European airlines with this in mind.

On Shipping, he recognised the great damage already done to seafarers by the recession in the industry. The Commission's original memorandum on maritime policy was one which he had found unacceptable and he had attempted to alter it. New challenges to the Community's fleet not covered in that document also had to be faced up to. Referring to recent decisions by Community countries to set up offshore flags he committed himself to ensuring:

- a genuine link between the country of registration and the shipowner;
- proper application of international standards including ILO Convention 147;
- an adequate inspectorate in the country of registration; similar certification and manning requirements as exist in member states; and
- the recognition of bona fide trade unions by employers and consultation with the unions on maritime policy matters.

The Modern Challenge

A novel feature of the Congress agenda was a special debate on the key problems facing transport workers and their trade unions today. The debate was aided by a discussion paper prepared by the ITF Secretariat which summarised the main areas of concern and made suggestions for action by the ITF and its affiliates. The 60 page document "Changes Facing Transport Workers" dealt with : unemployment and the debt crisis; trade union rights; deregulation and privatisation; labour 'flexibility'; new technologies; peace and disarmament; and changes facing the transport industries.

The debate was opened by the author of the report ITF research secretary David Cockcroft. While ITF affiliates had been subjected to constant change throughout the Federation's long history, he said, today most of the changes with which we were confronted were negative. Trade unions were seen by the new generation of conservative governments as "obstacles to efficiency not partners in progress". The economic crisis was being used as an deliberate tool to weaken the trade union movement. Trade unionists were not

opposed to change, he stressed, but they did insist that when changes took place they should be made with the consent of working people and in a direction which improved their employment prospects and working conditions.

A lively debate followed in which 15 speakers commented in detail on the report and on their own national experiences. They emphasised that mass unemployment and the debt crisis in developing countries were of concern to all workers worldwide. The effects of computer technology in sectors such as

road transport were only beginning to be seen and would transform the way in which goods were transported. Trade union rights were under attack worldwide and greater international solidarity was needed to combat this trend. Serious concern was expressed at deregulation and privatisation which were affecting virtually every transport sector. The phenomenon was not only threatening industrialised countries but was being enthusiastically adopted in countries such as Nigeria and Ghana. Many delegates also stressed the importance of the ITF expanding its publications and information programme as well as its regional activities so as to inform and equip unions to deal with the challenges identified in the document.

The document is currently being revised in the light of the comments made during the Congress and will shortly be made available to all affiliates as an ITF publication.

Resolutions: Jobs, Deregulation Chile, Chernobyl, Japan

The 'Changes Facing' debate concluded with discussion and adoption of eight resolutions which had a direct bearing on the issues raised in the document. The resolution on **FULL EMPLOYMENT AND JOB SECURITY** demanded more infrastructure investment to boost jobs particularly in the transport field. On **SHORTER WORKING TIME** the Congress called for intensified action to reduce the working week both as a means to humanise work and as an essential contribution to the fight against unemployment. On **HUMAN AND TRADE UNION RIGHTS** and **INTERNATIONAL SOLIDARITY** the Congress called for full observance of recognised union rights and reaffirmed its commitment to international solidarity particularly in support of a new world economic order.

On **PEACE AND DISARMAMENT** the ITF Congress called for a ban on the development of new nuclear and space weapons as well as on the manufacture and stockpiling of biological and chemical weapons. Two resolutions on **RATIONALISATION AND NEW TECHNOLOGIES** spelt out in detail the dangers posed by an uncontrolled use by employers of new technologies and called for effective legislative, collective bargaining and trade union organisation measures to overcome them. On **PRIVATISATION** the Congress declared its firm opposition to the

privatisation of public transport.

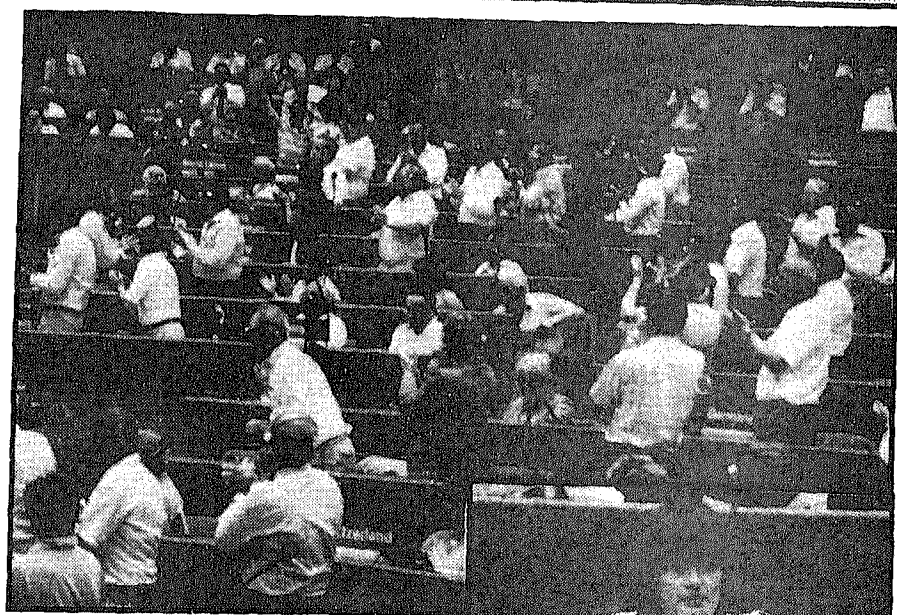
Three other resolutions were discussed by the Plenary Session. One on the **TRANSPORT OF NUCLEAR WASTE**, called for the end of dumping such waste at sea and for full information on hazards to be given to transport workers about radioactive loads; one on **EUROPEAN TRANSPORT POLICY** called for an urgent ITF enquiry into attempts to liberalise European transport by 1992; and one on **PROTECTION OF THE ENVIRONMENT** called for the increased development of energy efficient and non polluting transport modes such as buses, trains and inland waterway vessels.

Three emergency resolutions dealing with recent events were accepted for debate and adopted by the Congress. They dealt with **JAPAN NATIONAL RAILWAYS** and the refusal of the government and management to meet an ITF delegation scheduled for July; with **NUCLEAR POWER POLICY** in the light of the Chernobyl disaster (calling for an end to dependence on nuclear energy); and with the situation in **CHILE**. The Chile resolution, moved by Chilean Maritime Union president Eduard Rios took note of the recent renewed repression by the military dictatorship of General Pinochet and pledged the ITF's full support for all action within and outside Chile which contributes to the end of the regime.

UNITED AGAINST APARTHEID

Two Motions which had been submitted on *SOUTH AFRICA* were withdrawn in favour of a special declaration submitted to Congress by the ITF's Executive Board. Drawn up in consultation with the representatives of the ITF's South African affiliates, the declaration underlines the ITF's full support for those affiliates, calls for ITF unions to take action against South African interests "by all means available to them", calls on affiliates to campaign vigorously for the imposition of immediate and effective sanctions against the South African regime, and requires affiliates to ensure, if necessary by industrial action, that the international embargoes on the export of oil and arms to South Africa are rigidly observed and that the embargoes are extended generally to South African cargoes and trade.

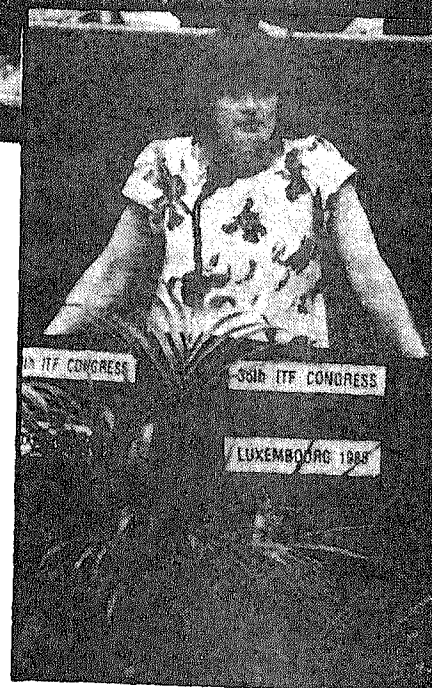
During the debate on the Declaration which was adopted unanimously by the Congress delegates, Jane Barrett (TGWU) expressed her appreciation for the support shown by delegates to her and to Esau Rankholo of TAWU. She referred to recent press coverage in the western media of violence in South Africa as "black on black violence" and asked whether the action taken by the French resistance during the 2nd World War had been "white against white violence". She stressed that the trade unions were doing everything in their power to prevent the spread of violence, and informed delegates that white workers



In a display of solidarity with their South African colleagues, delegates gave a standing ovation at the end of the Declaration debate. Inset: Jane Barrett, Gen. Sec. of TGWU, South Africa.

were now beginning to join the independent non racial trade unions. Following the Congress the ITF General Secretary circulated this statement to all affiliates and asked them to take every possible action to implement the measures called for in it.

Resolutions of a purely sectional nature were referred to the relevant Section Conferences (see reports elsewhere in this edition).



ICFTU CHIEF REPORTS ON MISSION

The first full session of the Congress took place in the afternoon of July 31. As well as a number of formal business items this session heard addresses from John Vanderveken, General Secretary of the International Confederation of Free Trade Unions (ICFTU), and from Amal Mukherjee, Chief of the Workers' Relations Branch of the International Labour Office (ILO).

Vanderveken's speech, as well as acknowledging the key role which the ITF plays in the international trade union movement, dealt extensively with the situation in South Africa, to which he had just led a top level ICFTU mission. "We went to show our solidarity with our

brothers and sisters detained in South African jails" he said "and we saw a society on the road to an unmitigated disaster that can only be averted by fundamental change". He produced firm evidence of police torture of trade union detainees, brandishing a set of photographs of the 'physical evidence' that the delegation had brought back.

Vanderveken emphasised the key role played by the independent black trade unions in South Africa who represented "an indispensable force for real, peaceful change". Despite the hardships which economic sanctions might cause to black workers, he stressed, "there is overwhelming evidence that the victims of apartheid are willing to endure more to see a transformation of their lives. They are the casualties of the system and they have the right to prescribe the remedy" he concluded.

8 SECTIONS IN 3 DAYS

The **RAILWAYMEN's** conference discussed the effects of new technology in the railways and approved a work programme which concentrated on further campaigns to promote the railways as well as ways of improving contacts between railwaymen in the different continents. The section said goodbye to Piet Potums, from the Belgian Public Service Union who retired as section chairman and elected Hans Schmölz (Austrian Railwaymen's Union) as Chairman and U Purohit (All India Railwaymen's Federation) as Vice-Chairman.

The **ROAD TRANSPORT** conference concentrated on problems relating to drivers' working conditions and working hours. A motion referred to the section dealing with **SAFETY AND HEALTH** in road transport was adopted and a statement was agreed which rejected liberalisation or deregulation of road transport and called for coordination and cooperation between different transport modes. The conference expressed its appreciation to retiring chairman Kurt Haussig (ÖTV, Germany) and elected J Grönberg (STF, Sweden) as Chairman and J Ashwell (TGWU, Great Britain) as Vice-Chairman.

The **INLAND NAVIGATION** section heard a report of a major industrial dispute which had occurred amongst inland navigation workers in Bangladesh and criticised the lack of importance given to this industry at national and international levels. It also called for the inclusion of inland navigation in a Congress resolution on Transport Policy and the Environment. A Geeraerts (BTB Belgium) was elected Chairman and W Darmstädter (HTV, Austria) Vice-Chairman of the section.

The **CIVIL AVIATION** conference condemned the refusal of the ILO to convene a tripartite meeting on civil aviation problems; demanded that the ITF be given full consultative status with the International Civil Aviation Organisation (ICAO); condemned the repressive actions recently taken by the Greek government against striking flight engineers and pilots; and declared its solidarity with groups of civil aviation workers in Peru, Greece and India. Motions referred to and adopted by the Conference included one on **BOMB THREATS AT AIRPORTS**, two dealing with opposition to **AIRLINE**

DEREGULATION; and one on **FLIGHT SAFETY AND OCCUPATIONAL SAFETY**. Bill Scheri (IAM, United States) was elected Chairman, and Mick Martin (TGWU, Great Britain) Vice-Chairman of the Section.

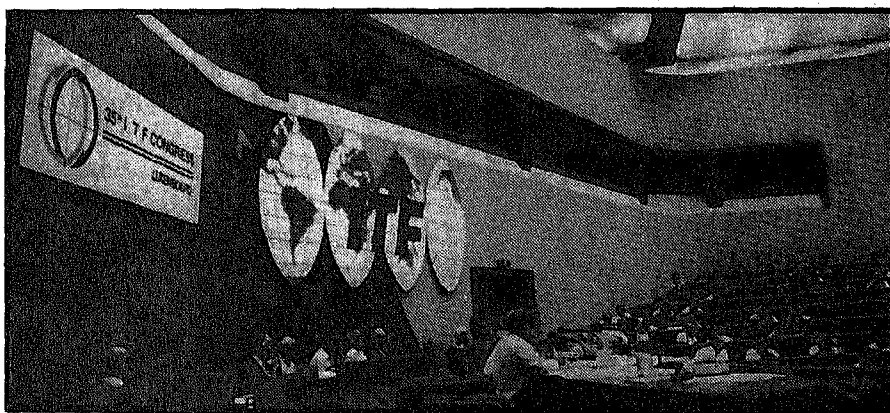
The **TRAVEL BUREAU** section adopted a work programme dealing with the tourism industry which emphasised the importance of developing contacts with the World Tourism Organisation (WTO) and other ITS's organising in the non-transport sectors. Lars Hellman (HTF, Sweden) was re-elected Chairman and Bert Lyons (TSSA, Great Britain) Vice-Chairman.

The **DOCKERS** section discussed the possible revision of ILO instruments dealing with the social protection of dockworkers, and agreed to work on a common ITF definition of dock work and dockworker. A motion dealing with **EMPLOYMENT OPPORTUNITIES FOR DOCKWORKERS** in Latin America was adopted with the addition

was re-elected chairman and J Skrede (Norway) Vice-Chairman.

The **SEAFARERS'** section adopted motions referred to it on **TERRORISM, MANNING LEVELS**, and **PRIVATISATION**. Motions referred to it by the Seafarers' Conference in Venice in March this year were also discussed. Two (one on Greek bilateral crewing deals and one on wage differentials) were rejected. One on the new satellite distress system FGMDSS was adopted. The conference adopted a work programme and re-elected K Mols Sørensen (Denmark) as Chairman and S Wall (United States) as Vice Chairman.

The **JOINT SEAFARERS' AND DOCKERS'** conference agreed not to add the Isle of Man to the ITF's list of Flags of Convenience. The question of cheating by Korean Manning Agents, referred by the June Fair Practices Committee was discussed at length in the light of new proposals from the Korean government for overseeing

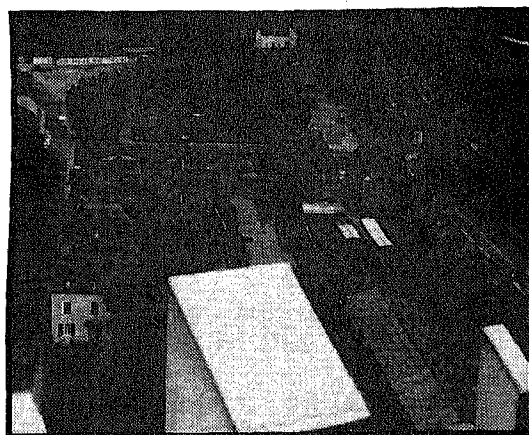


of a paragraph on Chile. A work programme for the section was adopted and it was agreed that a dockers' meeting would be held annually in future in conjunction with the Fair Practices Committee. John Connolly (TGWU, Great Britain) was re-elected as Section Chairman and Tas Bull (WWF, Australia) as Vice-Chairman.

The **FISHERMEN's** section confirmed the importance of including fishermen in proposed new maritime instruments under discussion at the ILO. It emphasised the importance of strengthening ITF regional activities for fishermen, and adopted a statement on the effects of marine pollution on fishermen. O Jacobsen (Farøe Islands)

agreements applying to Korean seafarers. The conference agreed to send an ITF delegation to Korea in the near future to assess progress. The wage rates on the ITF collective agreement, last fixed in 1983, would, the meeting agreed, be uprated from 1 January next year taking account movements in wages and prices in the ownership countries as well as currency fluctuations.

The conference adopted a work programme, and elected the Fair Practices Committee (FPC) which is composed of seafarers' and dockers' representatives, for the period until the next Congress. The chairmen of the Seafarers' and Dockers' Sections continue to act as Co-chairmen of the FPC.



Luxembourg – host country

The final session

The final session of Congress began with the presentation by the ITF President of Gold Badges to five of the ITF's oldest and most valued friends. They were: **Siegfried Merten**, formerly Vice President of the German Transport and Public Service Workers' Union (OeTV) who had served as an ITF Vice President until the Madrid Congress; two outgoing Section Chairmen, **Piet Potums** (recently retired President of the railwaymen's section of the Belgian Public Service Workers' Union) - of the railwaymen's - and **Kurt Haussig** (German Transport and Public Service Workers' Union) - of the road transport workers. **Bill Gill**, President emeritus of the US Flight Engineers' International Association, was also honoured for his services over many years as Civil Aviation Section Chairman until his retirement from office last autumn. **Kevin Murphy**, retired General Secretary of the British Radio and Electronic Officers' Union (now merged into NUMAST) was similarly honoured both for his work on behalf of the ITF on radio officers' questions. ITF General Secretary **Harold Lewis** was the last to be presented with his badge in recognition of the skill with which has guided the ITF and its affairs since his election in Dublin nine years ago.



FRITZ PRECHTL



It was Harold Lewis who fittingly made the presentation on behalf of the ITF and its affiliates to **Fritz Prechtel**, a long and devoted servant of the International whose advice and counsel will be sorely missed.

See you in 1990

One of the key decisions taken by Congress was to change the interval at which it meets from three to four years. This will give the ITF more time between Congresses for a fuller programme of sectional and regional meetings. Other amendments to the ITF Constitution take care of the situation should an ITF President, Vice President or Section officer leave office in the interval between two Congresses. Congress also agreed a phased increase in affiliation fees designed to improve the ITF's financial situation.

THANK YOU FNCTTFEL !

The great success of the ITF's 35th Congress was largely due to the meticulous preparation beforehand and hard work during it put in by the officials and members of the ITF's Luxembourg affiliate the FNCTTFEL (Luxembourg Federation of Railwaymen, Transport Workers, Civil Servants and Salaried Employees). This was the theme of a letter sent following the Congress by the ITF General Secretary to the union's President Josy Konz, General Secretary René Bleser, and Assistant General Secretary Guy Greivelding.

In the letter, Harold Lewis expressed the deep thanks of all Congress participants for the FNCTTFEL's work. "We will never forget the efficiency, hospitality, and great camaraderie that characterized everything you did for us" he stressed. The fact that the hard work which went on behind the scenes had to be done in addition to normal duties made it all the more remarkable that everything should have gone without the slightest hitch.

He concluded by asking that his letter should be published in the union's newspaper so that all those who contributed to the Congress's success could read it.

NEW EXECUTIVE BOARD

The new Board elected at Congress which will look after the affairs of the ITF until Congress next meets in 1990 is made up of the following members:

H Schmölz
E Baudet
Y Lequoy
E Haar
E Eulen
J Knapp
W Morris
L Mancini
A D Drenth
H Aasarød
V Sanchez
A Karlsson

J K Abam
A J Mhungu

T Kubo
G Oca
King, Dye-Shain
T I Bull

L Etchezar
C Villarreal
O Coutinho

J Hunter
R C Smith
T W Gleason
J F Otero
J F Peterpaul

Austria
Belgium
France
Germany
Germany
Great Britain
Great Britain
Italy
Netherlands
Norway
Spain
Sweden

Nigeria
Zimbabwe

Japan
Philippines
Taiwan
Australia

Argentina
Panama
Brazil

Canada
Canada
USA
USA
USA

VITAL STATISTICS

*There were
373 delegates
at the 35th
ITF Congress,
with 182
advisers,
and 28 guests
from 232
unions
in 63
countries.*