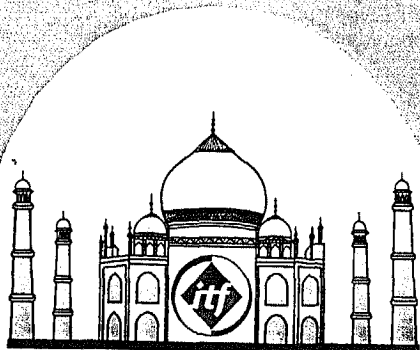
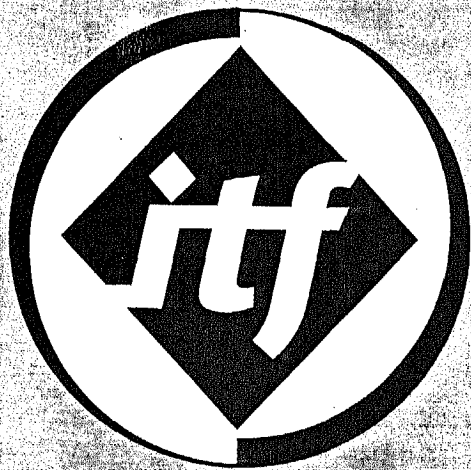


ITF CONGRESS

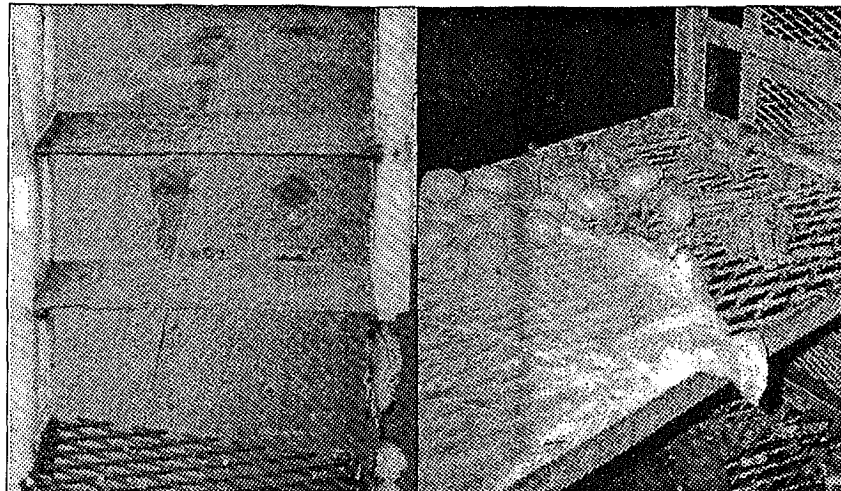
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rusting bridge stairs and rotting food in a galley pantry, scenes typical of the unsafe and degrading conditions which seafarers have to endure on many flag of convenience ships. Now the ITF's campaign against FOCs is to be extended to cover all sub-standard shipping.

JOINT SEAFARERS' AND DOCKERS' SECTIONS MEETING

Taking the flag of convenience campaign into the next century

The ITF's high profile campaign against flags of convenience (FOCs) was given fresh impetus yesterday when delegates at the Joint Seafarers' and Dockers' Sections Meeting approved the "Delhi Policy", a statement redefining the aims, tactics and procedures of the ITF campaign.

For the first time there is the prospect that non-FOC sub-standard ships will be included in the campaign, which involves negotiating acceptable wage agreements with shipowners or else targeting their vessels for boycott or strike action.

The new policy is the outcome of an 18-month review, under the heading "From Oslo to Delhi", marking the 50th anniversary of the launch of the campaign at the ITF's Oslo Congress in 1948.

After the meeting, General Secretary David Cockroft hailed the decision as the basis for pursuing the campaign well into the next century. "The outcome of our review is a flexible policy which takes account of the changing nature of world shipping."

He added: "We must accept that ships on some national registers are worse, in terms of crew pay and physical conditions, than the better managed FOC ships. The Delhi Policy will enable us to target those vessels and to avoid being accused of any inconsistencies in our campaign on behalf of the world's seafarers."

The "From Oslo to Delhi" statement also envisages the growing use of tactics other than industrial action to promote the campaign, for

Record-breaking excursion to Agra

Sunday's outing to Agra broke records as well as winning the gratitude of all those who went for the welcome provided by the All India Railwaymen's Federation (AIRF).

All 850 seats on the specially-chartered ITF train from Delhi were taken, an additional 214 people took the scheduled express service, and more than 80 others travelled on the four overspill coaches laid on for those who did not have seats.

The ITF excursion was not only the biggest at any Congress, it was also the largest party to visit Agra in the past five years.

A fleet of 40 buses transported the 1,150 Congress participants and visitors to the Taj Mahal, where garlanded AIRF members greeted them with fire-crackers and chants, then on to the Mughal Sheraton Hotel for lunch and afterwards to Agra Fort.

NOTICE BOARD

End of Congress rally

The ITF's Indian affiliates are inviting all Congress participants and visitors to attend a rally on Thursday afternoon to mark the close of Congress. A fleet of buses will leave the Conference Centre at 3pm on Thursday (5 November) and arrive at the Talkatora Stadium in time for the start of the rally at 3.30pm which is expected to finish by 5pm.

Souvenir stall

Congress souvenirs, including T-shirts, towels and sarongs, are on sale near the briefcase area in the foyer outside the Plenary Hall.

Publications

Make sure that you regularly visit the publications area near the briefcase desk in the main foyer of the Conference Centre. Free ITF publications are on display there, with new material being added daily. Please note that copies of ITF Congress News are available at the Information Desk.

Congress Dinner

The official Congress Dinner, to which all Congress participants are invited, will be held at 8pm today at the Hotel Taj Mahal, 1 Mansingh Road, New Delhi. Buses will collect all guests from the Congress hotels at 7.30pm or 7.45pm (Le Meridien and Kanishka/Ashok Yatri/Janpath).

Press briefing

A press briefing is being held daily during Congress at 5pm in Room 314. All trade union journalists are invited to attend.

CONGRESS NEWS

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The Delhi Policy: Statement of objectives

Extract from the policy document "From Oslo to Delhi" adopted at yesterday's Joint Seafarers' and Dockers' Sections' meeting, which redefines the objectives and strategy of the ITF campaign against flags of convenience

The ITF opposes the FOC system as a subterfuge and believes that there should be a "genuine link" between the flag a vessel flies and the place where it is beneficially owned and controlled. As a general rule FOC registers fail to enforce minimum social standards and/or trade union rights for seafarers and have demonstrated both an unwillingness and an inability to abide by international standards. Such standards include international safety standards, international maritime labour standards and human and trade union rights. There is as a consequence, a lack of social control over vessels on such registers as exercised by democratic and independent trade unions.

FOCs enable shipowners to minimise their operational costs by, among other things, tax avoidance, transfer pricing, trade union avoidance, recruitment of non-domiciled seafarers and passport holders on very low wage rates, non-payment of welfare and social security contributions for their crews and avoidance of strictly applied safety and environmental standards. As a result, flag of convenience registers enjoy a competitive advantage over those bona fide national registers which operate with high running costs and are subject to laws and regulations of properly established maritime administrations in the flag state.

The ITF believes that the consequences of FOCs are manifest in the industry where they have been used to secure short-term competitive advantages with the result that freight rates are being depressed, crews are too cheap and under qualified, ship maintenance is avoided, the ships are too old and shipowners are unable to secure sufficient income to invest in newer vessels.

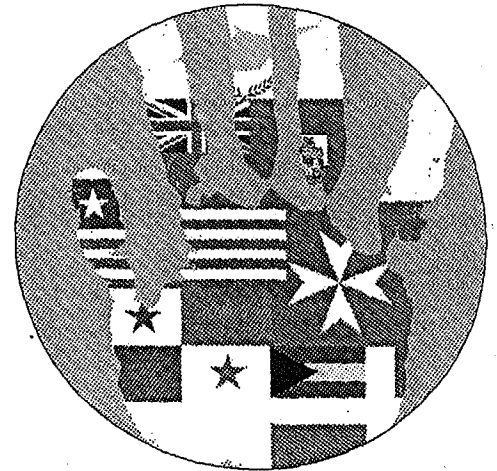
The ITF believes that FOCs amount to unfair competition. Crews are selected on the basis of cost rather than quality and the employment is of a casual nature and little consideration is therefore given to the long-term sustainable needs of the

industry and society as a whole.

The ITF is against the discrimination and abuse of seafarers and believes that the use of FOC registers facilitates direct exploitation and enables owners to pay and to treat seafarers as they see fit. The balance of power is unequal.

In view of the above, the ITF wages a campaign against FOCs and sub-standard shipping with the following objectives:

- The elimination of the FOC system and the establishment of a regulatory framework for the shipping industry based on the concept of a genuine link between the flag a ship flies and the place where it is beneficially owned and controlled;
- To attack sub-standard shipping and seek ITF acceptable standards on all ships irrespective of flag, using all the political, industrial and legal means at the ITF's disposal;
- To protect and enhance the conditions of employment of maritime workers and to ensure that all maritime workers regardless of colour, nationality, sex, race or creed are protected from exploitation by their employers and those acting on their behalf; and
- To individually strengthen affiliated unions, in all organisational aspects, so as to ensure the



provision and delivery of a greater degree of solidarity in waging the campaign.

In order to pursue the campaign the ITF operates on two fronts. Politically, it lobbies governments and intergovernmental organisations to raise standards generally and with a view to persuading them to strengthen the link between the flag a ship flies and the nationality of the beneficial owners and those who control the vessels and exposing the record of FOCs with regard to the ratification and enforcement of international standards. Practically, it co-ordinates industrial action on a worldwide basis with the aim of securing acceptable minimum wages and working conditions for seafarers employed on board FOC and other sub-standard vessels.

example peaceful protests at sea using inflatable boats in order to attract public and media attention.

In addition, the definition of a flag of convenience has been refined to introduce the concept of "control" when establishing whether a ship has a link between its flag and its country of ownership or management.

The "From Oslo to Delhi" report won unanimous approval at yesterday's meeting, with seafarers' and dockers' delegates voicing support for it.

Kauko Lehikoinen of the Finnish AKT union said that dockers welcomed the decision to ask seafarers to assist dockers in their efforts to protect cargo-handling rights as part of the overall campaign.

From the Greek Pan-Hellenic Seamen's Confederation, Agis Tselentis welcomed the report as a balanced document which took account of all interests – those of unions both in shipowning and labour-supplying countries.

"From Oslo to Delhi" acknowledges that the ITF campaign has failed in one of its fundamental objectives: to drive ships back to their national flags. But the fact that, out of 18,000 or more FOC ships, about 30 per cent are covered by ITF-approved agreements – benefiting up to 90,000 seafarers – is highlighted as a remarkable achievement.

URBAN TRANSPORT COMMITTEE MEETING

Promoting public transport's vital social and economic role

Affiliates should exchange more information on their experiences of privatisation and deregulation. Greater attention should be paid to multinational operators and companies from other industries moving in on public transport systems. And greater awareness among unions themselves of the vital role that public transport systems contribute to society and the economy should be fostered.

These were some of the key conclusions of a well-attended Urban Transport Committee meeting held yesterday, which brought together ITF rail and road transport affiliates.

As well as calling for action within and between unions, some of the wider environmental and social consequences of transport modes were considered. Delegates called for alliances with environmental groups to promote public transport as the "greenest" way to travel and for co-

Taking the flag of convenience campaign into the next century

operation with workers in the automobile industry to discuss the damage that poorly maintained cars are doing to the environment.

The problem of violence on buses and trains which deters people from using public transport systems was also raised, and requests were made for the impact of excessive working hours and workers leaving the industry before their retirement age to be investigated.

Several delegates raised issues relating to the taxi industry, which is often overlooked when urban transport planning decisions are made. They argued that taxi workers must not be left to become second class public transport workers doing unsociable hours and called for the organisation of all taxi workers, including auto-rickshaw workers.

Many delegates participated in a lively discussion of the main Congress document, "Mobilising Solidarity". The meeting noted that international solidarity should be an integral part of trade union activity and that while co-operation between national leaders was essential, more worker-to-worker contact should be promoted, something that the Urban Transport Committee should encourage.

TOURISM SERVICES SECTION CONFERENCE

International co-operation points way forward

Tourism is a vast and expanding industry which is of major importance to the economies of many countries, the Tourism Services Section Conference was reminded yesterday. Yet the industry has only a small proportion of its workers unionised. It employs a large number of women workers in low paid jobs and poor conditions. At the same time there are significant structural changes taking place, with huge transnational travel companies emerging.

The industry spreads across a wide range of different activities, from travel bureau workers and tour guides to hotel and restaurant workers, whose unions are affiliated to different international secretariats. This has led to a programme of co-operation between three union internationals: the ITF, the IUF (hotel and catering workers) and FIET (clerical workers).

Section chair Richard Rosser (Great Britain) noted that co-operation had significantly increased the effectiveness of international work in the interests of tourism workers. This was particularly the case at European level where the

'Delegates called for alliances with environmental groups to promote public transport as the 'greenest' way to travel.'

International co-operation points way forward



Juan Carlos Pucci (Argentina) elected as one of the Inland Navigation Section Vice-Chairs.

Election results

The following candidates were elected yesterday (2 November):

Inland Navigation Section

- Chair: Alfons Geeraerts (Belgium)
- Vice-chairs: Juan Carlos Pucci (Argentina), Mohamed Haneef (India)
- Women's representative: Juliet Ashibougwu (Nigeria)

Tourism Services Section

- Chair: Richard Rosser (Great Britain)
- Vice-chair: Yutaka Kasahara (Japan)
- Women's representative: Harriet Yeo (Great Britain)

Urban Transport Committee

- Chair: Anders Westin (Sweden)
- Vice-chairs: G Grievelding (Luxembourg), Persio Duarte (Paraguay).

The women's representative for the Dockers' Section, whose name was omitted from the results in yesterday's issue is Myriam Chaffart (Belgium).

three internationals and their regional structures have pooled resources to pay for an office and a co-ordinator for a joint body called the European Tourism Trade Union Co-ordinating Committee based in Brussels. The three internationals also held a joint conference in the Asia/Pacific region.

Welcoming this programme of co-operation, the conference also targeted a number of issues for future work, including a focus on the situation of women workers and the impact of technological change and outsourcing, particularly for travel agencies and reservations centres.

Richard Rosser reported to the meeting that a joint survey conducted by his union, TSSA, and a UK-based travel trade magazine had found that 50 per cent of travel agency staff are aged under 26, 80 per cent are women, and 66 per cent work overtime, often unpaid.

INLAND NAVIGATION SECTION CONFERENCE

Time to promote this pollution-free transport

The worldwide development of inland navigation as a cheap, pollution-free method of transport should be promoted by the ITF as much as possible, argued delegates attending yesterday's Inland Navigation Section Conference.

Encouraging developments were reported by Mohamed Haneef (India), who told colleagues that the Indian government had established a separate ministry for waterways, indicating the importance placed on inland navigation in his country, while Ricardo Ponzi (Brazil) reported there was considerable growth in the use of inland waterways in Brazil, with some areas seeing an increase of over 300 per cent in four years.

Although inland navigation workers faced mounting problems, with crews and flags of convenience on the increase, and concerns, particularly in Europe about crew levels being forced down to dangerous levels, section chair Alfons Geeraerts maintained that the Indian and Brazilian experiences suggested there were causes for optimism in the industry.

International Transport Workers Federation

Federación Internacional de Trabajadores del Transporte

Federazione Internazionale dei Trasporti e dei Trasporti

Internationella Transportarbefattningarnes Federationen

国際運輸労連

Internationale Transportarbeiters-Föderation

INTERNATIONAL TRANSPORT WORKERS FEDERATION

HEAD OFFICE

49/60 Borough Road, London SE1 1DS, United Kingdom
Tel: +44 (171) 403 2733
Fax: +44 (171) 357 7871
Telex: (051) 881397 ITF LDN G
Email: mail@itf.org.uk
Website: <http://www.itf.org.uk>

AFRICAN REGIONAL OFFICE

PO Box 66540, Nairobi, Kenya
Tel: +254 (2) 44 80 18
Fax: +254 (2) 44 80 20
Email: itf@nbnet.co.ke

ASIA/PACIFIC OFFICE

c/o Toko-Kaikan, 3-1-35 Shibaura, Minato-ku, Tokyo 108, Japan
Tel: +81 (3) 3798 2770
Fax: +81 (3) 3769 4471
Email: QWK11030@nifty.ne.jp
Website: <http://www.bekkoame.or.jp/~itfjp>

LATIN AMERICAN AND CARIBBEAN REGIONAL OFFICE

Avda. Presidente Vargas 446/603, 20085-900 Centro, Rio de Janeiro, Brazil
Tel: +55 (21) 233 2812/263 1965
Fax: +55 (21) 283 0314
Email: itforgbr@ax.apc.org

