

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

Motions and Amendments to the Constitution

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Motion 1: 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 affiliated 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.

Submitted by:

- **Nautilus International (NICH), Switzerland**
- **Nautilus International (NINL), Netherlands**
- **Czech Trade Union of Seafarers (CTUS), Czech Republic**
- **Fédération Générale des Transports et de l'Environnement – CFDT (FGTE-CFDT), France**

Motion 2: ITF Cooperation with Transport Trade Unions and their Associations in the CIS Region

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

1. Notes that the CIS region has become the important segment of the ITF work and its affiliates. It occupies the vast territory of the Eurasian continent with historical, economic and cultural ties and has high degree of economic and transport integration. The Russian language plays the important role in the interstate communication. The CIS region has large transport infrastructure, which employs more than 6 million people and has more than 80 trade unions.
2. States that:
 - an appropriate electoral group has been formed to be nominated to the governing bodies of the ITF;
 - the status of the Russian language has been upgraded in the framework of the ITF, providing simultaneous translation for all the events of the ITF and the ETF, Russian versions of all major documents (for railway section meetings, EB and Steering Committee meetings, Congresses, campaigns etc.);
 - the role and activities of the Russian Trade Union of Railwaymen and Transport Construction Workers of Russia (ROSPROFZHEL) have become defining in promoting ITF policy in the region and among transport trade unions. It is proved by the introduction of the Belarusian trade union of transport and communication workers to the ITF (230,000 declared members) in 2016 and the Kazakhstan sectoral trade union of railway, road, air and water transport workers (135,000 declared members). Generally, we can speak of the increase in the declared membership figures inside the CIS and Georgia electoral group.
 - the Cooperation Agreement between the International Transport Workers' Federation (ITF) and the International Trade Unions Confederation of Railway Workers and Transport Builders (ICTURWTB) (which invites post-Soviet countries) was signed and the ICTURWTB became the strategic ITF partner in the CIS region;
 - under the Cooperation Agreement, 12 joint activities (seminars, meetings, workshops) were held, and the ICTURWTB representatives were invited and participated in the ITF events;
3. Recognise the need to increase the number of seats in the ITF Executive Board to 2 people for the CIS and Georgia electoral group, taking into account the positive trend in declared membership numbers among ITF affiliates (inside the names group) up to 275,000 declared members and further growth prospects.
4. Continue the ITF cooperation with regional associations of transport trade unions, international transport unions' associations promoting the ITF policy and expanding its membership base in the region. We should identify areas, forms and methods of cooperation, initiating solidarity actions and implementing joint programs, particularly those educational-informational with of the ILO regional office for Europe's and Central Asia.
5. Develop a joint program for the affiliates (with organisational and methodical support of the ICTURWTB) of summer educations schools for personnel and trade union activists dedicated to the main streams of trade union activities and ITF policy.

6. Support struggle of post-soviet transport trade unions against further liberalisation and railways privatisation, fighting together for fair work, decent wages, social justice, labour safety, trade unions rights and freedoms.

Submitted by:

- **Trade Union of Railwaymen and Transport Construction Workers of Russia (ROSPROFZHEL), Russia**

Motion 3: Organising Informal Transport Workers

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

1. 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”.
2. 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).
3. 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.
4. 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.
5. 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.
6. 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.
7. Notes the essential importance of union sustainability and self-reliance through the regular, efficient and accountable collection and administration of union dues.
8. Calls on the ITF to:
 - Develop a long-term programme of support for union organisation among informal transport workers, building on the experience of the mentor unions and extending activities to include other countries and regions.

- 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').
- 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.

Submitted by:

- **Nepal Yatayat Mazdoor Sangh (NETWON), Nepal**
- **Independent Transport Workers Association of Nepal (ITWAN), Nepal**
- **Amalgamated Transport & General Workers Union (ATGWU), Uganda**
- **Public Transport Operators Union (PUTON), Kenya**
- **Matatu Workers Union (MWU), Kenya**
- **National Confederation of Transport Unions (NCTU), Philippines**
- **Shivsangram Taxi & Rickshaw Union (STRU), India**
- **Auto, Taxi, Private Transport Workers HMS Federation (ATPSTW HMS), India**

Motion 4: Equality & Unity among Affiliates

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

1. Observes that in a vast country with a huge population like India, with 38 affiliates of ITF operating, cooperation between affiliates is becoming practically impossible with a feeling that every affiliate is not being given equal opportunity and importance by the ITF.
2. Notes that the projects are allotted to some of the affiliates and other affiliates/sister unions are neither involved nor their views sought and are compelled to remain as mute spectators. Thus, discrimination and disparity has been disheartening to some ITF affiliates in India. Consequently the workers in smaller affiliates are unable to contribute and share their knowledge/experiences/issues they face at work spot with the ITF and sadly feel left out. It is ironical that most of the affiliates are not even aware of the projects that are being handled by a few affiliates in their country/region even though belonging to the same sector (for example NFIR of Indian Railways is not aware of the on-going ITF projects handled). Neither are the other unions heading various other sectors aware of the on-going ITF projects.
3. Further observes that elected regional representatives of ITF (Youth/Women) working on these projects are not involving the workers from other affiliate unions of ITF in the region/country, thus generating disappointment and disunity which is not a healthy sign as it adversely affects to the very fabric of trade unionism.
4. Proposes, in view of the above feelings of inequality prevailing amongst various affiliates belonging to various sectors, to form a National/Regional Body (recognized by ITF) with delegation leaders from all ITF affiliates in that region/country, though in India a National Coordinating Committee (NCC*) exists. This National/Regional Body must meet periodically and discuss the projects that are granted by ITF, London and distribute them judiciously and equally amongst all the affiliates in that country/region with due intimation to ITF, London. This would ensure equal active participation by all affiliates in a country/region bringing about greater UNITY. This would also ensure that every affiliate in a country/region is kept well informed about the progress of ITF projects.

(NCC does not monitor or discuss the on-going projects or finances for the projects).*

5. Further proposes that the progress of the projects and final report to be submitted to the regional offices of ITF, the National/Regional Body, and ITF, London simultaneously.
6. Further proposes a session to be dedicated at Congress once in every four years to discuss final reports and progress of the ongoing/completed projects and the impact of on-going/completed projects.
7. Asks for finances to be monitored as per following norms:
 - Every project must have a separate bank account and money deposited must be exclusively used for that particular project without any deviations and the bank accounts will be open for inspection/verification/audit by the National/Regional Body, representatives of ITF, London and ITF, regional office.

- Copy of the bank statement must be submitted every six months during review to the National Body, which in turn will submit the consolidated final accounts to ITF, London on yearly basis along with the appraisal of the progress in projects.
 - Funds will be strictly monitored and released by ITF, London only after being completely satisfied with the progress/reports of the project in a phased manner.
 - National/Regional Body and ITF, regional offices must ensure correct usage of funds and it is their responsibility to satisfy ITF London by submitting necessary proof of progress in the ongoing projects and obtain release of funds.
8. Believes this will lead to forging greater Cooperation, Transparency and Unity among the workers belonging to different affiliates and different sectors. Consequently workers belonging to a sector would understand the problems being faced by their fellow workers in other sector and stand as one single force in times of need and urgency.

Submitted by:

- **National Federation of Indian Railwaymen (NFIR), India**

Motion 5: Responsibility of existing ITF Affiliates to organize the Unorganized

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. Acknowledges the role of trade unions in safeguarding the interest of the working class against serious and consistent onslaughts by employers and governments, which seek to undermine and damage the collective power of trade unions;
3. 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;
4. Also aware that the numbers of such workforce on contracts without permanency is ever increasing on a regular basis;
5. Mindful of the fact that all types of labour need the protection of trade unions in some form or another;
6. Stresses the responsibility of existing affiliates of the ITF to come to the aid of such unorganized workforce with compassion and obligation at least in their own industry/sector;
7. Cautions that existing affiliates of the ITF who need to come out of their comfort zones in their own self-interest and give support to the unorganized workforce in their own industry/sector;
8. Resolves to call upon the existing ITF affiliates to share their experiences and also support the cause of the working men and women in the larger interest of the trade union survival and solidarity;
9. Further calls upon the ITF Secretariat to assist its affiliates to help them organise the unorganized.

Submitted by:

- **National Union of Seafarers of India (NUSI), India**

Supported by:

- **Pakistan Seamen's Union (PSU), Pakistan**
- **Maritime Union of India (MUI), India**

Motion 6: Identifying a National Point of Contact (NPOC) by the individual National Coordinating Committee of ITF Affiliates

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

1. Concerned by the actions of unscrupulous employers and governments to deny working women and men decent jobs with dignity;
2. Further concerned that this is a trend existing in almost every transport sector worldwide where even basic trade union rights are being denied to the working class under various pretexts, thereby directly undermining the very foundation of the trade unions;
3. Notes that government policies, labour laws etc. are being changed to suit the unscrupulous employers, which are detrimental to the interest of the workforce;
4. Recollects the motion adopted in the 43rd ITF Congress in Sofia regarding the establishing the National Co-ordinating Committees (NCC) of ITF affiliates in individual countries;
5. Appreciates the establishing of more NCCs by ITF affiliates which has resulted in the affiliates taking ownership of the ITF work programme, interacting amongst themselves, strengthening the individual unions;
6. Aware that the challenges faced by ITF affiliates are many a times similar in nature though in different countries;
7. Suggests and emphasises to the NCC to identify a person as a national point of contact (NPOC) who will liaise with another NPOC to exchange information, identify challenges, share experiences and disseminate the information at the national level;
8. Agrees that such a network will further strengthen the ITF and its affiliates in safeguarding the interests of the working class in the spirit of trade union solidarity;
9. Calls upon the ITF Secretariat to provide, through the regional offices, logistical support to such initiative when requested by the NCCs.

Submitted by:

- **National Union of Seafarers of India (NUSI), India**

Supported by:

- **Pakistan Seamen's Union (PSU), Pakistan**
- **Maritime Union of India (MUI), India**

Motion 7: 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. Fully supports every effort made to facilitate the visa regulations for seafarers' to join and to leave vessels in the ports located worldwide;
7. Urges all the affiliates concerned to consider and support implementation of a visa free option for the cases when a seafarer has the internationally accepted SID in line with the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185). The SID together with the valid Crew List should be enough to transit through the ports located worldwide.

Submitted by:

- **Seafarers' Union of Russia (SUR), Russia**

Supported by:

- **Norwegian Seafarers' Union (NSU), Norway**
- **Seafarers Union of Croatia (SUC), Croatia**
- **Pan Hellenic Seamen's Federation (PNO), Greece**
- **Lithuanian Seafarers Union (LSU), Lithuania**
- **National Union of Seafarers of India (NUSI), India**

Motion 8: 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.

Submitted by:

- **FNV, Netherlands**

Motion 9: Protecting Seafarers' Rights – Promoting global Solidarity – Ensuring effective Implementation of Mexico City Policy

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

1. Congratulates its affiliated unions on 70 years of Flag of Convenience (FOC) campaign;
2. Recalls and fully affirms the objectives of the FOC campaign, in particular:
 - to ensure a genuine link between the flag a vessel flies and the place where it is beneficially owned,
 - to seek improved working conditions, wages and protection of seafarers on all ships irrespective of flag,
 - to ensure that all seafarers, officers and ratings, regardless of colour nationality, sex, race or creed, are protected from exploitation by their employers and those acting on their behalf;
3. Fully affirms the ITF Mexico City Policy, as adopted on the 42nd ITF Congress in Mexico City 2010;
4. Calls for global solidarity between ITF affiliated unions worldwide; beneficial ownership and labour supply;
5. Strives to implement and protect the principles of the Mexico City Policy, where negotiation rights belong to the union in in the country of beneficial ownership;
6. Aims to strengthen and develop practice on bilateral relationships between beneficial ownership unions and labour supply unions;
7. Pledges to include labour supply unions that fully endorse the Mexico City Policy and its principles in the process of collective bargaining for seafarers;
8. Highlights concern about the shift of vessels covered with ITF FOC agreements to National Flag with agreements leading to less favourable conditions for seafarers;
9. Observing a growing number of “national flagged” vessels without a genuine link between the flag it flies and the country of beneficial ownership;
10. Calling upon the ITF Fair Practice Committee to:
 - Establish a working group to review the current national flag policy;

Time frame:
11. Objectives and Terms of reference (e.g. members, vetting procedure, definition for national flag):
 - Deliver a mechanism to assist in strengthening and developing practice on bilateral relationships between beneficial ownership unions and labour supply unions;
 - Establish procedures including firm and clear criteria for the ITF secretariat to identify the beneficial ownership of vessels.

Submitted by:

- **Norwegian Seafarers Union (NSU), Norway**

- **Seafarers' Union of Russia (SUR), Russia**
- **ver.di, Germany**
- **Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), Philippines**
- **Seafarers' International Union (SIU), USA**
- **All-Japan Seamen's Union (JSU), Japan**
- **Marine Transport Workers' Trade Union of Ukraine (MTWTU), Ukraine**
- **NMOA**
- **Latvian Seafarers' Union of Merchant Fleet (LSUMF), Latvia**

Members of the Global Maritime Alliance

Motion 10: 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.

Submitted by:

- **National Union of Rail, Maritime and Transport Workers (RMT), UK**

Motion 11: 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 in perpetuity.
5. Instructs the incoming Executive Board to campaign at governmental level for amendment of the ILO Maritime Labour Code to enshrine the principle of equal pay for equal work for seafarers.
6. Also instructs the incoming Executive Board to campaign at governmental level for amendment of the ILO Maritime Labour Code to impose a statutory limit on the tour of duty employers can require a seafarer to work.

Submitted by:

- **National Union of Rail, Maritime and Transport Workers (RMT), UK**

Motion 12: 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;
 - or adapting similar standards (like the ILO MLC) for the needs of the inland navigation workers.
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.

Submitted by:

- **Bangladesh Noujan Sramik Federation (BNSF), Bangladesh**

Motion 13: 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), North America's largest airline union, continues its campaign to organize Delta Flight Attendants, Fleet Service, Customer Service and Mechanic and Related employees;
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.

Submitted by:

- **International Association of Machinists and Aerospace Workers (IAM), USA**

Motion 14: CGT Motion to ITF Congress

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

1. As the leading and largest union in French maritime transport, the CGT for naval personnel and officers draws the attention of congress to the deregulation imposed on affiliates in France. In order to regularise this situation and to allow the rights of international seafarers to be protected to the maximum, the CGT calls on congress to support it in the following:
2. We demand that ITF management does not block the signing of contracts between shipowners and CGT ITF representatives pro-rata to the importance of our union.
3. We demand that when ITF contracts are re-signed, they should be shared with affiliated unions thereby allowing the contract to be signed in seafarers' interests.
4. We demand that the sums received by the unions following the signing of non-EU seafarers' contracts under second register flags should be placed in a joint pot so as to assist the unions to help seafarers mistreated by their employers and should no longer only be used for the operations of a particular union.
5. We demand that the advance notice of 48 hours that ITF inspectors are required to give to shipowners before any inspection should be eliminated because it allows shipowners the maximum opportunity to conceal instances of deregulation applied to seafarers before an inspection:

Document IBF MEMORANDUM OF AGREEMENT 14En0605Ibf2014MoaFinal.pdf:

"ITF Inspections except in cases where ITF Inspectors are requested to attend a vessel to deal with a specific seafarer complaint, they should, where possible, provide a minimum of 48 hours' notice of an intended inspection to IBF covered vessels."

6. We demand that the CGT ITF inspector should not suffer interruptions for fallacious reasons to the inspections that she conducts on non-compliant vessels and that she should be able to complete her work properly. Regrettably, we encounter this scenario too often, despite ITF management praising her work.

Submitted by:

- **Fédération des Officiers de la Marine Marchande UGICT CGT (FOMM UGICT CGT), France**
- **Fédération Nationale des Syndicats Maritimes CGT (FNSM-CGT), France**

Motion 15: Building Claims Convergence

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

1. For many years, workers' rights have been called into question by rail employers, national governments, the European Union and global institutions (IMF, WTO, etc.);
2. Their principal measures have taken the form of social dumping, an attack on the right to strike, the establishment of minimum services, the race to the bottom, contesting regulations and traffic safety, non-abidance by fundamental ILO conventions and the repression of unions;
3. To achieve this, they rely on making workers compete with one another, a task facilitated by their very diverse social, legal, regulatory and fiscal situations;
4. Major national disputes are conducted against these attacks. Yet despite the similarity of projects and union responses, very little convergence has been developed between different European countries;
5. One of the causes of this low level of convergence relates to our poor understanding of different national situations. Beyond our borders, we have limited means of economic and strategic analysis and we fall short in building joint claims;
6. In order to effectively combat social regression, Congress therefore resolves to equip the ITF with three new tools:
7. A) A tool for the rapid distribution of information about struggles ongoing in each country, reforms and claims lodged so that every member has access to a better understanding of actions worldwide.
8. B) In addition to its "occupational" working groups, each section shall be endowed with "horizontal" working groups covering:
 - Pay, its composition, its level compared to the minimum wage and average wage in each country, etc.
 - Working conditions, regulations on working time or work organisation in each country, etc.
 - Health and safety, and the regulatory protective measures that exist in each country, the institutions responsible for ensuring they are complied with, etc.
 - Social protection in relation to health, retirement, accidents at work, etc.
 - The protection of national industries;

These working groups will allow to share information about different national situations, an essential prerequisite to claims work so as to ensure specific convergence;

9. C) Coordination tools for each major transnational group based on European and Global Works Councils so as to better coordinate sectoral union activity within those groups in order to anticipate their strategies and promote social progress.

Submitted by:

- **Fédération CGT des Cheminots (CGT Cheminots), France**

Motion 16: 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.

Submitted by:

- **Seafarers' Union of Croatia (SUC), Croatia**

Supported by:

- **Pan-Hellenic Seamen's Federation (PNO), Greece**
- **Independent Union of Workers in Maritime Shipping Trade and Transport of Montenegro (IUWWST), Montenegro**
- **Federation of Transport, Petroleum & Agricultural Workers (FTPAW), Cyprus**
- **Federazione Italiana Transporti - CISL (FIT-CISL), Italy**

Motion 17: Promotion of bilateral Relationships through the Interaction of national Trade Unions with the Aim to represent the Interests of Trade Union Members

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

1. Recognising the provisions of the ILO's conventions on freedom of association and the protection of the right to organize, 1948 (C87) and the Maritime Labour Convention, 2006 (MLC);
2. Recalling the principles of ITF policies on encouraging solidarity and partnership between beneficial ownership unions and labour supply unions, in order to improve trade union representation and services to seafarers;
3. Aiming to strengthen and develop practice on bilateral relationships between beneficial ownership unions and labour supply unions;
4. Pledging to include labour supply unions that fully endorse the Mexico City Policy and its principles in the process of collective bargaining for seafarers;
5. Highlighting concern about the shift of vessels covered with ITF FOC agreements to National Flag with agreements leading to less favourable conditions for seafarers;
6. Acknowledges that the trade unions of labour supplying countries should work effectively for their members;
7. Calls on to implement the standards, set out in the ITF policies, which will allow affiliated trade unions in beneficial ownership countries and affiliates in all labour supplying countries to claim an equally active role in negotiating convenient flags and comparable bilateral relations for trade vessels under the national flag in world trade, so that seafarers from supplying countries continue to receive adequate protection and social benefits in the workplace and, in addition, in the place of residence, which is reasonable and fair in terms of the interests of seafarers;
8. Calls on to conclude bilateral agreements in order to promote joint work and create conditions for the efficient process of trade unions fee distribution;
9. Calls on to maintain a proper monitoring process and enforcement of bilateral arrangements already in force.

Submitted by:

- **The Marine Transport Workers' Trade Union of Ukraine (MTWTU), Ukraine**

Motion 18: 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.

Submitted by:

- **The Marine Transport Workers' Trade Union of Ukraine (MTWTU), Ukraine**

Motion 19: Establishing enduring Peace on the Korean Peninsula and across Northeast Asia, and supporting the Role of Transport Workers

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

1. Following the recent changes, we can now aspire to peace on the Korean Peninsula and across Northeast Asia. The recent North-South and North-US summits have ended an era of division and confrontation that has lasted for 70 years, and we are now taking a new path toward denuclearization of the Korean Peninsula and establishing enduring peace across Northeast Asia. The International Transport Federation recognizes that this positive change would not have been possible without the struggles of Japanese workers and people who neutralized the attempts of the Abe administration to block candlelight vigils and peace conferences of Korean workers and people, staving off the conservative authorities.
2. Much effort is still needed to achieve true peace.
3. As part of the process of denuclearization of the Korean Peninsula and establishing enduring peace, a peace accord must be concluded to end the Korean War, and it is essential to establish diplomatic relations and a non-aggression agreement that includes withdrawal of nuclear threats between the North and the US. In Northeast Asia, the Abe government must immediately cease all attempts to destroy the pacifist constitution and to rearm under the pretext of "the threat from North Korea".
4. Peace on the Korean Peninsula and across Northeast Asia, and the economic opening of North Korea, will usher in a new era of economic integration that will have a significant impact on workers. Transport workers, especially railway workers, can take a lead in responding to the opportunities and challenges of integration by building a common vision for peace on the Korean Peninsula, supported by the integrated railway system that runs through North Korea. On this railway system, it is essential to uphold the working conditions of workers as well as the rights of users to safe, convenient and affordable means of travel.
5. To this end, the ITF and its affiliates resolve as follows:
 - To aid and support the activities of Korean affiliates to achieve a peace accord and denuclearization of the Korean peninsula underpinned by removal of the US nuclear threat.
 - To aid and support the activities of Japanese affiliates opposing the Abe administration, which promotes destruction of the pacifist constitution and rearmament.
 - To aid and support exchanges between railway and transport workers of Northeast Asia and Eurasia in order to establish a common vision for a peaceful and equal society and for a safe, affordable, worker-friendly, integrated continental railway to support such a society.

Submitted by:

- **Korean Public Service and Transport Workers' Union (KPTU), Korea**
- **KPTU-Korean Railway Workers' Union (KRWU), Korea**
- **Japan Confederation of Railway Workers' Unions (JRU), Japan**

Motion 20: 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.

Submitted by:

- **Fédération Générale des Transports et de l'Environnement - CFDT (FGTE-CFDT), France**
- **ACV-Transcom/CSC-Transcom, Belgium**

Motion 21: On Cabotage

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

1. Acknowledging the political and industrial importance the ITF's Flag of Convenience (FOC) Campaign has had for the ITF, its affiliates and their members for the last 70 years.
2. Further Acknowledging the ITF's National Cabotage Policy that was adopted in 2008.
3. Recognising the unfair competition FOC and certain national flagged vessels create for national seafarers in national trade and especially the challenges seafarers from high cost countries face in maintaining job opportunities for national seafarers in national trade.
4. Reaffirming the ITF's commitment to improving the conditions of seafarers employed on FOC vessels.
5. Calling on the ITF to also reaffirm its commitment to support cabotage and the right of national seafarers to work in national trade on national conditions and ensure that the necessary resources are made available to assist and promote cabotage legislation.
6. Requesting that the 2008 National Cabotage Policy be reviewed and strengthened to better reflect today's challenges towards national seafarers in national trade and that the Fair Practices Committee be given the mandate to approve the revised policy.

Submitted by:

- **Seafarers' International Union of Canada (SIU Canada), Canada**

Supported by:

- **Norwegian Seafarers' Union (NSU), Norway**
- **Maritime Union of Australia (MUA), Australia**
- **Seafarers' International Union (SIU), USA**
- **National Union of Seafarers of India (NUSI), India**
- **Pan-Hellenic Seamen's Federation (PNO), Greece**
- **Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), Philippines**
- **Marine Transport Workers' Trade Union of Ukraine (MTWTU), Ukraine**
- **Nigeria Merchant Navy Officers' and Water Transport Senior Staff Association (NMNO/WTSSA), Nigeria**
- **Sindicato Nacional dos Oficiais da Marinha Mercante SINDMAR, Brazil**
- **Seafarers' Union of Russia (SUR), Russia**
- **Norsk Sjøoffisersforbund (NSOF), Norway**

Motion 22: 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.

Submitted by:

- **International Brotherhood of Teamsters, USA**

Motion 23: 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.

Submitted by:

- **Union des Syndicats UMT des Transports (UMT), Morocco**

Motion 24: Tugboats and Towboats

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

1. This 2018 Congress of the International Transport Workers Federation notes the global organisation of tugboat and towboat operators falls into three different sections, namely Seafaring, Inland Waters and Stevedoring.
2. Recent years have seen ongoing attacks against the conditions of tugboat and towboat workers internationally, with operators that are global in their operation. Furthermore, there has been an ongoing push with several operators to change the model of employment of tugboats away from the traditional “employee / employer” relationship, to instead engaging crews on a business partnership model, thus eroding the conditions that should ordinarily be enjoyed by crews and undermining basic principles of employment.
3. As part of developing the global organising in the tugboat and towboat sector and protecting rights of the crews, this 2018 ITF Congress resolves to establish a “tugboat and towboat taskforce” consistent with other task forces established within the ITF. The Tugboat and Towboat Taskforce would directly report into the respective section chairs, but organise on a global basis in the industry. This task force would be responsible for the global organisation of tugboats and towboats, as well as addressing industry challenges including crew modelling and dealing with advancements of technology in the sector.

Submitted by:

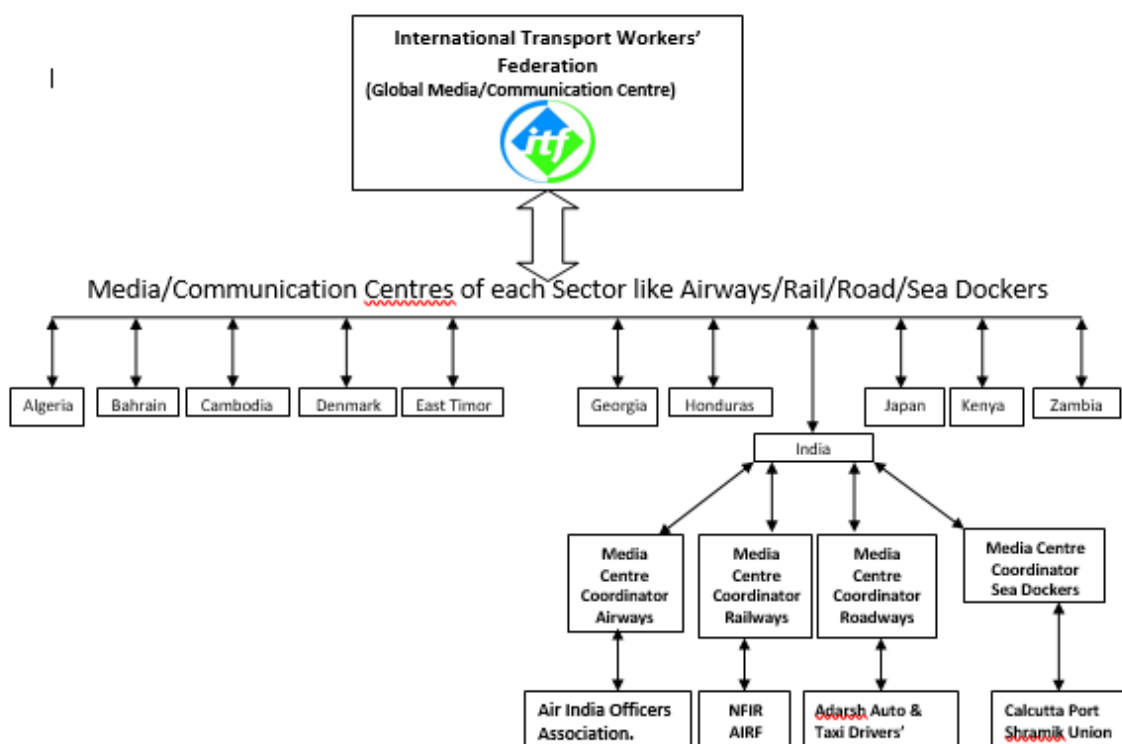
- **Maritime Union of Australia (MUA), Australia**

Motion 25: Strengthening Communication Networks

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

1. Recalls that the National Federation of Indian Railwaymen (NFIR) submitted a motion to the 43rd ITF Congress at Sofia, Bulgaria on the subject “Strong Communication Network Builds Strong Unions”, and the same figured in the Final Theme Document at page 26 under item 134f. The motion was withdrawn since ITF promised to “further develop communications strategies and systems that enable ITF unions to mobilise more quickly to implement solidarity actions and exert pressure on companies and governments, including the building of networks of union communication specialists”.
2. Notes that much still needs to be done “sector-wise” in the respective Section Conferences, subsequently making the building blocks (various sections) stronger. Thus we have appropriately modified and added newer points to introduce a revised fresh motion.
3. Acknowledges that technology has become a part and parcel of our day to day life, our day starts with checking our mobiles for missed calls, E-mails, SMS messages, news updates etc., viewing various social websites such as Twitter, Facebook and popular apps such as WhatsApp, Hike, etc., being accessible on a smart phone. Thus the whole world is accessible from a mobile in your pocket at a minimal cost (with data costs drastically cut down);
4. Acknowledges, at this juncture, that communication and transparency can build good relations between a leader & a worker, the union and its cadre, two unions in the same sector, and the union and employer, which directly means building healthy industrial relations. Now let us examine the question “How many Unions are making the best use of currently available technologies to communicate promptly to a worker at grass root level with total transparency and how many unions in any Sector are communicating/corresponding with each other to know the developments and wellbeing of other?”
5. Observes that most unions have a weak communication network leading to poor knowledge and lack of transparency in the working of unions.
6. Is mindful that most of the workers are not aware of union activities such as interactions/negotiations with the employer, benefits of active participation in a union etc. Thus most of the workers do not show an inclination to be aligned with a union and at times even fear of attracting the wrath of employers due to his/her association with the union.
7. Stresses the urgent need to set up a strong communication network in every union in any section, with an exclusive media/communication centre to be set up to coordinate and work in tandem with the ITF’s regional offices and the local unions for effective passage of information and transparent working. The exclusive media/communication centre in every union enables all communication and solidarity campaigns that ITF conducts to be effectively communicated to all workers in that region through its communication network in local languages, and in return reflects the strong voice of each section transport workers of ITF in a more effective manner.

8. Aims, through Communication Networks in different regions, to be able to fulfil the goals set in the ITF constitution such as –promote respect for trade union and human rights worldwide, to work for peace based on social justice and economic progress, help our affiliated unions defend the interests of their members, provide research and information services to our affiliates and provide general assistance to transport workers in difficulty. In brief we need to strengthen the intra & inter union communication along with the employee & the employer communication.
9. Proposes a Communication network as follows:



10. From the above graphical representation, the communication/information would flow in bi-directional manner from ITF's Global Media/Communication Centre to various countries Regional Communication Centres then in turn to various ITF Sectional affiliates in the respective countries and also between the affiliates and vice versa. Thus, also strengthening the cooperation between various ITF affiliates in a country to build a common platform to fight unitedly against the draconian policies of the governments against the workers.
11. Agrees that it would be the responsibility of the affiliates in different countries to broadcast using different optimal media (such as E-mails, SMS text & voice messages, Twitter, Facebook, WhatsApp etc.) of mass communication to all the workers in their jurisdiction. This will also help educate the workers to use different means of communication and cultivate an interest to work for the trade unions in general.
12. Calls upon the ITF to initiate steps to form an Exclusive Global Media/Communication Centre at ITF, London and all the Regional Offices of ITF followed by the nomination of Media/Communication Centre Coordinators in every union. NFIR Media Centre has adopted innovative methods/techniques such as building an E mail & mobile numbers database and communicating with the workers through

Emails & WhatsApp etc. As an ITF affiliate the NFIR Media Centre will assist ITF in developing newer methods using the emerging technologies from time-to-time and help in communicating to all the affiliates and workers at an optimal operational cost. NFIR Media Centre is already providing Global Transport Workers News Headlines Daily on WhatsApp since 04th May 2018.

Submitted by:

- **National Federation of Indian Railwaymen (NFIR), India**

Motion 26: 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.

Submitted by:

- **Fédération Générale des Transports et de l'Environnement – CFDT (FGTE-CFDT), France**

Motion 27: Role of ITF National Coordinating Committees

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. 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.
4. 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;
 - 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.).
5. Calls on the ITF regional secretariats to:
 - Appoint a member of the regional secretariat to act as a liaison with each NCC;
 - 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.

Submitted by:

- **The State Railway Workers' Union of Thailand (SRUT), Thailand**

Supported by:

- **The State Enterprise Electrified Train Workers' Union (SEETU), Thailand**
- **The Transport Co., Ltd State Enterprise Employees Union (TRAN-U), Thailand**
- **The State Enterprise Labour Union of Expressway Authority of Thailand (LU-EXAT), Thailand**
- **Thai Airways International Union (TG Union), Thailand**
- **Airports Of Thailand Public Company Limited State Enterprise Worker Union (AOT.SWU), Thailand**
- **Wingspan Workers' Union (WWU), Thailand**

Motion 28: 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.

Submitted by:

- Svenska Transportarbetareförbundet (STF), Sweden

Supported by:**Denmark:**

- Cabin Union Denmark
- Serviceforbundet
- Dansk Metalarbejderforbund
- CO-Søfart
- Brancheorganisationen Luftfart och Jernbane
- Forbundet for Offentligt Ansatte
- Handel og Kontor Danmark
- 3F

Finland:

- AKT
- Finlands Maskinbefälsförbund
- Finlands Sjömans Union
- Finlands Skeppsbefälsförbund
- PRO
- JHL
- Luftfartsunionen
- Finska Lokmannaförbundet
- ERTO
- Finska Järnvägstjänstemannaförbundet

Faroe Islands:

- Føroya Fiskimannafelag

Iceland:

- Félag Íslenskra Atvinnuflugmanna
- Flugfreyjufélag Íslands
- Íslenska Flugmannafélagið
- Sjómannafélag Íslands

Norway:

- Det Norske Maskinistforbund
- Fellesforbund
- Handel og Kontor Norge
- Norsk Jernbaneforbund
- Fagforbundet
- Norsk Sjømannsforbund
- Industri og Energi
- Norsk Sjøoffisersforbund
- Norsk Transportarbeiderforbund

- Norsk Lokomotivmannsforbund
- Yrkestrafikkforbundet
- Parat
- Norsk Kabinforening
- Norsk Tjenestemannslag

Sweden:

- Ledarna
- Seko
- Svenska Kommunalarbetareförbundet
- Sjöbefälsföreningen
- Fackförbundet ST
- Svenska Transportarbetareförbundet Unionen

Others:

- New Maritime & General Kamgar Sanghatana
- Unite the Union
- Sindicato Nacional dos Trabalhadores dos Portos e Caminhos de Ferro
- General Federation of Bahrain Trade Unions
- Nordic Transport Workers' Federation
- Auto- ja Kuljetusalan Työntekijäliitto - AKT r.y. (Bil-och Transportbranschens Arbetareförbund i Fin
- Seafarers' International Union (SIU)
- Unión de Capitanes y Oficiales de Cubierta
- Transport Workers' Union of Australia

Motion 29: Protest and Reputation – Profound Concern over Labour Reform

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

1. 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.
2. 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:
3. 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.
4. 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.
5. 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".
6. 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.
7. 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.

8. 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.
9. 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.
10. 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:

11. 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

Submitted by:

- **Federação Nacional dos Trabalhadores Ferroviários (FNTF), Brazil**

Motion 30: On Reinforcement Work in the Region

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

1. We note that hard work has been ongoing in the logistics and aviation sectors in Panama and the region, promoted by the regional office with the aim of increasing employment and providing continuous support for its affiliated unions, especially in Panama.
2. “Full support and recognition is expressed for the work carried out by the Regional Office in accordance with its work programme and priority projects”.
3. “The ITF is asked to grant sufficient resources for work at the regional level, so as to implement the work plan of the ITF and its affiliates as agreed within its structures.
4. We note that it has become necessary for each ITF Region and even each Sub-Region to have a single cultural and union identity. Unity, coexistence and reinforcement constitutes one of the essential pillars of the ITF, subject to the respect for individual identity.
5. We recognise that global and regional conferences help members to exchange experiences, to learn about problems faced by members in other countries and, most importantly, to arrange actions of mutual solidarity so as to support members in struggle, which constitutes the principal objective for the existence of the ITF.
6. The Global ITF Congress held in Singapore resolves that:
 - Important decisions affecting the Regional Office work programme should also be informed and approved by the Regional Committee with the aim of always maintaining the objective of reinforcing union organisations and supporting their growth.
 - ITF priority projects should continue to be viewed through the needs of members from the region, the Regional Committee should be directly involved in deciding on projects and traditional respect should be maintained for regional issues and realities.
 - The ITF should continue to support processes for the amendment of statutes, union mergers and membership campaigns so that unions in the Region continue to grow and to organise the millions of men, women and young people from our Region who still lack union representation.
 - Support should be maintained for initiatives to reinforce unions in the Region, including the work done in Panama, in a constructive and democratic manner.
 - Important decisions affecting the life of the ITF and its affiliated unions should be taken democratically and constructively by ITF supervisory bodies and should be implemented efficiently by its administrative institutions, and always with the aim of reinforcing its affiliated organisations.

Submitted by:

- **Sindicato Nacional de Trabajadores de la Industria de la Aviación, Logística, Similares y Conexos de la República de Panamá (SIELAS), Panama**

Motion 31: 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 in early 2019.
 - 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.

- 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.

Submitted by:

- **Korean Public Service and Transport Workers' Union (KPTU), Korea**

Motions to amend the Constitution

Motion A: Voting Procedures

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

The ITF Executive Board proposes the following amendments, with the purpose of providing a level of consistency in voting procedures between section meetings, women transport workers' conference and young transport workers' conference.

RULE XIV: Industrial Sections and Special Departments

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(8) Voting at section meetings may be by show of ~~hands~~ delegates' cards or by membership vote. A membership vote may be requested by any member of the section. The number of votes to which an organisation shall be entitled in the event of a membership vote shall be equal to its paid-up membership in respect of the workers registered in the section in question as recorded at the end of the year preceding the meeting or at the time of admission to the Federation, whichever is the later. It shall be the responsibility of each affiliated organisation to register the number of its members in the section or sections concerned in order to claim that number of votes in the event of such membership vote. Failure to comply with this requirement will disqualify an organisation from such membership voting.

RULE XII: Women Transport Workers' Conference and Committee

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(2) All affiliated organisations shall have the right to participate in the Women Transport Workers' Conference. The costs of attendance shall be borne by the organisations represented. Voting at the Conference may be by show of ~~hands~~ delegates' cards or by membership vote. A membership vote may be requested by any affiliate; the number of votes to which an organisation shall be entitled in the event of a membership vote shall be equal to its paid-up membership.

RULE XIII: Young Transport Workers' Conference and Committee

1. Amend by adding the underlined text, as follows:

(2) All affiliated organisations shall have the right to participate in the young transport workers' conference. The costs of attendance shall be borne by the organisations concerned. Voting at the Conference may be by show of delegates' cards or by membership vote. A membership vote may be requested by any affiliate; the number of votes to which an organisation shall be entitled in the event of a membership vote shall be equal to its paid-up membership.

Submitted by:

- ITF Executive Board

Motion B: Elections

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

The ITF Executive Board proposes the following amendments, with the purpose of expanding the Executive Board by one member in reserved women's seats due to the separation of the Africa and Arab World regional electoral groups; confirming the Chair of the section automatically has a place on the Executive Board; and, the positions of regional Vice President and regional Chair should be merged into one.

RULE V: Executive Board

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(1) There shall be an Executive Board ~~that shall consist of forty-one members~~ elected by Congress, ~~the General Secretary, the chairs of the industrial sections referred to in the Preamble and the chairs of the women transport workers' committee (Rule XII) and the young transport workers' committee (Rule XIII)~~ in accordance with the agreed allocation of seats to regional electoral groups, sections, women transport workers and young transport workers, or any other agreed upon allocation of seats. The General Secretary will sit as a member of the Executive Board. The term of office of elected members of the Executive Board begins with the election of the Executive Board at an Ordinary Congress and ends with the election of the new Executive Board at the following Ordinary Congress. All members are eligible for re-election.

(4) ~~The forty-one~~ members of the Executive Board shall be a reasonable reflection of the geographical distribution of the membership of the ITF and its industrial structure. No affiliated organisation shall have more than one member on the Executive Board.

RULE XIV: Industrial Sections and Special Departments

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(5) In the course of an Ordinary Congress of the ITF each industrial section shall meet to elect its Chair, Vice-Chair/s, other officers and members of the section committee and any sub-committees and to decide, if deemed appropriate, the content of its working programme. Section officers shall be eligible for re-election. The section Chair will sit as a member of the Executive Board.

RULE VII: President and Vice-Presidents

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(1) There shall be a President and ~~six~~ Vice-Presidents of the ITF, who shall be nominated by the Executive Board from among its members and proposed to Congress for election. Of the Vice-Presidents, at least one shall be a woman and ~~five~~ the remainder shall come from the different regional electoral groups. The nominee for Vice President from a regional electoral group shall also act as the regional Chair. The President and Vice-Presidents shall hold office until the closure of the following Ordinary Congress and shall be eligible for re-election.

Submitted by:

- ITF Executive Board

Motion C: Role of the Resolutions Committee

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

The ITF Executive Board proposes the following amendments, with the purpose of recognising the role of the Resolutions Committee.

RULE IV: Congress

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(14) Motions for consideration by an Ordinary Congress shall be submitted so as to reach the General Secretary at least four months before the Congress begins. The final agenda of an Ordinary Congress shall be issued to affiliated organisations at least two months before the Congress begins. Emergency motions may be presented to an Ordinary Congress, but shall only be discussed if the ~~Standing Orders~~ Resolutions Committee decides that they are truly of an urgent character and could not have been submitted with the notice prescribed above. Affiliates may appeal against the decisions of the Resolutions Committee to an Appeal Panel made up of at least three members of the Standing Orders Committee, one of whom should be the President or one of the Vice Presidents. The decisions of the Appeals Panel shall be final.

Submitted by:

- ITF Executive Board

Motion D: Congress

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

The ITF Executive Board proposes the following amendments, with the purpose of establishing a 5 year inter Congress cycle to provide the time required to hold all the key governance meetings between Congresses to be able to roll out Congress decisions, to evaluate progress and to develop strategies and direction for discussion at the next Congress.

RULE IV: Congress

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(1) There shall be a Congress which shall have supreme authority. An Ordinary Congress shall take place every ~~four~~ five years at a time and place to be decided by the Executive Board.

Submitted by:

- ITF Executive Board

Motion E: Greater Inclusion of Young Transport Workers in Affiliate Delegations to Congress

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

The ITF Executive Board proposes the following amendments, with the purpose of ensuring greater inclusion of young transport workers in affiliate delegations to Congress.

RULE IV: Congress

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(5)The number of Congress delegates to which affiliated organisations are entitled shall be as follows:

Paid-up membership	Delegates
Up to 5,000	1
.....	
900,001 or more	23

Organisations must ensure that the number of women shall be at least proportional to their share of the union's membership. And each delegation consisting of three persons or more must include at least one woman delegate.

Organisations ~~shall aim to~~ must ensure that the number of young workers shall be at least proportional to their share of the union's membership. Nevertheless each delegation consisting of ~~more than five~~ four or more persons ~~shall aim to~~ must include at least one young worker.

Submitted by:

- ITF Executive Board

Motion F: Position of young Transport Workers and Women Transport Workers in ITF Structures and the Constitution

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

The ITF Executive Board proposes the following amendments, with the purpose of establishing women and youth in the regional and sectoral structures and harmonising the respective conference and committee rules:

RULE XI: Regional and other Organisation

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(2) With the exception of the European Transport Workers' Federation which, while constituting the European region of the ITF, is governed by its own Constitution, each regional body shall elect a Committee which, with an officer of the Secretariat, shall establish working programmes, reach conclusions and recommendations within the framework of ITF policy and inform interested affiliates thereof. The Committee shall elect a Chair and one or more Vice Chairs. The membership of the Committee shall be a reasonable reflection of the geographical distribution of the membership of the ITF within the region and its industrial structure.

The membership of the regional committee will include representatives of women transport workers, in accordance with Rule XII (4).

The membership of the regional committee shall include one young worker, elected by representatives of ITF young workers in the region and who shall also represent the region on the ITF Young Transport Workers' Committee.

RULE XII: Women Transport Workers' Conference and Committee

(4) Any decision taken by the Committee shall be given effect after endorsement by the Executive Board. ~~The Board shall determine the composition of the Committee and define its terms of reference.~~

The Board shall determine the composition of the ITF Women Transport Workers' Committee which will include a number of women representatives for each region. At least one of these elected women representatives for each region will also be a member of the Executive Board and a member of the regional committee. It will also include a woman representative for each section, who will be a member of the Section Committee. The Chair of the Women Transport Workers' Committee will sit as a member of the Executive Board. The Board shall define the Committee's terms of reference.

RULE XIII: Young Transport Workers' Conference and Committee

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(2) All affiliated organisations shall have the right to participate in the young transport workers' conference. The costs of attendance shall be borne by the organisations concerned. Voting at the

Conference may be by show of delegates' cards or by membership vote. A membership vote may be requested by any affiliate; the number of votes to which an organisation shall be entitled in the event of a membership vote shall be equal to its paid-up membership.

(3) The young transport workers' conference shall elect a Young Transport Workers' Committee. ~~Eligibility for membership of the Committee shall be determined by the Executive Board.~~ The Committee, together with an officer of the Secretariat, shall advise the Executive Board, establish working programmes, provide information, reach conclusions and recommendations and inform interested affiliates thereof. To this end the Committee may propose to the General Secretary that meetings and/or conferences be convened. The General Secretary shall submit to the Management Committee at each meeting a schedule of such meetings proposed for approval. In urgent cases the General Secretary shall be authorised to call meetings after consultation with the President of the ITF. The costs of attendance shall be borne by the organisations represented.

(4) ~~The Committee shall advise the Executive Board on all issues of concern to young transport workers. The Executive Board shall determine its terms of reference and composition and shall invite at least one representative of the Committee to attend each Executive Board meeting in an advisory capacity. Any decision taken by the Committee shall be given effect after endorsement by the Executive Board. The Board shall determine the composition of the Committee and define its terms of reference. The Chair of the Committee will sit as a member of the Executive Board.~~

RULE XIV: Industrial Sections and Special Departments

1. Amend by adding the underlined text and deleting the text which is struck through, as follows:

(5) In the course of an Ordinary Congress of the ITF each industrial section shall meet to elect its Chair, Vice-Chair/s, other officers and members of the section committee and any sub-committees and to decide, if deemed appropriate, the content of its working programme. The membership of the committee shall include one woman representative who shall represent women's sectoral matters in the section committee and the ITF Women Transport Workers' Committee. The membership of the committee shall also include one young worker who shall represent young workers' sectoral matters in the section committee and the ITF Young Transport Workers' Committee. Section officers shall be eligible for re-election. The section Chair will sit as a member of the Executive Board.

Submitted by:

- **ITF Executive Board**