



DOCKERS OF THE WORLD MET AT THE IDC MID-TERM CONFERENCE IN LIVERPOOL, UK.



Nearly 300 delegates from five continents, including a large representation of the ILA, gathered this past May in the city of Liverpool, United Kingdom, for the first mid-term conference organized by the International Dockworkers Council (IDC).

Fellow members of the British union Unite the Union hosted the two days of this international meeting, during which the main advances and achievements of the last two years were presented, following the General Assembly held in New Orleans (United States).

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AN OPENING DAY WITH MOTIVATIONAL SPEECHES



The morning of the opening day of the IDC Mid-Terminal Conference in Liverpool (UK) was attended by John Lynch, representing the Liverpool Dockers, who welcomed the attendees; Sharon Graham, Unite the Union Secretary General; and Dennis A. Daggett, IDC General Coordinator, who gave a speech reviewing the last two years of global dockers' trade unionism. Afterwards, Jordi Aragunde, IDC International Labor Coordinator, gave a report on the current situation of the IDC and the prospects for the future. Finally, Tony Nelson and Terry Teague, recalled the events that took place in Liverpool in the 90's, on which the international unity of the dockers is based.



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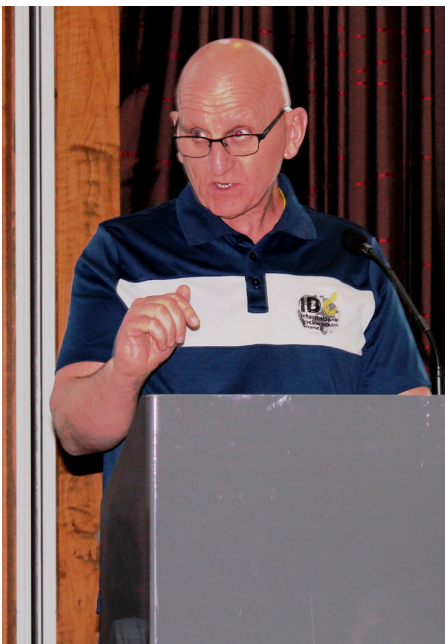
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ANDY GREEN: STATUS OF THE SITUATION IN THE EUROPEAN ZONE

Since the IDC Assembly in New Orleans in 2022, there have been a number of major events that have had an impact on European Ports.

Ukraine

In 2022, the Russian invasion of Ukraine resulted in European Dockworkers taking immediate action to stop Russian cargo leaving or entering ports. This worker blockade to the invasion was put into effect before any Government was able to implement their sanctions. A testament to the effectiveness of rank-and-file action.

Red Sea

Houthi attacks upon shipping in the Red Sea have caused disruption to European shipping, with vessels avoiding the Suez Canal. These delays were brought on by vessels having to re-route around the Cape of Good Hope. This disruption lasted a few short weeks, and the additional sailing time have now been factored into the routes.

European Sectoral Social Dialogue Committee (SSDC)

Under European law, the 2 sides of industry are brought together to discuss issues affecting their sector. A major piece of work in the Port sector was Safety on Board. An initiative that sought to standardise health and safety on board vessels whilst they were in European waters. This issue had been subject to several years of discussion but was eventually rejected as unworkable due to differing national standards and enforcement. This failure has exposed the weakness of SSDC,



and underlines that we cannot rely upon regulation alone to safeguard the lives of dockworkers. The European commission has also announced its intention to review Sectoral Social Dialogue, with a view to including non-union labour. This will further undermine their use, as a tool to promote fair work, equality and safety.

Ørsted

ILA dockworkers in New London have jurisdiction over the work undertaken in the port. However, Ørsted chose to deny them their jurisdiction and signed an agreement with a scab union. The resulting dispute saw Dockworkers from 3F in Esbjerg, Den-

mark refuse to handle Ørsted cargo. This blockade of cargo from this European port helped to bring pressure to bear upon Ørsted, who ultimately were forced to sign an agreement with the ILA. Unite Dockworkers in London staged a demo outside Ørsted offices, and were supported by an 8ft Rat... a fitting demonstrator!

Liverpool Dock Strike

In 2023, the Dockers in Liverpool went on strike for 5 weeks in their fight for fair pay. The IDC assisted in the strike through vessel tracking and their contacts with the principle shipping line, ACL. ACL vessels calling at IDC organised ports were challenged by the lo-



cal unions, and were pressured to intervene. It became clear that ACL wanted no part in trying to break the strike, and were able to provide information to the IDC about their intentions on staying in the Port of Liverpool. Which was contrary to the narrative that the port company was attempting to circulate.

The Liverpool Dockers showed their strength and resilience, and were successful in their dispute. All power to the Liverpool Dockers... again.

IDC – Growing our organisation Ireland

Unite the union has been organising amongst the Dublin Dockworkers and has commenced negotiating for them in some areas. This is a amazing opportunity for Unite and IDC to capitalise on this success and to build a strong dockworker community in the port. Significantly, this now means that Unite and the IDC now have members throughout the island of Ireland.

Italy

The IDC European zone members travelled to Civitavecchia and met with the Dockers from the port. The meeting was very successful, and a follow up zoom meeting was held with a number of other ports from Italy, and there was a commitment from all parties to meet again.

Finally

The IDC European Zone wishes to thank Sharon Graham, General Secretary of Unite the Union, for her unwavering support of the IDC. Sharon is an inspirational trade union leader, who understands that collective power is the only way that workers can truly exercise their strength, to gain better jobs, terms and conditions.

What is your assessment of the situation of the Zone in the last two years since the New Orleans General Assembly?

The situation has been one of both quantitative and qualitative growth. The work of the leadership team to expand IDC's presence in the region stands out, demonstrating that having the support of an international organisation to face companies and governments.

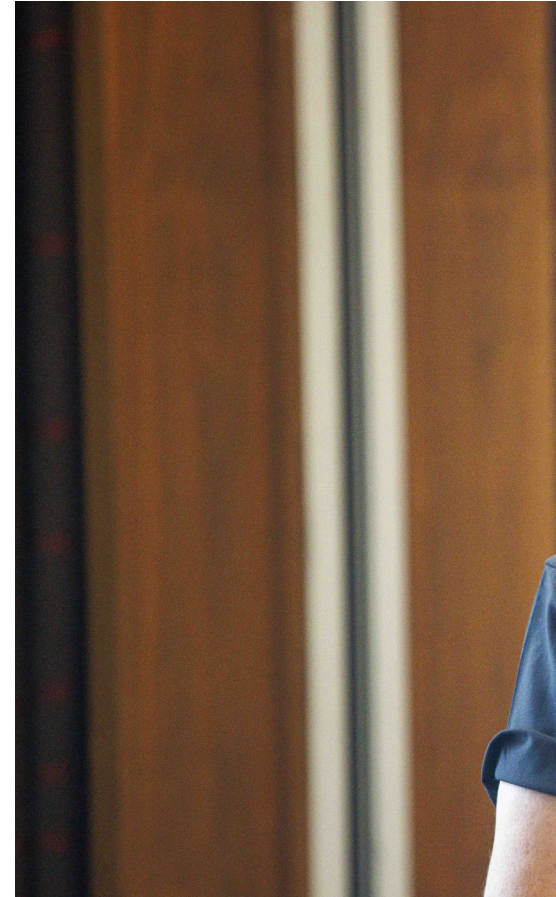
The celebration of the IDC Latin American Assembly in May 2023 in Chile, which brought together delegations from 14 countries and addressed issues such as automation, occupational health and safety, gender equity and business behavior, among others, whose minutes constitute a document that strengthens the port organisational identity in the area, stands out.

IDC LATAM has a solid organisational structure that offers adequate support to the conflicts of its associates, which has allowed a quick and efficient coordination and solidarity in cases of political, social or labor conflicts in countries such as Mexico, El Salvador, Ecuador, Peru, Brazil, Colombia, Argentina and Chile.

At a general level, what are the main needs and priorities of the Zone you coordinate?

- 1) Establish organisational structures that balance management with the ability to influence local and regional realities.
- 2) Improve political and economic understanding of the countries and the region in general, providing training in economic policy and economic analysis for leaders.
- 3) Facilitate face-to-face exchange among members from different countries to share experiences and knowledge.
- 4) Promote the active participa-

CÉSAR LUNA: SITU





IZATION IN THE LATIN AMERICA AND CARIBBEAN ZONE



tion and leadership of women in the organisation, contributing to the progressive feminization of port and union work.

5) To obtain resources to access multidisciplinary and transversal advice, which will strengthen IDC's organisational capacity.

How do you think IDC has to contribute to the growth and improvement of labor conditions in the Zone and internationally?

IDC can contribute to the growth and improvement of labor conditions in the LATAM Zone and internationally through several strategic actions. First, considering that LATAM is characterized by primary export economies and strategic ports in international trade, IDC can advocate for policy planning to ensure fair and stable labor conditions in these sectors, despite the preponderance of the free market.

IDC global can draw on LATAM's experiences and expertise to understand and address the challenges of maritime trade, working to overcome conflicts and promote fair labor conditions at the international level, aligned with trade union values and human rights.





ED FERRIS: STATUS OF THE SITUATION IN THE WEST COAST ZONE

What is your assessment of the situation of the Zone in the last two years since the New Orleans General Assembly?

The last two years have been extremely challenging for all of us. It is nice to report some good news for a change. The ILWU has recently settled its longstanding dispute with ICTSI. The ILWU also successfully negotiated a new six-year collective bargaining agreement with PMA after 13 months of contract negotiations. ILWU Canada ratified a 4-year collective bargaining agreement with BCMEA after a 13-day strike in July of 2023.

At a general level, what are the main needs and priorities of the Zone you coordinate?

We require continued International solidarity, support, and communication. We need to continue to utilize our collective strength to improve the lives and working conditions of dockworkers around the world.



How do you think the IDC should contribute to the growth and improvement of working conditions

in the Zone?

By continuing the righteous fight of standing up for workers who need help.





GUIGREHI AKLEGBOU PIERRE: STATUS OF THE SITUATION IN THE AFRICAN ZONE

Since the last General Assembly of the International Dockworkers Council, held in New Orleans in the state of Louisiana in the United States of America in May 2022, union action has been dynamic in African ports to date.

In fact, the African zone has recorded the affiliation of dockers from the ports of Libreville in the Republic of Gabon, Angola (Central Africa), Mozambique (Southeast Africa) and Somalia (East Africa). In Senegal, dockworkers employed in the two management offices (BED/SATS and BMOP/SEMPOS) at the port of Dakar are authorized to work in the new port of Bargny, following an exemplary mobilization of port workers supported by the African coordination and national confederations of Senegalese workers.

Also in Senegal, 2,000 new dockworkers have been recruited and trained in stevedoring. Similarly, dockworkers from the port of Banjul (Republic of the Gambia) spent several training periods on Senegalese soil.

Since January 2024, dockworkers in the ports of Abidjan and San Pedro in the Ivory Coast Republic have been facing the imminent levying of a general income tax and a national contribution not levied since 1963, in addition to the salary and wages tax. Social dialogue has enabled the levy to be postponed until the end of June 2024, but the unions hope to reach a final agreement by then, which, in the absence of exemption, would enable workers to bear these levies, which will inevitably lead to a considerable reduction in wages



of between 16% and 24%.

In Gabon, dockworkers at the port of Owendo in the capital Libreville, members of the Association Syndicale des Métiers Dockers du Gabon (ASMDG), have engaged in collective struggles to demand better living and working conditions. The case was referred to the President of the Republic under the conciliation procedure provided for in Gabonese labor legislation.

A delegation of dockworkers from Mozambique came to Ivory Coast in February 2024 to take part in a regional conference of port workers.

There are many examples like the-

se. However, the needs of our affiliates are many and varied. But the main need we have is training to adapt dockworkers to the port handling professions. The second need is union training, especially in collective bargaining techniques. I believe that the multiplication of seminars, zonal assemblies and working missions in all five African sub-regions could do more to draw the attention of decision-makers to the improvement of working conditions in our ports, as well as stimulating dockworkers' commitment to the social struggle and their active participation in building the chain of solidarity on a global scale within the IDC.



PAUL KEATING: STATUS OF THE SITUATION IN THE ASIA & OCEANIA ZONE

What is your assessment of the situation of the Zone in the last two years since the New Orleans General Assembly?

My honest assessment is the Asia Oceanic is very much in its infancy the fact is the work in this zone has been centred around affiliating the MUA Branches and MUNZ as a priority as for MUNZ their IDC affiliation was National and is a credit to Comrade Craig Harrison and all the Officials of MUNZ. A great deal of IDC organising work is needed in this zone which accounts for a substantial portion of the worlds population. The Asia Oceanic region for the most part has some of the poorest people and developing nations because of this and from a Working Class perspective this region is crucial to build Dockers power and fight the brutal exploitation Dockers are faced with so Dockers can live with the dignity of work and Life all Working Class people deserve. As is the situation in any region of the world here the largest Stevedore Compa-



nies operate in the region making enormous profits off the back of Dockers giving little regard to their safety, decent wages or Union rights.

At a general level, what are the main needs and priorities of the Zone you coordinate?

The priority for the Zone is organising it has been endorsed by the Zone affiliates to organise across three areas China, Indonesia and pacific. The reasons are strate-

gic building International Working Class Solidarity across the world is the foundations of the IDC and the Dockers movement establishing our connections and friendships joining Dockers and their unions together. This way we arm ourselves to defend Dockers when they are in struggle and to fight for the rights all Dockers deserve. Dockers rights are not only Industrial they are Political and social rights. No Docker left behind.

How do you think the IDC should contribute to the growth and improvement of working conditions in the Zone.

I believe the most efficient way to achieve improved Dockers working conditions in this Zone would be through an International Militant Industrial and Safety Campaign on International Shipping to be developed and rolled out. If we have the courage and are prepared to develop a plan of the kind the outcomes for the International Dockers movement has no limitations. This in my view is a fight worth having Dockers deserve no less.





KENNY RILEY: STATUS OF THE SITUATION IN THE EAST COAST ZONE

Since the last General Assembly held in New Orleans the ILA has won two major victories involving the unwarranted interference of government in our industry and in the affairs of our union.

After decades of abuse by a trumped-up, bi-state law enforcement agency, designed to target ILA members and their families and to control every facet of the New York, New Jersey waterfront, our General Coordinator Dennis Daggett, along with President Harold Daggett and his team of industry leaders were able to eliminate, once and for all, the oppressive regime known as the Waterfront Commission.

The second victory was won in the South Atlantic region of the US when a more than 60-year precedent, that allowed state employees to operate all container handling equipment on the terminals in three southern states was overturned in court. As a result, and for the first time since containerization, ILA workers will operate all container handling equipment including the cranes and RTG's on all new terminals being built in those southern states.

As was publicized in the IDC newsletter and in periodicals all around the globe the ILA celebrated a long hard-fought victory against the wind energy giant Orsted. Without the leadership of International Assistant General Organizer, Jim Paylor, Peter Clark, ILA International Vice President, and the international solidarity of our brothers and sisters in the IDC and the ITF, that victory would not have been achieved.

While we celebrate our achieve-

ments in the East Coast Zone, there is still much work to do. Dockworkers and terminal operations are being bought and sold as commodities on a daily basis and it's becoming more difficult to determine who our real enemies are and who should be targeted when building a campaign. The areas of concern for the ILA and the East Coast Zone are in the break bulk, bulk, auto and special projects arena. It is where a tremendous amount of private capital is being invested. It is where we are seeing a network

lizing their services is necessary in order to build a successful campaign. In recent months we have identified a few operations that are of concern to us because of the scope of their operations and the size of their investments. As we learn more we will be coordinating with the IDC and our affiliates to address these issues and better protect the interest of those we represent.

Before ending this report, I must mention the tragic situation that happened in the port of Baltimore,



of "family own companies" being formed to create the synergies necessary to attract and retain business once controlled by ILA employers.

The East Coast Zone in my estimation must shift more of its attention and resources to research. Of paramount importance is the need to make sure that our members pension and healthcare investments are not fueling some of the encroachment into our jurisdiction. In addition, the mapping of these companies and the shippers uti-

lizing their services is necessary in order to build a successful campaign. In recent months we have identified a few operations that are of concern to us because of the scope of their operations and the size of their investments. As we learn more we will be coordinating with the IDC and our affiliates to address these issues and better protect the interest of those we represent. Before ending this report, I must mention the tragic situation that happened in the port of Baltimore, Maryland. To those who believe in prayer, I ask that we remember the families of those workers who lost their lives on that dreadful night, and I also ask that you remember the survivors who will be traumatized for the rest of their lives as well. As the East Coast Zone Coordinator, I've reached out to President Scott Cowan and General Coordinator Dennis Daggett to offer whatever assistance we could possibly muster on behalf of the IDC and to assure them that we will get through this crisis together.



THE IDC COMMISSIONS



Youth Commission by Juan Pablo Piizarro (Estibadores Quintero-Ventanas)



H&S Commission by Fabian Gonzalez (SUPRA)



Veterans Commission by Glenton Wood/Bob Lee (MUA)

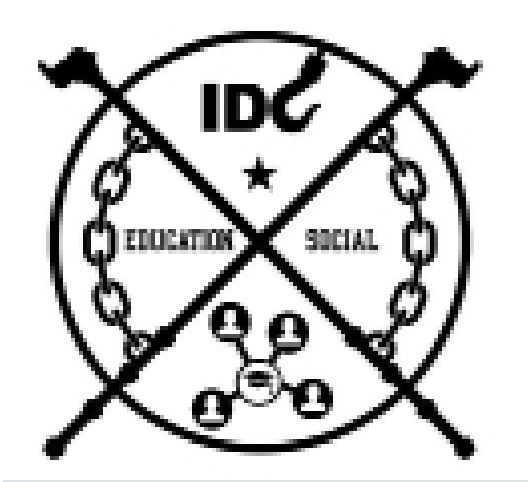


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Equality Commission by Natalie Wasley (MUA)



Education and Social Network by Kenneth Oelkers (ILA)



Sports Commission by Jason Lying/Matthew Bonner (MUA)



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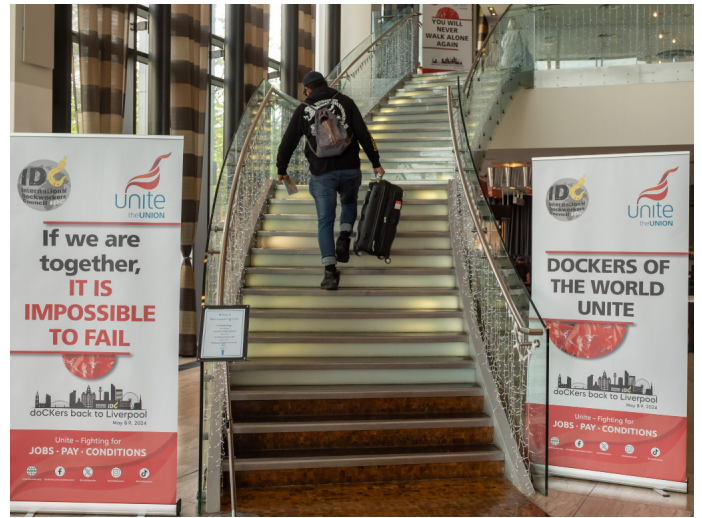
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... AND AN APOTHEOSIS ENDING AT 'THE CASA'





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