



Queensland Branch News



14th February 2013

THE WATERFRONT

The waterfront has a history – a clearly defined history surrounded by **STRUGGLE**, irrespective of the various eras, that **STRUGGLE** has been around the forces of capital and the ongoing objective of the employer to increase the margin of profit or “shareholder return”.

There can be no doubt of the progressive nature of past leaders of W.W.F.; Healy who lead the **STRUGGLE** to rid the waterfront of the Bull system, that harsh and oppressive system of trudging the ‘Hungry Mile’ at the beck and call of the employer. The Bull system was condemned and replaced by the Gang System.

Charlie Fitzgibbon led the Union through the ‘60s leading up to permanency on the waterfront. This went hand in hand with the advent of containerisation, an increased mechanisation. It also was a time that a fight was established and won to introduce a viable super scheme for workers and the introduction of our own Credit Union.

Tas Bull was at the helm when real advances in wages and conditions of employment were won. His forefront to forge strong links with Dockers unions worldwide held us in good stead.

This article is not written on the basis to provide a history lesson to members. It serves to highlight one common theme – being - **STRUGGLE**.

The employers would have gladly continued with the Bull system; they did not want to be the first employers of blue collar labour to pay superannuation benefits or the significant advancement of wages conditions in the ‘70s and ‘80s such as shift penalties not seen in other industries or a 35 hour week. Those improvements were gained by **STRUGGLE**, in a united manner and a united front to achieve an end result.

A recent meeting with DP World Management on 4th – 6th February saw local management wanting to turn back the hands of time associated with the introduction of new technology. Just a gentle reminder, no one has been able to convince Queenslanders to wind back the clock one hour.

MUA members will not agree to have permanent members made redundant and replaced by casuals under the modern era of the Bull system or their employer “hedging the bets” at normal allocation time relying on members to hang on the end of the phone.

At the 2012 National Conference, members reiterated in resolution 1.6.2. to pursue the greatest level on permanency and seek to minimise casual employment.

National Conference is supreme policy making body of this Union. National Office, Branches and Members are bound by such resolutions after they have been endorsed by a subsequent meeting.

This is a pre-cursor to the next challenge; the next phase; the next most significant change in Stevedoring Terminals being Automation the next **STRUGGLE**.

Automation Conference

Whilst on the theme, Terminal automation has a global influence. Since the National Secretary became Chair of the Dockers Section of the ITF, we have seen the establishment of the Global Terminals Network (GNT). It is a network of legitimacy given that four major Terminal operators, stevedore nearly 60% of the World Container Trade.

There will be an Automation Conference held in Sydney at the end of April. The main focus will be retention of jobs and established practices worldwide for comparison. Members will be advised of details in relation to the conference agenda and attendees.

TRADE UNION TRAINING

Due to a shortfall of numbers, the Training Course for next week has been deferred. There are a number of other dates, as follows, for which the Branch would like to establish the names/numbers.

- Brisbane** 19/20-Mar-2013. Delegate 1. Chris Doyle.
11/12-June-2013. Delegate 2
There may be room for one more Delegates 1 in second half of the year, subject to demand
- Gladstone** 7/8-March-2013 Delegate 1. Glenn Desmond.
2/3-July-2013 Delegate 2. Glenn Desmond.
- Townsville** 4/5-March-2013 Delegate 1. Glenn Desmond.
14/15-May-2013 Delegate 2. Matt Goodwin.
- Hay Point** 6/7-August-2013
- Cairns** 13/14-August-2013

Please indicate that you wish to participate in training **as soon as possible** by contacting the Branch.

BECHTEL

The MUA has been agitating for stevedoring rights performed on Curtis Island by recognised stevedoring companies that already exist in the central Queensland region. Bechtel continually claim the position with the discharge of the vessels that go direct to Curtis Island is construction work. On many occasions the very same vessels that go to Curtis Island have partially discharged their cargo on the mainland at Auckland Point.

We have been denied access by Bechtel under Right of Entry provisions to liaise with our members on Curtis Island. This matter is before Fair Work Australia from 20th to 22nd February. Two Gladstone based members will give evidence as well as Branch Officials. Members will be appraised of the outcome.

MARITIME WORKERS BENEVOLENT FUND

Reminder to members of the Maritime Workers Benevolent fund (Patricks, AAT and Cargolink), please adjust the payment of the levy, as follows:

Supplementaries is now \$3.00 per week

Permanents and GWE's is now \$5.00 per week



As previously reported Maritime Super has employed a financial planner, Jim Atley, who is located in the Queensland Branch Office at Cannon Hill.

Members can make an appointment during office hours, Monday to Friday.

To arrange a meeting with Jim, contact him direct on the below details:

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