Labor Party Commits To Stronger Cabotage and Shipping Policies

Merged Union: CFMEU Amalgamation Update

Vale Former SUA National Secretary Pat Geraghty

Turnbull Fails To Heed Election Warning and Continues Attacks on Unions and Workers

Labor Party Commits To Stronger Cabotage and Shipping Policies
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Cover: All of the delegates and guests from the 2016 Quadrennial National Conference

A selection of photos from the ‘Night of Nights’ the Quadrennial National Conference Dinner.
NEW PARLIAMENT, SAME OLD STORY

Malcolm Turnbull has found his political place in history as the latest sycophant and brown-nose to corporate elitism, by selling out workers’ rights and stripping Australia’s industrial and economic sovereign wealth.

He joins a mighty team dedicated to the debasing of Australia’s direct community and democratic needs, values and entitlements. John Howard had his war on the waterfront and court, in the mines, in the airlines and the construction industry. He expanded that domestic battleground with a flourish with his weapons of mass destruction lie and broadened out his network of infamy to George W Bush, Dick Cheney, Donald Rumsfeld and the cowardly Tony Blair.

What a gang, what a legacy. The refugee fiascos of that dysfunction was demonised and sent to off-shore concentration camps.

Then along came Tony Abbott who extended the conservative legacy in political leadership with economic incompetence through the sabotaging of the Australian car and manufacturing industry, trying to kill off the Australian and aluminium industries. He also had a crack at Australian maritime and industrial and economic mechanisms with industry superannuation funds offshore sector and tried to fiddle had a crack at Australian maritime and aluminium industries. He also had a crack at Australian maritime and economic mechanisms with industry superannuation funds offshore sector and tried to fiddle had a crack at Australian maritime and aluminium industries. He also had a crack at Australian maritime and economic mechanisms with industry superannuation funds offshore sector and tried to fiddle.

After kicking the hapless Abbott to the kerb, Malcolm Turnbull fell over the line after an extraordinary bout of arrogance in calling a double dissolution - one of the greatest acts of political self-harm ever observed in the volatile forum of national politics.

What is the result? Effectively, Australia has no Government. In reality, this means we have no ability to manage our national self-interest in a world that preys on the weak and dim-witted and invests in strong, secure and functional planning.

MERGER

This means building a union together with the CFMEU that loses nothing of our proud history but gains everything in the long struggle before us.

Our National Conference of Members unanimously supported the merger on this basis. The Principles of Amalgamation resolution from the conference are in the front of your resolutions booklet sent out with this Maritime Workers’ Journal.

The principles lay out the basis for the merger discussions with the CFMEU subsequent to the conference determination. This clearly outlines the retaining of our name in our division along with our existing rules while providing for the opportunity to fight back, organise and campaign in our members’ interest in a larger and better-resourced union.

Meetings of the joint executives of the MUA and CFMEU resulted in the Memorandum of Understanding on the principles and values that would underpin the merged union. The Memorandum of Agreement outlines the proposed structure of the new merged national union and outlines matters of joint interest and concern.

Both documents are on the following pages and will be put to the upcoming AGM’s of our union as unanimously supported by National Council. As part of the National Council report, contingent upon and following your endorsement the AGM meetings, the two unions would then finalise the new rules of the merged union and together with other related matters required by our National Conference of Members Principles of Amalgamation resolution, the final endorsement of the merger would be put to you in a plebiscite under our rules in the new year, as also required by the National Conference of Members.

This is an exciting and important historical phase of our union comrades, that builds our capacity to protect maritime workers’ rights on the job, while building on and not diminishing the strong, progressive and militant history of national and international solidarity, organising and campaigning.

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Logging On

Paddy Crumlin

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As It Heads Towards CFMEU Merger

Maritime Union of Australia National Secretary Paddy Crumlin used his opening address at this year’s National Council to discuss the structure of the union’s ongoing campaign work as well as the planned merger with the CFMEU. Appropriately, National Council was held in the new MUA/ITF Organising and Communication Centre on the Long Floor of the MUA National Office building in Sussex St, Sydney (see pages 14-15).

In addition to national councillors, the MUA welcomed various domestic guests from politics and the trade union movement and international guests from New Zealand, PNG, East Timor, Indonesia and the International Transport Workers’ Federation (ITF).

Crumlin said the Quadrennial Conference earlier this year was a great success and had set the platform for the next four years of the union.

“We are an organisation based on class struggle and this extends to our international friends and program – we are all a part of the wider struggle,” Crumlin said.

“There is plenty of pressure on workers and in particular maritime workers. We have agreed the way forward and this is about progressing that agenda. We have been working hard to deliver the outcomes from the Conference as have the branches.”

Crumlin said it is self-evident that wealth and power are out of touch with decent social and community values – just look at Donald Trump – yet the war on workers is not slowing down.

“The polarization of wealth has not translated in improvements to the lives of the great majority of people – just the opposite,” he said.

“War, crime, violence against women and children, unemployment, poverty and social dislocation have never been more acute.

“Trade unionism is under siege because we stand up to that economic and political elitism in defence of their entrenched self-interest.”

The focus of the first two days was an open and frank debate between councillors around the proposed merger with the CFMEU and management of the union going forward.

“Members at National Conference have determined that the way forward is a merger with the CFMEU and the type of union we can be in defence of our rights at this time,” Crumlin said.

“The Conference Resolution (on the merger) was prescriptive and has conditions. This is a big merger and we will take it steady and make it consistent with our political and industrial position as determined by Quadrennial Conference.”

Crumlin said there was robust discussion on the future of the union - a sign of democracy at work.

He said the ability of councillors to work through such lively debate and land on the same page was a sign the union recognised what is right for the union and most importantly its members.

CFMEU National Secretary Michael O’Connor, National President Tony Maher and Assistant National Secretary Dave Noonan joined the council for a panel discussion on the merger later in the week.

The MUA Quadrennial Conference determined that any merger would be subject to plebiscite of the entire membership, keeping the structure of the MUA and the name, while opening up the opportunity to build up a stronger and more effective union.

There have been numerous subsequent meetings with the membership in branches updating them on the merger discussions and it has been a standing item in the monthly national office reports.

The Executive of both unions have met on a number of occasions where the MUA National Conference requirements were outlined and agreed.

A Memorandum of Understanding (MoU) has been finalised outlining the key industrial and political principles of the proposed new union.

There is also a Memorandum of Agreement (MoA) outlining the process going forward including the drafting of the new set of rules of the union within the timetable, the plebiscite by the MUA and related matters.

Both the MoU and MoA were endorsed by the National Council for recommendation back to the membership at the Annual General Meetings of the Union in late November/early December.

Further discussion between the two unions are ongoing to finalise details of the proposed merger before the AGMs.

The Turnbull Government continues to indicate that they will oppose the merger and have made a statement that they intend introducing a public interest requirement for union mergers, specifically targeting the MUA/CFMEU merger.

“This is consistent with their anti-union, anti-worker policies that are out of step with community expectations and good industrial relations policy,” Crumlin said.

Workers have a democratic right to determine the organisations they want to represent their industrial interests.

“The Australian Mines and Metals Association (AMMA) and other neo-liberal employer groups persist in criticising the merger while promoting the use of non-union agreements and the deregulation of migration,” Crumlin said.

Council also focused on other issues including superannuation, penalty rates, precarious work, automation and the 2016 Federal Election Result, where Prime Minister Malcolm Turnbull edged out ALP leader Bill Shorten.

“We got close to a win with Bill Shorten, who is close to us with his family background, and we are committed to continuous campaigns around political issues that are important to workers,” Crumlin said.

“Unions need to become more integrated in the daily and community lives of working women and men to stay relevant.

“We have been pushing for the Your Rights at Work campaign to continue but we have to be careful how we support political campaigns. Political affiliation is a journey, not a destination.

“We need to continue to work with independents and the Greens, as well as the ALP to oppose the Turnbull Government’s anti-union, anti-worker agenda and legislative timetable on the deregulation of shipping and reinstatement of the ABCC.”

Each Branch delivered a verbal report, supplemented by detailed written reports. Women, Veterans, ATSI, Youth, MIF and ITF reports were also presented, along with the financial outlook for the union.

National Council agreed to hold a shipping commission in December to discuss the way forward for the domestic industry.

Deputy National Secretary Will Tracey gave a full report back on the offshore oil and gas industry including the historic High Court win while Assistant National Secretary Ian Bray updated attendees on the union’s key campaigns in towage and shipping.

Assistant National Secretary Warren Smith was absent due to surgery.

New Zealand Educational Institute (NIZE) National Secretary Paul Gruber discussed the MUA’s strategic plan, which focuses on the model of campaigning and organising that is vital to future growth.

ACTU Secretary Dave Oliver, ACTU Vice-President Sally McManus, AWU National Secretary Scott McTigue, TWU National Secretary Tony Sheldon and ALP Senator Glenn Sterle all participated in panels.

ALP Deputy Leader Tanya Plibersek and ITF Maritime Coordinator Jacqueline Smith officially opened the new MUA/ITF Organising and Communication Centre on the Thursday night of Council.
MUA Supports Buy Australian Act And National Shipping Policy

The Maritime Union of Australia (MUA) has thrown its support behind the Australian Council of Trade Unions (ACTU)s Buy Australian campaign that would require all major government projects and services to use locally manufactured goods, such as steel, iron, clothing and equipment.

In addition, the MUA passed a resolution saying shipping is an important and strategic industry sector that supports manufacturing, resource and agricultural supply chains, both domestically and internationally.

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The Australian National Maritime Union (MUA) has backed the ACTUs proposal for a Buy Australian Act, which would require all government projects and services to use locally manufactured goods, such as steel, iron, clothing and equipment.

The MUA National Council believes that such an Act would help ensure jobs are created and maintained locally, particularly in manufacturing, agriculture/food production and the offshores oil and gas industry, and importantly in the service industries that support manufacturing and transport.

MUA National Council is calling for all Australian political parties to support a Buy Australian Act.

“MUA National Council regards A Buy Australian Act as an important part of national procurement policy that should be designed to support the interrelationships between industry sectors and help create investment in essential sectors of the economy.

“National Council notes that shipping is an important and strategic industry sector that supports manufacturing, resource and agricultural supply chains, both domestically and internationally.

“The MUA calls on all political parties to ensure that the principle of Buy Australian is applied to purchase of seaborne freight services that are a critical component of manufacturing, resource and agricultural supply chains, particularly in relation to Australian coastal shipping.

“National Council notes that the purchase of foreign shipping services is currently having a negative impact on the Australian Balance of Payments of around $10B annually, and that Australian coastal shipping is now almost totally under direct foreign control.

“A National Council considers this to be detrimental to national security, detrimental to Australian employment, maritime skills supply and job security, and is creating dysfunctionality in Australian freight transport supply chains.”

In a statement, ACTU Secretary Dave Oliver said: “We are sick and tired of seeing our jobs being exported overseas, we are sick and tired of seeing cheap, unsafe products being imported into the country and we are sick and tired of seeing exploited, cheap labour being used over local workers.”

Prime Minister Malcolm Turnbull needs to stand up for working people in Australia by creating local opportunities for both workers and businesses — a Buy Australian Act would do this.

“Prime Minister Turnbull has promised to create jobs but his poorly negotiated Free Trade Agreements don’t even sell off jobs, working conditions and sovereignty, they literally give it all away.”

“Basing buying decisions just on accounting principles alone does not factor in the extra value created by ensuring that we have local, stable, well paid jobs. When people have those jobs they drive demand and growth which in turn provides the revenue all Australian governments need for our national health, education and infrastructure.”

“The cheapest price today doesn’t always mean value for money in the long run. If it is made by exploited workers overseas or robs Australian people of jobs and businesses — a Buy Australian Act as part of a specific strategy to boost the local manufacturing economy.”

“In contrast, we have seen the contract to manufacture the Australian Defence Force’s noncombat uniforms go to a discounting international competitor, we don’t make the paper used in Australian passports anymore, forcing the closure of a paper mill in regional Victoria, and without union pressure the submarines being built in South Australia would have been made entirely overseas.”

“Australian lives have also been put at risk by the importation of dangerous building products containing asbestos and a range of other unsafe, sub-standard goods. Some of these unsafe materials have found their way into hospitals and other places where vulnerable people would be put at serious risk.”

“This Government needs to put the people of Australia first, rather than the interests of multinationals.”

“The Buy Australian Act will ensure Australian families have work, Australian businesses have opportunities to grow and will ensure our infrastructure and services meet the high standards that the Australian people expect and deserve.”

AWU National Secretary Scott McDine said the steel industry would be one sector to potentially benefit from a Buy Australian Act.

“It’s galling to see major transport projects being built with low-quality imported steel, when the Australian steel industry desperately needs support.

“The Federal Government is a major investor in large-scale infrastructure projects, and so it should be flexing its financial muscles to ensure local steel is used wherever possible.

“A Buy Australian Act would force governments to make sure that the benefits of buying locally are recognised, and that local manufacturers are given every opportunity to fulfill government contracts.”

ACTU Secretary Dave Oliver said: “We are sick and tired of seeing our jobs being exported overseas, we are sick and tired of seeing cheap, unsafe products being imported into the country and we are sick and tired of seeing exploited, cheap labour being used over local workers.”
A panel of MUA leaders, union leaders and the ALP discussed the 2016 Federal Election campaign where the ALP came agonisingly close to victory against a Coalition Government led by a diminished Malcolm Turnbull.

Turnbull squandered a 21 seat majority to now hold just 76 of the 150 lower house seats. The MUA was an important part of the ACTU-led campaign that saw an effective campaign on the ground as well as in advertising and support for local ALP candidates. The MUA has long been close to Opposition Leader Bill Shorten.

MUA National Secretary Paddy Crumlin said the election campaign had underlined the fact that unions need to be on a permanent campaign footing.

“Unions need to be more in the community with organising and continuous campaigning,” Crumlin told National Council. “We have to identify the standards we want to live by. We need to define the political, not have the political define us.”

Crumlin cited the example of automation in stevedoring, which is often about union footing, “so we’re mobilising…we need to ensure there is legislation on how we will bring unemployment down.”

“Where are the industry policies Australians are voting on?” then there is a requirement to deliver.

“Voters need to know where the jobs will come from in shipping, in manufacturing, in value adding to Australian-owned commodities, agriculture and services.”

ACTU Secretary Dave Oliver said key election issues such as penalty rates and Medicare had been led by the union movement.

“We didn’t send them to the morgue but they are in palliative care. Hopefully next time we can knock them off,” Oliver said of the Turnbull Government.

“They didn’t mention ABCC or registered organisations during the campaign but they also failed to address other key concerns for working men and women such as precarious work, the share economy and portability.”

“With the departure of Ford, Holden and Toyota, now is not the time to sign the Trans-Pacific Partnership - let’s have a Buy Australia Act instead.”

Otherwise, this type of dislocation means the environment is ripe for the rise of right wing populists.

“Some say that 40 per cent of jobs won’t exist in a couple of decades’ time,” Oliver said.

“The recent win in the High Court over offshore visas was a great win but you need to be vigilant,” Sterle said.

“Safe rates was the best piece of legislation in 100 years for truck drivers and then it was ripped away.”

TWU National Secretary Tony Sheldon said automation was one of the key factors facing not just the transport industry but all jobs as we know them.

“Some say that 40 per cent of jobs won’t exist in a couple of decades’ time,” Sheldon said.

“Then we’re looking at chronic underemployment. That’s why we need to continually look at things such as a living wage and when people hear nothing but terms like ‘innovation’ from the Turnbull Government, people think they’ll lose their jobs.”

“Voters need to know where the jobs will come from in shipping, in manufacturing, in value adding to Australian-owned commodities, agriculture and services.”

Tony Abbott and Pauline Hanson will talk about immigration, Islamophobia, congestion and blame the wrong people.”

MUA National President Christy Cain welcomed ALP WA Senator Glenn Sterle to the microphone.

“Glenn Sterle has been one of the main advocates for the trade union in the Parliament,” Cain said.

“He has helped the MUA in many inquiries such as fuel security and flags of convenience, these are the type of people we want in Parliament.”

Sterle, a former truck driver and ongoing Transport Workers’ Union (TWU) member paid tribute to the work of the union movement in the campaign and elsewhere.

“The recent win in the High Court over
The International Transport Workers' Federation (ITF) has established a new campaign centre in Sydney as the engine room of ITF campaigning in the Asia-Pacific.

Addressing MUA National Council, MUA National Secretary and ITF President Paddy Crumlin discussed the strategy behind the new campaign centre, which is now leading these global flagship campaigns of the ITF.

“For us, this is particularly the case for cabotage, where we have the ability through our union ties in the region, was running smoothly,” O’ Keeffe said.

Recommendation 1

4.12 The committee recommends that the Commonwealth undertake a review of the Australian maritime sector, with a view to building on the 2012 reforms aimed at growing the Australian flagged shipping industry in the future.

Recommendation 2

4.13 The committee recommends that this review include a comprehensive whole-of-government assessment of the potential security risks posed by flag of convenience vessels and foreign crews.

Recommendation 3

4.14 The committee recommends that this review also include consideration of ways to harmonise the operations of the Australian shipping sector across jurisdictions through CCoG to reduce red tape for vessel and port operators, including cargo handling provisions.

Recommendation 4

4.15 The committee recommends that this review include widespread consultation with the Australian shipping industry to ensure that its findings are relevant and directed to shared objectives for the future of the local maritime sector.

Recommendation 5

4.16 The committee recommends that the Commonwealth immediately tighten the provisions for temporary licenses to prevent the use of convenience vessels being used on permanent coastal freight routes if they fail to pay Australian award wages to their crew.

Recommendation 6

4.17 The committee recommends that the Commonwealth adopt a broader and more rigorous approach to the risk assessment and oversight of seafarers working in Australian waters on maritime visas, and better share this information across relevant Commonwealth and jurisdictional agencies.

Recommendation 7

4.18 The committee recommends that the Commonwealth Government continue to work with international agencies, including the International Labour Organisation (ILO), to improve the working conditions and safety of seafarers working in international shipping.

Recommendation 8

4.19 The committee recommends that the Australian government look for ways to support the Maritime Labour Convention (MLC) to make flag of convenience shipping more accountable to international law and, when in Australian waters, to our national regulations.

Recommendation 9

4.20 The committee recommends that the Commonwealth consider ways to preserve the early intervention and counselling resources available to crews on international vessels, including those operating on flag of convenience registers.

Later, Maritime International Federation International Executive Officer Mick Doleman hosted a panel involving Maritime Union of New Zealand (MUNZ) General Secretary Joe Fleetwood, KPI Indonesia President Rustandi Hanafi, PNG MTWU General Secretary Ray McAlister and East Timorese SMELTS’ Carolina Carlos.

All participants reported that MUF, established in 2015 to forge closer trade union ties in the region, was running smoothly.

Free Trade Agreements

Trans-Pacific Partnership (TPP)

- Involves 12 Pacific rim countries including those USA and Australia but notably, not China.
- The proposal was signed in February 2016 in Auckland but is yet to be ratified by governments.
- The agreement promises to “promote economic growth: support the creation and retention of jobs; improve productivity and competitiveness”
- Critics including the ACTU and MUA oppose the deal as it will primarily benefit corporations and undermine quality of life for ordinary workers.
- The inclusion of so-called investor-state dispute settlement mechanisms is of particular concern to unions because it gives foreign investors their own special legal process to sue governments.

Trade in Services Agreement (TISA)

- Involves the European Union along with 23 governments.
- Services including energy, health, education, financial services, e-commerce, postal and transport are impacted.
- Legislation means foreign investors can sue governments for losses in their countries.
- The ITF has joined other global union organisations in blasting the EU for pushing other governments to privatise and deregulate as part of negotiations.
- The ITF has already voiced serious concerns about TISA opening up maritime cabotage.

Comprehensive Economic and Trade Agreement (CETA) and Transatlantic Trade and Investment Partnership (TTIP)

- Involves the EU and Canada (CETA) and the EU and the USA (TTIP).
- Unions say these agreements would result in deregulation, liberalisation and the handing of further powers over law-making to big business.
- Nearly 3.5 million Europeans said they didn’t want either deal, following a year-long petition campaign.
- The ITF has been one of the harshest critics of these agreements, repeatedly warning of little-publicised risks and uninformed judgments.
- The ITF argues the agreements will impact seafarers and dockers by undermining maritime cabotage rules and throwing open national ports to predatory corporate raiders.
International Affairs and Campaigns On The Agenda

ITF Australian Campaign Director Shannon O'Keeffe, who heads the new centre, reported on three global campaigns led from the ITF's new Sydney campaign centre.

“The ITF is serious about leading large-scale, innovative, global campaigns that challenge capital, raise standards, and get a better deal for workers.”

One of the campaigns targets ICTSI, a rapidly growing stevedoring company from the Philippines, which is expanding world-wide.

“What's at stake in these campaigns – look at ICTSI in Madagascar, where 1500 port workers earn just $20 US dollars a month,” O'Keeffe said.

“You can't have a union and they know only a union contract will raise their standard of living. They want to be part of a global labour movement – and they can only get that by coordinated multi-site workplace activism through the ITF.”

ITF Maritime Co-ordinator, Jacqueline Smith, reported on the change process in the new ITF which sees the organisations shifting to focus on powerful and modern campaigning.

“A former National Secretary of the Norwegian Seafarers Union, Smith has led the ITF's maritime section of the ITF for more than two years.

“Right now we have some incredibly dynamic campaigners working in the ITF our campaign. These campaigns are vital.”

You have to go for it. You have to win,” Smith said.

“Young and precarious work, exploitation and the deterioration of seafarers to work in their own country.

“Smith's work in the ITF focuses on growing the Australian-flagged shipping industry, to support the Maritime Labour Convention and improve the working conditions, safety and security of seafarers, especially in Australian waters on maritime visas, and better share this information across relevant Commonwealth and jurisdictional agencies.”

Recommendation 4

The committee recommends that the Australian Government continue to work with international agencies, including the International Labour Organisation (ILO), to improve the working conditions, safety standards, and rates of remuneration for seafarers working in international shipping.

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ITF Maritime Coordinator Jacqueline Smith
ITUC’s Sharan Burrow Gives Update On Global Union Direction

International Trade Union Confederation General Secretary Sharan Burrow addressed the MUA national council to update the progress of the various campaigns of the international labour movement.

B
burrow, in her second term as ITUC General Secretary, is leading a program of change to reinvigorate the global organisation.

“The international union movement has 180 million workers,” Burrow told National Council.

“We are the biggest democratic force in the world but let’s not kid ourselves. We’re seven per cent organised worldwide and that’s not enough power to tame corporate power and the capture of our governments. We have to rebuild an organising culture.

“You are a fighting union, you know how to organise but this is a global fight. We’re turning this global movement into a fighting movement. We need to rebuild a fighting force around the world. That’s what we need to do.”

Burrow highlighted 3 major areas of campaigning for the ITUC.

Eliminating slavery

The ITUC has led a global campaign to fight modern slavery in countries such as Qatar, which is hosting the Football World Cup in 2022, where there is a campaign to establish benchmarks in terms of sustainable and fair conditions for all workers.

“This is a global fight. It’s hard to believe that it’s 2016 and we still have some of the richest countries in the world where a person can be effectively owned by another human being,” Burrow said.

“If working people don’t stand up for our brothers and sisters who are enslaved then who will?”

Fighting for decent work

The ITUC keeps tabs on the ruthless inequality and exploitation faced by many workers around the world.

“Informal and precarious work is a serious problem. More than 40 per cent of workers in this world are stuck in informal work. The conditions are so bad - no minimum wages, no basic rights, no collective bargaining, no access to rule of law,” Burrow said.

Standing up for peace and democracy

“Right now the world is in conflict. Only 11 countries in the world are not engaged in or supporting conflict around the world and ours is not one of them,” Burrow said.

“Look at the movement of refugees out of crisis - there are 60 million refugees out of crisis. Our movement has a great tradition of standing up for peace. Unions say refugees are welcome here.”

MUA National Council Pays Tribute to former NZ union leader Helen Kelly

MUA National Council observed a minute’s silence in honour of former President of the New Zealand Council of Trade Unions Helen Kelly, who died following a battle with cancer at the age of 52.

Helen was well known in trade union circles as a strong advocate for working men and women everywhere.

The popular domestic and international union figure rose to national prominence fighting for safer conditions in the forestry and mining sectors following deaths at Pike River Mine in 2010 and a string of logging fatalities.

Helen drove around the country to support victims’ families and spearheaded court cases fighting for accountability for those workers’ deaths.

She resigned from the CTU in October 2015, eight months after being diagnosed with terminal lung cancer, despite having never smoked.

While undergoing chemotherapy, Kelly kept campaigning for the right to die with dignity and the right to use medicinal cannabis to combat pain and nausea.

Maritime Union of Australia (MUA) National Secretary and International Transport Workers’ Federation (ITF) President Paddy Crumlin said Kelly had remained dignified to the very end, paying tribute to her influential role in the long-running Ports of Auckland dispute.

“Helen was acutely aware of the tremendously demanding challenges to unions and workers not just in her own country but around the world,” Crumlin said.

“In the Ports of Auckland dispute there wasn’t anybody more committed or more determined to get those wharfies back in the gate.

“After being diagnosed with cancer, Helen faced up to it with such courage and determination and remained dignified and always accepting of the great difficulties.

“Helen is a great loss to the movement, a great loss to her family, and also our holistic campaign to create a more decent and functional world.”

International Trade Union Confederation (ITUC) General Secretary Sharan Burrow said she was still trying to deal with the fact we’ve lost a friend as well as a colleague.

“Helen’s compassion and love for people was boundless and her thirst for justice made her a warrior for working people,” Burrow said.

“Despite her illness, Helen was still preparing cases for forestry workers last week and that epitomises her selflessness - more than anybody I know.”

Burrow said Clark was concerned about the day-to-day plight of working people and spent a lot of time thinking about our future.

“He had a big future and could have done anything, I think of New Zealand and Australia as being a family and Helen was a national hero. This is a sad day but her life force will be with us in the decisions we make,” Burrow said.

ACTU Secretary Dave Oliver paid tribute to someone he described as a working class warrior.

“Helen was a terrific unionist, a working class warrior who will be sorely missed,” Oliver said.

“The union movement in New Zealand and internationally will be deeply saddened by the loss of Helen.”

Kelly leaves behind her son Dylan from a previous marriage and long-term partner Steve Hurring, whom she married in 2015, after her cancer diagnosis.

More than 1500 people gathered for a memorial service in Wellington on October 28 to pay their respects.
A party’s position:

“Under the Liberals, shipping has continued to decline, and their recent coastal shipping reforms would have abandoned the local industry. Labor opposed and defeated this WorkChoices on Water legislation.”

- ALP Policy Document

Tanya Plibersek Opens New Training Centre

Australia’s shipping industry needs to be competitive, reliable and able to respond to the needs of those industries which rely on shipping. A local shipping industry is in Australia’s economic, environmental and national security interest. This is something that all G20 nations know and implement. Australia’s economic interest is served by being able to guarantee an Australian-based maritime cluster that employs Australians and which is dedicated to servicing Australian needs.

Under the Liberals, shipping has continued to decline, and their recent coastal shipping reforms would have abandoned the local industry. Labor opposed the Abbott-Turnbull Government’s modelling, as Australian crews were replaced by foreign crews while working on the Australian coast. While Labor’s 2012 reforms remain in place the Abbott-Turnbull Government has supported the issuing of temporary licences to foreign ships for permanent work that has long been done by Australian crews.

Having failed to pass its legislation to throw open Australia’s coast to foreign ships on lower standards and costs, the Abbott-Turnbull Government now resorts to working around the object of Labor’s laws. The Liberals’ legislation to deregulate Australian coastal shipping was defeated in the Senate in November 2015.

This “WorkChoices on Water” legislation used cuts to wages and conditions – effectively replacement of Australian seafarers with foreign seafarers on lower foreign wages – for 88 per cent of the claimed “industry savings”.

Major Australian seafarer job losses were specifically anticipated by the Abbott-Turnbull Government’s modelling, as Australian crews were replaced by foreign seafarers while working on the Australian coast. While Labor’s 2012 reforms remain in place the Abbott-Turnbull Government has supported the issuing of temporary licences to foreign ships for permanent work that has long been done by Australian crews.

The Liberals have also:
• Not encouraged use of the “international register” – established by Labor to allow greater participation by Australians in international shipping.
• Sought on several occasions to abolish the Seafarers’ Tax Offset, which reduces tax liability for employers of Australians in the international trade.
• Shut down the Maritime Workforce Development Forum. The Forum included industry, the Navy, unions and training organisations, and sought to put in place a workforce strategy that would promote maritime skills development for Australians.

While some investment has occurred (SealRoad in Tasmania for instance), the ongoing uncertainty surrounding policy settings for Australian shipping has prevented the making of strategic decisions by operators.

Reflagging decisions (which would include a move to employ more Australians as crew, and subject a ship to broad Australian national legislation) is an effect of significant medium to long term investment decisions by shipping operators.

A sustained period of certainty around shipping regulation is vital for the policy to work.

The Abbott-Turnbull Government’s cynical attempt to work around existing legislation has attracted public attention, especially via the MV Portland, CSL Melbourne, removal of all Australian crewed tankers and WorkChoices on Water issues.

Labor promises to:
• Work with industry to support an adequate level of Australian shipping capability, including ensuring that our defence and fuel security needs are able to be reliably met.
• Ensure that the national interest in promoting Australian shipping is taken into account when licensing foreign ships to work in Australia.
• Stop the abuse of temporary licences that has occurred in breach of the existing legislation by the Abbott-Turnbull Government.
• Streamline regulatory processes – for example not requiring multiple voyages per permit and clarifying customs importation rules.
• Retain the Seafarers Tax Offset and consider if any additional, affordable tax measures are needed to encourage investment in Australian crewed ships.
• Actively promote the Australian International Shipping Register, including by appointing ambassadors for Australian shipping.
• Reinstate and resource the Maritime Workforce Development Forum allow it to plan and develop a system for the training of Australians in the maritime industry.
• Properly respond to the recommendations arising from the recent inquiry by the Senate Rural and Regional Affairs and Transport References Committee into the increasing use of so-called Flag of Convenience shipping in Australia.

A Shorten Labor Government will reaffirm Labor’s commitment to revitalising Australian shipping as a strategic industry.
MEMORANDUM OF UNDERSTANDING BETWEEN THE CFMEU AND THE MUA IN RELATION TO THE PROPOSED AMalgamation

1 Purpose of this agreement

1.1 The Maritime Union of Australia (‘MUA’) and the Construction Forestry Mining and Energy Union (‘CFMEU’) (referred to as the amalgamating unions) have entered into this Memorandum of Understanding (‘MOU’) to reflect their mutual intention to amalgamate in accordance with the shared trade union and progresseven policies and in professional and industrial values held currently and historically by both unions and the many unions that formed those unions since their inception.

2 Overarching principles

2.1 The parties acknowledge the traditional owners of the land, recognise their continuing custodianship and pay our respects to their elders past and present.

2.2 The parties share a progressive and militant history of empowering and involving workers locally, nationally and internationally around their industrial, social, economic, cultural and political needs based on justice, equity, mutual respect and access. At our heart we are democratic unions controlled by our members and we will continue to be so in a new amalgamated union. We will continue to work to ensure that these principles are reflected in our union rules.

2.3 The parties assert the importance of their responsibility and commitment to promote and defend social, economic and political justice along with genuine democracy and accountability based on those values of access, equity and democracy, along with acknowledgement of and adherence to human and civil rights for workers regardless of sex, age and ethnicity, national and internationally.

2.4 The parties recognise that they have a long history of commitment and achievement of these values that have ensured the promotion of workers’ and trade union rights, and further reassert their intention to amalgamate into a new independent and progressive union that continues to build on that experience and historical direction.

2.5 The parties intend to amalgamate to establish a union that will continue this focus and direction at the workplace, community, national and international level, reviewed and updated by transparent governance based on the involvement and overall direction of all members, including in the following areas:

- The promotion of members’ and broader trade union and workers’ rights and protections through joint industrial, political and community objectives based on support through effective organising and activity;
- Integrated recruitment and organising of members and the community to meet these objectives nationally.

2.6 The parties intend that the amalgamated organisation will continue to identify these rights and protections and defend our members’ industrial, political, economic, social and cultural rights and those of workers generally against any attack and diminish- ment of those fundamental rights and just entitlement of and access to those rights, including through continuing to work within a broader like-minded and committed network of trade unions, organisations and persons equally committed to genuine unity and inclusive action and campaigning.

3 Scheme of amalgamation

3.1 Consistent with resolution of MUA National Conference, the MUA intends to amalgamate with the CFMEU, and will take all steps necessary and available to amalgamate with the CFMEU, including working with the CFMEU to develop a scheme of amalgamation for the approval of the Fair Work Commission and the MUA’s members.

4 The CFMEU

4.1 The CFMEU intends to amalgamate with the MUA and will take all steps necessary and available to amalgamate with the MUA, including working with the CFMEU to develop a scheme of amalgamation for the approval of the Fair Work Commission and CFMEU’s members.

5 On-going consultation and engagement

5.1 The parties commit to on-going discussions, consultation and all joint efforts necessary to give effect to this agreement.

5.2 The parties will apply the values of mutual respect and unity in reconciling any differences that may arise between them including in regard to their respective objects and the application of this agreement.

INTRODUCTION

1. The parties to this agreement are the Maritime Union of Australia (MUA) and the Construction, Forestry, Mining and Energy Union (CFMEU).

2. The parties to this agreement have agreed to amalgamate.

3. The terms of that agreement are set out in this document.

4. The CFMEU intends to amalgamate with the MUA and will take all steps necessary and available to amalgamate with the MUA, including working with the CFMEU to develop a scheme of amalgamation for the approval of the Fair Work Commission and the MUA’s members.

GOVERNANCE

15. Subject to the National Rules, the governance of the MUA Division shall be as set out in the MUA Divisional Rules.

16. The Divisional Secretary of the MUA Division shall be the principal officer of the MUA Division.

17. A new national position of International President shall be created.

18. There shall be an additional National Vice-President position which shall be filled as determined by the MUA Division.

19. The composition of the National Executive Committee shall be varied to include the following representation: the National Secretary, the National President, the International President; the National Assistant Secretary; five (5) National Vice Presidents; together with four (4) other members elected by and from each of the MUA Division, the Forestry Division and the Mining and Energy Division respectively and eleven (11) other members elected by and from the Construction and General Division.

20. The composition of the National Executive Committee shall include the National Executive Committee (not more than 20 directly elected) and the principal officer of each Divisional Branch of the Union that is not otherwise a member of the National Executive Committee.

21. The National Conference of the CFMEU is currently comprised of all of the members of the Executive of the Divisions. Consistent with this arrangement, the members of the Divisional Executive of the MUA Division shall also be members of the National Conference, and shall have the voting entitlement set out in the current rules.

22. The current rules of the CFMEU provide for the election of a college for the purposes of the election of the National Executive. The parties are agreed that on and from the date of amalgamation, the following provisions shall apply to the election of the National Officers.

23. The National Officers shall be elected by and from the National College, namely the delegates to all of the Divisional Conferences of the Union. Provided that, the Divisional Secretary of the MUA Division, the Divisional Secretary of the Construction and General Division, the Divisional Secretary of the Forestry, Furniture, Building Products and Manufacturing Division, and the General President of the Mining and Energy Division shall between them hold the positions of National Secretary, National Assistant Secretary, the National President and the International President.

24. The position of International President shall be a transitional role tied to the incumbent on the day of amalgamation.

FINANCES

25. Subject to the National Rules, the MUA Division shall be responsible for the management of its financial affairs.

26. The MUA Division shall pay capitalisation fees to the National Union in accordance with decisions made by either the National Conference or the National Executive of the Union.

27. The parties to the agreement are satisfied that the current financial management and arrangement of finances is sound and adequate.

28. A statement signed by each of the current National Secretaries of the relevant amalgamating unions is attached attesting to the current state of each organisation's financial affairs.

OTHER MATTERS

29. The following matters will be the subject of ongoing discussion.

30. The MUA will be de-registered in the course of the amalgamation.

31. Membership of previous state and federally registered unions recognised for all purposes in the Union.

32. Office holders upon amalgamation and the resignation of elections.

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NATIONAL COUNCIL

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Jobs Embassy Proves ‘MUA Here To Stay’

In direct response to the Federal Government’s complicity in the MV Portland raid, the MUA decided to set up the Jobs Embassy on the lawns of Parliament House in Canberra - to ensure those inside knew the union would not tolerate such belligerence from profitable multi nationals and their cheerleaders within the LNP Government.

The first week was launched by National Secretary Paddy Crumlin and hosted by the Victorian Branch. They were joined by crew members from the MV Portland, who used their time to meet various MPs and Senators to tell their story.

National Women’s Liaison Officer Michelle Myers, fresh from coordinating the MV Portland assembly, took the reigns Elle Myers, fresh from coordinating the Jobs Embassy on the lawns of Parliament House in Canberra - to ensure those inside knew the union would not tolerate such belligerence from profitable multi nationals and their cheerleaders within the LNP Government.

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The South Australian Branch asks: “What about jobs?”

Claydon, Anne Urquhart and Jill Hall, plus Greens Senator Lee Rhiannon.

Albanese declared: “Malcolm Turnbull should today meet Australian shipping workers protecting outside Parliament to explain why he has cleared the way for them to be sacked and replaced by foreign crews earning Third World wages.

In recent months the Government has issued the owners of the MV Portland and the CSL, Melbourne with permits allowing them to order their Australian crews to sail the vessels to Singapore, where they will be sacked and replaced by foreign workers.

“This attempt to undermine Australian shipping comes despite November’s Senate rejection of Mr Turnbull’s WorkChoices on Water’ legislation, which would have allowed foreign-flagged vessels paying foreign wage rates to undercut Australian shipping companies, which are required to pay Australian level wages.

“Undeterred by the will of the Parliament, Mr Turnbull is now abusing a provision of existing law that allows the issuance of permits for temporary use of foreign crews, where no Australian crews are available.

“It is extraordinary that any Australian Government would actually facilitate Aussies being sacked because they are paid Australian wage rates, and it is unacceptable that an Australian Government would undermine the national interest by deliberately trying to undermine Australian industry.”

Bray said the fact an Australian crew was removed at 1am and replaced by a foreign crew raised a number of serious questions:

• Who in Customs and Immigration processed that the passports and who approved that decision?

• Were AUSMA regulations breached?

• Was the harbour master informed and who approved that decision?

• Who inside Government was aware of this?

As the union representing these workers, we’re seeking answers,” Bray said.

“We’ll explore every avenue to get to the bottom of this grubby episode, because we suspect some of those in the Ministerial Wing knew what was coming and authorised it to happen.”

The seafarers also fronted a Senate Inquiry into Flag-of-Convenience shipping.

MV Portland crew member Zach Kimmett said getting rid of domestic shipping companies was not in the national interest.

“The work hasn’t dried up,” he explained. “Alcoa intends to continue this trade on foreign-flagged ships with a foreign crew being paid as little as $2-an-hour, supported by the Turnbull Government which wants to open up Australian shipping companies, pay the electricity bill,” Bray said.

He added Alcoa was the recipient of a subsidy from the Victorian State Government that runs into tens of millions of dollars a year. It might even be $100 million, but no-one knows as the numbers aren’t made public.

Michael Pawson, the chief cook, came to the table at the end of the meeting.

“After listening to everything that’s just come out, I find it very annoying that we were the ones who were pulled out of our beds at 1am,” he said.

“And we’re the criminals? All we wanted was our jobs.”

Brett Rolph, a Portland local, said he was told by his wife, after reading the local paper, that it was the last voyage of the MV Portland.

“You’ll never see a vessel better looked after than the Portland,” he said.

Dale Eaton, whose wife at the time was due to give birth to their second child, commented, “If this is how it’s going to be run, who wants to be a part of that. I’ve been at sea for 10 years. I was looking forward to a life at sea and now I feel like there’s no career, nothing.”

Liam Conaghan said it was going to be very difficult to find another job.

The South Coast communities also widened the direction of the Embassy to include other workers under attack as a result of bad policy coming from the Turnbull Government.

As such, the South Coast Labour Council and its secretary joined the protest, along with Port Kembla BlueScope metal workers from the AWU and AMWU.

The fight for jobs coincided with a historically significant day - Iron Boat Day. Iron Boat Day commemorates the day in 1914 when BHP contracted shipping company Scott Feels & Co to move its cargo around the Australian coast. This would trigger the beginning of Australia’s biggest merchant shipping fleet – the Iron Boats.

As a result of a depressed steelmaking and general manufacturing industry, the Iron Boat fleet has disappeared - and along with it many jobs, which were once considered a long-term and stable career.

Shadow Employment Minister Brendan O’Connor spoke at the Embassy, calling on the Turnbull Government to stand up for Australian workers and come clean on its role in the MV Portland action.
He was followed by South Coast Labor parliamentarians Sharon Bird and Stephen Jones, as well as Greens Senator Lee Rhiannon and Independent Senator John Madigan. MUA Releasing Southern NSW Branch Secretary Mick Cruss said there were only a handful of coastal ships left - and at least two of those were, once plied by the MV Portland and CSL Melbourne, exploiting a loophole to employ foreign crews.

“The time has come to reinvigorate the shipping industry and the associated industries in mining and manufacturing. However the Government is taking a different tack and enabling those industries to crumble,” Cruss said.

“Australia is an island nation and, as such, should have a healthy domestic shipping industry, which provides good, skilled jobs to thousands of Australian men and women, many of whom are currently facing uncertain employment prospects going forward.”

“Our message to the Government is simple: Save our industries and save our jobs.”

SCLC Secretary Arthur Rorris commended the Maritime Union of Australia for its campaign and encouraged all unionists and unemployed people to join the Embassy.

“The future for workers on the south coast of New South Wales is bleak, with the massive downturn at Blunescop and the decelerating mining industry, while the Federal Government is acting like everything is rosy,” Rorris said.

“Employment is the single most important issue in Australia. Employment creates taxpayers. Tax pays for health, education and services. Health, education and services are what differentiate Australia from the developing world, fosters the notion of the ‘Fair Go’ and makes this country great.”

Week 3

Week three was Queensland’s turn and they used their time to highlight the importance of the merchant shipping fleet, as well as commemorating the Keri incident which saw 17,000 tonnes of crude oil spill from a foreign oil tanker off the pristine WA coast in 1991.

Queensland Assistant Branch Secretary Paul Gallagher said the delegation took great pride in setting up early every morning at the Jobs Embassy.

Gallagher noted “Front-and-centre, straight opposite Parliament House, highly visible and staring down our adversaries - letting them know we have ‘Here To stay’. We combined our efforts all week with our sacked seafarers participating in the Senate Inquiry into Flag of Convenience shipping and exposing the MV Portland scandal.”

Queenslanders held rallies with the AMWU protesting the death of the shipbuilding industry, meat workers from the AMHUE protesting over live exports destroying their industry and with CSIRO staff who are suffering from huge Government funding cuts.

“We obviously made a huge impact on the Parliament, with many politicians from all persuasions coming out and speaking in support,” Gallagher said.

“Obviously the Liberals spent the week hiding. For us the biggest statement came when Throsby MP Stephen Jones left the Embassy to unfurl the ‘red ensign’ across his chest in the Lower House, taunting the Coalition and accusing them of being un-Australian.

“Among all the tension, it created an almighty ruckus with both sides exploding and nearly causing the Speaker to smash his gavel to pieces. GOLD!” (Read more about Queensland’s week in Ann Gray’s report in the Women section.)

Weeks 4 & 5

The reigns of the Embassy were handed over to close friends at the CFMEU during week four, with the MUA members privileged with National Conference on the Gold Coast.

Week five was all about Newcastle and the wider Hunter region. A bus load of workers, led by Newcastle Trades Hall, joined the Embassy after five hours on the road and a Lam start.

Shadow Employment Minister Brendan O’Connor joined the delegation, who were escorted by Hunter Unions Secretary Daniel Wallace.

“My stuff was that the Government had an antipathy towards working men and women and their industries.

“This is systematic. This is an intentional systematic undermining of the maritime industry, of employment conditions and if it can happen to the maritime industry and union, it can happen to anybody in this country,” he said.

Meanwhile Wallace spoke about the Government’s inaction on local procurement and local content policy.

“The silence by the Turnbull Government, on the thousands of jobs being haemorrhaged in manufacturing and mining, is atrocity,” Wallace said.

“Local procurement should be a no-brainer. But the Government - at the behest of big, usually overseas, business - is turning its back on workers, local business and the wider community.

“Well, if Malcolm Turnbull and Michaela Cash think they can replace Australian workers without a fight, they’re more delusional than I thought.”

MUA Newcastle Secretary Glen Williams said the Government’s actions were most recently on show in Newcastle, when the NSW Police removed away from our sacked seafarers participating in the Original stunt of ‘Slick the Oily Surfer’ Government has abandoned Australian seafarers, replacing them with foreign crews instead.”

Pat Conroy summed up: “Malcolm Turnbull leads a Government that has all but abandoned science, research, innovation and industry. It abolished Labor’s $1 billion jobs plan, which would have provided regions like ours with an opportunity to build world-class Innovation Precincts.

“When it comes to jobs, this Government’s record is abysmal. But when it comes to Hunter jobs, it is absolutely shameful. I’ll be standing shoulder-to-shoulder with Hunter workers to spread the word that our community is being irreparably damaged by Malcolm Turnbull and his Government.”

Joel Fitzgibbon added: “Many workers who have lost their jobs in the Hunter are 50 years of age or more and have spent most of their working lives in the mines. They don’t have skills readily transferable to other occupations, and this Government has failed to deliver any support for today or direction for those workers’ future. Malcolm Turnbull expects Australians to work until they’re 70, but can’t deliver the jobs.”

Claydon said: “Manufacturing in our region’s third largest employer, but this Government has done nothing to support the industry. There were more than 1000 highly-skilled men and women working in the shipbuilding industry in 2013, now there’s just a handful, as the Liberal Government sends more and more jobs offshore. Likewise, this Government has abandoned Australian seafarers, replacing them with foreign crews instead.”

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And Jill Hall added: “People need job security for their families to pay their bills and mortgages. But the Turnbull government has no plan for jobs in the Hunter, just job losses and uncertainty. Even the public sector is feeling the pain, with services such as Medicare offices forced to close down. The Turnbull government needs to work harder and stand up for local jobs, not cut them.”

An international guest in the form of RMT Southampton Shipping Branch chairman Mick Stubbs took to the podium to describe the situation in the UK, but pot before he was introduced by the ever-humorous Newcastle Deputy Branch Secretary Dennis Outram.

“Slick the Oily Surfer” Day 17 of Jobs Embassy was marred by loss of the last Australian fuel tanker - the British Fidelity.

The original stunt of ‘Slick the Oily Surfer’ was still carried out - only speakers talked about the need for job protection, as well as the need to protect the environment from dodgy foreign ships of shame.

As a result, the two ‘Slicks’ (sourced from Southern New South Wales Branch as nobody from Newcastle volunteered) were joined by high profile speakers: ALP Shadow Environment Minister Mark Butler, AMWU Assistant National Secretary Glenn Thompson and cross bench Senators Jacqui Lambie, Glenn Lazarus and John Madigan.

Assistant National Secretary Ian Bray said it was a disgrace that the Government
was enabling companies to undermine Australian workers.

Prior to the ‘Slick’ event, another group of AMWU workers had used the Jobs Embassy to highlight the declining steel industry in Whyalla and they were joined by South Australian MP Nick Champion in a media call to support. Also that morning, the two Slicks - Mick Cross and Blair Walsh - were joined by spokespeople, which added to the iMessage campaign aimed at increasing the nationwide conversation.}

**Budget Week**

The final week of Budget Week also coincided with Budget Week, which was used by the Turnbull Government to highlight the growing inequality that had occurred during the Abbott-Turnbull reign.

The idea was to juxtapose between the tax avoiding, multi millionaires and corporations, and the working men and women who pay their fair share, Bray said. “This Budget must address some of the things that have been exposed through the Senate Inquiry into Tax Avoidances and the release of the Panama Papers,” he said. “Every day we’re being told we need to tighten our belts because of the current economic climate, and it’s always things like health and education which bear the brunt of the cuts.”

“Meanwhile some of Australia’s most well-known companies and individuals are paying very little, and in some cases zero, tax,” Bray said. “Our argument is very simple: eliminate the tax loopholes being exploited by multi-nationals such as Chevron and Alcoa and we won’t need to make cuts to wages, to health, to education.”

In its usual style, the Sydney Branch of the Maritime Union of Australia was not at the Senate to protest changes to immigration law. The AMWU’s Glenn Thompson made his usual style, speaking to the crowd about Turnbull’s attacks on health services. He said. “Later Labor MP Catherine King joined the Embassy to speak to the crowd about Turnbull’s attacks on health services.

On Tuesday morning, with that evening’s impending Budget on everyone’s mind, another group of protestors were invited to wear their tropical shirts to highlight the growing inequality that had occurred during the Abbott-Turnbull reign. Turnbull’s attacks on health services.

The reality is that the Liberal Government thinks about small business. But I would never have money to spend in shops, if I didn’t get those penalty rates.”

The Australian Services Union also joined the Embassy in the final week to protest the cuts to services, homelessness programs, community legal services and mental health.

Others events included Aphelia - Ashworths Not here Not anywhere, joined by Indonesian comrades Subono and Darisman who told the Embassy that they were fighting for justice in their home country.

The Teachers’ Federation also arrived to support Gonski Report funding and protest the Liberal’s half-baked education funding plan. The Australian, Job Embassy was also visited by MPs Gai Brodtmann and Kate Ellis. Sydney Branch Secretary Paul McAlister said the most important takeaway from the week’s events was that the Liberal Party was bad for Australian workers.

The distinction between the AMWU Jobs Embassy and the Cayman Islands tax dodgers embassy here on the lawns of Parliament House in Canberra is the difference between the working class and the ruling class,” McAlister said.

“On the one hand, you have the trade unions and the people who are fighting to protect our workplaces and communities. And on the other, the neo-liberal economic model which seeks to exploit workers and force cuts to the basic social services that workers and off-shored tax dodgers aren’t benefiting from.”

Throughout the final week, the Sydney Branch was supported by the Western Australian, Southern New South Wales and Newcastle Branches.
MUA Mobilises to Protect Aussie Jobs

In the recent 2016 Federal Election the MUA was widely commended for executing its most strategic, targeted and focused political campaign in recent history. The union’s combined campaign with the CFMEU, TFUWA, ETU and ACTU had at its core the elevation of the message to “Protect Aussie Jobs”. A message based on taking the most critical issues facing our unemployed seafarers to the national stage, ensuring it resonated with voters and became a key election theme. The union successfully put the attacks on our member’s jobs and employment at the front-and-centre of the Federal Election campaign.

The nationally coordinated campaign, led at the national level by Deputy National Secretary Will Tracey, Assistant National Secretary Ian Bray and National Women’s Liaison Officer Mich-Elle Myers, focused on targeting marginal seats through on-the-ground campaigning across the country. This was reinforced at the branch level through the visionary and uncompromising leadership from branch officials, combined with the unwavering commitment from branch staff, rank-and-file members and hundreds of community volunteers. It was this campaign strength nationally that allowed us to turn our focus on key marginal seats. These seats were Bass, Braddon and Lyons across Tasmania, Solomon in the NT, Leichhardt, Herbert, Dawson and Capricornia in North Queensland, Dehll, Eden-Monaro, Robertson, Macarthur and Gilmore in New South Wales, Hindmarsh in SA, and Cowan in Western Australia. The union was also active in other seats including, but certainly not limited to, New England, in New South Wales, and Corangamite, Deakin and Dunkley in Victoria. Along with committed teams working across each state to reach voters, the ACTU ramped up its “Build a Better Future” campaign by placing organisers in marginal seats, many of which crossed over with the MUA seats. The work of these MUA activists by placing organisers in marginal seats, many of which crossed over with the MUA seats. The work of these MUA activists was widely commended for its effectiveness and for uniting the efforts of both Unions. The election further displayed inspiring dedication and hard work across the country. The teams on the ground achieved this without national officials, that had been written-off by Liberal Party Party recording huge swings in electorates marginal seats, and across the board. Thanks to collective hard work, the Labor Party recorded huge swings in electorates that had been written-off by Liberal Party commentators. The union could not have achieved this without national officials, Will Tracey, Ian Bray and Mich-Elle Myers, working in with the inspirational branch leadership to run the critical co-ordination of our branches, activists and members right across the country. The teams on the ground displayed inspiring dedication and hard work every day of the long and gruelling campaign.
Ian Bray & Michael O’Connor: John Setka

highly effective ground campaign that saw TCFUA, were able to run an efficient and unions, in particular the CFMEU and the branch staff and comrades from affiliated

Under exceptional leadership, Tasmanian Branch Secretary Alisha Bull, the Tasmanian Branch Secretary Jason Campbell and Deputy With the support of Ian and Mich-Elle, TASMANIA successes.

Their role as individuals and a collective directly contributed to the union’s many
to fine tune the union’s message.

The real stars of the Tasmanie election campaign included sacked seafarer Zach Knezetic from the MV Portland and Simon Wright form the CSL Melbourne, who drove Zach’s yellow submarine’ kombi, decked out in the Protect Aussie jobs logos, from Shellharbour, NSW to Melbourne Port and boarded the Spirit of Tasmania with National Secretary TCFUA Michele O’Neil, Alisha Bull and Mich-Elle Myers. The gang spoke to the public and members on board the vessel and following their arrival in Devonport Zach and Simon embarked on the epic ‘Politica in the Pub’ road tour. The Yellow Sub made heads turn as it travelled the windy roads between the north-west and south-east coasts. Along the way, Zach and Simon shared their stories with thousands of people. The message that the cruel Liberal Government showed no mercy for them and other workers and their families was well received and Tasmanians responded by voting these Labor candidates into the House of Representatives.

In the seat of Bass, held by Liberal MP Andrew Nikolic since 2013, Labor candidate Rose Hart, a lawyer from Launceston, managed to pull a swing of 10.3%. This saw her comfortably win the two-party preferred contest with a final result of 56.1.

In the seat of Lyons, the union team helped deliver a 3.5% swing to Labor candidate Brian Mitchell. This was enough to knock-off incumbent Liberal MP Eric Hutchison, who had left the voters disappointed and frustrated with his out-of-touch Tory antics.

Roundout the Tasmanian trifecta was the seat of Braddon. First-time Labor candidate Justine Keay managed to secure a 4.8% swing and claim back the seat from the Liberals. The stories from MUA members, particularly from unemployed seafarers, resonated with Justine and she has vowed to take up their case in Parliament.

The work of the leadership team cannot be overstated. Additional support from ACTU organiser Monica Finlayly also complemented the strategy. The hundreds of members and community volunteers who pledged their time and energy to the union’s campaign, was critical in delivering across the board wins for Labor. Members Dale Wright, Bobbie Paterson, Brett Pendlebury, Mick Greeson, Scott McPherson, Terry O’Sullivan, Simon Wright, Bobby Hall, Ronnie Crow, Ian Hill, Tim Freeman, Steve ‘Woody’ Woodworth and Chris Green deserve a special mention.

As the front page of the Tasmania’s leading newspapers exclaimed the morning of July 3, it was ‘Adios Amigos’ to the Liberals on the Apple Isle.

QUEENSLAND

Up against arguably the most complex and difficult campaign environment, the MUA unified national team was able to rally the troops on-the-ground and produce Election Day results that exceeded all expectations.

The army of activists from all over the state, including MUA members Dave Lyons, Bernie Gallen, Ted McAlary, Glenn Frey, Mike Barbe, Ann Grej, Larry Foley, Damien McGarry, Paddy Nolman, and Terry O’Shane were critical to our successes in the Sunshine State. The dedicated, enthusiastic team meant the message of “Protect Aussie Jobs” could reach across thousands of kilometres to cover four targeted seats. Aboriginal and Torres Strait Islander organiser and MUA Eles Terry O’Shane, clocked up a few extra miles driving through the Far North Queensland seat of Leichhardt delivering the message to ‘Put the Liberals Last’ through Aboriginal communities.

Deputy National Secretary Will Tracey headed inland with the CFMEU, while Ian and Mich-Elle coordinated the coastal run with the ETU. In tandem, Queensland Branch Secretary Bob Carnegie’s exceptional grass-root organising skills were put to work.

This provided a conducive environment to run a bad campaign, totally focussed on job security, not only for MUA and maritime workers, but for those in the construction and mining industries that have also faced unfair sackings and job losses at the hands of Liberal policy. When news broke in late-

May that more than 20 people, mostly MUA members, lost their jobs at the Hay Point coal terminal in Mackay (seat of Dawson), Ian and Bob did not waste anytime combining the Alexander Spirit dispute of 2015, after the loss of their jobs and they were replaced by exploited, foreign workers. This injustice resonated with all facets of the community – from politicians to pensioners. During the Federal Election campaign, every opportunity to continue raising awareness of the issues facing Aussie workers under the Liberal- National Government was seized upon by the dedicated Tasmanian team. Their presence at AFL and local football games and other truly Tasmainian events like Agfest 2016, Tasmania’s biggest Agricultural event, demonstrated a deep understanding of the local community and allowed the team to fine tune the union’s message.

As the front page of the Tasmania’s leading newspapers exclaimed the morning of July 3, it was ‘Adios Amigos’ to the Liberals on the Apple Isle.

The army of activists from all over the state, including MUA members Dave Lyons, Bernie Gallen, Ted McAlary, Glenn Frey, Mike Barbe, Ann Grej, Larry Foley, Damien McGarry, Paddy Nolman, and Terry O’Shane were critical to our successes in the Sunshine State. The dedicated, enthusiastic team meant the message of “Protect Aussie Jobs” could reach across thousands of kilometres to cover four targeted seats. Aboriginal and Torres Strait Islander organiser and MUA Eles Terry O’Shane, clocked up a few extra miles driving through the Far North Queensland seat of Leichhardt delivering the message to ‘Put the Liberals Last’ through Aboriginal communities.

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The real stars of the Tasmanie election campaign included sacked seafarer Zach Knezetic from the MV Portland and Simon Wright form the CSL Melbourne, who drove Zach’s yellow submarine’ kombi, decked out in the Protect Aussie jobs logos, from Shellharbour, NSW to Melbourne Port and boarded the Spirit of Tasmania with National Secretary TCFUA Michele O’Neil, Alisha Bull and Mich-Elle Myers. The gang spoke to the public and members on board the vessel and following their arrival in Devonport Zach and Simon embarked on the epic ‘Politica in the Pub’ road tour. The Yellow Sub made heads turn as it travelled the windy roads between the north-west and south-east coasts. Along the way, Zach and Simon shared their stories with thousands of people. The message that the cruel Liberal Government showed no mercy for them and other workers and their families was well received and Tasmanians responded by voting these Labor candidates into the House of Representatives.

In the seat of Bass, held by Liberal MP Andrew Nikolic since 2013, Labor candidate Rose Hart, a lawyer from Launceston, managed to pull a swing of 10.3%. This saw her comfortably win the two-party preferred contest with a final result of 56.1.

In the seat of Lyons, the union team helped deliver a 3.5% swing to Labor candidate Brian Mitchell. This was enough to knock-off incumbent Liberal MP Eric Hutchison, who had left the voters disappointed and frustrated with his out-of-touch Tory antics.

Roundout the Tasmanian trifecta was the seat of Braddon. First-time Labor candidate Justine Keay managed to secure a 4.8% swing and claim back the seat from the Liberals. The stories from MUA members, particularly from unemployed seafarers, resonated with Justine and she has vowed to take up their case in Parliament.

The work of the leadership team cannot be overstated. Additional support from ACTU organiser Monica Finlayly also complemented the strategy. The hundreds of members and community volunteers who pledged their time and energy to the union’s campaign, was critical in delivering across the board wins for Labor. Members Dale Wright, Bobbie Paterson, Brett Pendlebury, Mick Greeson, Scott McPherson, Terry O’Sullivan, Simon Wright, Bobby Hall, Ronnie Crow, Ian Hill, Tim Freeman, Steve ‘Woody’ Woodworth and Chris Green deserve a special mention.

As the front page of the Tasmania’s leading newspapers exclaimed the morning of July 3, it was ‘Adios Amigos’ to the Liberals on the Apple Isle.
Landy by just 0.7% in the two-party preferred vote.

**NEW SOUTH WALES**

Between the Sydney, Southern New South Wales and Newcastle branches, the MUA covered almost every corner of the state. Across the board, our New South Wales branches worked hard to spread the message and make sure the Liberals were put last in the target seat of Dobell, Eden-Monaro, Macarthur, Gilmore and Robertson. Members and branches also assisted in a handful of other seats as part of the campaign.

Throughout the NSW campaign the CFMEU was right there complementing the MUA’s efforts. The ACTU and other affiliated unions showed force too.

The Sydney Branch campaign was spearheaded by Assistant Branch Secretary Paul Garrett and was successful in unseating a handful of Liberal Party incumbents. The final days of the campaign were particularly important when the branch led the handout of the ACTU’s fake Medicare cards. The looming threat to universal healthcare undoubtedly struck a nerve with Sydney voters, which was reflected at the polls.

The branch did not waste anytime when it found out that notorious union-basher and MUA antagonist Michaela Cash was appearing on the ABC’s Q&A. A snap rally was held out the front of the studios at the ABC. A huge difference. This highly visible public event saw sacked CSL Melbourne seafarer Kerry Farrell junior and senior along with the injured Dane Bartinger deserve special mentions for their tireless efforts on the Macarthur campaign.

Meanwhile in Newcastle, Branch Secretary Glen Williams and branch campaign manager and member Mal Lingard notched up hundreds of kilometres in their pursuit to knock off incumbent conservatives. Along with a core group of members, seats on the Central Coast and New England were targeted.

In a joint effort with the meatworker’s union the MUA organised to knock of the Deputy Prime Minister, the gaffe-prone National MP Barnaby Joyce. The Murdoch-owned Australian Newspaper unashamedly campaigned on behalf of Joyce by engaging in mudslinging against the independent candidate Tony Windsor. As a result Joyce was ultimately successful in retaining the rural, conservative seat but suffered a 4.7% swing against him.

Our youngest activist in Melbourne candidate Cathy O’Toole and former TCFUA’ Michele O’Neil and  the TCFUA’ Michele O’Neil and the CFMEU and MUA leaders with the ACTU President Ged Kearney at the Sydney leg of the joint Election Campaign launch. Left: ETU and MUA members campaigning in Cairns. Bottom from far left: Tasmanian Branch officials Jason Campbell & Alisha Bul with Simon Wright, Jerroli Lambie, Zech Kinzett and the TOULAT Michele O’Neil. Malcolm Turnbull turns up in Queensland to speak to Deputy Branch Secretary Jason Miners and Damien McGarty. MUA women in Hobart. Campaign leader Mich-Ellie Myers, National Organiser Bernie Farrelly, candidate Cathy O’Toole and former North Queensland Organiser Glenn Dowmara. Our youngest activist in Melbourne candidate Cathy O’Toole and former TCFUA’ Michele O’Neil and the TCFUA’ Michele O’Neil and the CFMEU and MUA leaders with the ACTU President Ged Kearney at the Sydney leg of the joint Election Campaign launch. Left: ETU and MUA members campaigning in Cairns. Bottom from far left: Tasmanian Branch officials Jason Campbell & Alisha Bul with Simon Wright, Jerroli Lambie, Zech Kinzett and the TOULAT Michele O’Neil. Malcolm Turnbull turns up in Queensland to speak to Deputy Branch Secretary Jason Miners and Damien McGarty. MUA women in Hobart. Campaign leader Mich-Ellie Myers, National Organiser Bernie Farrelly, candidate Cathy O’Toole and former North Queensland Organiser Glenn Dowmara.
from grace by Liberal MP Karen McNamara. Glen and Aaron and his army of efficient activists helped Emma McBride win back the historically Labor-leaning seat of Dobell. A swing of 4.7% saw Labor secure a comfortable win in the face of dirty tactics and online smear campaigns from McNamara’s team. Seafarer and Sydney Youth Committee chair Ryan McGibbon-Thompson was particularly active in ousting McNamara.

A Liberal MP Lucy Wicks went into the election with a 3% margin in her favour in the seat of Robertson. The efforts of the Newcastle branch in campaigning for NSW Central Coast local and Labor candidate Anne Charlton saw this margin reduced to 1.1%. Down the coast, the Southern New South Wales Branch was active in Gilmore and the bellweather seat of Eden-Monaro.

The branch ran a comprehensive and community-led campaign. Branch Secretary Garry Kane rallied a fearless team of comrades including, but not limited to, Mick Cross, Riley Champion-Politis, Blair Walsh, Gary McCarthy, Lance Lucas and Andrew Olsen. Joined by ACTU and like-minded union affiliates, the gang dedicated their time by hitting the streets and the phones, speaking to voters about Labor’s guarantees for job security, fair work conditions, Medicare and Goskki.

The message highlighted the Coalition Government’s inaction on protecting Aussie jobs. When Employment Minister Michaelia Cash visited Nowra, union activists boldly asked her, why she was destroying job prospects. Education and Safety Officer Mick Cross, attracted local headlines when he loudly proclaimed Cash to be the “Cash for Cross”, attracted local headlines when he loudly proclaimed Cash to be the “Cash for Cash” Minister after she dodged protesters by hiding in a shop and running to her ComCar.

For more than four decades, the party that has won the seat of Eden-Monaro has gone on to claim national victory. In 2015, this trend was bucked when Labor candidate Mike Kelly, won back the seat for the ALP after deposing Peter Hardy, who has subsequently been appointed as a senior Turnbull advisor. The favourable swing of 5.7% to the Labor Party was enough to return the seat to Mike, who had previously held it from 2007 until 2013.

While the seat of Gilmore was retained by Labor MP Ann Sudmalis, dubbed Dud-Dud-malus, it came down to the wire. A swing to Labor candidate Fiona Phillips of 3.3% meant the Liberals held the seat with a margin of just 0.7%. Dud-malus will certainly have her work cut out for her as she attempts to win back the faith of the voters in the face of ongoing MUA campaigning and protest.

VICTORIA

It had been a tough 12 months for the Victorian Branch, which had to endure the unfair sackings of seafarers on the MV Portland under extreme and distressing circumstances. With the knowledge of the Australian Maritime Safety Authority and Michaelia Cash’s Office, members aboard the vessel were roused at 1am night and forcibly removed from the ship, only to be replaced with exploited foreign workers earning as little as $2-an-hour. Thankfully, the true solidarity of the branch, its members, affiliated unions and the community did not take this news lying down. A fighting spirit was maintained and carried through to the election campaign.

Branch Secretary Joe Italia and Deputy Branch Secretary Mark Jones, with their unswerving team of activists, were supported along the way by the CFMEU and Victorian Trades Hall Council. This committed group were out in force persuading undecided voters to “Put the Liberals Last”. An highlight was ALP Senator Sam Dastyari being given a big and warm welcome to the state by the many AWU members who lost their jobs, steelworks and threw their support behind him in an act of solidarity.

Alex, a recently sacked seafarer from the British Fidelity, did not skip a beat when he was callously questioned by Liberal MP Matt Williams at a polling booth, who asked, “Don’t you have anything better to do?” Alex was quick to respond that nothing was more important to him than highlighting the great injustices he and his fellow workers had suffered at the hands of Liberal policy, and that fighting to protect Aussie jobs was exactly where he wanted to be.

Despite polling reports suggesting it wasn’t possible, Labor candidate Steve Geoghegan claimed victory with a swing of 2.4% in his favour.

WESTERN AUSTRALIA

The election campaign was not an easy ride for the WA branch. Working in collaboration with the ACTU’s Build a Better Future campaigners for a full year leading up to election day, a team of dedicated members and activists ran a comprehensive ground campaign targeting the key marginal seat of Cowan that was being coordinated by the CFMEU. With a focus on having conversations directly with voters, an incredible turnout of 71 volunteers working at polling booths on election day showcased the level of commitment from the branch.

The MUA and CFMEU remained solid and united in WA, working closely together to ensure that the union movement was engaged in activity covering the width and breadth of the state. To kick off the campaign, the CFMEU hosted MUA officials and members at its launch event. Deputy National Secretary Will Tracy attended and WA Branch Secretary Christy Cain made a passionate speech about supporting the ALP to win the election even after the disappointing upset in the seat of Fremantle.

Top from far left: Members rally outside of Ewen Jones’s office ALP’s Joel Fitzgibbon with Newcastle Campaigner Mali Lingard and branch activists Members talking to members of the public in a stall in Karratha Sacked seafarers Luke Clothier and Alexander Smith Queensland campaigners with Shadow Transport Minister Anthony Albanese WA Youth activists Ryan Furtado and Rachael Carter with Opposition Leader Bill Shorten SA Branch members taking part in phone polling Queensland ITF inspector Sarah Maguire does her bit for the campaign.

He was joined on stage by Mick Buchan, CFMEU WA branch secretary, WA Labor Senator Sue Lines and Glen Steele, and Dave Noonan, Assistant National Secretary of the CFMEU. Working from this display of solidarity early on in the fight, the MUA and CFMEU ensured that every rally and event had a joint union presence. The commitment and dedication of the WA team helped Labor win the seat of Cowan. This was the only seat won in WA that was previously held by a Liberal incumbent and is a credit to the mature decision by the WA Branch leadership to divert significant resources to Cowan and support the CFMEU led campaign. A diceable swing of 6.7% in Labor’s favour saw Ann Aly become Australia’s first female, Muslim Federal Senator Sue Lines and Glen Steele, and Dave Noonan, Assistant National Secretary of the CFMEU. Working from this display of solidarity early on in the fight, the MUA and CFMEU ensured that every rally and event had a joint union presence. 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Bottom: Members take part in a Hay Point tug rally.
key components, the union was able to reach millions of people right around the country with campaign messaging and content. The addition of the Protect Aussie Jobs website, SMS video messaging, and e-bulletins meant the union could spread the word even further.

Strategic use of online advertising meant our “Sacked for being Australian” TV ad was watched by nearly 700,000 on Facebook alone in the key marginal seats targeted by the MUA. Backed up by prime time TV and radio advertisements, the plight of Australian seafarers was resonating in communities Australia-wide. By the time Zach, Dale and Warren went on tour to spread the word of how had the Liberals were for jobs, people knew their story from online and wanted to meet them. This gave us a greater opportunity to connect with community members and secure Labor votes.

Ian and Mich-Elle were encouraged and inspired by the collective efforts and support of the union movement who posted and reposted our content without prompting. By sharing the content it meant those not au
tinent with union issues were able to connect. The union's activism throughout the election

he part 12 months have seen seafarers from four Australian coastal ships consigned to the scrapyard. Rather than act within the spirit of the 2012 Coastal Trading Act, the Federal Government has instead decided to allow successful companies exemptions to Australian regulations by granting Temporary Licences.

It began when the crew of the MV Portland – a bulk carrier owned by American-based Aluminium mine Alcoa – found out through a regional newspaper that the ship would be sold and the route taken over by a foreign ship with a foreign crew.

This triggered a 60-day dispute, which came to a head when at 7am on January 13 up to 30 security guards boarded the vessel and forcibly removed the remaining crew members and escorted a foreign crew onto the ship.

It was later revealed that Federal Employment Minister Michaelia Cash was made aware of what would be dubbed ‘the Portland saga’ prior to it taking place.

Commenting in a press conference the following day, National Secretary Paddy Crumlin asked: “Has Australia learnt nothing since the infamous waterfront dispute in 1998? When did it suddenly become ok to again send in security guards in the dead of night to forcibly remove a workforce? This sort of thing shouldn’t happen to anyone in their workplace”.

Crumlin was one of the first crew to sail aboard the vessel, which became a pilot for the new qualification – the ‘integrated rating’ – combining the skills of deck and engine seafarers, developed in consultation with unions and industry to make Australian shipping more globally competitive.

“There was a time when business, Government and workers represented by their unions would work together in a mutually
beneficial manner,” he said.

“Now we have crew members being stood over, while asleep in their bunks, and intimidated into leaving their ship in the middle of the night, as was shown on the MV Portland.”

“When as a country did we decide we would tolerate such corporate recalcitrance?”

During the ordeal, a campaign to reinstate the general MUA shipping campaign was hatched and, as a result, the MV Portland crew became the poster children for the intransigence of big business, in concert with the Turnbull Federal Government.

The Victorian town of Portland and its tight-knit community also became integral to the campaign, with numerous rallies staged in the district.

At one rally, Assistant National Secretary Ian Bray declared being able to replace Australian seafarers with workers paid as little as $2-an-hour on a ship should ring alarm
contribute to the budget deficit as less net tax will be collected.

“The Senate obviously recognised this and refused to pass the amendments to the Coastal Trading Act, sending a message to the Government that a ‘race to the bottom’ was not the answer to reviving the coastal shipping trade.

“It is prudent and good practice to engage all stakeholders when it comes to formulating policy, regardless of who is leading Government. Therefore the union is happy that the new Minister has agreed to invite us to the table.”

The Government and the MUA both agreed that the industry needs reforming.

“Complete deregulation - which would open up the coast to foreign, flag-of-convenience ships registered in developing world countries like Panama - is not a solution to the waning industry,” Crumlin said.

“As was highlighted in the recent Senate Inquiry, flag-of-convenience shipping, as well as being a way to circumvent labour, environmental and safety regulation is a form of tax avoidance.

“The Panama papers have begun to expose worldwide business practices in tax minimisation and avoidance, something foreign shipping companies have been engaging in for decades.

“Australian shipping companies, working under Australian national regulation, contribute positively to the economic balance, in paying tax and adhering to other local regulations including wage law.”

“This needs to be nurtured in the national interest, and this needs to be remembered in the Government’s re-evaluation of shipping laws.

“The MUA is invested in working collaboratively in creating a viable shipping policy.”

More than 100 days after 97 wharfies were sacked in the dead of night, an agreement between the workers and container terminal operator Hutchison was achieved.

A new agreement was supported overwhelmingly in both Sydney and Brisbane in November, which saw every worker go back through the gate if they wished. As part of the agreement, the union won an extremely handsome redundancy package, which was offered on a purely voluntary basis and included the right to return.

MUA National Secretary Paddy Crumlin, who led the talks with the company in the Fair Work Commission, said the new agreement was testament to a more functional and mature approach to industrial relations than the company’s initial attempts to restructure its operations.

“Workers are essential to the productivity and good health of any successful enterprise, and have a social and legal right to be treated with respect and decency - regardless of commercial cycles,” Crumlin said.

“Large multi-national companies have a particular responsibility, due to their scale and inherent power, to have special regard to the treatment of their workers, and should meet the highest standards of those moral responsibilities.

“What started out as a shabby, mean-spirited and heart-breaking attack on an innocent workforce by Hutchison has been translated through the slow building of respect and proper involvement of those workers and the Fair Work Commission under Deputy President Anna Bouth,” he said - referring to the fact the 97 wharfies were originally sacked by text and email a couple of minutes shy of midnight.

“It became notorious internationally for how not to restructure a business,” Crumlin declared.

“It hopefully sends a strong signal to other big maritime multi-nationals in the maritime industry in this country at the moment - like BHP, Alcoa and Chevron - that they are diminished and devalued by the workplace policies of subterfuge and industrial and legal harassment of their workers as a preferred course of action. And that workers will not stop fighting for their rights and the genuine respect from these companies for those rights.”

Crumlin thanked members of the ITF family and also the International Dockworkers Council (IDC) unions for their demonstrations of solidarity for the sacked workers over the three-month struggle. The global campaign saw action from hundreds of thousands of transport workers worldwide.

MUA Assistant National Secretary Warren Smith said it was a momentous occasion, that could not have been achieved without the resilience and struggle of all Hutchison workers. This dispute was won through a range of tactics and forms of struggle, fundamental however were the actions outside the gates at the terminals.

“The agreement is a major victory for the MUA and all Hutchison workers,” Smith said.

“The key components of the former agreement have been retained. The new agreement has cemented the best safety clauses in the industry - in fact any industry.

“This agreement is a step forward for workers and delivers a victory for common sense over anti-worker ideology.”

Smith also highlighted the success of the corporate campaign against Vodafone, which is owned by Hutchison.

“The targeting of Vodafone stores by maritime workers, and the hijacking of their ‘Big Little Protest’ - turning it into our protest against the thuggery and corporate belligerence - was important and is an on-going and important part of campaign methodology,” he said.

“This achievement is also a testament to the character of all the Hutchison workers who have braved wind, hail and shine at the two community pickets in Brisbane and Sydney and remained united - determined to beat an injustice which was not acceptable in a modern workplace or society.

“There has been a host of industrial issues at Hutchison since the dispute has been finalised, of which the union is fighting and beating back the never-ending raft of HR driven madness emanating from the management at Hutchison,” Smith said.

“Our unity and resolve to maintain a strong union site, and keep on struggling, will see us through - whatever the company wants to throw at us.”
A series of important recommendations have been put forward by the Senate Inquiry into Flag-of-Convenience Shipping, after the MUA and the ITF were successful in having the issue investigated.

The full report is not yet available, but the Second Interim Report was issued on May 3, shortly before the Federal Election was called. MUA National Secretary Paddy Crumlin said many of the things highlighted in the report were issues about which the MUA and ITF had long been warning the Government.

“The High Cost of Cheap Shipping

and consequent ifpeditment to holding the owner to account for a ship’s actions, and insufficient flag state regulatory enforcement and adherence to standards.”

The regulatory, registration and compliance practices of the so-called FOC states have the potential to create vulnerabilities for Australia’s enforcement of laws in its maritime domain. “Those vulnerabilities add to the attractiveness of FOC shipping to entities such as organised crime syndicates and other entities seeking to illegally exploit natural resources both within and outside the AEEZ (Australian Exclusive Economic Zone).”

North American Seafarers International Union Executive President Dave Heindel contributed to the ITF submission with his intimate knowledge of the Jones Act, saying it was a policy Australia should consider. “The United States’ cagotype law (the Jones Act) has enjoyed strong bipartisan support since its enactment in 1920. Top US military leaders also have consistently backed that law throughout its history,” Heindel wrote.

“Cagotype laws make sense on every level, and that’s why dozens of countries around the world have their own versions of the Jones Act,” noted Heindel, who also chairs the Seafarers’ Section of the International Transport Workers’ Federation. “They help boost national security and economic security, while sustaining good jobs and an important part of the industrial base.”

Heindel cited a relatively recent, independent study by highly regarded international professional services firm PricewaterhouseCoopers which concluded the Jones Act helps maintain nearly 500,000 American jobs, while contributing the Jones Act helps maintain nearly 500,000 American jobs, while contributing...
The Big Australian Screws
The Little Worker

The largest mining company on the planet has sought to undermine Australian workers by encouraging towing companies to utilise partnership agreement.

In a petty and short-sighted move, BHP-Billiton has shown its contempt for Australian workers by trying to undermine Fair Work-sanctioned collective agreements in Port Hedland WA and Hay Point in Queensland - by handing the lucrative towing contracts to notorious union-buster Rivtow Marine.

The tax avoiding multi-billion dollar company - which faces culpability questions regarding a dam disaster in Brazil which killed up to 17 people - engaged Rivtow Marine at the end of last year in Port Hedland, dumping its previous operator Tewskay.

Tewskay had just concluded collective bargaining with workers from three unions - Maritime Union of Australia, Australian Maritime Officers Union and Australian Institute of Marine Power Engineers.

MUA Deputy National Secretary Will Tracey said BHP’s decision was driven by ideology and not by sensible business considerations.

“The fact that a company has been chosen because of its propensity to screw its workers should ring alarm bells to State and Federal legislators.”

MUA Queensland Branch Secretary Bob Carnegie said the workers who were being replaced had been model employees.

Carnegie said the workers who were being dumped up to 17 people - engaged Rivtow Marine.

The MUA is calling for the contract to be reviewed, claiming the partnership agreement was a form of sham contracting intended to undermine workers’ rights and safety.

The union is calling for legislative change to stop the the contracts spreading into other industries.

Bray said partnership agreements were steadily creeping into traditionally blue collar industries, as a tool to undermine workers.

“Partnerships were originally set up to undermine Australian workers by trying to undermine legally negotiated agreements.

“Partnerships are a legal loophole and will be used to drive down wages and conditions. They put all the risks and liabilities on workers, and it is little more than sham contracting.

“Widely accepted conditions - such as workers’ compensation, sick leave, annual leave and unfair dismissal protections - will not be offered to workers under partnership agreements.

“The fact that a company has been chosen because of its propensity to screw its workers - should ring alarm bells to State and Federal legislators.”

MUA Queensland Branch Secretary Bob Carnegie said the workers who were being replaced had been model employees.

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Bray has been lobbying all parties at state and federal level to force changes to the rules surrounding partnership agreements, including the passing of multiple resolutions at ALP State Conferences.
Maritime Unions Victorious in High Court Ruling

The long-running campaign to get oil and gas giants operating in Australia to pay their fair share of taxes and royalties has stepped up a gear amid revelations our national government will effectively make the ORA Act null and void in complete disregard to the wishes of the Australian workers.

The then-Labor Government protected Australian jobs in the offshore oil and gas sector by responding to the 2012 Allseas case with a Bill that extended the Migration Zone to address a flaw in Australia’s migration law. Within six months of its election the Liberal National Government introduced a Bill to repeal the Migration Amendment (Offshore Resources Activity) Act 2013 (ORA Act) that was passed by the ALP-led Parliament in 2013. It also introduced a Regulation under the ORA Act that specified an inappropriate visa class as a work visa to conform with the ORA Act (the Maritime Crew Visa, which is a transit visa for visiting international seafarers, not a work visa).

When the Senate rightly disallowed the regulation specifying that visa, introduced a Ministerial Determination (Timmi 14/077) effectively making the ORA Act null and void in complete disregard to the wishes of the Parliament. The MUA and AMOU challenged Ministerial Determination Timmi 14/077 in the Federal Court with Justice Buchanan validating the use by the Government of Ministerial Determination Timmi 14/077 in a judgment delivered on 15 September 2014. The MUA and AMOU successfully appealed the decision to the Full Court of the Federal Court.

Following the Full Federal Court decision, within 24 hours introduced another determination (Timmi 15/075) and subsequently (Timmi 15/187) to again allow cheap foreign labour in the offshore oil and gas sector. The then Labor Government protected the decision which helps rehabilitate Australia’s international reputation for adversarial and destructive attacks on the trade union movement.

“The offshore industry in any country’s territory must be the domain of the national workforce as it involves the development of that country’s sovereign and public wealth.”

MUA National Coordinator Jacqueline Smith said: “It is clear that the failed legislation and subsequent circumvention by the Australian government that was rejected by the High Court today was partly driven by international hydrocarbon players including Chevron and Allseas. This is a great victory for the protection of workers rights in the offshore industry all over the world.”

AMOU President Tim Higgs said: “The Government has hugely overreached with these tricky legislative instruments. The Minister’s attempts to bypass existing laws and give unfettered work rights to non-Australian workers was always a terrible idea.”

Background

In 2013, the Federal Court of Australia handed down a decision in Allseas Construction SA v Minister for Immigration and Citizenship (2013) FCA 529 that highlighted the issue of non-citizens being able to work on Australian offshore vessels without visas when vessels were located outside the Migration Zone.

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Public Inquiry Needed Into LNG Export Rorts

While the Turnbull Government is yet to make a substantive response, the push for an inquiry found an unlikely ally in Liberal WA Treasurer Mike Nahan.

Nahan is reportedly annointed that billions of dollars that have been withheld from our national infrastructure are now been transferred to Qatar’s $400 billion LNG project.

“This follows the release of modelling which predicts that by 2021, Australia will eclipse the Persian Gulf state of Qatar to become the world’s biggest exporter of liquefied natural gas. In that year, both countries are forecast to pump and ship roughly 100 billion cubic metres of LNG each, Qatar’s government will receive $28.6 billion in royalties from the multinational companies exploiting its offshore gasfields. The Treasury estimates, Australia will receive just $800 million for the same volume of gas leaving its shores. The TJN through its spokesman Jason Ward has sent a letter to Prime Minister Malcolm Turnbull and Treasurer Scott Morrison. “The Tax Justice Network has major concerns about forecasts of declining or stagnant government revenue from the PRRT coinciding with Australia becoming the world’s largest exporter of liquefied natural gas (LNG),” the letter says. “LNG will soon compete with iron ore to be Australia’s largest export. However, various analyses show that the primary resource tax on this export, the PRRT, will not collect any new revenue for decades to come.”

Concerns were raised about the effectiveness of the PRRT in the Henry Tax Review. Since then, the scope of the PRRT has been expanded to cover oil and gas, onshore and offshore, including CSG. “Despite the expanded scope, it appears that other changes to the PRRT system have further reduced current and future government revenues,”

“The solution

If the PRRT was working the way it was originally intended, it would generate an additional $400 billion in government revenues over the next two decades.

That amount would cover roughly 50% of the current annual national education budget over the next 20 years. This revenue, which could fund our public schools, hospitals and infrastructure, is being lost. The MUA must lead the way in demanding an immediate Parliamentary Inquiry into the PRRT to ensure that Australians receive a fair share from the exploitation of our natural resources.
Canberra from a Woman Seafarer’s Perspective

By Ann Gray - Queensland seafarer and Women’s Committee Member

From February 22-25, it was Queensland’s turn to man/woman the Jobs Embassy. Can I also give a huge thanks to Mich-Elle Myers who had been in Canberra for three weeks previously and showed us all the ropes. Well done Mich-Elle: a great effort.

Our group included current working seafarers (a rarity nowadays), our Assistant Branch Secretary Paul Gallagher, unemployed seafarers and stevedores and veterans – what a great bunch to have the honour of working with. We were all assigned various tasks and banners improved significantly.

The banners themselves were fantastic, both with their logos and size: The boys took it in turns to stand in front of the embassy with posters proclaiming “Toot if you agree with Aussie Jobs for Aussie Workers.”

Great stuff.

We had Senators Kim Carr, Glen Lazarus, Nick Xenophon and John Madigan, as well as MPs Bob Katter and Wayne Swan turn up to watch. Ian Bray came from Sydney and the crowd got bigger.

The Meat Workers showed up with some fantastic cuts of meat and a huge BBQ. They were visited by Glen Lazarus, who had a photo taken cooking their Wagyu export steak. Other unions in attendance included the AMWU, the ASU and I saw a CFMEU flag too.

Also there were Warren Hopkins and Liam Conaghan from the MV Portland, who did a successful press conference with Anthony Albanese. Craig Bradly and Luke Clother from the CIR Melbourne were also there to lend support.

There was a protest group from the CSIRO (right next to us) who have lost hundreds of jobs and they were addressed by Stephen Jones MP, who later put up the Red Ensign in the Parliament. Great show, Stephen Jones. Paddy Crumlin addressed the crowd on Wednesday: ACTU President Ged Kearney attended, as well as Greens Deputy Leader Larissa Waters. All in all it was a great show of solidarity in front of Parliament.

On Wednesday night we had the pleasure of attending a Cuban Embassy event, at which both Paddy Crumlin and Paul McAleer were recognised for their support of the Cuban people. Probably the only bad taste was the fact Teresa Gambino and Julie Bishop from the Coalition were there. One of the highlights - both for Mich-Elle and myself - was meeting Charlie Tsoi (renowned heart surgeon) and his wife Genevieve; what fantastic down-to-earth people they are.

On Thursday, our last day, good fortune played into our hands when an accident triggered a traffic jam in front of the embassy. ALP Senator Doug Cameron jumped out of his car and came to talk to us, providing huge photo opportunities with a great labor man.

Then about five minutes later came Clive Palmer - what an opportunist he is. There he was standing with some of the boys holding our union placard as a photo was taken - complete hypocrisy, when those poor workers at his mine are yet to be paid their dues. It turned out to be a great morning apart from him. We also received tools from Opposition Leader Bill Shorten and many of the Labor Ministers.

Comrades, what solidarity was shown to us - absolutely brilliant! We were all very tired, but euphoric, at having done our bit for the Australian Women Say ‘NO’ To Turnbull

By Mich-Elle Myers – National Women’s Liaison Officer and Election Campaign Coordinator

N ever ones to sti fi from a fight, MUA women were at the forefront of the election campaign from the beginning. Some of the women heavily involved in the campaign included Queensland’s Anne Gray, Tasmania’s Monica Hinkeley, Northern Territory’s Chrissy Von Wooten, Tasmania Branch Deputy Secretary Alisha Bull and MUA National Women’s Liaison Officer Mich-Elle Myers, who also had the responsibility for overseeing much of the campaign.

Sydney Branch’s Louise Ryall, did not let being a new mum in the way of confronting Malcolm Turnbull on the hustings. Her run-in made television news headlines. Ryall was also used to star in a campaign video. Wharfe Sue Virago ran as a Greens candidate in the seat of Blaxland achieving a 4% swing for the Greens.

Myers said that women were particularly vulnerable to the cuts being proposed by the Turnbull Government which was enough motivation to make sure women were out in force getting their message out.

“The vicious attacks on jobs, along with $13.5 million cuts to homeless shelters and changes to Medicare would have disproportionately hurt women,” she said.

“As a result women unionists, including a sizable percentage of MUA women were involved in door knocking, phone banking and attending and organising campaign events.”

“Despite not being able to get Labor over the line, if it was not for the work of these strong women Turnbull would have had a stronger majority.”

The election has also seen some fresh, female faces in the Senate and House of Representatives join the ALP ranks. Notably the MUA helped Braddon’s Justine Keay, Ccean’s Anne Aly and Herbert’s Cathy O’Toole get across the line.
The ACTU Executive met in Darwin in mid August ahead of a celebration of the 50th anniversary of the Wave Hill Walk Off, roughly nine hours drive from the coast.

ACTU President Ged Kearney said Australia is at a point where it has to confront the continuing systematic abuses against Aboriginal and Torres Strait Islander people.

“In the space of just a few days, we in the union movement will look forward and we will look back,” Kearney said.

“We will look back to a time when unions stood shoulder to shoulder with the Gurindji people and Aboriginal and Torres Strait Islander people from all nations – in an era of profound social conflict for Australia.”

“And we will look forward to continuing that legacy of solidarity as we support and stand with today’s Indigenous leaders to face up to many of the same challenges that present themselves to Aboriginal and Torres Strait Islander workers even today.”

ACTU National Indigenous Officer Kara Keys also connected the significance of the 1966 Wave Hill struggle for workplace rights, with the challenges still being faced by Aboriginal and Torres Strait workers today, particularly unions’ fight against the Community Development Program (CDP).

“While the federally mandated maximum wage that oppressed the workers at Wave Hill is gone, the CDP remains,” Ms Keys said.

“A program which indentures remote Indigenous workers into forced labour, offers no wage, no federal OHS and Workers’ compensation protection, no superannuation and no conditions of employment.”

The MUA was represented by Indigenous members Thomas Mayor, Terry O’Shane, Paddy Neliman, Stephen Odley, David Stoilpno and Andrew Sutton along with Deputy National Secretary Will Tracey, National Women’s Liaison Officer Mich-Elle Myers, branch officials and rank and file representatives from each Branch.

The week commenced with a speech from Vincent Lingiari’s granddaughter Rosie Smiler who explained that in her community of Kalkarindji there is still much hardship and suffering today.

Mayor, who stood with Rosie during the speeches, then challenged the union leaders who had travelled to Darwin to act on the issues raised.

Mayor said that throughout the three days, the MUA’s delegation were active participants in driving a progressive agenda.

A solid delegation of MUA rank and file then attended the Gurindji Freedom Day 50th Anniversary commemorating the historic Wave Hill Walk-Off.

The Wave Hill Walk Off, led by the courageous Vincent Lingiari, was one of the longest strikes in Australian history and should be admired and celebrated by all Australians for the bravery and determination of the Gurindji people who fought until they won their land back,” Mayor said.

“The union movement’s support during the long struggle for equality and land rights is still remembered.”

Mayor and the family of the late Darwin wharfie Brian Manning organised a replica Bedford truck that led the march. The Bedford truck is an iconic symbol of the union’s support in the Gurindji’s long struggle.

Mayor said that today, the drive from Darwin to Gurindji country takes around nine hours but that it would have taken significantly longer in Brian Manning’s day as he delivered much needed support.

Mayor said that before departing Gurindji country, Gurindji Corporation Chairman Justin Paddy thanked the MUA for being involved and welcomed the union and its members back for future anniversaries.
Wharfies Walk for Suicide Prevention

UA Sydney Branch members Steven Heighes, David McElhinney and Darren Brown have done our union proud, completing a 14-day walk from the Gold Coast to Sydney on Friday, October 28.

The DP World wharfies walked over 60km a day, challenging themselves both physically and mentally, raising needed funds and awareness for Suicide Prevention Australia.

“Six years ago, I was in a dark place” said Heighes.

“Heap of people helped me on the road to recovery, so it was time I gave a little back.

“As suicide affects us all, we wanted to stand up and make a real change.”

Visiting major cities and small country towns across QLD and NSW, the MUA wharfies had conversations with community members about mental health – breaking the stigma around suicide which is the biggest killer of Australian men aged 25 – 44 years.

Heighes says the role of education in the fight against depression is crucial, and can start at a young age.

“We walked past a school in Stroud, which is the middle of nowhere,” he said.

“Next thing we know, we are speaking to a school assembly of 20 kids, talking about suicide and mental illness.

“They kids will go home and tell their parents, and that’s how the message gets out.”

The Sydney Branch sponsored the wharfies who helped raise over $50,000 for this important cause.

Branch Secretary Paul McAleer, Assistant Branch Secretary Paul Garrett, MUA Youth Activist Kerry Farrell and Harbour City Ferries worker Eben Koli joined the last leg of the trip walking 40km from Avalon to Martin Place on Friday.

“The Sydney Branch has been actively involved in campaigns regarding awareness for suicide prevention for many years now” McAleer said.

“Suicide and mental illness is a scourge negatively impacting our communities and destroying families and the lives of those affected.”

“As maritime workers and trade unionists, we recognise and understand the importance of highlighting these often ignored issues and doing what we can to try and overcome them.”

The walkers were greeted at the Martin Place finish line by a strong turnout of MUA members.

“The walk demonstrates the true spirit of our union.

“I always maintain that the best thing about being a maritime worker is that we help others because we can, not because we have to,” Garrett said.

“When someone is down on their luck, start a conversation with them and ask them how they are doing and then listen.

“It just might be that conversation saves a life”.

A big thank you to everyone who donated and attended the event including: MUA Youth, MUA Veterans, Sydney Ferries, Svitzer, DP World and the CFMEU NSW Construction and General Branch.

You can still donate to the campaign, by clicking here: https://www.everydayhero.com.au/event/walkitoff

If you or somebody you know needs help, please contact Hunterlink on (02) 4929 - 6625.

www.mua.org.au
The Conference this year was an absolute ripper. The calibre of local and international speakers was amazing. Everyone in attendance would have left energised, reinspired and ready to take on the challenges ahead. It is good to see the changes within the union in sending a direct reflection of the membership to the Conference. The MUA had painted as a progressive world leader in the union movement and the international connections that have been made will help our union for many years to come. The MUA Youth Movement attended in force, with 19 delegates from WA. It was inspiring to see so many young unionists stand up and voice their opinions at a Conference level and play a part in the direction the union is taking. Something the movement has been focusing on lately is actions and rallies. Some strong connections were forged, both nationally and internationally, for the Youth and this will serve us well in our upcoming battles.

The first day of Conference the Youth Movement organised an action in Surfers Paradise. In the lead up to this, a lot of time and planning was put in to make sure it was a successful event. Upon four fully loaded buses we practised some ‘sea shanties’ with an MV Portland theme, while we were en route. Once in Surfers, we handed out flyers and loud and proud chanting. The technique divulged the information concerning us. We then congregated in a central location on Cavill Avenue, where we inflated a small ship life raft. Upon seeing the flyers. Then we used the life raft and ‘sea shanties’ to get attention.

The action couldn’t have gone better and it was the kick-off to the Conference that everyone needed. You could see the faces of the membership that this was not something that would be forgotten. We tried out a new technique, we used meaningful songs and callers handing out the flyers. Then we used the life raft and ‘sea shanties’ to get attention.

Once we had maximum attention, we divulged the information concerning us. We then finished the action with some heartfelt, loud and proud chanting. The technique worked well and the public seemed to enjoy it as much as we did. Thanks need to go to everyone involved in organising the action: Hannah Mathewson, national Youth chair, the helpers on the day and the whole WA Branch Youth executive. These Conferences aren’t just about something that will help them and the union in the future. Know the past, own the future: MUA Youth

The conference was a big ‘eye opener’. There were 140 plus delegates from different areas, both international and within the same Canadian province of British Columbia. Three days of nothing but history, both locally and internationally, and more informative issues of current happenings that affect all young, new and old members was amazing. The three days were dedicated to helping motivate and inspire a whole new generation of workers and was well received by the attendees, many of which were ‘first timers’. Everyone was welcomed wholeheartedly into a union environment that we, as a collective, sometimes take for granted. The presentations were marvellous engaging and informing us about what continues to happen in our industries. As some might know, Canadians have had the luck of not having to deal with a Government set against them and their livelihoods. After talking to a fair few of the Youth Members, they could not fathom what has happened to our union in the past and present with issues like Slutchison - but many have the feeling it is only a matter of time. I was very blessed to join the ILWU in their ‘Young Worker’s Conference and would highly encourage anyone, if the opportunity arises, to meet and talk to these young members. They taught me to appreciate that, no matter where you are from, the struggles are not just in your own backyard but in everyone’s

Solidarity was the main message and international solidarity is the biggest message we can send to both governments and companies. As they say at ILWU’s ‘Youth Conference: Struggles Are The Same’...
MUA Says No To SA Nuclear Dump

The MUA is gearing up for a fight in South Australia over potential plans by the South Australian Labor Government to store nuclear waste in the state. The MUA SA Branch has led the union movement campaign and was the first union to sign up to the No Dump Alliance. The SA Branch was a key organiser of the October 15 rally on the steps of Parliament House that drew a crowd of several thousand in opposition to the nuclear dump proposal.

The MUA continues to play a leadership role in the campaign which has included presentations to the Citizen Jury from SA Branch Organiser Campbell Duignan. ITF Australian Coordinator Dean Summers also presented as an expert witness to the citizens jury discussing the inherent risks of transporting Nuclear Waste product across the globe by sea.

The ALP Conference ultimately resolved to hold a Special Convention once the Citizens Jury and public consultations have concluded which is likely to be the first quarter of 2017.

“As late as Thursday 3 November news outlets reported that the firms engaged to provide the economic forecasts to the Nuclear Fuel Cycle Royal Commission were in fact biased towards the nuclear waste industry progressing,” SA Branch Secretary Jamie Newlyn said.

“This reinforces the MUA’s strong stand and association with the No Dump Alliance and others opposed to nuclear waste dumps.”

The No Dump Alliance presented a letter to all convention delegates at ALP State Conference. MUA SA Branch Secretary Jamie Newlyn is one of the signatories.

“Many concerned citizens, including ALP members, and those of us gathered here today support the Federal ALP policy of opposition to international radioactive waste import and dumping,” the letter says.

“We also support the current South Australian law which bans national and international nuclear waste storage facilities in South Australia.

“We urge the SA Labor Party not to advance plans to import nuclear waste into South Australia.

“The proposed plan is high risk and would have profound impacts for all South Australians for all time.

“The Royal Commission Report dramatically overstates the benefits of nuclear waste dumps while downplaying the risks.

“These Report failings are still not being adequately addressed despite big questions being asked by the South Australia community.

“Nuclear waste is not a business opportunity; it is a perpetual risk and burden.

“Accordingly, we urge you not to make any further financial or political commitment to advancing international radioactive waste plans for South Australia.”

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rthealthfund.com.au/mua

www.mua.org.au
Members March To Malcolm Turnbull’s Office

UA members from across NSW rallied against Prime Minister Malcolm Turnbull, escalating the campaign against the Liberal Government.

The rally kicked off at Edgecliff station, where MUA members marched to Turnbull’s nearby office, in Sydney’s posh electorate of Wentworth.

The crowd - overflowing onto the streets - heard about the Government’s attacks on Australian seafarers and the shipping industry. Zach Kinnott from the MV Portland, told of being forcibly removed from his place of work by 30 security guards.

MUA youth were at the forefront of this action, organising video projections detailing the plight of Australian seafarers.

“On behalf of the youth, we are going to keep fighting every single day,” former chair of Sydney Youth Committee Ryan McGibbon Thompson declared. “We owe it to all the future seafarers who want to work on our coasts, and to ourselves, to keep on fighting every day.

“We can’t let people like Turnbull, (Michaelia) Cash and (Eric) Abetz stop us. We’ll keep fighting - and I promise we will be back on those ships.”

The protestors were also showing solidarity to other workers who have been marginalised by the Turnbull Government’s refusal to support local industries.

“Workers are in a constant battle with this Liberal government, who are complicit in destroying our jobs - and they aren’t even ashamed about it,” former seafarer and current Safety and Education Officer Mick Cross said.

“They aren’t just doing this to seafarers. They are doing it to meat workers in Townsville and to steel workers in Whyalla and Port Kembla.”

This protest was a Call To Action, as the Liberal Government continues its anti-worker regime and actively diminishing living standards by undermining penalty rates, refusing to support the Gonski scheme and making cuts to Medicare.

Sydney Branch Secretary Paul McAleer emphasised the union was at Turnbull’s electorate office to send him a direct message.

While Turnbull did not greet the protesters, many passers-by honked their horns in support, highlighting that job security was a key issue at this year’s election.

Patrick’s EA Nears Completion After 18 Months Of Hard-Fought Negotiations

W

be Patrick Terminal Enterprise Agreement (EA) is finally nearing completion following an arduous 18-month campaign.

At the time of writing, MUA Deputy National Secretary Will Tracey said voting on the new agreement would likely begin in mid-November following several preventable errors on Patrick’s behalf.

“This was a campaign that involved 28 days of stoppages across the four terminals and many bans of various types,” he said.

“We had Patrick put out a non-union agreement that was rejected by 98 per cent of the workforce after a focused campaign by the MUA and the suspension of our industrial action by the Fair Work Commission which we overturned on appeal.

“There has been more than 45 days in Fair Work before Deputy President Booth and concerted campaign in the media by Patrick to discredit the MUA and our membership.

‘Amongst all this the business was being sold to Qube and our old Patrick nemesis Chris Corrigan.

“The leadership in each of the Branches and both the Part A and Part B committees is to be congratulated.

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NSW Premier Mike Baird has broken his promise to consult with ferry workers before putting the iconic Stockton Ferry service out to private tender. The Premier assured workers at a rally late last year that they and their union, the MUA, would be consulted with about their future. They heard nothing - until April, when they were told the public ferry service was being put out to tender, and they would be forcibly transferred to the new private operator.

“This was a slap in the face to workers,” MUA Newcastle Branch Secretary Glen Williams said. “Many of them have dedicated their lives to this ferry service – some giving more than 30 years to delivering an efficient, top shelf public transport option to the people of northern Newcastle.

“Mike Baird gave a commitment to workers – face-to-face - that there would be full consultation with them and the local community. But there has been absolutely nothing.

“To be treated in this way is appalling. It’s just another broken promise from Mike Baird.”

The MUA is calling for a 12-month freeze on any decisions, to allow proper consultation to take place, and a State Government guarantee no services will be cut.

The Stockton Ferry provides a vital link between northern Newcastle and the City.

“Our concerns are not only about privatisation, but also the forced transfer of the workforce to any new private operator,” Williams said.

“In peak times the ferry is very well used. But in winter time it may not be, and that may bring into question the future of the ferry service if it is run by a private operator answering to its shareholders, instead of public needs.”
IDC & ITF Meet To Defend Dockers’ Rights

The International Transport Workers’ Federation (ITF) has welcomed revelations of tax avoidance and related activities in the leaked Panama Papers, and hopes the exposure will lead to a change in the current climate of tax avoidance for this kind of socially damaging behaviour.

"If Chevron and other multi-nationals paid the tax they should be paying, austerity wouldn’t be an issue. We wouldn’t be seeing cuts in funding for education, public transport and healthcare. Cover up, silence, secrecy, zero accountability. Those are what these leaks have exposed. For those who have campaigned against flag-of-convenience (FOCs) in shipping, these new facts - shocking though they are - will not come as a total surprise. Since 1948 our organisation has fought against FOCS. Panama was the first of these,” said ITF seafarers’ section chair Dave Heindel. “This raid was an error of truly national dimensions. The Australian Government seems hell-bent on stripping away the very protections that make Australia the nation it is; and in doing so, it is becoming an international embarrassment in an industry seeking higher standards of governance and accountability.”

Heindel noted: “Coming on the heels of the ‘dawn raid’ removal of the crew of the MV Perseverance a week earlier, this is another example of the Australian Government shooting itself in the foot. “It is beginning to look almost like it wants to punish the Australian people, by removing their jobs and national shipping industry in favour of dodging tax and removing their jobs and national shipping industry in favour of dodging tax and national security implications. It also undermines sovereignty and has serious economic implications for maritime regions and communities.”

The CSL Melbourne is the latest victim of the undermining of Australia’s cabotage protection laws. The ITF has repeatedly made the case for keeping such legislation. As the ITF cabotage taskforce has stated, 47 countries have some form of cabotage law because it is good for their economies. With a thriving maritime industry, people work in good quality jobs, consume goods and boost the economy. Failing to protect cabotage undermines sovereignty and has national security implications. It also has serious economic implications for maritime regions and communities.

Heindel was at the time leading the seafarers group at the high level meeting at the ILO in Geneva, consolidating the ground breaking Maritime Labour Convention 2008 for seafarers.

"This latest debacle from the Australian shipping industry will not be last on anyone’s list,” he said.

ITF Youth In Palestine: The Next Steps

MUA Sydney Branch Seafarer and Youth Committee member Dan Crumlin was selected to go on a solidarity mission to Palestine to meet with local ITF affiliated unions. This is his report.

After meeting with our Palestinian comrades, there are several practical steps that we as young workers can take within our own unions to put in place resolutions of support, working alongside the ITF with the regional team and other affiliates in the region to assist in whatever way possible.

For us in Australia, these steps will include a report back at our next National Youth Committee Teleconference, with the view to having the Committee endorse the key points the young workers communicated to us during our mission. These steps include, but are not limited to:

- An exchange program for young workers in Palestine and Australia - giving young workers from both countries the experience and training they will need as the next generation of unionists.
- Financial assistance through an annual fundraiser that can go towards their own office space, as well as office equipment.
- Any other ways we can share information and assist each other with organizing and training of young workers in both countries.

We will also speak to other Youth Committees that are ITF affiliates in Australia - such as the TWU, RBTU & AWU - in the hope of getting them on-board with this very important initiative.

With the organising capacity of the ITF and the enthusiasm & motivation of young workers in all regions, we can all work and fight together in ensuring young workers everywhere are treated with the dignity and respect they deserve - no matter what country they come from.

Our brothers and sisters are indicative of Palestine’s strength, despite the difficult circumstances they face, and serve as a beacon of hope and inspiration for all unions.

I cannot think of a worker anywhere in the world who is currently facing the challenges that our comrades in Palestine face, as a daily basis, under the Israeli occupation.

It is incumbent on us as trade unionists to do whatever we can, as fellow workers, to assist them in their struggle, as one worker’s struggle is the struggle of all workers.

In Unity,

Dan Crumlin
MUA delegate.

ITF Praises ‘Panama Papers’ Exposure Of injustice & Wrongdoing

The International Transport Workers’ Federation (ITF) has welcomed revelations of tax avoidance and related activities in the leaked Panama Papers, and hopes the exposure will lead to a change in the current climate of tax avoidance for this kind of socially damaging behaviour.

"Let’s look at oil and gas multinational Chevron,” ITF President and MUA National Secretary Paddy Crumlin commented. "The ITF produced a report last year highlighting the amount of tax revenue which could be lost in Australia through the company’s complex profit-shifting and tax avoidance schemes. The amount is shocking. What the revelations in the Panama Papers have brought to the public’s attention is that this kind of activity - which directly disadvantages ordinary hard working people - is happening all over the world, while governments sit back and fail to take responsibility for the loopholes that allow it to continue.

"If Chevron and other multi-nationals paid the tax they should be paying, austerity wouldn’t be an issue. We wouldn’t be seeing cuts in funding for education, public transport and healthcare. Cover up, silence, secrecy, zero accountability. Those are what these leaks have exposed. For those who have campaigned against flag-of-convenience (FOCs) in shipping, these new facts - shocking though they are - will not come as a total surprise. Since 1948 our organisation has fought against FOCS. Panama was the first of these. It’s now the biggest. The whole FOC system is based on a culture of secrecy and lack of accountability. It is a global system of pushing money around, using bogus companies and tax havens, money laundering and tax evasion. Those who can afford the most are paying the least. The innocent are going unpunished; the guilty are going scot free.”

ITF: Raid On CSL Melbourne A ‘National Error’

Commenting on the raid on the CSL Melbourne in Newcastle in February, ITF seafarers’ section chair Dave Heindel declared: “This raid was an error of truly national dimensions. The Australian Government seems hell-bent on stripping away the very protections that make Australia the nation it is; and in doing so, it is becoming an international embarrassment in an industry seeking higher standards of governance and accountability.”

Heindel noted: “Coming on the heels of the ‘dawn raid’ removal of the crew of the MV Perseverance a week earlier, this is another example of the Australian Government shooting itself in the foot. “It is beginning to look almost like it wants to punish the Australian people, by removing their jobs and national shipping industry in favour of dodging tax and national labour standards.”

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This latest debacle from the Australian shipping industry will not be last on anyone’s list,” he said.
AMAS Supports the MUA

We the members of the Allied Merchant Seamen’s Association (AMAS) of WA are shocked and horrified with the demise of Australia’s former Government. You were a true leader and the hero of many. We are reassured in our faith in you.

Vale Pat Geraghty

Pat Geraghty was a remarkable person and, of course, will be greatly missed. We are measured in our grief at his passing, that he lived a life that brought hope, opportunity, peace, support and decency to maritime and other workers in this country and across the world.

He lived his life around a determination that if you can make a contribution for the common good of anyone, then do it. He worked for the common good with his inimitable decency to maritime and other workers in this country and across the world.

AMMA 3 Thanks

I am writing to you in regards to the ongoing AMMA 3 EBA negotiations. I am the shipboard delegate on the Pacific River. I would like to take the opportunity to reinforce our commitment, to the delegates and the rank and file, in our pursuit of a fair and just outcome for the integrated ratings, cadets and cadets.

We the MUA realise the importance of retaining our conditions and, by being united by a cause and led by a diligent negotiating committee, we can, I’m sure, achieve a favorable outcome.

Yours Fraternally,

Laurie Oreton # 2915
Former President of Indonesia’s KPI

Vale Pat Geraghty

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The Men Who Changed the World

A Poem by Colin Hooper

But they are the ones that brought us all the knowledge in the World, so what about a ‘Thank you’ if you please.

As time went by and business grew and men built ships of War the Seamen carried out their daily toil. The Merchants grew much bigger still to trade with other lands, and built the Ships designed to carry Oil. The War time that men began to see that others had, the Shipping firms did rub their hands with glee.

Then Convos travelled around the Globe with Arms and Goods for War, and many of these ships were lost at Sea. Submarines and Planes and Warships did their best to keep them safe, but Torpedoes, Bombs and Shells all took their toll.

And thousands of the brotherhood of good and faithful friends, slipped quietly beneath the waves with so little told.

Of their courage or their passion to deliver to the Troops, the cargo on the deck and down below.

Whether sweating in the Tropics stripped right down to the waist, or freezing in the North Ice and Snow.

These men received no medals or seals, or loud acclamations, during Wartime or a pension at the end. Their names were not recorded at a War memorial, they were just like rash the Governments could spend.

The next time you are gathered in the dark before the Bugles mournful sound, spare a thought for Merchant Seamen lost in the War, for they’re never spared a mention with that sound.

Today they still are we manned strange and massive ships, using skills that have evolved to suit the times.

While the Merchants and the Bankers still continue with the war, against united men with Bloody fines.

Now the Cargo Ships are massive and the Crews cut down in size, for machines now do the work of many.

But the fines imposed on owners if the Ship delays the Port, means the Crew and Wateriders have the Ken.

To deliver Ships in safety to be tied up to the Wharf, and then ensure it slips lines on time.

In contrast to the tonnes that these mighty ships now haul, the pittance that these men are paid is fine, But still the fight continues with the smaller Coastal ship, and the ones that carry Coal, Cement and Oil.

For the Masters and their friends in the place that makes the Laws, still replace their crews with ones from foreign shores.

Then remove the work conditions won by Seamen throughout the years, and then pay them as before less than their Whores.

May the spirits of the Sailors who rest in peace beneath the waves, guide their brothers ever straight along the path.

To where the Master and the Servant shall be seen to be as one, and there is no longer any need for Greed or Graft.

The Fight Goes On.
MUA TRAINING PROGRAM

MUA approach to training and development

The MUA training program helps delegates, HSRs and active members develop skills, knowledge and strategies to improve the working lives of all our members. Courses are held in all branches and major ports. Training is delivered by delegates and includes presentations from MUA veterans on MUA history and culture.

To register, contact your local MUA branch. Courses are open to delegates, health and safety representatives and any active members.

Get involved!

Level 1 (2 days)
This two-day course provides delegates with essential information about performing their role in the workplace.

- Can be undertaken by newer delegates in their first 6-12 months of involvement, or as a refresher for delegates who have not attended union training for some time.
- It is also open to active members who would like to become more involved.

The course covers the following topics:
- Building a strong and effective union at work
- Role and rights of MUA delegates
- The structure and democracy of the union
- Our history and culture
- Solving problems in the workplace
- Essential legal and technical information, including key aspects of the Fair Work Act
- Communication skills
- Introduction to the ITF: MUA members in a global context

Level 2 (2 days)
This two-day course is for delegates with 12 months or more experience. It consolidates and extends skills covered in the Level 1 course.

Topics include:
- Advanced communication strategies
- In-depth discussion of the Fair Work Act
- Public speaking skills
- Leading and organising union activities in the workplace
- Workplace committees
- Identifying and mentoring delegates
- ITF workshop
- Negotiation skills

Level 3 Delegates - Leadership Development Program (4 days)
This advanced course is aimed at MUA experienced delegates, workplace leaders and up-and-coming new delegates. This course goes beyond the level 1 or 2 programs. There is a youth-focus, but it is not limited to young workers. Admission is by expression of interest. Two three-day workshops will be held during 2016.

Skills Development Program for Women Members & Delegates
This initiative aims to equip women delegates with the skills, knowledge and confidence to play an active role in the union, both at a local and national level. Contact your branch for more information.

Skills Development Program for Aboriginal and Torres Strait Islander Delegates & Members
MUA is holding a dedicated three-day development program to help equip our Aboriginal and Torres Strait Islander delegates to play a vocal and active role in the representative structures of our union, and in the industry more broadly. The content and location of this program will be developed with the MUA’s Aboriginal and Torres Strait Islander Committee and key ATSI leaders within our union. Contact your branch for more information.

Seagoing Delegates (3 days)
This new course is for MUA delegates at sea. It deals with the specific challenges and issues faced by delegates in this unique environment. The training has been developed in conjunction with experienced seafaring delegates and covers topics such as:
- Effective on-board union organisation
- Problem solving and negotiation skills
- History of the union at sea
- Safety in the marine/offshore jurisdiction
- Political awareness

TRAINING: A DELEGATE’S INSIGHT

Dave Ball is a wharfie from Geelong, in 2015 he trekked to St Georges Basin to take part in Delegates 3 Leadership Development Training.

Why did you decide to take part in MUA Training? As a delegate you are required to deal with a broad variety of issues and situations. To deal with them and achieve some level of success you need knowledge, resources and skills. The MUA training was an opportunity to develop some of those areas.

What were some of the most important things you took away from the training? The areas I mentioned above but also an understanding of the history of the union and unionism. Also learning about the past and present leadership of the MUA and the struggle that people lived through so that we can enjoy the conditions we do.

Why do you think union-based training is important? Union-based (MUA) training allows our story to be told whilst delivering the skills and knowledge relevant to our industry. Being in a room full of wharfies, seafarers and the many other areas our union covers, reminds you that workplaces are similar everywhere. It also provides you with contacts and builds relationships that are essential for solidarity on the waterfront to exist.

What would you say to encourage others to take MUA training? MUA training helps explain why certain behavior in the workplace is expected. For example, when a workmate gets injured at work and needs a chop out or why a certain condition exists and the struggle people went through to achieve it. I think that’s the main point. When you arrive in an industry that the MUA covers you have arrived in a special place that only exists because of unionism and solidarity. Through MUA training you quickly learn that its a unique industry and the fight to protect it is ongoing and that everyone needs to play a role.

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PERTH: (08) 6142 6200 FREMANTLE: (08) 6420 9580
We have accredited specialists in Employment and Industrial Law & Personal Injury. We can also provide legal advice and representation to all MUA members on:
- Litigation
- Free Wills
- Family Law including De Facto Relationships
- Police Matters
- Discrimination
- Conveyancing
- Deceased Estates
- Superannuation & Disability Claims
- General Legal Advice

As members of the MUA you are entitled to free Wills and the first consultation is free of charge upon presentation of a referral letter from the MUA.

Proud to be the lawyers for the MUA for over 40 years
May Day Focus On Dumping Turnbull Government

South Australia Branch marched to the beat of a drum.
Digital disruption and the union response

Issues to consider following the ACTU Digital Disruption Conference. By Rod Pickette, National Policy Adviser

Recently the ACTU held an important conference entitled “Australia Disrupted: Unions in a Digital World”. It raised important questions relevant to the strategic direction of the union movement confronted by rapid and potentially disruptive technological change.

A number of trends that unions will need to respond to are increasing in importance:

• Almost five million Australian jobs, around 40% of the workforce, face a high probability of being replaced in the next decade or two;
• A further 18.4% of the workforce has a medium probability of having their roles eliminated, and
• Almost 70% of existing jobs in Australia face a moderate probability of being made redundant.

The report said that computerisation will replace the labour market in two key ways. It will:

• Directly substitute for labour. Recent technological breakthroughs mean that computers and robotics can potentially replace labour in routine operations in diverse settings, such as automated mining and manufacturing, where tasks are repetitive.
• Indirectly increase the productivity and decreasing employment requirements for many roles that were previously unskilled or semi-skilled. The impact of new digital technologies, as in the health sector, and
• Disrupt the way work is conducted.

That is, that production factors which have traditionally been considered to be the determinants of the workforce’s relative bargaining power are being automated in diversified and increasingly high-volume production processes. In such processes automation will mean that labour creation from technological advancement is no longer keeping pace with labour destruction.

The age of “new” manufacturing will lead to a relative decline in E-W and N-N trade and more intra-national and intra-regional trade which is already being witnessed in SE Asia. This has implications for shipping, ports and stevedoring, on top of the pre-disposition of these industries to more capital intensive, labour automation technologies (note Qube’s plans for the Port Botany to Mooneebron terminal, especially now it has a 50% stake in Patrick Terminals).

Shipping could also potentially become more automated in the future. A paper presented at the recent ACTU Digital Disruption Conference showed that the European Union is already funding a 3.5-million-euro (8.4 million) study called the Maritime Union of Technical Intelligence in Networks project. The researchers are preparing the prototype unmanned ship for simulated sea trials to assess the costs and benefits. At home the Australian Maritime College (AMC) is involved in research on handling unmanned ships. In addition AF Moller-Maersk is studying the deployment of drones on board ships and in ports for the resupply of less bulky items to ships, such as spare parts, medicines and mail and possibly to undertake hull inspections.

Along the supply chain, driverless trains are also slowly being introduced in surface mining and firms like Wal-Mart, Deutsche-DHL and Australia Post are trialing drone delivery from centrally located couriers to homes. Deutsche-DHL is also trialing driverless courier vehicles and uses its drones to deliver small smart glasses in warehouses and to increase productivity by up to 250%. We already know of the trends in port automation, which could extend to the shuttle trains delivering containers to and from inland intermodal terminals like Qube/Australia’s future Mooneebron facility in Sydney.

How is the union responding so far to the changing nature of work and its impact on the union and its membership? In the tradition of the union, it is responding in a multi layered way.

National Conference in February/March 2016 unanimously endorsed the commitment of the Australian Manufacturing, Media, Professional andScriptwriters Union (CfMEU) as part of a plan to continue to build effective organising and campaigning capability as well as strengthening policy and political influence.

The union remains committed to reimagining the Australian Transport Union (ATU) in the digital age. They are the other partners, the TWU and RTBU. In February 2016, National Officials attended a planning session that followed up the ACTU’s Digital Disruption Conference. The Leaders Forum aimed to set the union movement on a pathway to

As a working class organisation we have a responsibility to advocate these new methods of struggle ... to agitate for change for the working class as a whole.

The changing nature of workforce skills means that the future of non-mining trade-exposed sectors and the implications of our proximity to Asia are becoming increasingly relevant to policy, especially for unions organising in the supply chain.

So what are the types of technologies that are driving this change? The Australian Council of Learned Academics (ACOLA) in its September 2015 report entitled Technology and Australia’s Future identified the following technological directions that are expected to be the greatest potential to impact on Australia over the next 10-20 years:

• Advanced manufacturing, including robotics
• Transport, including autonomous vehicles
• Biotechnology, including solutions for diseases, climate change, fuel alternatives, and food security
• The physiological alternative energy technology, better storage and smart grid control
• Sensors and monitoring, including new nano-technology based sensor systems

While the total number of jobs in Australia has almost doubled since 1978, and even the number of full-time jobs has increased by 82% there has at the same time major job losses occurred in manufacturing, even though Australian manufacturing output was still increasing up to 2008 and is still 20% higher than it was 25 years ago, compared with the 1987 level. The net result is that total manufacturing output has not fallen significantly until 2012, but manufacturing employment has dramatically fallen over a long period since at least 2002. It is the nature of that manufacturing output that is critical to the demand for services. At the same time, the MUA member provides – shipping and stevedoring.

The changing nature of workforce skills, combined with the end of the resources boom, the decline in traditional manufacturing employment, and reversal of Australia’s terms of trade means that the future of non-mining trade-exposed sectors and the implications of our proximity to Asia are becoming increasingly relevant to policy, especially for unions organising in the supply chain.

Doug Geen at the University of Technology of Sydney suggests it is time for a new social contract that recognises the importance of the highly skilled and specialist workforce like restimulation of advanced manufacturing.

This type of manufacturing is expected to have the greatest impact on manufacturing, and for supply chain unions like MUA it has the side effect of reducing demand for, and boom time growth in, long and bulky
Asbestos

We know asbestos kills.
Everyday thousands of people are still exposed to deadly asbestos.
While some people profit, other people die. The World Health Organisation says the most efficient way to eliminate asbestos-related diseases is to stop the use of all types of asbestos.
As long as Asbestos is being used anywhere, it remains a risk — everywhere.
Union Aid Abroad-APHEDA is building a movement of people in Australia, to join with movements of people in countries in South East Asia, in their efforts to see asbestos banned and eradicated.
Union Aid Abroad-APHEDA is holding the support of the Sydney May Day Committee and the Sydney Branch of the MUA, recently welcomed friends from Indonesia. When Indonesian asbestos factory worker Bono took the stage at the Sydney May Day event he declared forthrightly: “We are here because we share one common enemy. Our enemy is capitalism.”

Bono is the general secretary of SERBUK, an Indonesian trade union based in West Java. It was only after working in an asbestos roof sheeting factory for 17 years that Bono learned asbestos was in fact dangerous.

“My factory was full of the dust from the floor and blew it toward his face – he panicked and ran out of the room.” It was that moment he knew his employer was lying.
Bono’s union SERBUK and activist OSH organisation LION were together spearheading the effort to get asbestos importation and production banned in Indonesia – the world’s third largest consumer of asbestos after China and India.

As long as the countries surrounding us are producing commodities containing this poison, new asbestos will continue to arrive in Australia. As long as asbestos is being used in Australia, it will continue to kill working people and their families.

According to our mapping to date, there are at least 26 factories in Indonesia producing commodities containing asbestos, which employ in excess of 100 people each,” Darisman said.

“We believe there are at least 7000 people working in factories that produce materials containing asbestos. And the factories are just the start.”

SERBUK and LION are together trying to build union support for the campaign in each of the 26 factories.

“They believe that unless there is an organised working class leading the campaign, then a ban could potentially leave those most exposed to the poison also out of a job.

“Secondly, there must be support for the factories to be refitted to produce non-asbestos commodities, or support for the workers to re-train.”

APHEDA is asking unionists in Australia to fund – and be ready to take action in – this important international work.

Emily Mayo, APHEDA’s campaigns coordinator, laid open the invitation in saying the international asbestos industry was organised, wealthy and ruthless.

“We can defeat this industry, but only if we’re organised, and we act together,” she emphasised. “APHEDA can help build resources, bring in expertise and build collective power that stretches across all of the countries in which this poison is being used.”

To find out more, or to join APHEDA, go to apheda.org.au

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Union Aid Abroad-APHEDA has launched its new campaign to end the manufacture, mining and use of asbestos globally.

Not Here. Not Anywhere.

Bono and Darisman were in Sydney for the May Day rally
Seafarers Zach and Dale were sacked when the government told their employer they could replace them with exploited foreign workers earning as little as $2.00 per hour.

We deserve a government that stands up for Australian jobs – not one that destroys them.

JOIN THE CAMPAIGN TODAY PROTECTAUSSIEJOBS.ORG.AU

PUT THE LNP LAST IT’S WHERE THEY PUT YOU