



QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams No. 110 – 14 December 2017

Jobs Embassy Report - Townsville AGM – ASP EBA – Brisbane Ferries EBA - ACTU Training Thanks from Tony Austin - Bass Strait Ferries – IDC Meet in Brisbane - Container Shipments International Dock Workers Lose Their Lives on the Job

Jobs Embassy Report from Parliament House

by Assistant Secretary Paul Gallagher

I REPORT THAT from the 4th – 7th December I attended the latest Jobs Embassy at Parliament House, Canberra with Ian Phillips. Ian, after 20 plus years at sea and 8 years with CSL was sacked from his job as bosun of the CSL Thevenard. The last Australian crewed trampler in the coastal bulk cargo fleet.

There were feeble promises of possible positions within the CSL fleet for Ian and his crew however nothing eventuated and CSL continue to run around our coast with our ships reflagged and crewed by foreign seafarers. We took his and all Australian seafarers messages to the politicians that this is simply not good enough! Our message was strong enough to get two very supportive speeches in the Senate as the government tried to run their new shipping legislation through which, would without doubt, put the nail in the coffin for what's left of our shipping industry. With the conservatives not being able to win the debate they deferred the vote in the Senate until next year.

See this ten minute speech from Senator Glenn Sterle:

<https://www.facebook.com/SenatorGlennSterle/videos/1378477805612305/>

Day 1

Picketing workers from Esso (Exxon/Mobil) joined us. 167 days on the picket line in Longford, Victoria. Workers from AWU, ETU, AMWU that worked the 15 platforms in the Bass Strait and shore maintenance contract expired and labour hire company UGL changed their name and offered 30% wage cut and doubled swing lengths in the new agreement. They knocked it back and were finished up immediately.

UGL hired scabs for the rigs and some Shoreside maintenance sections signed the new deal, the ones who didn't left for other employment. A core group of staunch unionists dug in and are taking the blue up to the company and now to Parliament House. Their campaign was successful in the way that the Senate has reopened

their tax avoidance enquiry to look at Exxon Mobil who earned \$18 billion in profit from Australian resources in the last two years and paid NOTHING IN CORPORATE TAX.

The fight for their jobs continues now back in the Bass strait. There is optimism there in that production is down and maintenance is piling up without the professional

workforce which is hitting the company bottom line and putting pressure on UGL. The feeling with these workers is that it was always just a matter of remaining staunch in their beliefs and they will outlast this horrible, greedy company to a point they are re-employed on their proper wages and conditions. Meanwhile the scabs are being abused at every turn by the company who are standing them down without pay while they are on board and there are production stoppages. There is a high turn over of scabs and they are making some serious stuff ups out there that will not be sustainable and it seems it won't be much longer before they get their right whack. Speakers were: Ian Bray, Wayne Swan, AWU, ETU and delegates, Brendan O'Connor, Bob Katter, Paddy Crumlin.

Night 1

Parliament House gathering of the three merging unions. MUA, CFMEU & TCFUA. Great speeches from all



unions leaders and rank and filers. MUA's Alex Smith spoke about losing his job on the British Fidelity and losing our tankers and shipping industry and that he expected the next Labor government to legislate protection of our industry. He was also buoyed by the way the union movement is heading with regards to our merger and believes we will be even stronger in our fight to get our ships back.

Day 2

Speakers: Mich-Elle Myers, Sally McManus, John Falzon, Anthony Albanese, TCFUA Michele O'Neil and rank and file seamstress, Glenn Sterle, Paddy Crumlin in one of his emotional best (until he decided to stitch up yours truly mid speech by having a go at my rough head).

Dr. John Falzon is not only CEO of St Vincent de Paul Society but also trained in sociology, theology, politics, is a poet and author of the book *The Language of the Unheard* (2012). When he turned up with his union members in support he was quickly given the microphone and made a very inspiring speech. Saying that "Australia, under this Neo Liberal regime, charity has become the default mode of delivering social and economic security, and that sucks for a progressive country like ours. They have ramped up inequality and a failure to reduce inequality is a failure to govern!" Hit the nail right on the head John!

Day 3

Aboriginal Tent Embassy visit. Ian Phillips, Jason



Bennet and I introduced ourselves at the Aboriginal Tent Embassy. It was one of the most rewarding parts of our delegation to Parliament House. Standing there to greet us was activist and barrister, George Villaflor from Darwin, North Queensland and now Canberra, who explained to us history of the land rights struggle and what has been

happening around the land of Parliament and the Tent Embassy. We were then taken to sit with elder Uncle Kevin Buzzcot.

In his 40 years at the Embassy Uncle Kevin said while many like us call in to talk, no one from up on the hill goes to talk to them. They are largely ignored. During our discussions when we told them we were Queensland seafarers they told us Dennis Walker had passed away on the Monday. Dennis was an ex seafarer, SUA member from Brisbane and an original Tent Embassy campaigner from 45 years ago. During his passing (on the day we flew in) he was singing and the elders said he was singing us down there to see for ourselves and pay our respects. It was a very moving moment and they gave us leaves to put on the main fire to make our connection with their

land and culture and to commemorate our old comrade Dennis.

We left there with a determination that at very least, our first nations people should have a proper embassy, not just tents. They have no running water, showers and only a few portaloos. They had rights to a piece of land next to them with a building they used which had been run down and condemned and plans for a high rise development that the people were challenging. In a place of such importance and all the trimmings that comes with our national capital we believe they are in their rights to achieve their own building in such a cold wet place. **ITS CALLED RESPECT!**

As we watched Question time that afternoon we realised there is a lot of work ahead of us and how far out of touch our government really are. How they can allow multi national companies come here and rape our countries resources for obscene profit and not share a cracker. They pay no tax to the people, hide all their money in shady offshore companies, pay no respects for the traditional land owners and they strip away jobs and wages of our workers for even more greedy profits. All the while those in parliament that are supposed to be managing the countries well being, give them the green light and lie to the Parliament in their defence. **SHAME!**
In unity - Paul Gallagher - Assistant Branch Secretary

Ian Phillips Jobs Embassy Report

I HAD THE opportunity to join Paul Gallagher and attend the latest Job Embassy gathering at Canberra. The weather was not always the best but this did not dampen our spirits. The experience has galvanised my thoughts that we need to keep going there and talking to the politicians if we are to achieve what we have set out to do. Which is fight for our right to work in our own country and have a government that commits to an Australian Merchant Navy.



On the first two days we shared our site with the workers from Esso, Longford Vic. They have been out for almost six months fighting to get their jobs back. They have been replaced by workers on a 30 percent less wage. On the last day Paul, Jason Bennett and I took the time to visit the First Nation Tent embassy. Introducing ourselves from the MUA to the welcoming committee, we were

told that an elder had been singing and that he had sung us down to meet them. Shivers went down my

back bone finding out that Dennis Walker ex SUA had passed on the day we had arrived.

Yarning to Uncle Kevin Buzzacot he told us that he had been at the tent embassy for forty years fighting for justice! I would recommend to all that if you have a chance to get to our Job Embassy to do so. *In unity - Ian Phillips*

Townsville AGM by Bob Carnegie – Branch Secretary

MUA TOWNSVILLE MEMBERS from stevedoring, port and towage attended their AGM Monday 11 December 2017.

The meeting outlined Branch and National activities during the year and members contributed greatly to the debate. After the formal part of the meeting was dealt with members also heard a comprehensive report from Adam Tayler from Turner Freeman on the rights working people have under both Sea Care and the Worker's Compensation Act in Queensland.



After the meeting members enjoyed a couple of bevvies and all in all as the Queensland Branch Secretary it was an honour once again to be representing such a decent grouping of unionists.

ASP EBA by Bob Carnegie Branch Secretary

ASP EBA DISCUSSIONS hopefully have reached their finality. After another long EBA discussion in Melbourne an agreement has been reached which the negotiating committee believe can be sent to members in the near



future. The discussions have been going on for the best part of 2 years and have reached the point of shortly going to vote.

The Queensland Branch wishes to thank Tasmanian Branch Secretary, Jason Campbell, for his

invaluable contribution to these discussions. Jason looks after the CSIRO vessel which makes up along with the Gladstone Weipa run, the current ASP fleet. Assistant National Secretary, Ian Bray, has played a major role in leading these discussions. Deputy Branch Secretary, Jason Miners has played a strong leadership role in getting this agreement to where it is. Of course, delegates like Matt Leach, Rooster, Wazza and CIR's Spike Gray and John Lumb played a pivotal role.

This agreement, subject to membership endorsement, sees a restructuring of the EBA in several areas and improvements overall.

Brisbane Ferries Update by Jason Miners

Deputy Branch Secretary

The 5% uplift dispute for Brisbane Ferries is listed in the Fair Work Commission on Monday the 8th of January in Brisbane.

The union is committed to ensuring a fair result however this will be a long difficult process as we expect Transdev to ensure every individual case is done separately.

Hopefully members will understand the significant amount of legal resources this dispute will take to pursue further wage justice for union members.

We have our second bargaining meeting next week which we are yet to receive an agenda for, and the committee and I are geared up for this upcoming Agreement which we expect to be tough.

There is a strong negotiating team ready to take Transdev to task in the upcoming EBA which consists of: Fran Wilson, Rob Sanderson, Gino Bocalatte, Jason Abel, Tim Warburton, Darren Wensor and Steve Bolton.

The team consists of both delegates and proxies and is generally a well rounded balance of experience in various areas of the operation whom we should all be appreciative of giving their time and effort for the betterment of working conditions for ALL workers.

The MUA is also committed to working with the AMOU during the upcoming EBA should they wish to as the Brisbane ferry site is unfortunately not in an as strong position of union density as it was previously which ultimately may have an effect on the outcome we secure for workers which we hope won't be the case.

We encourage everyone to be in a union whether it's the MUA or the AMOU as this is the ONLY way the outcomes expected from workers will be achieved! So it's time the union hitchhikers stopped with the excuses and got in the tent of solidarity which is a union!

United we bargain, divided we beg! *In Unity, Jason Miners, Deputy Branch Secretary*

ACTU - Craft of Organising Course by Paul Petersen

Queensland Branch Organiser

I HAVE RECENTLY had the privilege of attending the 2017 ACTU 'Craft of Organising' course in Melbourne.



The course was attended by 10 other trade union organisers from all over the country that represent a

diverse range of unions including the AEU (Australian Education Union), ASU (Australian Services Union), NMA (Nurses and Midwives' Association), AMWU (Australian Manufacturing Workers) POU (Prison Officers Union), NTEU (National Tertiary Education Union). The ACTU Craft of Organising course had a lot to offer in technical and practical terms that will stay with me and help promote power in the union movement. The course motivates organisers to achieve change, apply mobilisation theory, public narrative and strategic questioning techniques to their organising work, develop their organising skills, apply organising techniques and frameworks to campaign scenarios, practice using communication skills to activate members, develop a collective bargaining strategy which includes the development of campaign activists, analyse employer tactics and plan to overcome them, devise on the ground and online organising strategies and tactics for our current industrial environment.

The course itself has a lot to offer but the networking and learning from other organisers from such large and varied range of knowledge and backgrounds has been a great learning experience for me.

The course gave me the opportunity to reflect and help promote new ideas and take in some unique and shared experiences from other trade union organisers from diverse backgrounds.

I look forward to putting some of these new found skills and techniques into practice to help build and grow the Queensland Branch of the MUA.

In Unity, Paul Petersen, Qld Organiser

Thanks from Tony Austin

I wanted to relay to you my heartfelt thanks for the effort my MUA friends put in, in an attempt to resurrect the flagging Oodgeroo campaign and be the first to win the new seat at the recent State election. From the influx of funds raised at the launch, to the volunteer efforts of raising signs, letterboxing and handing out How to Vote cards (both on the mainland and North Stradbroke Island), our attempt to win the seat for the Palaszczuk Labor team was given a huge boost.

Firstly the Campaign launch was attended by QLD officials, a NSW official, IDC representatives and many rank and file members, turning into a hugely successful night. Enough money was raised to immediately fund overdue costs and to replenish a minute bank balance. As the night wore on I increasingly felt how much I have missed being a part of your great organisation. A little later I had been engulfed in an overwhelming sense of the friendship and limitless generosity of the MUA members who have never forgotten me.

By the end of the night my sense of loss was overwhelming. Reinforcing what I knew without a doubt I had been deprived of for so long now:

I felt like I was back home.

So many to thank:

To Cumbo, Macca and Barry Payne who all made early contact with me and went the extra yards. To Paul Keating and the interstate team. To the QLDers, old work mates and supporters who made the raffle something out of this world. To MUA Qld, (thanks so much Jason and Paul who attended and presented the MUA donation), and all of you who made a donation I am truly grateful. To the letterboxing team who waited so patiently to get some flyers and even substituted QCU ones so we could get something in as many letterboxes as was possible in the last 2 days. To those who volunteered on election day and at pre-poll, a huge thankyou to Steve Elliott for working tirelessly day after day and spending all day at Point Lookout NS Island when he found out that other events had stripped our Straddy volunteers on election day.

It is always very difficult to name people when events add up over months, and I may suggest that nobody really knows the relentless pressure of an election campaign until you are in it. I cannot possibly name everybody, but so many of you know what you did to help and I will never forget your passion and unity.

Every single one of you helped get Anastacia to what seems to be a Majority Government, a Government that I am sure will make our great State much better placed. I only wish that I could have been a part of it so that I could have championed the many issues confronting the Maritime industry today, on your behalf. May the Maritime Union of Australia truly be forever 'Here to Stay'.

In Unity and with Kindest Regards,

Tony Austin

Labor Candidate for Oodgeroo

Government to Order New Bass Strait Ferries

by Anthony Haneveer

Sourced from: <http://www.theadvocate.com.au/story/5107147/new-build-spirits-set-to-sail-ahead-of-schedule/>

REPLACEMENT PLAN: The Spirit of Tasmania ferries will be replaced earlier than expected with two new, custom-built ships. TWO custom-built ships will hit Bass Strait early next decade, replacing the Spirit of Tasmania ferries ahead of the previously expected 2023.

Premier Will Hodgman will on Friday announce the earlier than anticipated ordering of the replacement ships. *The Advocate* understands the ships will be substantially larger than the existing Spirits, which are regularly operating at maximum capacity. But the government has confirmed it will be standing by a previous commitment



to retain Devonport as their Tasmanian home port.

REPLACEMENT PLAN: The Spirit of Tasmania ferries will be replaced earlier than expected with two new, custom-built ships.

In a first for TT-Line, the ships will be built to the company's specifications, rather than being bought secondhand from another shipping line. This will ensure they can carry more passengers, vehicles and freight while still being able to navigate the Mersey River. The ships will likely be built in either Europe or Asia.

The premier is expected to make the announcement at a luncheon attended by tourism industry stakeholders ahead of parliamentary scrutiny of the government-owned TT-Line on Friday afternoon.

Last year, Infrastructure Minister Rene Hidding said the government had accepted it would likely have to help pay for new ships.

Mr Hidding said such vessels could cost about \$300 million euro each – or as much as \$470 million in Australian dollars at the current exchange rate. The existing Spirits are valued together at \$194 million, while the government has directed \$80 million over two years in special dividends from TT-Line into a vessel replacement fund.

2017 IDC Zone Coordinators Meeting Held in Brisbane

AN IDC ZONE Coordinators Meeting was held on Tuesday 14 November 2017 in Brisbane.



IDC Zone Coordinators meet in Brisbane

This meeting was hosted by the MUA

Queensland Branch. An annual report was submitted by IDC General Coordinator, Jordi Aragunde, and was accepted unanimously.

IDC Delegates Attend MUA Queensland Branch Conference



IDC DELEGATES ATTENDED the MUA Queensland Conference in Brisbane, Australia on November 15-16, 2017. The meeting outlined vast differences around

the world in freedom to organise, working conditions and threats to livelihoods.

It included delegates from Belgium, Spain, Argentina, France, USA, Hong Kong, and Indonesia.

Docker Dies on the Job at Jakarta Terminal

HUTCHINSON'S ATROCIOUS INTERNATIONAL record on safety is once again highlighted by another

death at its Jakarta operations. The Hutchinson's method of super exploitation of Dockers is behind all of this. Safety takes a much less place of importance than does the drive for profits and box rates. Our heart goes out to the worker and his family and Hutchison stand condemned. *Bob Carnegie*

Sourced from: <https://www.safety4sea.com/worker-dies-on-the-job-in-jakarta-terminal/>

An Indonesian worker died on the job at Jakarta International Container Terminal (JICT), part of Hutchison Ports, the International Transport Workers' Federation (ITF) informed.

International media report that the body of the man was found floating at the port of Jakarta, after he fell overboard from a vessel during stevedoring operations. This accident comes in addition to the deaths of two workers within two months and four within the past 15 months at the Hutchison's terminal, according to Serikat Pekerja Jakarta International Container Terminal (SPJICT) chair, Nova Hakim.

As a result, the ITF and SPJICT are calling on the company to conduct an official inquiry into the death and the circumstance surrounding how this worker fell overboard, as the incident raises serious questions about Hutchison's safety procedures. Some areas of concern also regard if the vessel was inspected and found in compliance with international and class standards.

"Falls from height – and falls overboard – are 100% preventable. On a modern vessel, there is no reason why a worker should die from a fall from height with proper inspections, proper management of the work environment, proper equipment and engineering controls. When a person falls overboard, management are often quick to blame the worker. We need to dig deeper to find the root causes of this horrible tragedy," said ITF President Paddy Crumlin.

Truck Kills Dockworker by Bayo Akomolafe

Sourced from: <https://newtelegraphonline.com/2017/12/truck-kills-dockworker/>

A TRUCK BEARING container belonging to Sifax Group has reportedly crushed a dockworker to death



while the driver was driving against traffic at Apapa, Lagos.

It was learnt that the dockworker, Comrade ThankGod

Ojomah, was working with Micura Stevedoring Services Limited. He was killed at Warehouse bus stop on the Apapa-Oshodi Expressway about 10.15a.m. on Friday while going to his duty post.

A witness said that the truck driver and his assistant ran away to avoid being killed by the people. Until his demise, Ojomah was a unit auditor of the Maritime Workers Union of Nigeria (MWUN).

When contacted, the President General of the union, Comrade Adewale Adeyanju, said the union would write officially to Sifax Group about the death of their member.

Adeyanju said that the remains of the late dockworker had been deposited in a mortuary in Lagos. He explained that the accident occurred as a result of the recklessness on the part of the driver, who allegedly drove against the traffic.

The spokesman for Sifax Group, Mr. Akande Muyiwa, also confirmed the incident, saying police had approved the route plied by the driver.

Akande, however, promised that the group would meet with the family of deceased and the union to resolve the issue. "He wasn't plying where others are not plying. So as we speak our management team is working with the police and family of the deceased and the union in order to resolve the issue," he added.

Loaded Container Shipments to Break 200 Mn TEU Mark

Sourced from: <https://worldmaritimeneews.com/archives/236212/loaded-container-shipments-to-break-200-mn-teu-mark/>

GLOBAL LOADED CONTAINER traffic is on track to break the 200 million teu threshold this year for the first time ever, shipping consultancy Drewry said citing recent port and trade statistics.

"The Drewry Global Container Port Throughput Index shows no sign of slowing down, with the latest reading for September being nearly 10 points above the same month in 2016. Ignoring the monthly fluctuations, the trend has been relentlessly positive in 2017, following on from a more muted growth pattern last year," Drewry explained.

The fastest growing regions were North America (+12.6%), Latin America (+11.1%) and China (10.3%); the slowest was Europe (4.4%), the index figures for September show.

Data gathered from CTS, PIERS and Datamar in a selection of key trades indicates that two-way traffic in some of the world's largest trades was in the region of 4-5% higher after nine months of 2017.

In general, the "East-West" trades connecting Asia, North America and Europe, were strongest at +5% in aggregate, versus 3.4% for the sample of "North-South" routes.

The total increase across the sample group was 4.1 million teu, 30% of which derived from extra Intra-Asia (including Chinese domestic) activity. The next biggest contributions came from the big inter-continental Asia-Europe and Transpacific routes, which between them



Image Courtesy: Pixabay

accounted for approximately another 43%, or 1.8 million teu of the additional traffic. The Asia-South Asia trade was by far the largest North-South contributor, adding another 270,000 teu to the sample total, Drewry added.

"Another factor that makes us more confident for the container demand outlook for this and next year is the improving macro-economic backdrop, with the IMF once again making a small upgrade of 0.1 points to both its 2017 and 2018 world GDP forecast. This follows similar incremental improvements made over the past year," the shipping consultancy adds.

Despite the genuine momentum on the demand side, Drewry believes that carriers risk losing any benefits if they don't address the supply issues they face.

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