



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. 123 – 23 March 2018

RTM Piiramu - Linx Bulk and General - Vale Simon Duffey - Work Injuries - Qube Accused of Abusing Loopholes - ITF calls on AFP to Investigate "Man Overboard" - AMWU Restructures - DP World Earns USD 1.2 Bn - Laws Should Permit Industry-Wide Bargaining - Cartoon Corner

Successful EBA Feed Back and Endorsement

Meeting on the RTM Piiramu *by Bob Carnegie*

ON THURSDAY 22 MARCH 2018 a successful meeting was held on board the *RTM Piiramu*, a vessel specifically designed for the carriage of bauxite for the Gladstone Weipa run.



The meeting discussed the proposed EBA in depth and also listened carefully to a joint presentation by ASP and the MUA.

Some of the features of the new Agreement is an uplift in superannuation to 14.5%, redundancy uplifted to a maximum of 78 weeks from 52 weeks (hopefully not to be utilised), income protection through Protect, pay rises in line with CPI and more clear and stronger wording of the document.

Members are to be applauded for their discipline and patience over the last two years but in the end we have got there!

Members re dedicated themselves to the battle to get more Australian seafarers on the Rio vessels and the endorsement of this EBA is part of our strategy in achieving just that.

Linx Bulk and General



PAUL PETERSEN AND I addressed the Sunday morning smoko break at Linx Bulk and General. Really good meeting, discussed a whole range of topics that affect our members and the

working class generally. Well run job, good delegates and a terrific grouping of good union men and women.

Vale Simon Duffey

ON THURSDAY A young Qube wharfie, Simon Duffey, was laid to rest. Simon was a good, decent man stricken by pancreatic cancer. The Branch, along with all of his workmates, extend their heart felt condolences to Simon's family. Simon was just 47.

Injuries at Work

THIS WEEK THERE have been two quite severe injuries in Bulk and General this week. One accident has seen a member hospitalised after an accident on a steel ship. A full investigation is underway.

The Branch cannot stress enough that safety is THE NUMBER 1, NUMBER 2 AND NUMBER 3 priority on a job. If members need HSR training, an Official to inspect a job or anything, please don't hesitate to call. *Bob Carnegie*

Qube Accused of Abusing Loopholes to cut wages, conditions

By Kerry Smith <https://www.greenleft.org.au/content/qube-accused-abusing-loopholes-cut-wages-conditions>

Conflict has erupted on Melbourne's waterfront after Qube Ports applied to terminate an enterprise agreement covering its Bulk & General operation. Members of the Maritime Union of Australia (MUA) retaliated with a snap 48-hour strike over March 17–18 and declared bans on shifts greater than seven hours and on overtime.

If Qube's application to terminate the Melbourne agreement is successful, it would be the first time an agreement has been terminated on the nation's wharves.

MUA assistant national secretary Warren Smith said the dispute centred on the company's refusal to reinstate a 7:1 roster — where workers have seven weeks on and one week off — that was removed during a downturn in business conditions.

Smith said: "The company removed the roster in early 2015, saying it would revert when trading conditions improved, but three years later volumes have increased but the roster has not been reinstated."

He said the dispute was not about wage increases but working conditions. “The company is running rampant over the workforce with the creation of work patterns that directly result in unsafe levels of fatigue.

“The company has identified fatigue as a major priority when it comes to occupational health and safety yet workers at Qube in Melbourne are working several consecutive 12-hour shifts. This is the core of the problem.”

Smith said Qube had reached agreements with workers at all its other operations but was now seeking to terminate the Melbourne agreement and return the workers to the award, which would mean a 40% pay cut.

“Why should Qube Melbourne not get the same wages as other ports when the company has inflamed the workplace with unjust sackings, excessive hours, discipline and removal of the roster,” Smith said.

“After deliberately inflaming tensions in the workplace and refusing to negotiate in good faith, management has now decided to try to cut workers’ take home pay by 40% by reverting to the award.

“This is a sneaky backdoor tactic, whereby companies apply to the Fair Work Commission to terminate an existing agreement on the grounds it has negotiated in good faith, when they had no intention of reaching agreement in the first place.

“This is then used to severely undercut decades’ worth of enterprise negotiations.”

ACTU secretary Sally McManus condemned the emerging corporate tactic of applying to terminate agreements in order to cut workers’ pay and conditions.

“Qube are abusing loopholes and breaking rules to enrich themselves at the expense of working people,” she said.

“We need to change the rules so that working people like the MUA members at Qube can win fair pay and good secure jobs.”

“The MUA agrees with the ACTU in saying that it’s time to change the rules,” Smith said. “Wage growth is stagnant while CEO pay packets and corporate profits are at record levels.

“All trade unionists know that the only way working people get pay rises is when they have the power to negotiate them. Right now, corporations like Qube have too much power and working people have too little.”

He said the union had not decided on further strikes but warned the dispute would escalate if the company did not shift ground. “If the company keeps refusing to bargain and goes down the path of terminating, that’s when it will blow up,” he said.

ITF calls on Australian Federal Police to investigate another “Man Overboard”

THE INTERNATIONAL TRANSPORT Workers’ Federation (ITF) has called for an immediate investigation into the disappearance of 45-year-old seafarer, Arnel Gillo who was reported missing on the

13th April 2018 on the Flag of Convenience ship “Galloway Express”, bound for Australia.



Dean Summers, ITF National Co-ordinator said the Queensland Police had boarded the vessel yesterday when it docked at Townsville, but he called into question their understanding of the crew’s language, culture, and appreciation of maritime industry.

“The Australian Federal Police need to investigate this incident as a matter of urgency given their experience and involvement in other maritime cases.

“The disappearance occurred in international waters and should be investigated by the AFP who have experience on dealing with these cases following the high-profile case of FOC Sage Sagittarius in 2012 where three seafarers died, and the NSW coroner found at least two were victims of foul play.

“Arnel’s wife and family contacted us on the 16th April claiming that the company had not responded to their calls and were obviously distraught”. His family have asked the ITF to help and have said “All we hope and pray is to know what happened to my brother and if he needs rescue right away.”

“Yesterday an ITF inspector - asked by the family to investigate - was harassed by company representatives on board the ship and get answers for the family. The Queensland Police even prevented access and frustrated all attempts for us to speak to the master and crew” At this stage the parallels with Sage case are obvious Mr Summers said.

The livestock carrier, owned by Dutch company Vroon, is Flag of Convenience vessel registered in Singapore and has been chartered by Australian based Harmony Agriculture and Food Company. The owners have called the case an “Unfortunate Incident” but refuse to cooperate with the federation.

The Sage Sagittarius was subject a two-year coronial investigation with the NSW Coroner finding the ship’s chief cook and chief engineer met with foul play at the hand/s of other unidentified persons on board the Flag of Convenience (FOC) ship.

The Coroner recommended her findings be sent to Japanese authorities to investigate a third suspicious

death on board. A company superintendent, sent by the owners to Australia to investigate, was found dead in the self-discharge gear while docked back in Japan.

The coroner recommended establishing a permanent standing group, with members from at least the AFP, State police, the Australian Maritime Safety Authority, and the Australian Transport Safety Bureau to investigate the death or suspicious death on board, or disappearance from, an international vessel in or bound for Australian waters.

Laws Should Permit Industry-Wide Bargaining: ACTU

Sourced from:

https://www.workplaceexpress.com.au/nl06_news_selected.php?act=2&nav=1&selkey=56598&utm_source=daily+email&utm_medium=email&utm_campaign=subscriber+email&utm_content=article+headline&utm_term=Laws%20should%20permit%20industry-wide%20bargaining%3A%20ACTU

ACTU LEADER SALLY McManus has today called for IR reforms to enable industry and sectoral bargaining and restore the place of awards to reflect increasing reliance on them.

She told a National Press Club luncheon in Canberra today that unions want a regime "that allows working people to negotiate across a sector or industry should they choose to do so".

Asked by a journalist after the 40-minute speech for clarification, she said that in industries such as construction, enterprise bargaining "is not as big an issue" as in the community sector or childcare.

Childcare, she said, is the perfect example of where industry bargaining is needed.

Workers should be able to choose what is right for them in their industry, she said in response to the question.

McManus said in her speech that workers should be able to "reach a negotiated agreement with employers without restrictions".

She said it is time "to get rid of the complex web of rules and regulations that give far too much power to employers in bargaining".

The current arrangements give workers "very limited capacity" to negotiate to protect job security, guarantee jobs for young people or protect against outsourcing, she said.

Under the current system, the few tools workers have to pursue their rights "have been stolen, or excessively, relentlessly curtailed, restricted and regulated".

The "dramatic" power shift had left workers "holding a toothpick, whilst employers have jackhammers".

She said it was "no small task" for Labor to rebuild workplace rights via the Fair Work Act after Work Choices, but "workplace laws written before Uber" and the GFC were no longer adequate.

Awards need updating, to play part in providing living wage

McManus told the luncheon that awards had been "stripped back to the bare minimum", in anticipation of the "vast majority" of workers being covered by agreements.

But with the failure of bargaining, "more and more people are depending on hollowed-out awards" that must now be adapted to meet the needs of workers and protect their living standards.

"Awards need to play their role [in] lifting wages and they need to keep up to date with the modern economy", she said. She also confirmed that unions would be seeking to lift the minimum wage to 60% of median earnings. Even with such a change, the floor would be "a bit over \$40,000 a year", which she said was "still very low".

ACTU seeks to restore independence of FWC

McManus called for restoration of the independence of the FWC, after its "stacking" with the Coalition's "business mates".

She partly blamed the "weakness" of the FWC for the "escalation" in wage theft and said governments needed to "put fairness back into the Fair Work Commission".

McManus indicated the FWC needs broader powers, saying that when an employer breaches an award or agreement, "we need an umpire than can enforce the rules".

In response to a question from a journalist about whether unions might resume an Accord-style relationship if a Shorten Government takes office, McManus said unions are independent of governments and intend to remain that way, regardless of who is in power.

She expected that if Labor wins power, she expects a "respectful" but "vigorous" relationship if in which the ACTU will argue its position and sometimes the two won't agree.

McManus also revealed she would be meeting with new Workplaces Minister Craig Laundy in the next couple of weeks, after trying to arrange it for some time.

Change the rules for more secure jobs and fair pay, speech by ACTU secretary Sally McManus to the National Press Club, Canberra, March 21, 2018

AMWU Restructures in Response to Membership Decline

THE AMWU HOLDS a special place in the Australian Union Movement. It's decline in membership can be directly attributed to the collapse of a manufacturing base in Australia. It's the fervent hope of the Queensland Branch of the MUA that this membership decline can be arrested. We stand by our comrades in the AMWU and will support them in any way we can. *Bob Carnegie*

Sourced from:

https://www.workplaceexpress.com.au/nl06_news_selected.php?act=2&nav=1&selkey=56598&utm_source=daily+email&utm_medium=email&utm_campaign=subscriber+email&utm_content=article+headline&utm_term=AMWU%20restrictions%20in%20response%20to%20membership%20decline

The AMWU is holding a three-day special national conference to consider a plan to overhaul its governance, structure and operations, as it seeks to revive a membership base that has dropped by more than half over the past 15 years.

The forum that starts in Sydney today will debate plans to base the union's governance on a single membership register and remove its divisional structure.

The four existing divisions are manufacturing – which covers the old metals and technical divisions – plus printing, food and vehicle manufacturing.

The AMWU's governance will instead be based on a national conference and a national council, plus conferences and councils for each state.

Heading into the special conference, the AMWU website says that each conference and council will have a "guaranteed majority of rank and file members to ensure the union is focused on the key issues for members". "It's almost 25 years since the last amalgamation that formed the current AMWU and we recognise that unions must change as circumstances change."

Under the rules changes, the AMWU will retain its current name and introduce a proportional voting system, with the new structure taking effect in July next year.

However, the AMWU plans to retain industry committees covering print and packaging, food, vehicles, defence and aerospace, shipbuilding, mining-engineering services and rail.

AMWU national secretary Paul Bastian declined to comment ahead of the conference, but union sources say there has been some internal resistance and questioning from parts of the union's divisional and state-based leadership.

Combet warned union's future at risk from membership losses

In early 2016, a report the union commissioned from former ACTU secretary Greg Combet warned that membership losses put the AMWU's future at risk.

A review led by Combet found the AMWU was on track for its membership to fall to about 45,000 members by 2020 and 30,000 by 2025, through a mixture of economic and social changes.

Membership of 144,176 in January 2003 had dropped to 90,103 by September 2014, a fall of almost 38%.

Its most recent financial report for the 12 months ending September last year said it had 70,030 members, which is expected to have shrunk further after the closure of local car-making by Holden and Toyota late last year.

As membership has dropped, the union has cut the number of officials in recent years through redundancy programs.

However, the union is looking for membership in defence work to pick up as the government pushes ahead with its plan to build local submarines and other locally-made equipment.

While the AMWU posted a loss of \$1.3 million for the most recent financial year, it has net assets of almost \$120 million, mostly in managed funds and property.

Union explored merger option

It emerged in early 2016 that the AMWU was discussing a possible merger with United Voice, but the talks soon

fizzled out. Then last year, United Voice confirmed it was discussing a possible merger with the NUW.

The AMWU's current plan to scrap its divisional structure is a contrast to the strategy of the CFMEU, which is merging with the MUA and the TCFU, with the latter forming part of a manufacturing division with the CFMEU's forestry and furnishing products division.

DP World Earns USD 1.2 Bn in 2017

Sourced from: <https://worldmaritimenews.com/archives/247269/dp-worlds-earns-usd-1-2-bn-in-2017/>

DUBAI-BASED PORT developer DP World reported 15.1 growth in earnings in 2017, with profit attributable to owners of the company reaching USD 1.2 billion. Adjusted EBITDA grew 9.1 pct year-on-year and achieved an EBITDA margin for the full year of 52.4 pct, DP World said. The port operator's revenue marked 13.2 pct increase year-on-year standing at USD 4.71 billion, driven by strong volume growth across the board.

"Encouragingly, our volumes have continued to grow ahead of the market with gross volumes growing 10.1 pct year-on-year, ahead of Drewry Maritime's full-year market estimate of 6 pct. Our portfolio has seen strong performance across all three regions benefitting from the improved trading environment and market share gains," DP World Group Chairman and CEO, Ahmed Bin Sulayem, said.



Image: DP World

In 2017, the company invested USD 1.09 billion in the development of its portfolio, while for this year the planned capital expenditure stands at USD 1.4 billion. The primary candidates for investments are the group's projects in UAE, Posorja, Ecuador; Berbera, Somaliland; Pusan, South Korea; Maputo, Mozambique and Sokhna, Egypt.

The gross global capacity for the year was at 88 million TEU, which is expected to grow to over 100 million TEU of gross capacity by 2020, subject to market demand. Consolidated capacity was at 50 million TEU up from 42 million TEU in 2016 including the consolidation of Pusan (South Korea).

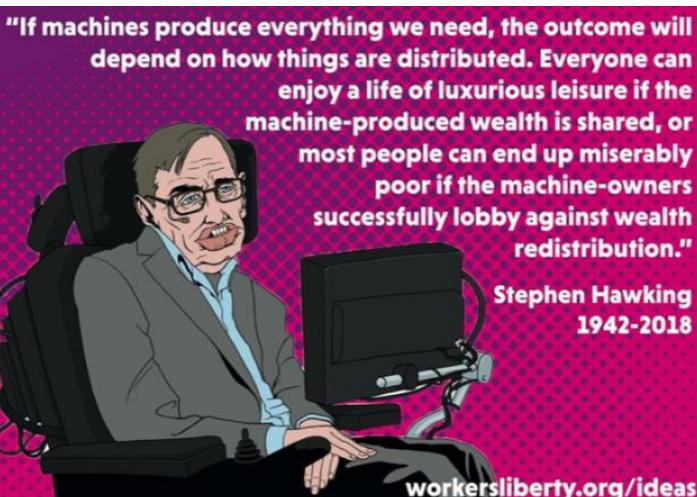
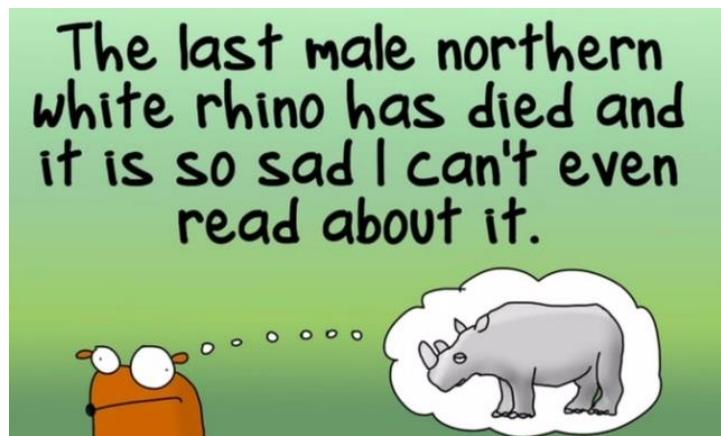
"In recent years, we have leveraged on our in-house expertise to extend our core business into port-related, maritime, transportation and logistics sectors with the objective of diversifying our revenue base and connecting

directly with the owners of cargo and aggregators of demand to remove inefficiencies in trade, improve the quality of our earnings and drive returns. Going forward, we expect this trend to continue as we seek opportunities in complementary sectors in the global supply chain and also make use of new technology and data solutions,” Bin Sulayem said.

In terms of the outlook for this year, DP World’s CEO said the year started on an encouraging note, with current trading in line with expectations.

“As we look ahead into 2018, geopolitical headwinds in some regions pose a challenge but we expect to continue to grow ahead of the market and see increased contributions from our recent investments,” he concluded.

Cartoon Corner



Date Saver – May Day 2018

DON'T FORGET TO ADD Monday 7 May 2018 to the calendar! The Queensland Branch will be out in full force marching and celebrating and we would love to have as many members and their families as possible attend.

MAY DAY MONDAY 7 MAY 2018

The invitation card features a logo for the Maritime Union of Australia (MUA) at the top left. The main title "Invitation" is in large, bold, black letters. Below it, the text "Join your Branch in recognising a workers' Victory!" and "20th Anniversary of 1998 Patrick's Lockout." are displayed. A photograph of a protest is shown, with a banner in the background reading "GFMU and M.U.A. proudly UNITED AGAINST PATRICK'S SCABADORES" and "M.U.A. HERE TO STAY!". The text "In attendance" lists several officials: MUA National Secretary - Paddy Crumlin, QCU General Secretary - Ros McLennan, ETU State Secretary - Peter Ong. The event is scheduled for Friday 6th April, 2018 from 4pm at M.U.A. Rooms 73 Southgate Avenue Cannon Hill. Entertainment is promised as "Bands, drinks, good food and good times!". A reminder to "Get in early and RSVP for catering purposes!" and instructions to email acceptance to muagld@mua.org.au or call the Office on 3395-7215.

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