



Southern Queensland Branch News

24th February 2011

QUEENSLAND BRANCH

National Industrial Officer Bill Giddins has advised that the Rules change at special meetings of members held in conjunction with the 2009 Annual General Meetings have been approved by the Industrial Registrar and come into force as at 1st March 2011.

This means that the Queensland Branch is officially ratified in our Rules and as such the Southern Queensland and Northern Queensland Branches are therefore no longer in existence at the end of this month.

Members have already been advised that the 2011 Quadrennial elections will be conducted to elect officers for the Queensland Branch. As per the Rule change the current officers of the Southern Queensland Branch will become officers in the same position held within that Branch in the newly formed Queensland Branch.

This **Branch News** is historical as it will be the final version of the Southern Queensland Branch News.

STEVEDORING ENTERPRISE AGREEMENTS

It seems that a "pattern" is forming in that stevedoring employers are now sending out correspondence to MUA members and their employers associated with Enterprise Agreements. Whilst that is their prerogative, members can take heed that all areas around the country have been involved in our democratic processes of establishment of Log of Claims.

Each area in Queensland has had their respective committees co-ordinate the claims of the Rank and File membership in Patrick (Terminals and General), POAGS and DP World Terminal to be forwarded to National Office where by they have been debated at the relative Conferences (DP World will have their Conference 1st- 3rd March 2011).

All Stevedoring employers should have the realisation that this is and will remain our democratic process.

So far we have seen POAGS, put out EA report backs in part saying that the claims of our members will put them out of business. They will however agree to a 2.5% pay increase per annum, more on a local level if there are increased flexibilities.

Patrick General Stevedoring in their offer of settlement on 14th February shared their love on Valentine's Day with a far more generous offer of 2.7% per annum. Two weeks before a new CEO of parent company ASCIANO was appointed on a weekly salary that equates to a PGE yearly guarantee.

Members in Brisbane, Gladstone and Townsville have unanimously rejected the offer.

DP World has now sent correspondence to members regarding the upcoming negotiations, gauging the content of the letter, it is hardly likely that they are about to come to the table and say that they are going to recognise their most important assets, their employees and subsequently distribute to members a high share of their wealth.

Further Stevedoring Negotiations are scheduled as below.

Patrick General Part A.	Sydney 28 th February – 1 st March
DP World National Conference	1 st -3 rd March
Negotiations commence	1 st April
Patrick Terminal- National	8 th - 10 th March
Local discussions	28 th February
POAGS - National	21 st - 23 rd March

Gladstone Patrick local discussions were held on Monday 21st February with Patrick making an offer to engage additional permanent employees. This came as little surprise given the well published increase in work in the Gladstone area associated with Coal Seam Gas Export facilities and the Wiggins Island Coal Terminal Construction. Many other matters remain outstanding including roster configuration and travel to Port Alma and other Gladstone Berths.

DPW AUTOMATION

Assistant National Secretary Warren Smith reports that a follow up meeting with DPW Brisbane has taken place regarding automation of the Brisbane DPW Terminal. The MUA National office and Branch officials and the DPW Union Committee were shown a presentation of the company's plans in Brisbane on Tuesday 8th February. The plans have not changed much from the original presentation which outlined a mode change toward auto-stacking cranes and sprinter straddle moving away from the ITV/Forklift operation that currently prevails in Brisbane.

Points of contention remain MUA coverage of certain jobs and areas of the operation and any affect the process will have on reductions of labour.

The MUA have made it abundantly clear to DPW that we expect that all new work under the new mode of operation must reside with MUA members. We have also raised the necessity for the current DPW maintenance workers to have responsibility for maintaining the new equipment and being trained in the nature of operation of the automated machinery and in straddle operations. DPW have remained uncommitted to this position which is fundamental to the union.

Reductions in labour are likely to occur at DPW but these can potentially be offset by the introduction of HPH into the Port of Brisbane as a third operator. National Secretary Paddy Crumlin has contacted HPH to start identifying in a more specific fashion HPHs intended operational mode and to discuss labour issues.

TOWAGE

National Tug Conference

The MUA held a National Tug Conference at St Georges Basin from 8th – 11th February to reflect on current challenges within the towage industry and to design a practical work plan that implements an organised structure that will be delivered through revitalised activism on the job along with an improved coordinated approach to strategically developed campaigns within the towage industry and broader maritime industry in general. The four days of conference focused on not only development and implementation of a strategic plan, but also how Union resources are better utilized and how the members, delegates, committees and officials are held accountable when addressing key objectives of the work plan.

Work has already commenced with delegates returning to the work place and obtaining all contact details of all members to enable to the MUA to improve communications within the towage industry.

State committees will be established with representation from all towage workplaces within each State, sharing information, establishing local and state campaigns and feeding information back into the national structure.

A national towage committee will also be established to oversee the implementation of the reorganizing campaign and to ensure that we remain on course that will see us achieve our goals and objectives. This committee will have representation from all States and Territories along with officials and one position for the Finance Committee.

It was also resolved at conference to continue with the national rolling fund and the first task is to get all towage workplaces contributing. Further information regarding the national rolling fund will be presented to members on tugs in the near future.
