



THE PORT

WORKER

YOUR VOICE

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Authorised by Garry Keane Branch Secretary

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MUA WEBSITE

The new website has recently been launched and can be found at www.mua.org.au Check out the events and news from our union and sign up for e-newsletter. SNSW Branch has its own page so if you have something that you would like put on your page contact your Branch Committee member.

Tugs	Rob Paterson Paul Cuthbert	Patrick Port Services	Rob O'Keefe
Lines	Phil Hawke Les Roskelly	Patrick Non Bluescope	Andrew McFadyen Jason Muscat
PKPC	Tony Fenech	POAGS	David Muscat
Seafaring	John McGartland Harry Smith John Curran	Illawarra Stevedores	Nathan Cook Gary Colwell
Patrick Bluescope	Brian Smith Ray Murchie	Youth	Ben Turnbull
		Mechanics	Trevor Murdoch

Branch Secretary's Report

Comrades

It has definitely been a busy 12 months, we have come through the biggest global economic crisis in living memory with the related downturn in bulk and general cargoes but things are well and truly on the way back up with significant increases in steel and coal exports and car imports keeping the Svitzer Tugs and Lines members and PKPC comrades busy and improving the earning potential for the stevedoring and securing members with Patrick operations when busy utilising all of their Bluescope and PCC employees as well as providing some much needed work for the Illawarra Stevedore members through the interhire of labour which the Branch was instrumental in the establishment of some years ago. This has proven to be a commonsense approach that is beneficial for all parties with Patrick's benefiting from having access to sufficient experienced labour to cover their peak periods without needing to flood their books with supplementary labour that would sit idle in quieter periods and supplementary members picking up work when their own employers are quiet; it also has assisted Illawarra Stevedores to hold onto their supplementary workforce while that company struggles to overcome the GFC and the introduction of the PCC operation into the Port.

Unfortunately the other major stevedore POAGS continue to go down a different path and other than enter into a similar process of utilising available trained supplementaries from the other companies in the port they choose to consistently top up the number of supplementaries they then lose again every 3 to 6 months because the earning capacity is not there during quieter periods. This is a consistent ideological position from the highest levels of management in this company and no matter how often the union and POAGS committee raises the issue they will not change that position. This is just one of the frustrating matters within POAGS that the members, committee and Branch will continue to try to address.

Congratulations to POAGS member Brett Lea and Brisbane comrade Earl Jones on their success in the recent Fair Work Australia Commission hearing run by National Assistant Secretary Warren Smith and the NSW & Brisbane Branches resulting in Brett being paid the redeployment monies the company had refused to acknowledge and Earl getting reimbursed for loss of earnings during what the commission ruled was an unallowable downgrading as a disciplinary measure of 2 levels from a Grade 5 to Grade 3 permanent for 6 months before having his grading reinstated. Well done comrades it was a slow process but successful; the struggle goes on.

EA's

We are currently well into negotiating EA's with Patrick Port Services where after a full meeting of the members and the company we are waiting on a response we have put that we believe may resolve the negotiations.

AAT where the final point of conjecture revolves around the LSL conditions.

Illawarra Stevedores which has been dragging out interminably with a meeting with the labour and management lined up to attempt to resolve the remaining issues; and the Patrick Part A National negotiations will begin with a delegate from each area to meet in Melbourne in mid July.

Blue Water

The turnaround in the economy has seen a return to a more normal trading pattern for the Teekay Dry Cargo Fleet with the vessels putting back into Port Kembla more regularly than when the Bluescope blast furnace was shut down for relining. That said however the crew of the Iron Yandi has been notified that Korea will no longer be part of their triangular route with China now becoming the trade route. Another promising note is the continuing expansion of the CSL coastal Australian crewed fleet, whilst everything this crowd does presents us with some new problem your union continues to work with the company to address those issues.

Federal Election

The Federal Election will be held on Saturday, 21st August, 2010. This brings us to the National and Branch election strategy.

The work the Union has put into the Shipping Campaign with the intent of revitalising the Australian Shipping Industry and also into the Stevedoring Code of Practice with the requirements for a regulated safety regime to be controlled by one agreed regulatory body has seen us as a Union work very closely with the current government, and the only potential for a successful completion of these campaigns lays in a second term for this government.

As an important component of the Shipping Campaign the campaign committee delegates and I fronted up the Federal members for Throsby Jennie George, Cunningham Sharon Bird, Eden-Monaro Mike Kelly and Senator Bob McMullen all of whom pledged their support; with our old mate Jennie, Sharon and the endorsed candidate for Throsby Stephen Jones actually coming in to your Union Rooms for the delegates to run through the campaign with them. It is the Branches commitment to support the sitting MP's, Mike Kelly and Sharon Bird, nominated candidate for Throsby, Steven Jones and for Gilmore Neil Reilly and each of them is aware that we expect their support in return. Whilst the Branch may not be in a position to provide large financial support we have traditionally been able to supply members for leaflet drops and on Election Day to man polling booths and will be looking to do the same again this year. We will be organising a political/election committee that will be ringing

members looking for assistance and we request members to make themselves available for a couple of hours, particularly on Election Day. There are some good people in politics and we need to get out and support them.

The thought of Tony Abbott leading a Coalition Government with a revitalised and strengthened Work choices Policy incorporating an attack on the employer's requirement to make superannuation contributions' is not an alternative worth contemplating.



Farewell Jennie George

Talking of good people in politics the people of the Illawarra are about to see the retirement of one of the best.

The Member for Throsby Jennie George has announced her retirement at the next election.

The daughter of Russian immigrants Jennie rose from her humble working class beginnings to set the standard for all of the great female Union leaders that were and are to follow, rising through the union movement to become the Secretary of the Teachers Federation, the first female President of the ACTU and the Member for Throsby.

Jennie is a great friend of the Maritime Union of Australia who never hesitated to stand up in Parliament and support us in Maritime causes; from the Ships of Shame to the current shipping campaign she has stood staunch with us and there was no better comrade in our greatest battle; Jennie's leadership and support as ACTU President during the Patrick dispute will never be forgotten by those of us whose industrial future hung in the balance. Jennie's part in the story shall live on in the real annals of that historic dispute.

In her time as an MP Jennie has consistently and vigorously supported the interests of her constituents and the working class of this country.

It has been an absolute privilege and a true honour for me to be able to work closely with Jennie over the last few years and on behalf of the NSW Branch of the MUA I wish Jennie and Dennis all the very best in their well earned retirement.

Comrade Williams

I take this opportunity to wish Glen Williams all the best in his move to NNSW Branch. Glen is a great comrade, a good friend and has been an outstanding asset to this Branch and the Union as the Honorary Deputy Branch Secretary and AWU/MUA Alliance organiser and it is a safe bet that he will continue to play an active role in the Union and Newcastle area. Thanks for the assistance you have provided to me and the Branch comrade.

Training

The Branch has started a series of training course for the various committee members and senior delegates; the first course was well received by those who attended. There is one more 3 day course and 2 x 2 day courses booked in on 30th August to 1st September, 12th-13th October and 19th-20th October.

It is our intention once these courses have been completed to lock in further dates for basic delegates training. Any members interested in undertaking this training call Carol in the office and list your name please.

Honorary Deputy Branch Secretary's Report

Comrades,

The following article will be my last as the SNSW Branch Honorary Deputy Branch Secretary.

Resignation

After much consideration of my long term personal and professional future it is with a touch of sadness that I announce my resignation from my position as the MUA SNSW Deputy Branch Secretary and NT Branch Organiser. It has been a great honour to represent the members of the SNSW Branch for the past three years and the experience I have gained during this time will be invaluable to me as I look to a new beginning in my life. It is my intention to relocate to Newcastle for personal reasons and I intend on transferring my membership to the NNSW Branch where I will continue to be an active member of the union and that Branch into the future.

This decision has not been taken lightly as I and my family have a long and proud history in the union movement in the Illawarra. My twenty years at sea and three as an official represent to me that the MUA truly is my life, my family and my home. Just like my Grandparents Snowy and Joan Webster and my Mum and Dad Sue and Maurie Williams, I will always faithfully serve the needs of the union and its members wherever that may be and remain committed as ever to the oath of fealty I took twenty three years ago when I first joined this union.

I feel that I am leaving the Branch in good hands with many members of our Branch Committee having the capabilities of stepping up into my role and continuing the great work that Garry, I and Branch Committee have been doing over the past three years. I would urge all members to continue to support the work that has been done and get active in the Branch so that Port Kembla remains the militant, organised and progressive Branch it is known as throughout the rest of the MUA.

I would like to take this opportunity to thank Garry Keane for his guidance, counsel and advice over the past few years it has been invaluable to me as I have been on the steepest learning curve of my life.

Whilst there are many other people I would like to personally thank who have helped me over the years there are far too many to name so I will just say thanks to you all, I'm sure you know who you are.

Darwin

As you are all aware I have been working in Darwin as the MUA Organiser for the past two years. During this time I have helped establish the many functions and structures that are necessary to running a vibrant and active Branch of the union. We now have an active and organised Branch Committee along with site committee's in all the major area's where our members are employed.

The NT Branch has grown by over 100 members during my time as the Organiser taking the total membership to over 260 members. The potential for growth in membership in the NT is enormous and I am confident that my successor, Thomas Mayor a local Patrick wharfie, will take the Branch to the next level and we will see the establishment of a fulltime Branch of the MUA in the NT before long.

Finally comrades all the best and good luck to the Branch, members and all the committee's for the future.

Patrick BlueScope Report – Brian Smith & Ray Murchie

Currently in the Patrick (BlueScope) operation the committee and branch have successfully negotiated five owed permanent and PGE's positions, (permanent guarantee employees) that are currently going through the interview process, we hope to have them started by the 1st of July.

The last few months have been a very busy period as Patrick informed us that BlueScope were trying to export approx. 700,000 tonnes of steel out of the port by the end of July.

Training Update

Patrick's BlueScope has been going through a training skills update in order to upgrade our member's skill level. This helps in equalising earnings opportunities & shifts for casual labour. It is the intention to have all our supplementary labour skilled to F/L, Straddle/Gantry, Ship's Crane level by the end of June or ASAP.

Cert III in Transport & Logistics is still progressing in line with training. As people gain their required modules they are being sent up from Melbourne to be signed & then the certificate will follow.

We are about three months away from our national bulk and general EA negotiations with Patrick; we have already had our national conference in Melbourne where each branch lodged there log of claims. Over the four long days we feel that we have established the appropriate direction to lead the negotiations.

On a final note it's great to see that a delegates training course has finally been put in place; hope to see some of the younger members participate as the older members won't be here forever.

Tugs Report – Paul Cuthbert

The Tug Boat E.B.A negotiating team has come to an in principal agreement with employer Svitzer. This Agreement, when voted on by Svitzer Tug Crews nationwide and ratified in the commission, will cover the next two and a half years from 1st July 2010. Negotiations are well in hand with management for a pre E.B.A. pay increase to compensate for the extra work load experienced in Port Kembla by tug crews over the past two years.

The on again off again new TUG Berth is back on the agenda. The latest news is that it is to be operational by May 2011. It is to be a four berth pontoon with ramp style facility with room for an extra pontoon {berth either side} enclosed behind a surge wall. The facility will be situated in the Outer Harbour between the Gateway and the Pump Station near the Inner Harbour Cut.

Port Kembla Port Corporation – Tony Fenech

The Port of Port Kembla is moving along very well even though the Australia economy has slowed down. Also the CEO Mr. Dom Figliomeni has aired that Coal output through the Port will increase to 24m tons a year over the next 3 or 4 years. This year Coal tonnage through the Port was about 14m tons and in the past years it has been around 10 to 12m tons per year and some years down to 8m tons. This increase in Coal Ships on top of the already increase in Shipping to date is very promising for the Port and with Blue Scope's no 5 Blast Furnace back on line the Port of Port Kembla is going to be a very busy Port.

Over the past two years we have seen Ship numbers visiting the Port nearly double. We used to see about 570 ships per year visit the Port and at the end of this financial year we would have seen over 1000 Ships visit the Port

On Saturday 22nd August 09 see the PKPC move from it's current location (opposite the Port Kembla Police Station) to a new building located next to the old Pilot Station and the little boat harbour at the end of Foreshore Road. The new building also houses the Water Police, NSW Maritime. Customs has decided to stay at there current location.

The Organization had a new Pilot Vessel build in Brisbane Queensland to replace the old and weathered Alvina. The new vessel is a 15-meter Naiad with twin Cat diesel engines capable of 30 knots. The Port of Auckland N.Z. purchased one over two years back and early last year myself and Pilot Don Buckthought flew over to New Zealand and went out with the crew doing Pilot-age work and was very impressed with this vessel. It is great to have a good seaworthy second vessel, as this will take some of the pressure off the Crew to have both vessels in service 95% of the year.

We have issues with the PKPC and one would think that when an Organization is doing well they would employ more staff. In the Marine Branch we have been seeking one extra Port Officer with no luck as yet. We also have issues with the way casuals, past and present have been utilized and paid and the last issue is the Ship Port Offices Position Description that governs our salary. This one is headed to the NSW Industrial Commission because it has been evaluated and the CEO is holding back on the final part and that is paying the Officers the value the Position Descriptions came out on.

Seafaring – John (Madge) McGarland

From a seafaring point of view we find ourselves in a situation we haven't been in for a while, that is having plenty of people on the data base. Whilst it makes a nice change knowing there is people available when you need a relief, I for one feel sorry for the comrades who are out of work. For people who are genuinely looking for work and not waiting for the cream jobs I sympathise with you as I spent a couple of months on the data base myself a few years back and can relate to the frustration members feel about not getting picked up for a job or just the uncertainty of not knowing when you are going to get a call to ship out. Hopefully this situation will be rectified in the near future and I just want to stress the importance of the roles our delegates and Boson's/chiefs must play when a relief is required. We must insist that reliefs come from the data base and not from other jobs whilst they are on leave, a practice that is acceptable when there is no one around however unacceptable in the situation we are in now, or worst still from outside the industry, a practice which seems very common particularly in the offshore catering ranks.

As you will be aware the branch has run several rope work courses over the past 2 years which have been well attended and very enjoyable as not only have the members learnt a valuable skill they have also had the opportunity of meeting other people from within the industry and that only strengthens our branches position. Anyone interested in attending the rope work courses can contact the branch and leave their details as we will be running more courses.

On a personal note I was nominated by the branch via several stop work meetings to attend the ITF conference in Mexico in August. This will be my first trip overseas representing the union and I am really looking forward to it particularly as I am also going to Cuba for 5 days prior to Mexico and this is a country I have always wanted to visit. I want to take this opportunity to thank all my mates and comrades whose vessels sent in donations for my trip as I greatly appreciate the generosity shown to me. Thanks again fellas and I will give a report back at the stop work meetings and also through the branch news.

Last but not least I want to wish our esteemed comrade, Glen Williams, all the best in his new endeavour as he moves to Newcastle to work as an organiser out of that port. Glen has spent the last 2 years working as an organiser out of Darwin and left a legacy which has put the union in a very strong position up there. His work in the port and organising the non union rigs has been a credit to the union and shows what an asset he is to our organisation.

Glen has resigned from his position as Southern Branch Honorary Secretary and is a big loss for our port however his move to Newcastle will only bring major benefits to that area as he has already shown in dealing with the new non union coal loader up there.

Linesmen Report –Phil Hawke

Linesmen in Port Kembla welcome the return of the Port Worker in a hard-copy format, enabling all members in Port Kembla to have an insight into current issues.

The linesmen are currently finishing the implementation of the nationally recognised maritime training package, Shore based Linesperson Certificate 1. This is a union initiative and through hard-work with our comrades in Sydney and Newcastle, and the assistance of branch and national officials, we have been able to make the certification a reality. In an effort to keep our part of the industry progressing, the certification will assist in having MUA linesmen recognised as the preferred providers of mooring and unmooring in all ports nationally.

Taking into account this qualification, and our marine qualifications, any terminal or stevedoring manager or shipping agent who would consider not using MUA linesmen specifically to perform mooring and unmooring operations, is not concerned about safety and professionalism on his wharf.

MUA linesmen have operated in Port Kembla for more than 60 years, have a proud history of union involvement and activism and are determined to remain an essential part of port operations.

The MUA Linesmen members would like to wish Glen good luck in his future endeavours.

MUA Here to Stay

Patricks Port Services – Aaron Parker

Patricks Port services would like to welcome 3 new members to the team, George George, Rob Keane and Jason Barnes.

Negotiations for the EBA are ongoing and a meeting with the company is planned for the near future.

Patrick non BlueScope – Jason Muscat

On behalf of Patrick PCC we would like to welcome the new employees to the industry, currently work at Patrick is still slow but the car carriers are showing a sign of improvement with the number of vehicles increasing every voyage. Besides the car vessels we have been very busy helping Patrick BlueScope side which has resulted in a lot of work for our labour force. Lately we also have quite a bit of work happening in Newcastle which has been a really good experience for our team. Comrades just on a last note please remember the word SAFETY we all should really think of what it means... we all stand in unity together.

Also we would like to Congratulate John (Breaker) Hoggard for 40 yrs service. John started in the mechanical branch of the union then into the WWF and now MUA. John has always showed good union leadership and always good for a rumour or two.

POAGS – David Muscat

The members at POAGS have been experiencing some frustrating issues recently in relation to our EBA terms and conditions. It seems management have their own way of interpreting the agreement and has a total disregard for the process in which they implement their own interpretations. However, in good faith, the members have pulled this company out of trouble on several occasions and not left any ships unmanned. Despite these efforts by the members the company still proceeds to "run their own race".

POAGS once again have flooded the gates with supplementary labour, employing another 30 odd casuals with more to come. Whilst welcoming the new employees into the workforce it is another reminder that we must do all we can to stop casualisation on the waterfront. The turnover of casual employees in POAGS has become a joke not only affecting wages but also safety as training has been

kept to a minimum. A cost cutting exercise which could put everyone's lives at risk in this already dangerous worksite.

The committees and members of POAGS do welcome all new employees and will be trying to seek their support in our campaigns to improve conditions and safety on the waterfront.

Fatality at POAGs Melbourne

Time for Stevedoring Regulation – Warren Smith Assistant National Secretary

Another senseless death on the waterfront, this time at POAGs in Melbourne, occurred on July 14. The fatality took place at Appleton dock in an R&D operation loading a transformer onto a truck with a unique style of portable gantry crane. The crane failed and the result of the mechanical failure was the tragic death of another wharfie, through no fault of his own. Steve Piper was 41 years of age. He was married with 2 children, 11 and 7 years old.

The MUA continues to campaign vigorously for any measures which will assist to stem the tide of waterfront fatalities and injuries. National Secretary Paddy Crumlin has written to the responsible Minister Simon Crean requesting a number of urgent issues be addressed including the immediate establishment of a high level Stevedoring Safety Task Force to undertake an urgent and independent review of safety in the Australian stevedoring industry.

The union has written to all major stevedoring employers and requested commitment and support from them to the following measures to address the crisis in the industry:

- A high level Stevedoring Safety Task Force to undertake an urgent and independent review of safety in the Australian stevedoring industry
- A harmonised national approach to stevedoring safety, which includes National Stevedoring specific regulation
- A framework that provides for clear and unambiguous compliance and enforcement arrangements;
- A strong and consistently applied set of competency standards to underpin safe working practice and work functions, and meeting the specific characteristics of employment in the stevedoring industry
- Gap analysis of the application of safety management systems at the workplace and any remedial improvements required
- Gap analysis and remedial improvements to the focus and scope of OHS training for all stevedoring workers
- Functional linkage between safety regulation applicable to stevedoring and the competency standards (and appropriate licensing) as determined by the T&L ISC;

At the time of writing only one employer had responded and the union still awaits the responses from other stevedores.

The above has been conducted separately from our ongoing efforts to establish stevedoring specific regulation. The campaign for regulation has been carried out via a successful campaign to have a Temporary Advisory Group (TAG) set up through Safe Work Australia. The formation of this group was a major victory for the union and puts us in a better position to achieve a regulated approach to waterfront safety which we believe will underpin a National Safety Code of Practice.

The MUA sees regulation as potentially bringing together a range of major contributing factors that make stevedoring operations unsafe and putting in place measures to address them. We

believe that regulation must address issues of skills and competencies and training. Things which have been sadly lacking in our industry over a long period of time.

Further to this high level campaigning and work around safety we have been campaigning heavily for the retention of the hatchman. A position which is being systematically removed by companies; often this is by the same companies who commit to their operations being safe. The union has had several victories now over employers who have attempted to remove the hatchman and we have must remain vigilant on this question. The Marine Orders say:

Provision of hatchman

Loading or unloading by means of a crane or derrick must not be carried out unless:

(a) the driver has an unrestricted view of the load at all times during loading or unloading; or

(b) a hatchman is employed for each crane or set of derricks who is clearly visible to the driver(s). (MO 32 Appendix 18 Clause No.1)

One thing is certain however no regulation or code of practice will be effective if we allow ourselves to work unsafely. Employers will direct workers to work in an unsafe manner as the pursuit of profit and productivity tends to over-ride considerations of best practice safety. We must stand up to this and declare **"I will not work unsafely"**. If we adhere to this simple principle we will all be better off and it will ensure that we stand the best chance of coming home from work. The absolute vigilance of the union at all levels is required to this issue. The slogan "safety is paramount" must find its way back into the day to day vernacular of maritime workers. If the bosses think otherwise it's up to us to stand in unity and fight them. All manifestations of unsafe work practices must be wiped out. We must stand by our mates and if anyone is forced to work unsafely it's an issue for us all. Take action if needed and the union will support you.

Maritime Mining & Power Credit Union News

MMPCU to join forces with Reliance

The Boards of Maritime Mining & Power Credit Union (MMPCU) and Australian Country Credit Union, (trading as Reliance Member Banking) have entered into a Memorandum of Understanding to merge the two organisations. The proposed merger will see the new Credit Union boasting assets in excess of \$600m with 32,000 members and a network of 26 branches across Australian capital cities and regional communities. The merged Credit Union will continue to be known as the Maritime, Mining & Power Credit Union.

The Chairmen of the two credit unions, MMPCU's John Coombs and ACCU's Denis Yeo are confident that the proposed merger will receive the full support of members due to the substantial benefits that will flow from. Whilst both Credit Unions are in a strong financial position, the Boards are mindful of the importance of planning for the future to ensure the organisation's longevity and successful delivery of members' needs is sustained for many generations to come.

Brief History of both Credit Unions:

MMPCU was formed in 1970 to cater for workers employed within the maritime industry and their families. Over recent times their bond has been expanded to cater for mining and energy communities in regional Australia. It has branches in all of the mainland capital cities as well as Lithgow, Cessnock, Muswellbrook, Port Kembla, Newcastle, Port Botany, Warners Bay, and Moranbah. MMPCU has 21,000 members and assets of \$460 million

Australian Country Credit Union (Trading as Reliance Member Banking) was formed in 1967 and has sustained continual growth over the past 43 years to build its asset base to over \$130 million. Its 11,500 members are largely concentrated in the Central West of NSW centred around Bathurst and surrounding regions. It also has members within Sydney and Parramatta from its State Government origins.



MMPCU Port Kembla news

As most of you know the benefits of the MMPCU are available to all Maritime, Mining and Power workers, but what some may not be aware of is that the benefits of the Credit union is also available for the family and relatives of existing members of the credit union. So if you have a family member that is looking at saving money with our high interest savings accounts or in need of a personal loan for whatever reason please feel free to have them drop into our office or call me on the numbers provided below. As Business Development Officer in the Port Kembla region I am available every Wednesday for any information needed about our home or personal loans and am happy to come out and see you at a place that suits you.

Office Hours in our Port Kembla Office are 10am to 3pm Monday to Friday and I am available for any information all day Wednesday.

INFORMATION

BSB 802-884

Call Centre and phone banking 1300 36 2000

Port Kembla 02 42745722 Ph 02 42745733 Fax

Please feel free to contact me any time regarding any information about the Maritime Mining & Power Credit Union.

Luke Miller

MUA Health plan, an exclusive offer for MUA members and their family

The MUA and rthealth fund joined forces recently to offer an exclusive deal to MUA members Australia wide. The MUA health Plan was launched at the MUA conferences in Melbourne recently and has already got members signing up. MUA HEALTH PLAN was negotiated for and on behalf of members, rthealth is a not for profit industry health fund that has been looking after transport workers for over 120 years.

So if you have private health insurance and want to make sure you are getting the best deal Call **1300287609** and tell them that you are an MUA member and would like a comparison with your current health insurer, rt member care officers will be only too happy to help.

MUA members are already saving hundreds of dollars a year on their health cover, the MUA health plan may be able to do the same for you. Just one of the many benefits of being an MUA member

Remember 1300 287 609 or have a look on line at www.rthealthfund.com.au/mua.html

Bruce Mackie

National Relationship Manager

mobile 0420 941 663 | www.rthealthfund.com.au
be well, get well, stay well

Fundraising – Branch Committee

The branch is currently running a fundraiser to ease the burden on the sustenance fund when assisting delegates to attend various conferences & meetings which are a vital part of the Union's overall rank & file strategy. As a result we are running a raffle with a set of Gai Waterhouse racing silks (signed by 10 jockeys) as the prize. Tickets are \$10.00 each. Your support of this raffle would be appreciated. If anyone can assist in selling some tickets could they please contact the branch.

Branch looking at having regular BBQ's/Social Functions at MUA Rooms – text message will be forwarded as reminders. The Branch has started to run Footy Doubles for the WIN televised Sunday games, cost \$2 a double, prize \$100 for the winner, and commenced Sunday, 25th July, 2010. Contact either the Branch or your Branch Committee Representative.



ITF Mexico Conference August 2010

History of the ITF

The International Transport Workers Federation (ITF) was founded in 1896 in London by European seafarers' and dockers' union leaders who realised the need to organise internationally against strike breakers after a conflict in Rotterdam where the dockers went on strike, the seafarers took action in solidarity and they triumphed together. The first Congress was held in 1898.

What is the ITF?

The ITF is a federation of 751 transport trade unions in 154 countries, representing around 5 million workers in ships, ports, railways, road freight and passenger transport, inland waterways, fisheries, tourism and civil aviation.

It represents transport workers at world level and promotes their interests through global campaigning and solidarity. It is dedicated to the advancement of independent and democratic trade unionism, and to the defence of fundamental human and trade union rights.

The ITF is one of 10 Global Union Federations (GUF) allied to the International Trade Union Confederation (ITUC) of which Sharon Burrow is now president.

What does the ITF do?

The ITF's role is to support its member trade unions and find ways of defending the interests of transport workers in the global economy by:

- Union Co-ordination (share information and build common interests);
- Mobilising Solidarity;
- Campaigns e.g. Flag of Convenience Campaign;
- Information network for its affiliates i.e. Global Network Terminals; and
- International representation e.g. The International Labour Organisation (ILO), International Maritime Organisation (IMO), World Bank, World Trade Organisation.

Who runs the ITF?

The ITF is run by its member unions. Its main policymaking body is the Congress which meets every four years, such as the one you will be attending in August. All affiliates can send voting delegates to the Congress. They elect:

- The President and five Vice-Presidents (four from different world regions and one Women's Vice-President);
- The General Secretary who is in charge of the ITF Secretariat with its full time staff;
- The Executive Board made up of 37 representatives from affiliates (this meets twice a year and has overall responsibility for the ITF between Congresses)

The Formation and History of the Dockers' Section

The MUA has always taken a leadership role in protecting international dockers' and seafarers' rights. Charlie Fitzgibbon, National Secretary of the WWF was one of the driving forces behind the creation of the Dockers Section of the ITF in the 1960's. The Dockers Section is now fully funded by the ITF FOC campaign and recently embarked on a number of campaigns in support of dockworkers rights such as POC / GNT Terminals.

The MUA's militant stance in the Patrick dispute and support for international dockworkers is internationally known and respected.

The Formation of the Seafarers' Section

The Seafarers Section has been helping seafarers since 1896 and today represents the interests of 1.2 million seafarers worldwide. The ITF Seafarers Section is working to improve conditions for seafarers of all nationalities and to ensure adequate regulation of the shipping industry to protect the interest and rights of the workers. The ITF help seafarers regardless of their nationality or the flag of their ship.

The ITF Seafarers Section provides international coordination and representation for affiliated unions through involvement of the ILO, IMO, OECD and other international agencies. The Seafarers Section assists individual seafarers, maintains a network of 138 inspectors around the world puts acceptable collective agreements on board FOC ships and provides and disseminates information.

A comprehensive guide to the ITF and its upcoming Congress will be distributed to the worksites