

No 4 – 12 November 2020

**Branch Secretary's Report – Deputy Secretary's Report – Assistant Secretary's Report
NQ Organiser Report – State Election – Queensland Shipping Announcement - Superman Report**

BRANCH SECRETARY REPORT *by Stephen Cumberlidge*

1. **OFFICIALS** - I would like to congratulate all Queensland Officials for going above and beyond over the previous months. All officials have taken needed annual leave in that time and stepped up for each other in their absence even working during leave. Paul Gallagher is on sick leave. Paul underwent open heart surgery on 30th September. The operation on his mitral valve was a success and he is recovering well. Mikey O'Shane and Aaron Johnston, both Branch Committee delegates are doing relieving stints and are performing great for the membership. WA Deputy Branch Secretary, Adrian Evans, a good comrade of our wharf members, has taken leave to undergo surgery on a cancer. Latest report is it was successful surgery which took care of the cancer and he is now recovering. We wish him a speedy recovery also.
2. **STATE ELECTION** - The last few months have seen several high level and campaign strategy meetings with the Queensland Council of Unions, other affiliated unions, ALP candidates and Queensland government MPs and different staff identities.



All have appreciated the MUA's contribution to the election, especially the volunteers we had out there campaigning. The MUA's commitments at election time are well renowned and legendary for such a small union in comparison.



The Queensland executive, in the lead up, discussed and debated where our resources will be best aimed. It was recognised that we have a great relationship with the Transport Minister's office and inclusive of treasury for the first time which plays a key role in backing our policy fiscally. We discussed the Queensland Shipping Campaign that has been our key campaign since our Branch introduced it as an essential policy to the Queensland ALP State Conference in 2014 and every Conference since which culminated in the Queensland government "Intra State Shipping Enquiry" looking at increasing the numbers of Queensland Seafarers on our coast which is nearly entirely over run by exploited foreign labour. It has been identified now by government that in the Queensland blue water fleet we only man four out of twelve Rio Tinto vessels on the Gladstone to Weipa run plus the Seaswift vessels in Far North Queensland. The Maritime Jobs Taskforce addressed some of the

recommendations from the shipping inquiry and had the task of drafting legislation and coming up with practical solutions to ensure we increase our participation in intrastate trade which included Deputy Secretary, Jason Miners and two other industry figures. There is still a lot of work to do in this space and it is extremely disturbing and very misleading that sycophants of the previous Branch Secretary claim there were two Rio Tinto ships coming on the coast.



This election was not a time to consider any minor party or protest vote. For our membership's best interest, it had to be Labor. Under our democratic structure the following financial commitment was endorsed by the Branch Committee of delegates after being carefully constructed to target key strategic areas both geographically and politically ranging from the Port of Brisbane where a majority of our members work and in key resource and shipping areas of the State.

Our fiscal commitments were targeted and measured along with being strategic to members interests and industries.

\$20,000 – QCU campaign toward radio and TV advertising aimed at workers around Townsville and the Burdekin mining communities where the seats were in the balance. Also sponsoring targeted seats campaign

\$5000 – Ash Borg - Candidate Gold Coast

\$5000 – Mike Brunker - Candidate Burdekin (Bowen CFMMEU Coal Miner)

\$5000 – Joan Pease - MP Lytton (includes Wynnum and the Port of Brisbane)

\$5000 – Megan Scanlon - MP Gold Coast

\$5000 – Irene Henley - Candidate Oodgeroo (Bayside)

\$5000 – For Branch related travel for volunteers etc

TOTAL = \$50,000

With Branch funds balance increasing by over \$100,000 since I came to office last year I am of a firm opinion as Branch Secretary that this is affordable and a good, smart investment of members money.



All recipients of donations pledged support to our many political causes that directly affect our membership's interest across the entire State.

The election win for Labor was a sweet victory for maritime workers and the working class in general in a time where we have seen blue collar workers vote conservative especially in Queensland. Congratulations to all volunteers who got the message out there. Including regions such as Cairns, Gladstone, Maryborough, Hervey Bay, Gold Coast and many others cross the State.

3. ALP ELECTION COMMITMENT TO QUEENSLAND SEAFARERS

Friday 30th October, on the eve of the election, Mark Bailey, State Minister for Transport was in Townsville to announce that if re-elected his government will commit \$21 Million over two years in subsidies towards a shipping line that will carry trade from Brisbane to Townsville only available on ships carrying Queensland seafarers. The funding is a result of the MUA Queensland Branch Shipping Campaign, intensive lobbying and recommendations from the Maritime Jobs Taskforce which Deputy Secretary Miners sits on, plus many official meetings with the Minister's office. This is an historical announcement and

probably the first offer of government financial assistance in the shipping industry in our generation. With Hermes Shipping preparing to submit an expression of interest to start up two container ships on the run between Brisbane and Townsville we believe remaining subsidies should be available for Rio Tinto to transition to Australian crewed ships with the State Government support package picking up the cost difference.



This policy announcement falls in line with the Palaszczuk government's rebuilding the economy through infrastructure and creating real jobs strategy. The State ALP are to be congratulated for finally standing up for Australian seafarers and backing themselves politically and financially. It is one thing to achieve supporting policy but an entire new precedent to contribute such a substantial amount at the policy to actually create real jobs for seafarers as opposed to wage cuts and selling of conditions. There is still a lot of work ahead of us before we actually see our members on new ships in Queensland and we will not rest until we achieve that. **Our work around shipping and getting real outcomes for members is at a critical stage and it requires continued pressure.** At a recent meeting conducted by Deputy Secretary Miners with the State Government it is likely that a consultative period to get feedback from employers who want to get in on the government announcement and employ more Australian and Queensland seafarers. Then the expression of interest with specific terms of employing Australian Queensland seafarers will go out to tender underpinned by industry standard wages and conditions. So, in simple terms, it will probably go like this, EOI process for the new announced service, Committee established with MUA representation to engage with interested or affected parties and a process and criteria determined for employers to access the grants provided they meet the criteria pertaining to procurement.

The other significant body of work in our program is to have industry standards in Government procurement surrounding the key areas of **towage and dredging** which the Branch is currently working on to provide to the Government for consideration which has been a hard slog of continuous campaigning and lobbying. As a result, the Branch leadership will be encouraging rank and file seafarers and campaigners alike to re-establish the Activist Committee to largely continue and guide our future shipping campaign.

In what was nearly a stitch up, consistent pressure by our Officials on the ALP to announce the funding before the election, it came to a head with the seat of Townsville in doubt five days out from election day. They suddenly caved in and contacted Jason Miners on leave with their request to assist facilitating the announcement down at the Port of Townsville.



With less than 20 hours' notice, comrade Paul Gallagher from his recovery leave, organised access for the eight car media scrum entry through port security to the back deck of Townsville tugs. Then making it there to represent the union was a huge effort worthy of commendation. Had that not happened there would not have been an announcement at all during the election campaign. The announcement was a success for ALP Scott Stewart's promotion on the local news that night. Comrade Stewart went on to claim victory from the tightest margin in the state. We also thank the local MUA members and Smit management for the making of this historic occasion.

4. **EBAs CONTINUE**

DP WORLD - The long two-year struggle to finalise a new EBA is closing to an end with in-principle agreement in three of four ports with further discussions to take place in Fremantle. The national agreement is a great result for DPW

wharfies who have consistently held the line for two years of hard struggle, company recriminations and job insecurity amidst the Covid-19 pandemic. The EBA saw broad international solidarity and significant amounts of industrial action, the most action ever seen in a stevedoring EBA.

In many ways the main issues of the long EBA process centred around job security in various forms. MUA wins resulted in improvements for DPW workers on issues such as outsourcing and automation as well as around managing industry downturns with a promotional process for VSEs, the first at DPW to usher in FSE (full time rostered) jobs.

DPW used the court system frequently during the negotiations. In fact, at every available opportunity the company challenged the union's rights and actions in the Federal Court and FWC. This caused many delays and uncertainties and DPW are still pursuing the union in the Federal Court over EBA matters despite a final agreement being reached. Wage increases of 2.5% back to October 2019 were part of the economic settlement.

Brisbane approximate outcomes:

- Wage increase 3.39% per year (13.56% life of agreement) backdated from October 2018
- VSE \$77,417 October 2020 and at the end of the agreement \$81,436 with no ability to reduce salary
- Annual leave payment will go from \$1898 to \$1994
- Based on current VSE average earnings of \$112,123 will increase to \$119,800 at the end of the agreement
- Backpay will be between \$3000 and \$4000 (tax to apply)
- FSEs can cash in sick leave at salary
- Payment increase from 7 to 8 hours if a VSE doesn't work a public holiday
- No forced annual leave unless it exceeds 10 weeks
- AMP pattern to be over a financial year with the first day of a consecutive absence no longer requiring a medical certificate
- Improvement in graduated retirement clause
- Spectacles allowance to increase from \$200 to \$300
- Maintenance tradesman \$157,169 at the end \$165,125
- Trade assistants \$101,887 and going to \$108,913
- Clothing issue for ops \$600, maintenance \$900

- All allowances to go up by CPI each year
- Lashing foreman in agreement
- 3 replacement FSE jobs plus 8 additional FSE jobs (11 total)
- Able to bank if you owe less than 8 hours
- Annualised shifts for yard foreman
- No requirement scratch off Friday night week 3 once reached 9 night shifts
- Agree to pick up yard foreman manning in roster rules
- No compulsion to pay back on a public holiday
- Ability to pay back prior to week 4
- Worker compensation and weekend reduction recognise weeks 4 and 8 as inclusive

HUTCHISON EBA - National Secretary, Paddy Crumlin and Assistant National Secretary, Warren Smith report the HPA EBA is also another two year long venture as HPA broadly joined forces with Patrick and DPW to attempt to prosecute economic damage arguments which have thus far failed across the industry. Hutchison is an important agreement because of the company's stated intention to automate the terminal when it moves to a terminal expansion.

Two major stumbling blocks to the EBA remained last week prior to a high level meeting being convened with Comrades Crumlin, Smith, McAleer and Petersen and the HPA leadership team. At that meeting considerable time was spent on finalising a position on automation which has been the single biggest issue at HPA. Accordingly, an agreed position on automation was reached for inclusion into the EBA. A program to finalise other outstanding issues was entered into. This has resulted in all industrial action at HPA being suspended for a three-month period where there will be constant work to finalise the EBA. At the same time Hutchison have suspended around 30 warning letters they used as blunt weapons on their own workforce squaring up the workers for taking industrial action. The automation outcome is very positive for the union preserving jobs under the most significant changes to the terminal. While there are still remaining matters, on the main issue in the agreement we have found a landing and the union will be working to finalise the agreement as soon as possible.

PATRICK - Deputy National Secretary Will Tracey reports that there have been further developments in the ongoing dispute between the MUA and Patrick. After Patrick made a section 424 application in the Fair Work

Commission to terminate the protected industrial action, the MUA have had three conciliations before the Commission in an attempt to reach an agreement for its members, each time resulting in an impasse between the company and MUA. Comrade Tracey reports that the arbitration of this matter was scheduled to be heard by the Fair Work Commission on Monday 26 October and Tuesday 27 October. Over the weekend, after multiple back and forth communications between both side's legal teams, the matter has been officially been discontinued by Patrick and the matter cancelled. The orders made by the Commission to suspend the protected industrial action and for the MUA to comply with a notice to produce, have both been rescinded by the Commission. In return the MUA have agreed to suspend the protected action until 30 November 2020 and during this time there will be negotiations between the MUA and Patrick in an attempt to meet an agreement. There will be three meetings per week through to 30 November 2020 to see if an agreement for MUA members can be reached.

Smit Lamnalco Gladstone - Negotiations are ongoing for our strong membership base in Gladstone who are up against some significant attacks on members established conditions and rights. The Smit log of claims is aimed at limiting consultation with workers and aimed at changing rosters and conditions without the support of workers. The union lost their initial dispute when Smit moved to make major changes to the rosters and operations procedures. The Branch appealed the decision of Deputy President Ashbury to the full bench of the Fair Work Commission where the union was successful in our appeal of the decision. Now the matter goes back to the Deputy President for directions and no doubt Smit will once again try get away with changing rosters and operational procedures our members rely on. The delegate committee are strongly reinforcing our position. We won't cop changes to our rosters and will fight in whatever way possible and determined to do as such.

Smit Lamnalco National Agreement - The national negotiations which will probably be led by Deputy Secretary Miners and Sydney Assistant Secretary Garret.

SVITZER EA - is ongoing with 30 new claims from Svitzer aimed at pushing us back to the harbour Towage Award and taking towage conditions back to the dark ages. As a result, the members have determined to take protected industrial

action in a number of ports around the country including Brisbane. Cairns and Bowen are also under this agreement and will be called upon shortly to proceed with action of their own. The EA covers more tug workers than any other towage agreement and sets the national standards for towage! Most of the HR/IR team have been removed and they are going to take the union on and we must be ready to respond collectively if necessary.

PoTL EBA - While I have been party to the Patricks and DPW EBAs reported above we have also completed the Port of Townsville Maintenance EBA. Both Paul Gallagher and Dave Lyon did a great job organising the port workers and for the first time the port security and gardeners are included in our EBA with our long term members in maintenance and dredging. This gives us greater numbers and solidarity in the port. Being a government owned corporation there is a government determined wage freeze for 1 year. Then there is 3% in 1 year, 3% in 6 months, 3% in 6 months and 3% in 3rd year.

QBT - I am about to commence bargaining a new EBA at Queensland Bulk Terminals. A small grain terminal over near Bulimba.

BITS - The Branch and Sealink are about to negotiate an EBA for Bay Island Ferries. A first time for the MUA and AMOU.

Cargo link EA - has commenced and logs of claims are being finalised.

5. **OFFSHORE WIND FARMS** - The Branch is looking to match the other MUA Branches and donate \$5000 toward more research to be done on Offshore Wind Policy.



This research will look closer at locations and suitability in Queensland and will be valuable to our lobbying as a part of the State Government and MUA "transition to clean energy policy". Offshore windfarms will create long term jobs for our seafarers. I have held several meetings on this policy with Government MPs including (then) Minister for Power, Anthony Lynham plus ETU and CFMMEU miners.

6. **FOREIGN SHIPS AND COVID-19 IN QUEENSLAND** - Queensland seafarers were engaged to join foreign ships that were left short handed in Queensland ports. Two on a container ship out of Brisbane, one on a tanker from Mackay to Korea and one on a bulkie from Mackay to Brisbane. All

on Australian rates of pay. With so many foreign seafarers reaching the end of their 12 -14 months contract and taking leave it has created crew change problems. The Branch is working closely with agents, AMSA and ITF and when ships fall below minimum safe manning, they cannot sail. There has also been missed opportunities due to a couple things. We demand that the ship is paying ITF rates to the foreign crew as we will not support flag of convenience ships paying any less. Some companies have come on board some haven't. Some just refusing to pay our rates and wait at anchor for chartered crew flights. There was another possibility that fell through only recently, but the Branch is staying on the case for any chance we can get to gain employment for our members. Last week off Caloundra on the Sofrana Surville four seafarers were taken ashore for Covid testing and treatment on Friday where two were positive. The call came from the New Zealand Government after the ship left there with a fresh Filipino crew. The ship remains at anchor. It is a difficult balance between helping seafarers get off after over 12 months at sea and getting replaced with crew flying in without having to quarantine. We believe our seafarers should be first choice and take the ships back to their home ports where they can crew change there. The WA Branch also manned a ship out of Kwinana with two IRs.

7. **CHARLIE GRAY'S FUNERAL** - Jason Miners and I attended Charlie's funeral down at the Tweed on Thursday the 8th October. Due to Covid, numbers were limited but the service was live streamed for all those who knew and loved Charlie to watch. The recording is still available through the MUA. Paddy Crumlin and other officials attended along with family members and comrades. I am sure members will agree it is at the monthly meetings we will miss Charlie the most with his wisdom and never wavering support for the union's policies and democratic process. As much as I am sure his shipmates would miss sailing with him. Ann Gray, in a beautiful gesture, is donating Charlie's book collection to the Branch and along with our current books collected from ships libraries we will be setting up a library system where members can borrow books to read and return for others to enjoy. VALE comrade!
8. **SEASWIFT** - The Branch, after five long years of campaigning and disputing this company over our "Right of Entry" to board the vessels have finally resolved this with a written agreement with the company.



To get a result that couldn't be achieved by previous leadership hasn't been easy. We took them to Federal Circuit Court over the ROE issue and backed it up with a solid rally out front of their office in Cairns gathering heavy media attention. All the while lobbying the new owners at QIC (Queensland Investment Commission) and our state government.



The company subsequently sent lawyers to negotiate with our officials and have also recently gone back to the table and start negotiating a new EBA. The MUA had publicly accused Seaswift with operating under a "Zombie Agreement". An agreement that could not pass the boot test and was locked up in a stalemate in the Commission by Seaswift lawyers.



In another case, Seaswift were recently sued by an MUA member for their bully and harassment culture as well as sexual harassment. Our female member was so poorly treated by this company being moved around the vessels to hide their poor management and culture. Paul Gallagher said the final straw was when the vessel she was on had mechanical failure and ran aground in Darwin for three long hard days without power or sleep while they were being salvaged. The

company immediately interrogated her back at port and attempted to blame her for the grounding. During this interrogation NT Branch Andy Burford had to go in and pick her up and take her to a motel to rest. Her common law claim was recently settled and she is now financially secure for the rest of her life. We hope that Seaswift learn a lesson. I would like to thank Turner Freeman Lawyers Adam Tayler for a great job representing our member. Turner Freeman are also representing numerous former employees taking Seaswift to common law claims. Let us hope they eventually learn a lesson on how to properly treat employees.

9. **2020 ANNUAL MUA QLD BRANCH FAMILY PICNIC DAY** - This year's picnic day had to be cancelled due to the difficulties in organising a large crowd of members and their families during the pandemic. Everyone's safety and wellbeing is my priority and many members and previous organisers agreed. Being such a successful day every year and tradition this was a hard decision. Picnic day in Townsville still went ahead.
10. **SPECIAL MEETING OF THE MEMBERS** - At the October Branch Monthly Meeting there was a motion calling for a special meeting of the Branch. Under rule 20 of the MUA Divisional rules it states that for members to call a special meeting of members there needs to be 10% Branch membership signatures under the proposed business to be tabled. The anonymous and unauthorised petition that made the rounds this year calling for a special meeting failed to achieve the required signatures of support and it could not be used by the proponents to achieve a special meeting. At the July Branch Monthly Meeting members called for the Branch Executive to call a special meeting. The Branch officials agreed to a special meeting to discuss the contentious issues. However, it was clearly stated at the July BMM that there was no point a meeting taking place until after the court case of Carol Conlon was finalised. Unfortunately, the case has dragged out and is before the Federal Circuit Court and we still do not know when the matter will be finalised. Once again comrades, the majority of matters being raised by members are nearly all possibly the subject of evidence in Federal Court. They simply cannot be discussed outside of the Federal Court system. The Branch Executive have no problem with holding a special meeting as long as it is legitimately conducted as per the rules of the union with a 10% quorum

attending. We look forward to finally being able to answer the questions being asked.

11. **2020 AGM** - This year's AGM will be at the Colmslie Hotel on 24th November 7am. It will replace the November Monthly Meeting. Paddy Crumlin will be attending via ZOOM if borders remain closed or in person if he can travel into Queensland from NSW by that date.
12. **DECEMBER BRANCH MONTHLY MEETING** - This year's December meeting will be Tuesday 17th December followed by a BBQ and refreshments to catch up with fellow comrades before Christmas.

Brisbane Wharfies Donate to Children in Need

MP Joan Pease, Member for Lytton said local school Principals recently let her know about some of their families not having all of the stationery and devices they need to learn from home during this time.

Local Maritime Union (MUA) Queensland Branch members stepped up and raised \$5300 to help Bayside kids get the equipment they need. Fielder's Social Club, Wynnum Haulage, Wynnum North Newpower and NewsExpress Wynnum all made donations.



MUA Member, Peter Bruekers donates on behalf of wharfies

The money has been used to buy 25 tablets as well as gift vouchers from Bayside newsagencies which have been distributed to schools.



Bayside company, BMD have also generously donated computers and laptops to our local schools which is absolutely wonderful to see.

RTM TWarra Donation

Another terrific show of generosity was made by the MUA members on the RTM TWarra donating \$1000.00 to the MUA's Bushfire Appeal!

Thanks Comrades – most appreciated.



Gladstone Tugs Donate to Local Community Again!!!

To: Tannum Sands Kindergarten Fundraising

<tskfundraising@outlook.com>

Subject: Re: Tannum Sands Kindergarten - Donation

Invoice

Good Morning Mel

On behalf of the Maritime Union of Australia (Gladstone) tug boat members, we thank you for the opportunity to donate back into the community.

The determination shown by schools across Queensland during this pandemic is what is giving our next generation the chance to thrive as they grow.

Please find attached a donation of \$250.00 to support your cause.

MUA tug boat members sacrifice a sum annually from their wage to contribute back into our local community. We have now donated over 100k over the recent years.

Kind Regards - Philip Hansen - Gladstone MUA Delegate

Deputy Secretary's Report *by Jason Miners*

Superannuation Amnesty Unearths \$588 Million in Unpaid Contributions *by Matt Johnson*

Source:

<https://thenewdaily.com.au/finance/superannuation/2020/09/21/super-amnesty-unpaid-contributions/>

Almost 400,000 workers will finally receive more than half a billion dollars of unpaid super under a one-off amnesty for employers. According to the federal government, 24,000 businesses admitted to underpaying staff by \$588 million in entitlements during a pardon that ended on September 7.

The figures easily surpassed Superannuation Minister Jane Hume's prediction that 14,000 employers would confess to underpaying \$160 million throughout the amnesty. The period stretched back to the introduction of compulsory super contributions in 1992.

The 393,000 Australians affected will soon see their

employers' contributions added to their balances, with 10 per cent interest for each year those amounts were outstanding.

Senator Hume praised the businesses who corrected their missteps over the penalty-free period, which saw about 7000 making tax-deductible payments on the final day.

"We know that in the past, calculating the super guarantee has been very complicated," Senator Hume told AAP on Monday. "The superannuation amnesty prompted honest businesses to take a look back through their records and check they'd done the right thing by their employees."



Australians have withdrawn \$33.3 billion in early access to superannuation during coronavirus. Photo: Unsplash/Debora Cardenas

However, industry figures say the \$588 million payback only represents a fraction of the fortunes lost since the introduction of compulsory contributions. Industry Super Australia chief executive Bernie Dean said although the recovered funds were a positive step, the amount is only a drop in the ocean compared to the estimated tens of billions in lost super.

"[We estimate] workers lose \$6 billion a year ... so the amount reclaimed represents about 10 per cent of the annual unpaid super debt," Mr Dean said.

Clearly more work needs to be done.

"It is now up to the government to show they are serious about tackling both historic and future unpaid super by lifting its game on compliance, mandating super be paid on payday and including it in the National Employment Standards."

And Association of Superannuation Funds of Australia deputy CEO Glen McCrea said the amnesty would remind employers who withheld super that they could leave a lasting impression on the quality of their workers' retirement.

"Sadly, too many individuals are missing out not only on their superannuation contributions but the potential returns from having more money in their super account," Mr McCrea said.



Australian Stevedores Getting Richer, but Customers Seeing Poorer Service

By Sam Whelan - Source: <https://theloadstar.com/australian-stevedores-getting-richer-but-customers-seeing-poorer-service/>



Controversial terminal access charges have again helped Australia's stevedores to increase revenue and profit margins, despite the largest volume drop in a decade. The country's four major terminal operators handled 7.57m teu during the financial year ending 30 June, down 4%, according to the *Container stevedoring monitoring report 2019-20*, published today by the Australian Competition and Consumer Commission (ACCC). However, the report found industry revenue increased 2.8%, to A\$1.42bn (US\$1bn), with revenue per lift up 7.5% and profit margins up 9.9% – "largely as a result of stevedores increasing terminal access charges", ACCC said.

"Revenue from these, previously called infrastructure charges, rose 51.9% [to \$256.4m] in aggregate for monitored ports compared with 2018-19."

ACCC chair Rod Sims added: "While there may be justification for landside charges, excessive terminal access charges will nullify the benefits of greater competition between stevedores in providing services to shipping lines. However, regulation of these charges is for state and territory governments."

"Shipping lines contract with a single stevedore for cargo, and that means there is no direct competition in the provision of landside services. This makes these fees, to some extent, a 'take it or leave it' proposition for importers or exporters that have no direct choice of stevedore."

Indeed, transport operators have complained they are "[held to ransom](#)" by the "staggering" increases in the charges since 2017.

The ACCC noted the stevedores at the three largest ports of Melbourne, Sydney and Brisbane now charged in excess of A\$100 per full container.

"Not only have charges increased each year, but higher landside revenues are now more than offsetting any fall

"It is essential that all employers should comply with their superannuation guarantee obligations and pay them when they are due."

Early access scheme passes \$30 billion mark

The super windfall follows new figures from the Australian Prudential Regulation Authority showing more than \$33.3 billion has now been drained from nest eggs through the federal government's early super access scheme.

The tax office had received about 4.5 million applications to withdraw super by September 13, with 42,000 applicants lodging claims within the past week. Since July, about 1.3 million Australians have dipped into their super balances twice, with some retrieving the maximum \$20,000 allowed.

The average amount withdrawn through the life of the scheme is \$7676, with repeat applicants making larger withdrawals on average. Former federal treasurer Wayne Swan criticised the government's policy in *The New Daily* on Monday, contending that it has "coerced Australians into robbing the future to pay for today".

in quayside revenues from shipping lines,” ACCC said, noting the greater competition from the introduction of third terminals in Brisbane, Sydney and Melbourne, had resulted in falling revenues from shipping lines for each lift.

Neil Chambers, director of the Container Transport Alliance Australia, said the ACCC “couldn’t be any clearer” in its concerns over the increasing terminal access charges.

“The issue of whether rampant stevedore charges should be regulated is a matter for state governments, yet to date, no state government has taken definitive action,” Mr Chambers said.

Furthermore, with the average per lift revenue charged by stevedores to shipping lines falling 28% over the past decade, Mr Chambers questioned why terminal handling charges imposed by carriers on shippers were increasing. “Have importers or exporters witnessed any of these savings being enjoyed by foreign container shipping lines being passed through in the form of lower charges in Australia? The answer is no,” Mr Chambers claimed. “They can range from over \$400 for a 20ft dry container to over \$800 for a 40ft reefer. And, they have been going up, not down.

“In contrast, average revenue collected by the stevedores from transport operators for landside services has risen by 266% over the past decade. So, exporters and importers are effectively paying twice for the same stevedore terminal services.”

The ACCC report also said stevedores’ average labour productivity fell by 4%, with average truck turnaround times also deteriorating. Mr Chambers said higher charges with deteriorating service levels was “not a desirable trend.”

Assistant Secretary’s Report *by Paul Petersen*

Hutchison Ports: After more than two years of trying to negotiate with Hutchison Port Australia (HPA) for fair and reasonable conditions of work and receiving nothing but unreasonable responses from the largest stevedoring company in the world, we find ourselves still fighting to stop the company from **outsourcing** our jobs, trying to **force automation** into the terminal and offering **pay increase** lower than CPI (1.6%).

The members that run Hutchison port Brisbane have worked hard to ensure the terminal got up to capacity shipping, and the members have achieved capacity shipping now.



Hutchison has three major shipping contracts and doesn’t have the berth space or yard space to take anymore contracts. It is time for the company to repay all members for their dedication and hard work by offering a decent pay increase, salaried rosters for permanents, a guarantee wage for casuals, not by trying to outsourcing our jobs and try to force automation into the terminal. **Paddy Crumlin** come into the last round of EBA negotiations and asked all members in both Brisbane and Sydney Hutchison terminals to remove the current protected actions (No upgrades, No extensions, No overtime and sub-contract vessels) in an attempt to have rational and reasonable discussions with the CEO of Hutchison Ports Australia and try and advance the outcome of the negotiations.

Programmed Maintenance: EBA negotiations commenced on October 6th, MUA members have submitted a **log of claims (LOC) with 22 claims**. The third round of negotiation were held on 03/11/2020 with four delegates and myself negotiating for more permanent jobs, casuals to receive 25% casual loading and consolidated allowance or pro rata leave entitlements, industry training for trade improvement made available to permanents, two apprentices, trade assistants for cleaning etc, increased superannuation contributions and a decent pay rise. We offered the company to roll the agreement over for 12 months with a 3% wage increase and the company wanted 0% increase for a 12 month roll over.

Bulk & General- LINX BRISBANE: Cargo volumes and PCC (pure car carriers) vessels are slowly showing improvement but are still behind last years. A casual point system has been established and needs to be continuously reviewed. The casual point system is to give members the opportunity to have equity of earnings. Members that work at multiple ports will be last call casuals and members that prioritise Linx will have first opportunity at being picked up for work.

Ongoing issues with payroll communications and responses have improved but still need to be monitored constantly. Temperature testing is still required by AAT for all sites including Linx Brisbane. Linx EBA nominal expiry date of the agreement is 30th June 2021.

We will be establishing a LOC over the next few weeks and EBA negotiations, nationally and locally will start early in the new year.

Bulk & General - QUBE Brisbane: Shipping and volumes have been reduced from the pandemic situation which has had adverse effects on **MUA members** at QUBE Brisbane. 11,700 hours a month are required to ensure guarantee requirements of employment are met. PFSE’s (**Provisional full-time salary earner**) provisional requirements were to be extended by 12 months and would be reviewed monthly by the ERC and the

Branch. When there are three consecutive months above average hours PFSE's will move to FSE. Fortunately shipping and cargo volumes have improved and the PFSE who were eligible have been moved to the category of FSE.



Qube, Brisbane management have required additional labour for peak periods and are putting on 20 casuals.

I have had many discussions with the local Qube management and recommended the company to **use inter-hire of MUA members** from other stevedoring companies. This has been rejected by Qube management at this stage, but I will continue to work hard on trying to achieve this outcome.

EBA Part B negotiations have been finalised and essentially the part B agreement will be rolled over with the provisions contained in Part A. 2.5% increase yearly, order of pick and no-outsourcing provisions.

There has been a **serious breach of safety** concerning the Deer Park Quay crane. Steel parts have fallen off the crane and either landed on the wharf or on the deck of the ship on more than one occasion.

The crane has now been **tagged out by a HSR** and will not be worked until there has been a full engineers audit and report done on the crane.

This has been reported to Workplace Health and Safety QLD and MUA members are refusing to use this crane until members are satisfied it is safe to work under.

AAT Brisbane: EBA negotiations are ready to be commenced. I have contacted New South Wales and Victoria representatives to commence part A negotiations. Delegates and I will be negotiating the EBA locally and Warren Smith is coordinating the Part A negotiations.

Part B negotiations are ready, the LOC has been put together by James Crookall (Delegate) and negotiations will commence shortly.

SEALINK GLADSTONE: Delegates at Gladstone Sealink and myself are in negotiations for the EBA. We are pushing for 3% yearly pay increase from expiry of the current agreement, we would forgo the increase of 1% superannuation to secure the 3% wage increase.

Sealink, have now moved their offer up to WPI (Wage Price index) which is currently 2.1%. WPI fluctuates and Sealink will calculate the pay increase with these

fluctuations. WPI has NOT reached 3% in recent times but has gone as low as 0.4%

Banked Days- Members can apply for banked days and receive an answer within 7 days of application. Members can use their 21 banked days over a 14-month period instead of 12 months. Members can decide to cash out their banked days after 12 months or carry over a maximum of 7 days till August. You can accumulate up to 21 days inclusive of unused days carried over.

MUA are seeking a 1-hour payment for 2-hour split shift. This is to compensate members for personal travel and stand-by period between shifts.

MUA - Casuals receive day for day payment on their primary engagement, MUA are proposing casual employees get a 1% increase in superannuation. We are pushing to keep the Last on, first off to be basis from engagement of employment not current category of employment. Voluntary redundancies, mitigation of redundancies.

We continue to seek an overtime payment for working off roster. **Next EBA meeting scheduled 17th Nov 2020.**

Bulk & General - LINX GLADSTONE: Clause 10 peaks and troughs has been invoked. Two employees had to drop 20% of full time equivalent, using GR (Graduated retirement) clause 40.

Outstanding issues remain in clause (40.B.J)

If employee has accepted as a GR, will they not be able to reapply for permanent position that may become available.

JEG group are to distinguish payments on long service leave, redundancy and annual leave.

To mitigate against the downturn of work and the company invoking close 10 peaks and troughs the members have allowed the following conditions. The ROW week can be moved back by agreement.

Permanents must be included on order of pick list for stand-by pick up. Allocations of permanent be allocated to longer shift durations is preferable, subject to skills operation requirements.

The delegates and I will compile a log of claims over the next coming weeks in preparation of EBA negotiations starting early next year.

DP World EBA Update by Aaron Johnston – Relief Official

After 2 years of protracted negotiations in principle agreements have been reached in 3 out of the 4 ports with drafting all but completed locally in Brisbane and in Sydney. The wharfies are to be commended on the job for holding the line in what was a difficult process whereby DP World endeavoured to implement broad scale outsourcing, remove income protection and wanted unbridled ability to roll out automation amongst other claims. The company attacked workers on the job and attempted to curtail both the unions and workers' rights

through repeated applications to the Federal Court and the FWC. Throughout the whole process the workforce remained united taking significant industrial action, additionally the international solidarity and support locally must be acknowledged. Besides the complete resistance to the companies claims as listed above gains include a mechanism to deal with downturns, a clearer promotion process and an economic outcome of 10% over 4 years back dated to October 2019 with an additional 3.56% locally in Brisbane bringing their base rate up to parity with the other ports by the end of the agreement.

Report Back by Relief Official Michael O'Shane

Bay Island Transit Systems (BITS)

The EBA for BITS is now 2 ½ years overdue. I have met with a delegate and started a brief of LoC's from deck crew. I have contacted management to request engagement of negotiations to get underway.

Brisbane Ferries

Contacted management to address the matter of final instalment of the Christmas bonus. Transdev will be paying the final instalment payment to workers.

Townsville Engagement

Arriving in Townsville from Brisbane I was met at the Airport by Comrade Terry O'Shane who had just arrived from Cairns. We immediately attended with Noel Gertz from Civil Safety Training, as he is involved in the supply of Traditional Owners when the opportunity arises.

We contacted the Wulgurukabah, the First Nation People from Townsville and had meaningful discussions with them in relation to the upcoming Townsville dredging project. We are just awaiting announcement of principal contractor.

In Struggle - Mikey O'Shane

ITF - Crew Change Crisis

The international crew change crisis is as bad as ever. More than 400,000 international seafarers remain trapped on ships with no way to get through port and flight restrictions.

Our federal government have forgotten that we are an island nation completely at the mercy of international shipping. Morrison is failing the industry and ignoring the suffering of seafarers.

The big end of town in the resource sector have pulled up the draw bridge and make it even more difficult for seafarers to access their fundamental human rights. No shore leave, no medical care and no support to get exhausted crew changed out.

Maritime safety Queensland has worked very closely with the MUA and the ITF to help facilitate crew changes and to alleviate the crisis. Queensland remains the only state actively doing anything positive and are to be congratulated.

The ITF is working with the international maritime community including IMO, IMEC and others to establish Green Lanes around the world and in particular our region.

Dean Summers - ITF National Coordinator

Attack on Superannuation Driven by Deep Fear of Emerging Power

By Bernard Keane

Source: <https://www.crikey.com.au/2020/09/04/liberal-party-industry-superannuation/>



Jane Hume and Andrew Bragg (Images: Aap)

It's been clear for some time that sections of the business community, and members of the Liberal Party, have decided it's better to attack the entire superannuation sector than to allow the industry super sector to continue to grow.

That sentiment has now crystallised in the campaign, led by the minister responsible for superannuation, Jane Hume, and championed by backbench MPs like Andrew Bragg and Tim Wilson, to cancel the forthcoming increase in the superannuation guarantee level. Bragg wants to go further and destroy the entire system of compulsory super — although it's not so long since Bragg was [an ardent supporter of compulsory super](#) who wanted the rate lifted to 15% — just below the super level that he now enjoys as an MP, along with his colleagues.

The Liberals are continuing their long-term effort to undermine industry superannuation — the most recent being using the pandemic as cover for allowing people early access to super, and falsely telling journalists industry funds wouldn't be able to pay up. But given the repeated failure of the government's anti-industry funds strategies and the departure of the big four banks from wealth management, increasingly it seems the Liberals want to undermine the entire superannuation sector. Hume, who has repeatedly called industry super funds "unholy", is now leading the campaign to block the increase in the compulsory super from 9.5% to 10% scheduled for July 1 next year.

It became clear during the Hayne royal commission, which ticked off on industry super funds while sealing the fate of bank-owned retail funds, that sections of the

business community preferred to destroy super entirely. Bragg, then a Liberal Party apparatchik working for the Business Council, [launched a campaign to smear](#) industry funds as union war chests, backed by conservative business doyen Tony Shepherd. Shepherd repeated Bragg's lie that industry funds "are the backers of the Labor Party. They provide cash and resources for elections".

Why would the Liberals and sections of business take their hatred of industry super so far as to be willing to wreck the entire super system, harming their supporters in the retail fund and financial planning sector?

This is about more than traditional anti-union sentiment among business and their political representatives. It's about power, and specifically the fact that industry super represents [an alternative source of power](#), outside the control of the Liberals. It's a power that, as smaller industry funds merge with larger ones, will become more concentrated in a smaller number of giant funds. This power is wielded by both trade unions and employer groups, who jointly and equally control industry funds, but the Liberals and conservative business figures can only see one side of that pairing. In controlling tens of billions in investments, industry super funds play a key role not just in funding companies and infrastructure, but in dictating investment policy and board seats. That power has been on display in recent weeks in relation to [AMP and its multiple sexual harassment scandals](#).

The Australian Council of Superannuation Investors, representing industry and corporate funds, declared Boe Pahari's [position was untenable](#) and that AMP had downplayed the scandals, and even after David Murray and John Fraser resigned, claimed AMP's handling of the scandal was "[inadequate](#)". Health industry super fund HESTA — with a strongly female membership — [continued to criticise AMP](#) ever after the departures as well. During the crisis, QSuper withdrew a [\\$400 million ethical investment](#) mandate from AMP.

Industry super funds weren't the only ones lining up to take a whack at AMP. And in any event, their actions were entirely in accord with the views expressed by several Liberal MPs, including industry super enemy Tim Wilson, about the unacceptable nature of AMP's conduct.

But in other areas, the power of industry funds is less to the taste of the Liberals. First State Super's recent announcement of divestment of thermal [was attacked](#) by climate denialist resources minister Keith Pitt. HESTA announced it was [dumping thermal coal](#) in June.

UniSuper has [also dumped coal](#).

The country's biggest super fund, Australian Super, is a member of the Climate100 investment group, along with a number of other major industry funds and the Greg

Combet-chaired, industry super-owned infrastructure investment arm IFM, working to force coal mining companies to limit production. Even CBUS, backed by the pro-coal CFMEU, has [put companies on notice](#) that it wants them to slash their emissions.

At a time when the Liberal Party is trying to encourage investment in fossil fuels and especially coal mining, industry super funds are swinging their massive weight against it.

It's not just industry funds — Telstra's corporate fund, AMP and retail fund BT Financial are also part of Climate100. The entire super industry, representing trillions of dollars of investments, is shifting slowly against fossil fuels while the Liberals are trying to support them. All the more reason to blow up the entire sector. But industry funds are the biggest and most active, and their trade union links make them especially unpalatable.

Industry funds like Australian Super have also thrown their weight around on issues like Westpac's money-laundering scandal, playing a key role in forcing [CEO Brian Hartzer and chair Lindsay Maxsted out last year](#). That prompted one conservative analyst to [lament](#) "the world of top end of town executives is about to change, as industry super funds, which have largely been driven by the trade union movement, ultimately become the most important shareholders in the country".

For a party used to using the power of government to look after [its donors and business friends](#), industry super represents an intolerable threat. It's why the government won't stop coming after the sector, ever.

North Queensland Report *by Dave Lyon*

Words of Appreciation

Dear Dave, Gudge and the wonderful MUA, I want to pass on my deepest gratitude for your most generous investment of time, commitment and energy into my campaign from yourselves and your members.



From our first meeting discussing corflutes through to staffing of the Mareeba Pre-Poll, I could not have done it without you.

I hope everyone is well and rested after two long weeks standing in the heat at Mareeba Pre-Poll and election day -

it certainly paid off!

I will forever be grateful for the hard work and dedication displayed by you and your members throughout my campaign – the MUA's contribution led to the success of Labor being re-elected in Cook.

Once again, thank you and warmest regards,
Cynthia

Veteran's Report



Our ref: ED/20

27 August 2020

Mr Col Davies
MUA Veterans Brisbane
293 The Esplanade
Wynnum Q 4178

RE: FOOD DRIVE DONATION

Dear Mr Davies,

I write to thank you for your kind donation to our Lytton Food Drive.

Please rest assured that your very generous gift will go directly to those less fortunate than ourselves.

Thank you again for your generosity, and if you need anything, please feel free to contact us on 3915 1100.

Yours Faithfully,

A handwritten signature in black ink, appearing to read "Joan Pease".

JOAN PEASE MP
State Member for Lytton

*Please pass on
my thanks.
Your generosity
is so much appreciated
Jan*



P (07) 3915 1100 E lytton@parliament.qld.gov.au W joanpease.com
F (07) 3915 1109 A 100 Edith Street, Wynnum 4178 QLD

A letter of appreciation was received from Joan Pease MP, Member for Lytton for the MUA Queensland Branch Veteran's who donated to her "Food Drive" initiative. Joan does work in her electorate for the less privileged in society and the Veteran's Committee thought it appropriate to donate to the initiative just over \$500.00 worth of food. Great work Comrades!

Veterans Donate to Local School Library



Col Davies from the MUA Veterans Brisbane donating copies of Thomas Mayor's, "Finding Our Heart" children's books to a local school. Col purchased one for his grandchildren and when they took it to school it was a hit. Let's hope it starts a conversation at home with parents and carers.

Life Membership Darryl Maher



Life Membership Tony Austin



Life Membership Dirk Kranendoerk

Dirk Kranenof's retirement from the wharf after a 43 year stint in both Rotterdam from 1977 to late 1989 and in 89 returned to Australia working at Sealand and finished at DP World.



Dirk is a solid unionist and has always been a strong advocate for members to stick together to conquer the attacks from the ruling class. Best wishes for your retirement.

Congratulations Paul Williams

Long term member, delegate and trainer, Paul Williams was awarded SES Regional Trainer of the Year and is a finalist at a State Level. He was also given a medal for 25 years service. Congratulations!



MOVEMBER 2020

Movember is proudly supported by the Brisbane Ferries members and the MUA. Here is the MUA Team link for this year's Movember. Funds are directly donated to Movember. Please use the link below for donations – anything you can spare is always appreciated. Due to Covid 19 not planning any physical events. Direct Movember Site Donations:

<https://au.movember.com/team/2347634>

Warmest Regards - Mark Fitzgerald Ferry Master



MOVEMBER

May Day Convoy 2020



Brisbane May Day 2020



Brisbane May Day Convoy



Gearing up for May Day convoy 2020



Deputy Branch Secretary – Jason Miners preparing drive-through bbq



Cairns members – out in force social distancing for May Day 2020



Cairns Members on May Day

Dave Volk – May Day on the TSHD Brisbane



Emma Miller Awards Night



Lisa Lodge and Fran Wilson at the Emma Miller Awards Night

Vale Sid Lisha

Sid Lisha joined the wharf in roughly 1950 and was President of the Waterside Workers/MUA in Cairns from the late 1970's until early 1990's. Sid passed away at the age of 93 years old. If you require any further information please contact his son Glenn Lisha on 0404 841 723.

Superman

3 Game-Changers for Your Super



I don't know about you, but for me it feels like the world has been tipped upside down recently! It's a great feeling to slowly return to 'normality' as we know it, and it's good to be able to again meet face-to-face with members.

I've spent the last 6 months speaking with lots of members over the phone, and one of the most frequently asked questions I received was how to future-proof your super savings. In light of recent events, uncertainty about the future is understandable; no one saw COVID-19 (and all the upheavals to life that came with it) coming, so taking steps to 'future proof' your retirement is a smart strategy.

There are three things that I consider to be ‘game-changers’, which I’d like to share. Implementing all of these game-changers will really put you in a good position to set yourself up for a great retirement!

#1 – make personal contributions over your working life

Many people think that the standard employer contribution (of 9.5%) will provide them with enough to get through retirement. Right? Wrong.

Unfortunately, relying only on what your employer puts in to super and not making your own voluntary contributions may not get you the retirement you hope for. And the numbers back this up: research shows that the average Australian will end up with a retirement savings shortfall of just over \$187,000*. That’s why making additional voluntary contributions (on top of your employer’s contributions) is a real game-changer. Whenever you can, make some voluntary contributions - they don’t even have to be large amounts. By starting early and small, your hip pocket won’t notice the difference, but your super balance WILL notice it down the track! Don’t believe me? Hop on over to our website and try the Retirement Calculator for yourself – you will be amazed at how much you could save!

* Source: Rice Warner Retirement Savings Gap as at 30 June 2014.

#2 – take an active interest in how your super is invested

This is an important one. Apart from your home, your super is one of the biggest investments you’ll have. So it’s important to treat it like the important asset that it is – and that means getting your investment strategy right. After all, your future self will one day depend on it.

One of the key things you can do is get your investment strategy right and make an active investment choice for your super, because how it’s invested directly impacts your future income down the track. Unfortunately, many people don’t even tell their fund how they want their super invested, which means that it ends up being invested in the default investment option, which may not be how you want your super invested.

The way your super is invested can be a real game-changer because you’ve got time on your side. Super is a long-term investment, so you have plenty of time to benefit from compounding investment returns on a steadily growing account balance, plus you can ride out the volatility associated with a higher-risk investment strategy to achieve higher returns over time.

And while there will be negative years here and there, overall you’ll benefit from positive returns in the long term.

#3 – engage with your super early on

Retirement can seem like a lifetime away, so it’s natural to put it to the back of your mind. This, however, can really be to your detriment.

Super should not be a ‘set and forget’ thing; check your super contribution and investment strategies once a year or if your circumstances have changed and make any required adjustments. Your Annual Statement is a good opportunity to see how you’ve done over the year and provides a good overview. Check your balance and ask yourself whether you’re on track for a comfortable retirement.

If you’ve had more than one job, you’ve probably got more than one super account - you may even have a few that you’ve forgotten about! And because each super account you have will be charging you fees, this could cost you over time. For this reason, it’s worth consolidating all your super! At Maritime Super, we don’t charge any establishment, contribution, withdrawal or termination fees, so you can also potentially save thousands in fees over the long term. You can even roll over your super online in just a few steps – just visit our website to get rolling!

So take an active interest in your super – know where it is, how much you have – it can be a real game-changer!

Get as much (or as little!) advice as you need

Whether retirement’s a long way away, or just around the corner, seeing a financial planner now can benefit you in the long run. And because everyone’s different, we offer a range of advice options to give you as little – or as much – advice as you need.

Members have access to limited advice over the phone on a single topic – such as how to invest your super or pension or how much to contribute to your super account – free of charge. Call Member Services on 1800 757 607 to book an appointment with a planner.

If you’d prefer to meet with a planner, or you’re looking for advice that will provide you with a strategy to achieve your longer-term financial goals, make an appointment to meet with a financial planner.

Resources to help you

Maritime Super has a stack of resources to help you grow your super:

- visit the Resources page of our website and try our calculators, read our fact sheets and watch our videos
- get free phone advice from our financial planners regarding your contribution or investment strategy – call 1800 757 607 to speak with a financial planner
- Meet with David Zaloudek, Maritime Super’s financial planner in Queensland – contact David on 0488 072 369 or davidz@maritimesuper.com.au

IDC Correspondence



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coordination@idcdockworkers.org

November 2nd, 2020

To: All IDC members

Dear Colleagues:

I hope this communication finds you, your families and your Sister and Brother union members well, as we all meet the challenges of these unprecedented times.

Before I address these challenges, It is important to reflect upon the phenomenal success of the IDC in 2019, and I want to pay particular thanks to Jordi Aragunde who as the previous General Coordinator contributed significantly to making this success happen. He and I had several conversations about the mission and direction of the IDC, and along with many other colleagues, helped make 2019 become a truly exceptional year for the IDC.

- We doubled the IDC membership, and we have opened constructive dialogue with other unions which will lead to a greater membership growth.
- In Sweden, our SDU colleagues had been facing increasing attacks by the employers over a number of years, the signing of a CBA has been a decisive step to resolving the conflict.
- Our finances are healthier now than at any other time, the accounts have been audited dating back to 2014 and then approved right up until 2018, and 2019 is now in progress.

Our collective efforts have achieved so many things, our unity of purpose and vision have again shown that through solidarity we can deliver results for Dockers around the world.

I also wanted to take the opportunity to update you on a number of matters following the General Assembly, the progress we have made as an organisation and the challenges that we face and must now address.

The General Assembly was a great success, and our democratic principles and values ensured that we took collective decisions to plan for the growth of the IDC. It was at this meeting that we thanked Jordi for his considerable time and commitment that he gave to the IDC as the General Coordinator. I was therefore humbled to be nominated and elected by the General Assembly as your new General Coordinator and accepted the great challenge to help manage the IDC into the future.

I explained on my video that was presented at the General Assembly, that I strongly believed that to be successful, we would need a commitment from all areas, to adapt the IDC to the great growth and potential of the future.

Additionally, to retain the service and expertise of Jordi Aragunde to serve in some official and compensated capacity in order to bridge the early success of the IDC which Jordi was so instrumental in bringing about with our future growth. Many shared this opinion that Jordi was an instrumental part of the current and future success of the IDC.



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For me, Jordi Aragunde represents the very best in a progressive trade unionist. His passion to fight tirelessly for dockers around the world; his devotion to the principles of equality and fairness in the workplace; his ability to organize and energize both IDC leaders and rank and file members alike.

In preparing the IDC project which I presented to you all at the General Assembly, I took great care to ensure that General Coordinator of the Spanish Trade Union Coordinadora was fully involved in the planning of the project and Jordi's position within it. It was agreed that the IDC would assume responsibility for making the Social Security contribution for this special regime, and for Coordinadora to protect his right to re-enter the workplace in Barcelona, if necessary.

However, in the weeks before the Lisbon Assembly, Coordinadora's representatives made an unexpected request that the Assembly only vote for the General Coordinator, and Jordi's incorporation be postponed to the next meeting of the IDC permanent commission. Given Jordi's dedicated and faithful service to the IDC, I could not comprehend the delay, but I agreed to accept it.

Following my election as General Coordinator, the project was left to be discussed internally, and 3 months provided for this to occur. This was then to be put to the Zone Coordinators at a meeting of the permanent commission.

Because I was unable to attend the Lisbon General Assembly, and to ensure that our organisation was taking all the correct steps. I contacted Pat Riley, who as the Chairman of the Assembly, was able to impartially clarify the decisions taken at the assembly. He subsequently reaffirmed exactly what happened at the General Assembly.

1. That the General Coordinator was elected.
2. That the proposed Project would be approved within three months.

With these important points clarified by the chairman of the general Assembly, it is therefore with regret that I must report that I consequently received negative comments from the General Coordinator of the Spanish Trade Union Coordinadora, relating to the IDC project and the majority selection of Jordi Aragunde as International Labor Coordinator.

It is important for each and every member of the IDC, to know and understand the proceedings that have occurred since our General Assembly. To bring much needed clarity to the events that generated unwarranted negative feedback from the general coordinator of the Spanish Trade Union Coordinadora, and in the hope that that we can then move forward together.

Three months after the assembly, in January 2020, a meeting of the permanent commission was called, involving the Zone Coordinators. In addition, Coordinadora (Spain), Unite the Union (United Kingdom) and ACV Transcom (Belgium) were present.

The day before the permanent commission met, General Coordinator of the Spanish Trade Union Coordinadora raised objections with me at a private meeting. He explained to me "I like the project, and I know that the best thing is Jordi, but I have pressure from Barcelona and I cannot support it" this is what I was told. Brother Antolin also stated he would have no problem



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with a position for Jordi as long as it was not elected. Brother Antolin also suggested to me that, perhaps if Jordi was a member of another Union, it would cause less controversy.

At the meeting of the permanent commission the following day, all the Zone Coordinators were present, except Europe, who had tendered their apologies due to urgent business. There was a lengthy discussion about the project, translators were provided to ensure that Brother Antolin and every other participant at the meeting was fully able to participate and understand the proceedings of the meeting.

With the Zone Coordinators present accounting for approximately 85% of the affiliates. The IDC project was put to a vote and was unanimously agreed and endorsed, thereby resolving the matter using the democratic principles of our organisation. Of the 3 European unions who were present, the decision of the permanent commission was supported by the United Kingdom and Belgium.

Since January, Brother Antolin has continued to work against the project and especially against our Brother Jordi, this is a disgrace. It should have been apparent during our last European Zoom meeting, that Antolin had spoken untruthfully and sought to deceive those participating in the call. To counter his untruths, we provided all the documentation showing there was no truth in what Brother Antolin was stating.

It is of great concern that I have also learned disturbing news that senior figures within Coordinadora are working against the IDC "behind the scenes" so the IDC does not get any credit helping SEAL resolve their dispute. To me, to knowingly act against another Union during conflict is unacceptable, if true, this is treason and must be dealt with immediately. Such actions are not what the IDC Stands for nor should it. While Brother Antolin has taken shots at me personally, I will not make this personal. I will stick to the facts. No one, including me, is more important than our collective mission.

The IDC's power and strength grows stronger the more unified we are as a labour organization. We cannot, as a unified body, make important policy decisions at conferences, caucus and meetings only to have them second guessed and sabotaged afterwards by a disgruntled member.

We, the IDC, must be focused on defending our brothers in Lisbon, and adapting a structure to generate growth. We need to be available to respond to the most disadvantaged countries who are facing times of crisis and in need of IDC assistance.

We are preparing studies on the consequences of 5G on our members, and the consequences this may have on our struggle against automation. We are working on opening a new training school in Latin America, helping to train dockworkers to organise and to protect their health and safety. There are so many important challenges for us all to focus upon, in order to meet these challenges, we need to concentrate our collective efforts and not waste any more time hurting ourselves because of a person's ego.

This past year has been tough on everyone, and we are not yet seeing light at the end of the tunnel. The internal bickering has to stop! Now more than ever, we must be focused and



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prepared to take on our enemies. Especially, in Portugal, South America, Australia, and parts of Europe.

We need to unite and work together, we must adapt to the phenomenal growth we have witnessed in recent years, and ensure that we can continue to meet the needs of all our members as we continue to grow. We must recognise that archaic practices will not allow us to be successful, even more so now in this current environment. We must allow our organization to meet the challenges ahead with progressive and unified solutions.

We must focus on growth strategies, rather than a few who don't believe in the Democratic process, or even worse, feel like their losing influence and control. In the end, this has nothing to do with control. This is about democracy. I call upon each and every member of the IDC to unite and move forward together and defeat our enemies once and for all.

In Solidarity,

Dennis A. Daggett

IDC General Coordinator

THE MARITIME UNION OF AUSTRALIA DIVISION
A Division of the Construction, Forestry, Maritime, Mining and Energy Union

**NOTICE TO ALL MEMBERS of the
QUEENSLAND DIVISIONAL BRANCH**

**ANNUAL GENERAL MEETING
QUEENSLAND DIVISIONAL BRANCH**

Annual General Meeting to be held:

**7AM TUESDAY – 24th NOVEMBER, 2020
COLMSLIE HOTEL
CORNER WYNNUM AND JUNCTION ROADS
MORNINGSIDE**

The Annual General Meeting of Members of the Division is being held to consider:

- (i) *The General Yearly Report of the Divisional National Council;*
- (ii) *The Annual Financial Statement of the Division;*
- (iii) *Motions by members notice which has been given in writing to the Divisional National Secretary at least 14 days prior to the date of the meeting.*

All available members are required to attend.

In Unity,



Stephen Cumberlidge
QUEENSLAND DIVISIONAL BRANCH SECRETARY

Any queries should be directed to Queensland Branch (07) 3395-7215

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- ✓ We understand your situation and your needs
- ✓ We are as safe and secure as the major banks
- ✓ We proudly support MUA Members and events
- ✓ We put our Members before profits
- ✓ Branches all over Australia
- ✓ We have a strong partnership with Maritime Super



Unity Bank
your bank at work

Contact Michael Randall

on 0422 250 630 or 3899 4755, email mrandall@unitybank.com.au
or visit 73 Southgate Avenue Cannon Hill

1300 36 2000 mail@unitybank.com.au [facebook.com/UnityBankAU](https://www.facebook.com/UnityBankAU)

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