

RANK & FILE VOICE

TOUCH ONE TOUCH ALL - OFFICIAL MUA WA BRANCH MEMBERS MAGAZINE | NUMBER 44 | SEP 2019

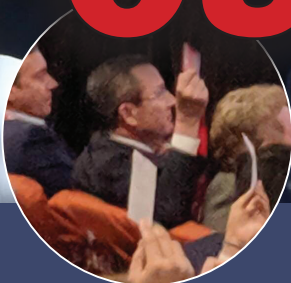
Sneakers

McGowan



PREMIER SELLING OUT AUSSIE JOBS

Voted to replace YOUR jobs with robots



**WA State Labor
CONFERENCE**

Pages 22-30

**Member
REVALIDATION**

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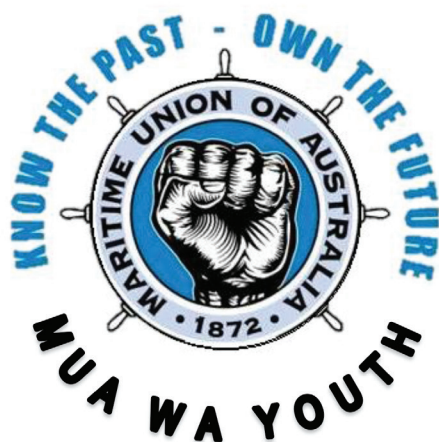
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WA Branch
Youth
Movement!



AVAILABLE MUA WA BRANCH MERCHANDISE



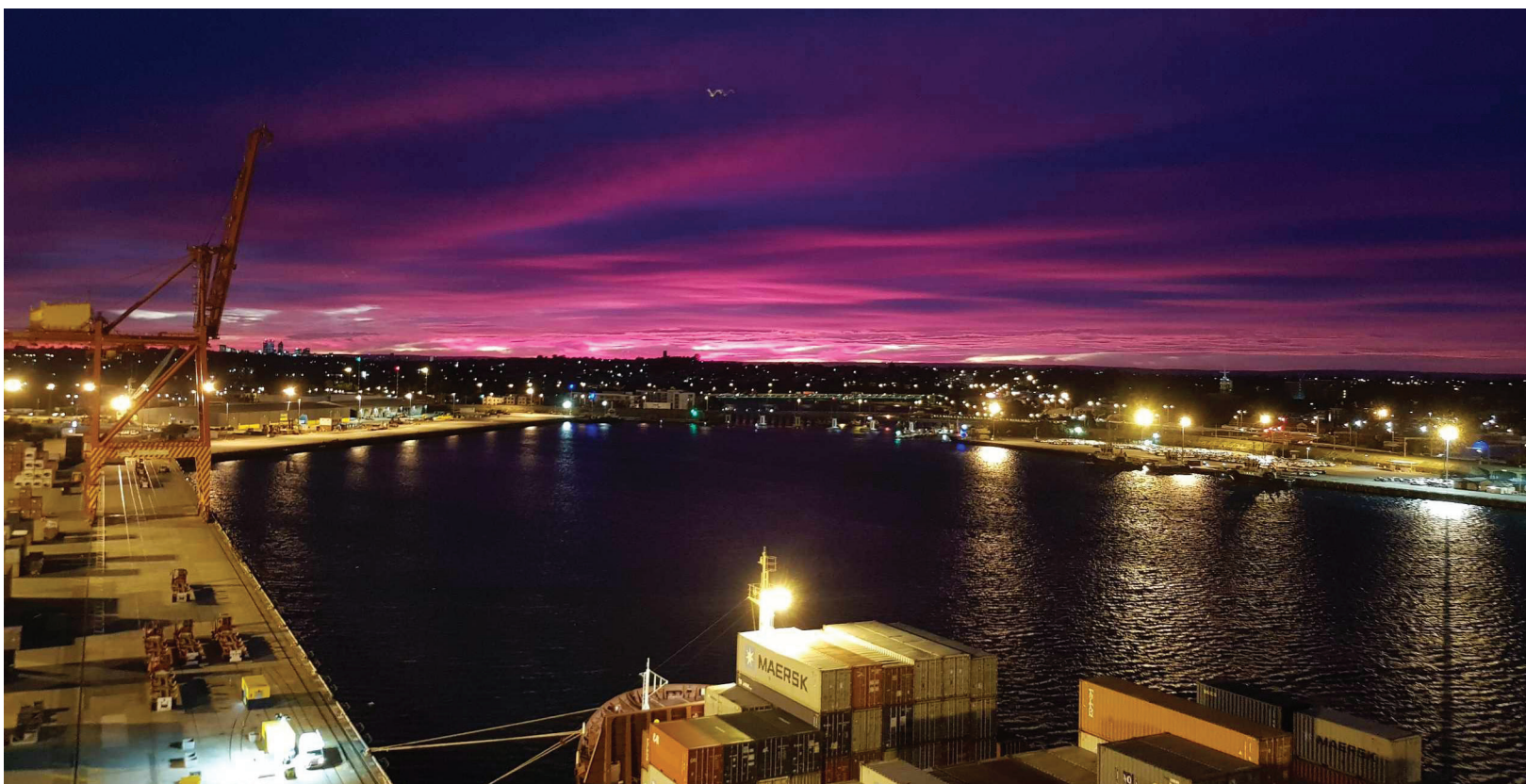
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MUA WA Branch, Fremantle



1. BLACK SNAKE AND ANCHOR SINGLET - \$25

2. MUA GREY HOODIE - \$50

3. MUA BRANCH POLO SHIRTS - \$30



Liberals Lite (ALP) SELL OUT MUA members' jobs and Fremantle Port

Members, we will NOT be supporting politicians who sell our jobs or our Port.

"Sneakers" McGowan and the so-called left, have decided to move our port and it looks like they are totally in bed with big developers.

The MUA will fight to make them accountable for their conservative actions. Our campaign to secure 8000 jobs across Fremantle will be stepped up and if we have to call certain ministers out for treachery, then we will!

We make no apologies to the Liberal's Lite leadership. Instead of supporting to get rid of Australian jobs, they should be supporting the MUA and the Fremantle inner harbour to create more jobs. Isn't it disgusting that wharfies have struggled in Fremantle for more than 130 years and a Labor Government wants to automate our jobs and move our port.

This union will call out any government - whether it be Labor or Liberal - who are trying to destroy maritime jobs and our industry.

It's a F*#king joke that some Labor politicians will take our money, will use all our resources to stand on their polling booths to get elected, and then jump into bed with the big end of town (BHP) to sell our jobs.



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Above: "Sell Out McGowan" voting to stop our delegates attending the State Conference.

Well we've got news for these traitors (who should hang their heads in shame) - our campaign will be exposing who is Labor and who is not.

There will be upcoming rallies and

I would like to thank all the membership who voted to support myself and the Branch for this next term. I will be continuing from where we first started over 16 years ago, to run a militant, well organised, strategic union.

Thanks for the continued support.

They don't like us and we don't care!

events that the Branch will be arranging for this campaign - we need your ongoing continued support.

Wharfies, seafarers, maritime workers; Step up. This campaign and fight continues until we win!

UNION WIN REVALIDATION

Over the past few months, unemployed seafarers have consistently been flown into Fremantle to complete their revalidation courses. The centre pages of this journal includes some pictures and feedback from our membership.

MUA on course!

OFFSHORE EBA UPDATE

The offshore oil and gas industry, as everyone knows, has been in a downward spiral for the past two years.

Employers are now coming back, stating that they believe the industry will pick up in a big way between

2020 and 2024.

There is a lot of sub-sea work, drilling and construction on the horizon. We will be having an offshore delegates' meeting in Western Australia to get our log of claims in order for the upcoming EBA negotiations.

We will keep you posted on the date.

OFFSHORE ALLIANCE

The biggest area of growth that we are seeing at the moment is in the Offshore Alliance. We have been inundated with workers in this sector wanting to join. We are taking it up to the employers and we will be supporting all these workers collectively in this sector.

A strong alliance is a strong offshore oil and gas industry and we need to unionise and organise this sector. The struggles continue!

Hard-fought campaign



Report by
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DPW EA CAMPAIGN UPDATE

In the last edition of the Rank and File I reported that Dubai Ports (DP World) had attempted to use Income Protection as leverage in EA bargaining by simply cancelling the policy.

We stopped it from doing that through FWC and we have now reached agreement in principle that Protect will form part of the new EA as well.

After talks broke down in June, members at Fremantle, Brisbane, Melbourne and Sydney terminals took back-to-back 48-hour strike action as well as various bans and one-hour stoppages per shift.

This has been a hard-fought campaign, with members prepared to take as much action as needed to land a fair deal. At the time of writing this we have reached agreement in principle for Part B in Fremantle and have seen significant movement in Part A in early September with indications we can have an agreement that members deserve in the coming weeks.

Members should not rest yet though, there's still the inevitable disagreements when we get to drafting that could see a return to action.

Watch this space.

GOOD TO BE BACK IN THE REGIONS

BUNBURY

The Branch Executive have just restructured the areas of responsibility and I have once again picked up the Bunbury region, which includes Southern Ports Bunbury, Qube Bunbury, Smit Pilot Boat and McKenzie Tugs.



Dubai Ports Bargaining National Committee

One of the issues handed to me was an apparent underpayment at the port relating to the incorrect accrual and payment of personal leave, annual leave and treatment of public holidays.

I have run and won this interpretation of the NES on many occasions, so it was a quick and easy fix to be had.

At the time of writing Southern Ports are calculating adjustments and significant backpay will be made to members at the port.

The first meeting I had with Bunbury members was a couple of days prior to ALP State Conference and Port Authority members rightly raised concern about the McGowan Government wages cap of \$1000 per year.

At that Conference, we were able to work across the party to deliver an ALP policy change that removes the cap and enables workers to bargain for decent wages and conditions. This will become an important outcome for Port Authority members as their EA is due for renegotiation next year.

Whether it is a Liberal or Labor Government, we will fight for what our members deserve.

I also held a mass meeting of wharves and have met with members from all other sites to ensure I have a good handle on any ongoing issues. I have been able to resolve a few issues already and will be working with members to sort out the rest in the coming months, one way or another.

Stand up – fight back!

MCKENZIE TUGS MEMBERS READY FOR ACTION

McKenzie Towage is a family-owned business that has operated in Esperance since the first towage contract was awarded there in 1972.

It was awarded the Bunbury contract after Southern Ports was established with the new amalgamated port, seemingly seeking to consolidate towage operations. McKenzie had issued individual contracts, cutting wages and conditions that were hard won under the previous operator.

When operators use workers' wages to win tenders rather than cutting into their own profits, unions are the only defence for workers to even the ledger.

The MUA, AMOU and AIMPE have worked together to establish a majority support order to commence bargaining for a collective agreement. When bargaining went nowhere, the unions have successfully applied for a protected action ballot.

The ballot closes on 2 October and members are fully committed to taking action if McKenzie don't deliver an agreement that recognises proper industrial standards.

MUA – here to stay.

ALBANY

Another change to the structure of the branch resulted in me taking on all of the sites at Albany including Southern Ports admin and maintenance, ABS, Linx Stevedoring, Linx Woodchips, Qube, ABP and Svitzer.

It's been about seven years since I last covered Albany and at the time of handover there were several simmering disputes as well as ongoing EA negotiations at some sites.

One dispute is similar to that of Bunbury with Southern Ports seemingly applying a consistent misinterpretation of entitlements. Jeff Cassar has just landed agreement in principle at Southern Ports Maintenance and he will finish off the drafting with the EA going to a vote of members soon after that. ABS agreement is also in a similar position.

I spent a two-day meeting with all sites (11-12 September) and members across the port asked me to pass on their thanks to Jeff for the effort he put in to helping members there over an extended period.

Well done Cass.

MUA WELCOMES ABP MEMBERS

Australian Bluegum Plantation loads woodchips out of Albany and has been non-union individual contracts since starting in the port.

Jeff had organised the site and my first meeting with members was to establish a log of claims and commence bargaining for a proper industry agreement. After I put my entry notice in two days prior to my visit, by coincidence the senior manager from Melbourne flew in to meet with members an hour before me accessing site.

His aim was to try to convince the workforce to accept a new deal that was around \$20,000 a year higher than their current individual contracts. A pay offer like that is a step in the right direction, but to their credit, members said thanks but no thanks and said they want the MUA to bargain alongside them.

We will be holding our first EA meeting in early October and I am hopeful that the management team will see the value of their workforce and we can land an outcome this side of Christmas.

Join your union and fight for a better deal.

AROUND THE TRAPS

SERCO

The results came in from the AEC this week and members demonstrated that they are fed up with Serco's shenanigans and are ready to take it right up to the company to deliver a decent result.

Dealing with this company has been as much fun as getting your teeth pulled without anesthetic. I'm not sure where the Serco management team has come from, but the people who appear to be pulling the strings seem to have no understanding at all of the seafaring industry.

They've conducted business like a circus clown sideshow and now they're horrified that employees want to set some parameters to get them running the place in a manner consistent with the rest of the industry.

Even now, when they're staring down the barrel of a protected action campaign, they've just released a settlement offer that looks like something George Calombaris might offer his kitchen staff.

Admittedly, we are yet to put a final settlement offer on the table ourselves. But members of all three unions can be assured that we have offered to meet and negotiate with the company. We have also offered to provide an almost-complete draft; the only thing missing is a final rate of pay for ASD masters and engineers which we are working through.

There's plenty to talk about while we work out the pay rates for this specific vessel class, but management doesn't want to negotiate.



Report by
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They want to dictate terms and like naval officers they expect us not to question their orders. I'd say they're in for a big wake-up call. Watch this space.

SOUTHERN PORTS ALBANY (MAINTENANCE)

It appears we have just reached agreement-in-principle regarding a replacement Enterprise Agreement for these members. The last outstanding claim was for reinstatement of picnic day and this has been agreed (except that it will now be called "Port Community Day").

The members revived a claim for back-payment late in the process and this too has been secured in return for an additional year on the term of the Agreement which the members readily accepted.

In the context of other successful claims including access to long service leave every seven years (down from 10), and a variety of job security clauses, this has been an outstanding result, even if it has taken a little long to get there.

Hats off to the members who stood their ground and never wavered. Acknowledgment also to the man-



After representing MUA members at the Kimberley Port Authority for 7 years, the site has been handed over to MUA Organiser, George Gakis.

This job is just go, go, go. You can't afford to blink.

Following some recent restructuring I've found myself back at the steering wheel for members at Patrick Terminal and am also looking after Geraldton again.

Adrian Evans has taken over Albany and the Wilson security guards at DP World and George

Gakis has taken the reins in Broome.

I've still got oversight of port authorities though and there is plenty of movement at the station in this area, as well as the never-ending saga that is the national negotiations for a replacement Enterprise Agreement for Serco Defence Maritime involving AIMPE and AMOU.



MUA members at CBH's Kwinana Plant discussing their log of claims

agement team at Southern Ports for approaching the negotiation process with a genuine view to find an outcome that everyone could be happy with.

CBH KWINANA PLANT OPERATORS

We're only one meeting into the process and nobody's counting their chickens yet, but at least it's a case of "so far, so good".

CBH hasn't tabled any actual claims, although it has made its interests known and explained that it will consider the workforce's claims in the context of those interests.

The employee representatives and the union are already exploring the potential of tabling a settlement offer, which is an uncommon scenario so soon into negotiations.

The climate for the remainder of the process will largely be determined by how the company responds to the very reasonable claims tabled on behalf of the workforce.

A preference to wrap the process up early should not be

confused with a willingness to accept a poor result.

ABS (ALBANY, ESPERANCE, GERALDTON & KWINANA)

This process appears to be finally drawing to a close pending the outcome of discussions related to a couple of final outstanding matters; these being an alteration to the previously agreed Disciplinary Procedure to require a total of three strikes prior to termination (other than in circumstances involving serious and willful misconduct) and also, addressing an issue related to manning numbers in Geraldton where members feel they are running short.

It has been agreed that while back payment will be administered as per previous arrangements, the Enterprise Agreement will apply for a three-year period from signing (whereas we were previously looking at the three-year term commencing from the expiry date of the previous EA).

Once these final matters are ironed out the final draft will be circulated to members for agreement-in-principle.



BRANCH SHAKE UP

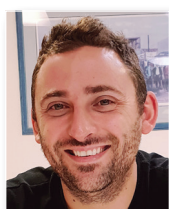
In the offshore sector, I have had coverage of Maersk Supply Service, OSM & Siem, AOS, Bhagwan Marine, GO Offshore and Svitzer. We can now include MMA Offshore and Toll Offshore to the areas I look after in this part of the industry.

The Port of Broome has also been handed to me from Jeff Cassar. Meanwhile, Jeff has been handed back Mid-West ports, being Geraldton.

I want to take this opportunity to thank our Geraldton delegates for their tireless efforts in helping me to organise and unite the Mid-West membership. I think we did well.

As for Broome, it seems like a better fit for the Branch. With me now overseeing eight offshore operators, it makes sense that I take on Broome as we head into the offshore EBA campaign. There will be many vessel visits out of Broome which will entail industry updates and our EBA campaign.

As for the Kimberly Ports membership, I'm confident I will be a good fit for those members and deliver good outcomes that they will be pleased with. Let's just hope that the new CEO (whoever they end up being) has the same view. Perhaps we could have a good working relationship with them, unlike in the Mid-West Port Authority. Having said that, I'm always up for a blue and really don't care which path



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management seek to take.

MMA UNDER NEW MANAGEMENT, BUT COULD DO WITH ANOTHER OVERHAUL

Just when the MMA membership and the union think that things were on the up as old faces left the MMA team, new faces haven't started this relationship off in a manner which is too welcoming.

Trying to get clear answers from management is close to impossible, as they are consistently slithering and sliding with the hope that the questions from the union stop, that the right of entry notices ease up and that added pressure onto management just disappears. One thing is for sure, the MMA members are loving it.

This new management team has come in heavy handed, doing everything they can to stop the MUA from visiting our membership on board of their vessels. The MUA

officials in our Branch all hold valid Right of Entry Notices and are entitled to get on board to speak with our members and potential members.

This company has gone above and beyond in requesting irrelevant information, which in turn will only waste our time, money and resources. Even if we decided to do as they wanted, the workloads of all union officials (nationally) visiting vessels would be substantially increased. We would literally need a full day set aside to submit our notices to all of the offshore operators each time we visit the North-West.

What they are seeking is way over the top and no other operator in the industry requires this – so we won't be doing it.

They claim that they will challenge us through the legal system, which we would welcome. The funny part about this is that a few months ago I suggested that we make this application jointly and they rejected. Time will tell as to whether they hold true to their word, but I'm not holding my breath.

So, the MUA has been trying for about a month to lock away dates for a CC meeting. This is a requirement under the EBA and for some reason MMA has not being very facilitating, as it has taken over a month to secure dates with them.

Although it took close to a month to set aside times and dates, it was a mission. By the time this article is printed we should have had our CC meeting (I hope).

This company is currently the biggest offshore operator in the industry. It's a wonder they are persisting on digging in and choosing not to work with us, more so while there is new management and an opportunity to fix issues for their employees.

Watch this space, as I suspect that things are going to heat up.

INSHORE SECTOR IS BACK ON COURSE

After 18 months of negotiations, we have reached agreement with Bhagwan Marine. We seek to roll out this new agreement to the rest of the industry.

Jetwave Marine Services and Australian Port and Marine Services have also moved to sign up to this new document and TAMS appear to also be on side.

While there is a lot to do, particularly in Port Hedland, this part of our industry is headed on the right course. Our seafaring membership should be talking and encouraging these workers to sign back up with the MUA as this is the only way that we ever will get the industry fixed.



Members with the Gak over in Port Adelaide

Workers see benefits of joining Offshore Alliance

OFFSHORE ALLIANCE

More than 600 workers have now joined the Offshore Alliance campaign to stop the race to the bottom for workers in the Offshore Oil and Gas sector.

For the past 10 years, workers have seen their conditions eroded through the registration of non-union agreements and a stand-over mentality from the oil and gas majors that flows through to their contractors.

The industry is now littered with baseline agreements that deliver ZERO wage security and ZERO job security for offshore workers.

The offshore worker mentality is shifting as workers are realising that they do not need to accept these below-par agreements and have an ability to push back by being part of the Offshore Alliance campaign.

In just 10 months, Offshore Alliance members have rejected nine agreements that were substandard and delivered ZERO wage and job security for members.

Employers are putting substandard agreements out to vote seeing them destroyed in the ballots with resounding numbers where in the past they were being endorsed by crew.

This is an indication of workers now being organised and pushing back against the employers to ensure they are covered by a union-negotiated agreement.

The offshore worker engagement so far in the campaign has been massive and continues to escalate every day with the campaign set for the negotiation of over 40 Enterprise Agreements with full Offshore Alliance membership involvement and participation.

These negotiated agreements must deliver real rates, real conditions and real job security.

These negotiated agreements must deliver real rates, real conditions and real job security.

We expect more hostile behaviour from employers as our campaign grows and different employers' agreements get closer to expiration.

The campaign success is based on worker participation and we can expect more scare campaigns to be run out by the contractors and major employers.

We have seen these scare tactics already over the past number of months, however they have been identified and seen for what they really are - scare tactics.



It's great to see so many workers getting behind a campaign that has the potential to improve the working lives of offshore crew.

As momentum continues to build, more crews sign up to the Offshore Alliance, our ability to deliver strong outcomes as a collective significantly increases.

Offshore workers are refusing to go backwards and demand a union negotiated agreement with decent conditions of employment and job security.

Danny Cain

Sodexo short-changes superannuation

Sodexo really is living up to its title as the biggest wage thieves in the offshore sector with its potential underpayment of hundreds of thousands - if not millions - of dollars in superannuation for Sodexo offshore workers.

Sodexo workers covered by the 2014 Sodexo Enterprise Agreement may have been short-changed massive amounts of superannuation backdating years due to the sneaky wording of the Enterprise Agreement and their dodgy employment contracts.

At present, Sodexo only pay its superannuation on a base rate of pay that is significantly less than crews' Ordinary Time Earnings.

This sneaky setup sees Sodexo workers receive superannuation paid on only a portion of their regular and systematic annual salary.



This means that they are missing out on superannuation contributions on up to 40 per cent of their actual wage.

This issue has been raised by crew in the past, however Sodexo dismissed it referencing a convoluted legal decision and the use of

a loophole to get around paying actual superannuation entitlements to workers.

The Offshore Alliance is currently putting together a strong legal case to prosecute Sodexo for underpayment and retrieve this lost money for Offshore Alliance members.

... the biggest wage thieves in the offshore sector with its potential underpayment of hundreds of thousands - if not millions - of dollars in superannuation for Sodexo offshore workers.

at war with MONADELPHOUS



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OFFSHORE MAINTENANCE

At the time of writing this Report, the Offshore Alliance is getting ready for a decent blue with Monadelphous.

Our Offshore Alliance members working for Monos on the INPEX CPF and FPSO are primed and ready for protected action and will go one day longer and one day stronger than Monadelphous.

This is a battle over an Enterprise Agreement which will set the benchmark for maintenance sector Agreements on the West Coast.

We can either maintain the status quo of crap wages, crap conditions, casual labour and bosses having the upper hand at every turn, or we can have an Agreement which provides a fair reward to highly-skilled workers who spend their working life on a ticking time bomb.

Monos have already had a crack at trying to get a non-union EA over the line. It was a long way short of the mark and not surprisingly, Monos got smashed in the ballot.

This mob was so embarrassed about the result it refused to tell our members what the result was. Our suspicion is that Monos got just two workers out of 170 employees on the INPEX facilities to vote YES.

MONASELFISH GET SMASHED IN THEIR VOTE ON THEIR SUBSTANDARD INPEX EA!!!!



NOW LET'S SMASH MONOS AGAIN IN OUR PROTECTED ACTION BALLOT!!

INPEX CPF & FPSO

No wonder they didn't want to release the results.

As much as the Monos HR bosses want to yap about market forces and that workers should be price takers and not price makers, the inescapable fact is that Monos are paying more than 40 per cent less to offshore workers than the rates that were previously paid under union EBAs on the NW Shelf.

INPEX need to work out whether it is prepared for its facilities to be the battleground for Monos to play on or whether it is going to ensure the workers that generate massive profits are going to be properly remunerated.

We are at a cross road in our future relationship with INPEX. If we have a blue, it will become national, international and we won't stop until we win.

WOODSIDE'S OHS GOES TO THE DOGS

WOODSIDE INDUSTRIAL THUGS



With three fires on the Goodwyn Platform in the space of a month, it is clear that Woodside's OHS standards have gone to the dogs.

This mob swamped their shuts on NRC and Goodwyn with a white-collar crew who were unfamiliar with the Woodside offshore Platforms while standing down our members without pay. Job security, wages, conditions and productivity has gone downhill and safety has followed in the same direction.

Three fires on the Goodwyn Platform in four weeks? WTF, you may well ask.

Clearly NOPSEMA hasn't done its job and once again has proven by its silence that it is a captured



regulator. It is clearly waiting for another Alpha Piper before it acts.

NOPSEMA's communication with the union is a joke and the Offshore Alliance and our members have no confidence in its ability to regulate the safety of offshore workers.

GETTING THE U BACK IN UNION IN THE OFFSHORE HYDROCARBON SECTOR

It's been almost 12 months since the Offshore Alliance was formed and there has already been a massive shift in the union presence on the offshore platforms and facilities. With well over 600 members signed up during this period, our members are proudly wearing our union shirts and the bosses (unless they are completely stupid) are getting it through their heads that their days of slashing and burning workers are over.

The Offshore Alliance brand is putting the rank and file first, making the union accountable to our membership and ensuring that the interests of members are put first every time. The offshore hydrocarbon sector was a complete mess 12 months ago. There are still plenty of challenges in front of us, but we are getting back on the front foot and restoring respect for workers back on the offshore facilities.

3 SERIOUS INCIDENTS IN 4 WEEKS

WOODSIDE'S PLATFORMS ARE LIKE TICKING TIME BOMBS



OFFSHORE CONSTRUCTION

Offshore construction workers have had a lean run recently, but things look like they are on the up with the announcement of major offshore construction projects coming our way from 2020 onwards.

We won't be copping cuts to rates and conditions in upcoming offshore construction work and will be in dispute from the-get-go if any contractors think they can cut corners.

We are getting organised for the work heading our way and will ensure we consult with our membership throughout upcoming offshore construction EBA negotiations.

Any contractor who thinks they can get away with doing a dodgy deal without the union won't be forgotten or forgiven by the Offshore Alliance.

We expect union standards to apply on all offshore construction projects.

\$5MILLION PLUS SUPERANNUATION BACK PAY CLAIM

It's taken nearly two years, but the superannuation back pay claim against Clough and AGC has been heard by the Federal Court. We are waiting for a decision and will ensure that all members affected by this decision get back paid if the decision goes in our favour.

The argument centred on whether an employer can cap superannuation payments despite having an EBA which requires superannuation to be paid on all customary hours of work (84 hours per week).

Full credit to CFMEU C&G WA Branch Secretary Mick Buchan who has backed the claim in and funded the cost of legal representation for offshore workers.

He did this at a time when plenty of others ran away – despite the alleged underpayment of super-

It's Been 2 Years of Struggle, but Offshore Construction Crew Get Their Day in Court in Their Fight Against.....



annuation by Clough and AGC exceeding \$5 million. The superannuation claim against Clough will likely have a big bearing on future claims against AGC (MAS) who also capped contributions. This

outfit is at the bottom rung of the contractor world and in our view owe offshore construction workers millions of dollars of unpaid long service leave (my Leave) and superannuation contributions.

Upcoming Offshore Construction Projects

PROJECT	CLIENT	\$ & CONSTRUCTION SCOPE	COMMENTS
Browse	Woodside Petroleum	\$21 billion – Browse Basin Plan for identical FPSOs which would process and export dry gas to the existing infrastructure at the Karratha Gas Plant via the Browse Trunkline and NWS's second trunkline.	Investment Decision Scheduled for Late 2020.
Scarborough	Woodside Petroleum	\$15 billion – Canarvon Basin Construction of a number of subsea, high-rate gas wells, tied back to a semi-submersible floating production unit moored in approximately 900 meters of water close to the Scarborough field.	Boskalis awarded contract for seabed intervention and shore crossing works. Work is scheduled to start in March 2021 with an expected completion mid-2022.
Barrossa Gas	Conoco Phillips	\$6.2 billion – Timor Sea Development wells drilling in 2020/21, deployment of a new-built FPSO and the installation of subsea infrastructure.	Operations expected to start in 2023.
Gorgon Stage 2 (GS2) Jansz/lo (Gorgon) Compression	Chevron	\$4 billion – Canarvon Basin Offshore pipeline installation scope awarded to Allseas. Pipeline Vessel Audacia and Construction Vessel Oceanic.	2020-2021
Crux	Shell	\$2 billion – Browse Basin Developed to supply backfill gas (LNG, LPG and Condensate) to the Prelude Floating Liquefied Natural Gas (Prelude FLNG) facility. The project consists of a not normally manned (NNM) platform with five production wells. The facility will be connected to Prelude via a 165 km export pipeline	
Julimar Phase 2	Woodside	\$500 million – Canarvon Basin Drilling and developing four production wells, connected to a six-slot manifold (JULA), construction of an approximately 22 km production flowline and control umbilical extension between the JULA manifold and the existing Brunello Crossover Manifold (BRU-XOM). In addition, the plan includes an installation and pre-commissioning of subsea hardware and flowline.	
Ichthys Liquefied Natural Gas (LNG) field development	INPEX	McDermott & Baker Hughes to undertake joint URF and SPS EPCI solution, comprising a new subsea well gathering system (GS4), tied back to the existing central processing facility,	Work expected to commence in 2020 and be completed in 2023.

tidestarting to turn

With the downturn in work over the past four years, we are slowly starting to see some light with regards to projects coming back on the west coast.

Five tenders are currently out in the market and we anticipate that those contracts will be awarded by the time this paper goes to print. This is a more positive outlook for MUA members than we have seen over the past few years and looks to signal the departure from the biggest downturn MUA members have had to endure recently.

There are also major contracts coming online and more drilling activity scheduled for later this year, bringing more rigs to the coast (Ocean Onyx, KG2, Maersk Deliverer).

This means more work for MUA crew and more vessels in Australia working in the Offshore Oil and Gas sector.

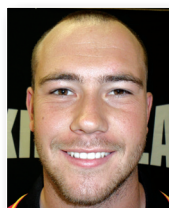
Throughout this downturn it has been absolutely critical that we maximise employment and push back against the industry strategy of mass casualisation. The MUA position is to always maximise jobs and prevent the attempted erosion of union standards by companies and industry representatives AMMA.

Due to MUA members holding onto these standards, we have been able to maintain conditions where other sectors in the offshore have fallen drastically.

Workers who work next to MUA crew in the same Offshore Oil and Gas industry on rigs and facilities have suffered greatly due to a lack of union presence, delegate structures, union standards and union agreements.

Offshore Maintenance crews have seen a 40% reduction in wages/conditions in 5 years

Drilling crews have seen a reduction of 40% wages/conditions in 5 years



Report by
DANNY CAIN
ASSISTANT SECRETARY

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Catering (Outside MUA) has seen a reduction of 30% wages/conditions

This is all in addition to at least 30 non-union agreements that are all baseline agreements containing only minimum standards.

These companies have extremely high casual employment rates and stand over their employees to register substandard agreements driving a race to the bottom.

During the downturn, MUA crews have stood strong to prevent the erosion of MUA standards and have actively campaigned to prevent the above from happening to our existing seafaring membership and subsequently future generations of seafarers.

We now have an opportunity to drive employment through the upholding of our MUA standards and MUA agreements through this pickup in work.

In order to ensure we move into the upcoming work and maintain the MUA standards across every vessel it is important that all crew currently working are involved in ensuring:

- delegates onboard EVERY vessel
- they send crew lists into the branch EVERY swing
- MUA Shipboard Meetings
- MUA safety reps
- consultative committee participation from ALL members.

These measures go towards maintaining MUA standards onboard vessels and hold the companies and clients to account.

THERE SHOULD BE NO EXCUSE FOR VESSELS SAILING SHORTHANDED

THE EXTRA IR MUST BE DEMANDED EVERY TIME

THERE IS ABSOLUTELY NO EXCUSE FOR GANGWAY HOPPING

Members are encouraged to go through the delegate structures and escalate matters to their respective organiser if required. By breaching the above, we show employers that we are willing to forgo manning levels and waive leave.

This is not acceptable as every job counts, no matter how small or short in duration.

If we continue to maintain our MUA standards across our industry, we will maximise employment and ensure MUA members only go forwards in wages, conditions and job security through the next phase of offshore work.

OFFSHORE EBA

Later this year we will be holding meetings nationally with all offshore members regarding the upcoming Enterprise Agreement negotiations.

The proposal will be to hold an initial meeting in Western Australia with seafaring members prior to meetings in each state early next year.

Further details on this process will be provided as dates are locked in.

The first EBA expiry is not until the back end of 2020, however we will be commencing the process with members early to ensure we take a strong, collective position to the table so we are in the best position to deliver member claims.



Organised crew fight through battle

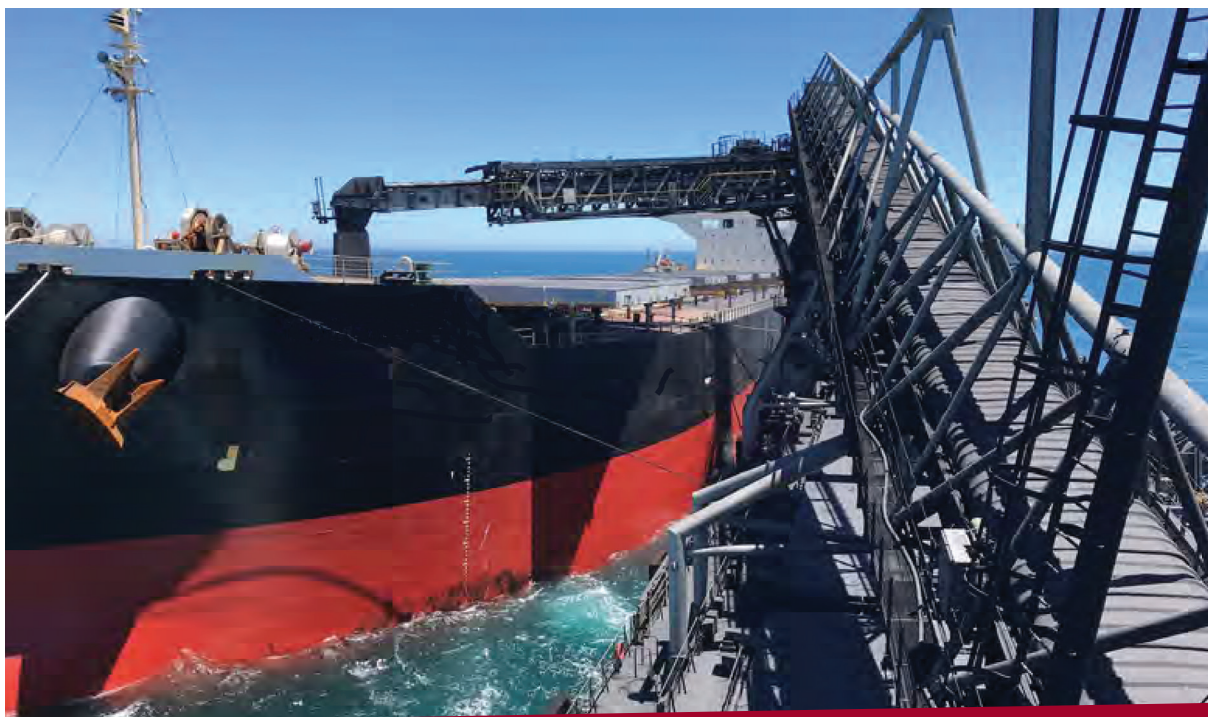
The crew of the MV Vos Shine would like to congratulate the Darwin wharfies, Jack McCabe, Danny Cain and the delegates on board for their efforts that increased the schedule of 100% to 117%.

This win is the valiant effort and organisation of our highly respect union official Christy Cain.

The battle was no easy achievement as the company and client wage a threatening Mexican stand off right to the bitter end.

MUA, here to stay!
Delo: Peter Morgan 6350
Mark Ingram





IMPROVING WAGES AND CONDITIONS

CSL DONNACONA

After a rather long and drawn-out AEA negotiation process, members onboard the CSL Donnacona (Transhipper) have finally received just reward for their hard work in what were some of the nastier conditions I've come across in the North West.

The Donnacona works out at Cape Preston on contract to Citic Pacific Mining. She is not what I would describe as a modern vessel by a long shot.

The cargo she transfers from port to barge is magnetite iron ore, which produces a very fine black dust requiring full head-to-toe PPE throughout the year - pretty nasty conditions when the temperature gage heads north of 35 degrees for over 50 per cent of the year.

We have secured pay rises for our members onboard the Donnacona equating to almost 20 per cent on average across all classifications and a number of conditions that bring them up to industry standards.

WESTUG

The battle against the introduction of partnerships continues at Cape Lambert and Dampier. The first partnership got up by introducing a fifth



Report by
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tug in Dampier, enabling Westug to man it with a newly formed partnership.

In spite of Westug management repeatedly stating the choice to move to partnerships belongs to the individual, it seems they take a completely different attitude and approach.

Members of all three unions have joined together to fight against partnerships and have copped some proper shit for their troubles.

Like our members employed by Westug, the majority of members working in the North West (Pilbara) are employed by service providers to the iron ore or oil and gas industries, mostly contracted directly or indirectly to BHP, Rio Tinto, FMG, Chevron or similar.

Anyone working for a provider contracted to one of these fuckers knows only too well the difficulties that come with *winning* one of their supplier *contracts* - more like *wait and see if you fuck up* agreements - then handball it to the next mob for a lesser price and so on.

The end result sees our members worse off in both safety and dollar.

THIS BRINGS ME TO THE STEVEDORES IN DAMPIER

When Mermaid sold its supply base to Toll, it made its entire workforce redundant, some of the strongest union people in the NW and bloody good stevedores.

When Toll took over, it sub-contracted the stevedoring to Linx. The behaviour of Toll wharf managers, (originally ex-Mermaid managers), was average at best, searching out any avenue to kick Linx stevedores arses, which they did regularly and unfairly.

Toll insisted on all forklift operators being engaged through labour hire only, with Linx stevedores having to wait over six months before being VOC'ed in forklift.

The Linx stevedores have endured some pretty average treatment from Toll and have come through it doing

a bloody good job. Linx work on wages and overtime and the greater majority of their pay, (when Linx payroll aren't fucking it up), comes from overtime.

The other stevedore is Qube Ports. Qube Dampier is the epitome of NW suppliers/providers that promise the world to win contracts and stop at nothing in its efforts to deliver. This is no reflection on the stevedores that work for Qube Ports in Dampier. In fact, they are to be congratulated for the most part.

If not for their comradery and respect for one another, there would've been far greater injury and incident than has already occurred.

Qube Ports employees in Dampier are paid a composite rate, making them a little more expensive than Linx Mon-Fri for the first seven hours of day shift and cheaper than Linx the rest of the time.

With Toll's penchant for cheap and nasty, and Qube Dampier management's capacity for making shit up and promising shit they can't deliver, it's no surprise they've come together to showcase their collective mediocrity.

Add to this the fact that Toll intend on having Linx work its wharf Mon-Fri day shift and Qube work the rest, I reckon we've got the perfect recipe for disaster.

The focus for members at both Linx and Qube in Dampier is to look out for one another and look after yourselves, Toll's focus is making more money at the expense of your wellbeing and their client's satisfaction - they give a fuck about nothing other than profit.

I have one question to every employee that has put their job security first and in the process let their employer get away with either lying about incidents that never happened so as to persecute someone they don't like, lie about genuine incidents caused by management's focus on an extra dollar, or lied about workplace injuries to protect their bullshit zero harm record and in turn their bonus... *why are you so afraid to speak the truth against employers that are so willing to lie?*

Fremantle inner harbour

According to the comparison of ports in Waterline 62, BITRE data shows Fremantle Inner Harbour has:

- The BEST crane rate (containers/hour) of all 5 capital city ports
- Australia's BEST truck turnaround times
- Australia's BEST container turnaround times
- Lower charges than other capital city ports (\$ per ship visit)
- Fremantle Ports winner of prestigious Golden Gecko Award for Environmental Excellence in 2018

"We have great trade at Fremantle Port, as it is a very competitive port... no challenge about that what-so-ever." Chris Oughton KIC Lobbyist – Jan 2018

"We want to keep Patrick's in Fremantle the best performing terminal in the brand" Terminal Manager Patrick's Fremantle - Aug 2018

"Fremantle is already highly productive" Westport What We Have Found So Far – Dec 2018

CRANE RATES IN FREMANTLE COMPARE WELL TO OTHER PORTS

	Containers/ Hour	Annual TEUs 16/17
Fremantle	36	710,000
Sydney*	26	2,450,000
Melbourne*	30	2,430,000
Adelaide	32	400,000
Brisbane*	28	1,210,000
Los Angeles*	28	17,300,000
Antwerp*	28	11,000,000

*denotes partial of fully automated port operations

The "What We Have Found So Far" report released by Westport in Dec 2018 found it was best to compare WA's future port needs, and our current port operations, against other Australian capital city ports:

"Australia's major capital city ports of Fremantle, Sydney, Brisbane, and Melbourne have considerable similarities"

The report also warned against making comparisons to other ports around the globe:

"There is a distinction between ports servicing large hinterlands with long-distance supply chains (such as in Europe and North America) and those servicing much smaller areas located close by, such as Australian capital cities ports, where the metropolitan area is the principal source of demand for trade"

AS A PUBLICLY OWNED PORT, FREMANTLE DELIVERS FOR OUR STATE.

According to Fremantle Port's 2018 annual report, contributions to our state's coffers exceeded \$100 million during the previous financial year.



Australia's best performing port

The last time Fremantle Port might have been near capacity and before containerisation.





THE LIFE & TIMES OF A HAIRY-ARSED SEAMAN

MUA here to stay! They don't like us, We don't care! Dare to struggle Dare to win!

That was our mantra as we fought to uphold safety and conditions on board the vessels the Union Topaz and the Union Onyx involved in the Port Adelaide Outer Harbour Project.

United as one, both vessels went into dispute:

1. no set procedure in place for wearing safety harness and lanyard tethered to safety wire while walking on the sides of these hopper barges with no hand/guard rail to prevent going overboard.
2. unorthodox and unsafe mooring procedures involving tugs and barges alongside wharfie. Expected to lower mooring lines onto wharf bollards without linesmen assistance. Expected to let vessels go without linesmen.
3. substandard living conditions. Six men sharing one shower and two toilets, confined living areas, noise levels and vibrations while loading the barges from backhoe totally unacceptable. Causing constant daily interrupted sleep and building fatigue. Compromising rest periods, health and safety.

As a result of action, all issues have been sorted. The safety harness issue has been rectified. With procedure in place we now all wear safety harness with lanyard attached to the safety wire while walking forward on barges.

Vessels or barges will now only be moored and let go with linesmen.

With a claim to be accommodated ashore throughout the term of the project because of substandard living conditions on board, it was decided however that it would be impossible to achieve.

A claim for suitable compensation was negotiated.

Great result comrades. Our appreciation to the officials in negotiating, winning and improving conditions on these very important issues. Special mention to organiser George Gakis, who we were in contact with through the entire process. Never faltered comrade.

Last but not least, well done to the two MUA crews who stuck fat and stayed strong. Dare to struggle Dare to win!

DREDGING SECTOR KEEPS SEAFARERS HEADS ABOVE WATER

Although the dredging in Australia is beginning to wind up for now, it couldn't have arrived at a better time. I say this as both the JDN and the Boskalis jobs in the North West and in Adelaide resulted in approximately 150 of our membership being taken off the beach and once again receiving an income.

The JDN dredges arrived back in early April this year. This work was only meant to have been for a month or two at the very most. Come September, the last of the JDN dredging project is just beginning to finish up.

The dredging that's taken place in Adelaide has also wrapped up this month. Boskalis may have some further work for the two tugs (the Union Topaz and the Union Onyx) along with the barges and the non-propelled backhoe (the Magnor). This may take place later in the year in Melbourne, then possibly head up to Townsville.

The members on board the two tugs had to live in atrocious conditions. Some of the members had to climb into their bunks in all kinds of positions. The size of the bathroom facilities was smaller than a phone box; one of members had to call out for help as he couldn't get up and off the toilet.

The noise levels were ridiculously high and that's when the vessels were just steaming. The harness provided to the guys, for when they were on board the barges, had the lanyard about 5m long, so should a worker had of fallen, they still would have ended up in the drink.

So, we placed the vessels into dispute because of the sub-stand living conditions and major safety issues those members had to endure. As a result of their actions, all issues were resolved in a matter of days and those members should be congratulated on their efforts.

BOSKALIS SECURE WOODSIDE SCARBOROUGH PROJECT

Boskalis has been awarded the contract for Woodside Scarborough project which could be worth approximately AUD\$236 million.

It will be responsible for deepwater excavation, pipeline crossings, nearshore and shore crossing works for the export line that connects Scarborough to onshore processing infrastructure at the Burrup Peninsula in Dampier, WA.

This job will be the biggest dredging project in Australia in recent times. It's expected to run for around 18 months. Including survey vessels and small boats, we could see up to eight vessels involved. At this stage, it is rumoured, there will be a trailing suction hopper dredger, a backhoe dredger, a fall pipe vessel and rock dumper, a few survey vessels and an offshore construction vessel.

We are led to believe that this work may kick off next year, as Woodside wants to get this project up and running sooner rather than later.

In Unity – George Gakis



*Union Topaz crew:
Rod Boyes (delo),
Kevin Tuckwell,
Chris Richards,
Craig Jones,
Reynaldo Garcia.*



*Union Onyx crew:
Grant Lewin (delo),
Shane Myers,
Jeff Phillips,
Hreinsson Thorvaldur,
Adam Salotti.*

WESTPORT TASKFORCE WTF?

Fremantle not even considered an option moving forward

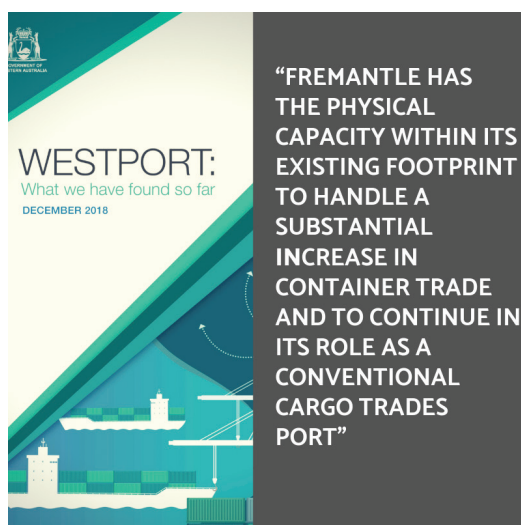
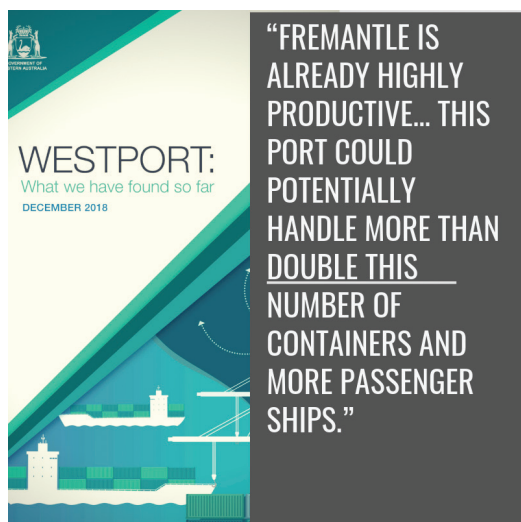
It's been more than a year since the MUA began engaging with the Westport Taskforce.

The entire process has been an eye-opening experience. What started as a 50-100 year look at WA's freight and port needs, was shortened to a 20-year assessment.

Now Westport is considering a 20-50-year timeframe.

These shifting timelines are illustrative of the shifting goals, and opinions, the taskforce has come back with over the same period.

Consider the previous report released in December 2018 where Westport said:



Westport did everything possible to inflate the costs associated with Fremantle and decrease/down play the destruction building a massive outer harbour would have on Cockburn Sound.

And the *independent* chair Nicole Lockwood said:

"The actual wharf side at Fremantle, no question there is room to grow"

Nicole Lockwood
Independent Chair
Westport Taskforce

6PR Radio Interview
13/12/18



"Infrastructure Australia view is an infrastructure build is the last part of the puzzle, what you are actually wanting to do first is looking at optimising what you got"

Nicole Lockwood
Independent Chair
Westport Taskforce

6PR Radio Interview
13/12/18



Now we are expected to believe that unless we rush and build a massive outer harbour West Australia will fall into utter chaos and trade will get lost in gridlock.

When Westport released its *shortlist* of port options last August not a single one included Fremantle remaining as a stand-alone option.

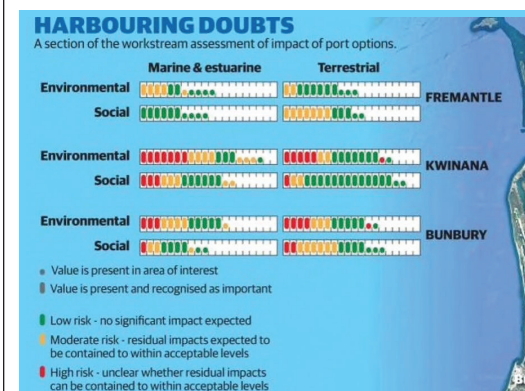
This means part two of Westport will only consider assessing Kwinana options against other Kwinana port options.

Can you guess what the final result will be?

This outcome is a disgrace.

Reading the report in full, it appears Westport did everything possible to inflate the costs associated with Fremantle and decrease/down play the destruction building a massive outer harbour would have on Cockburn Sound..

In fact, they didn't even include ANY of the environmental assessments that have been done over the past year. We wonder why??



The ONE thing that appears to be holding Fremantle back from consideration in the Westport process isn't the capabilities at the wharves – we have the most efficient and effective port operations with plenty of room to grow.

And it isn't the capacity of freight on rail - with a dedicated freight rail line included on the replacement traffic bridge.

Nope, the Westport report says we need to spend \$6 billion-plus on a new automated, massive, outer harbour in Cockburn Sound because the road network cannot handle any more freight.

The Westport report goes to great lengths to explain it will cost billions to stay in Fremantle and then we'd still run out of road capacity sometime in the mid-2030s.

There are many issues with this dire assessment done by Westport and ultimately used to justify what is clearly a pre-determined outcome.

FIRST – Even Westport admits 90 per cent of the growth in future traffic will be from the increase in cars on local roads not trucks.

Road upgrades will need to be done even if Fremantle closed tomorrow – moving the port does not change this.

In fact, Westport has said activating the port land for “residential and tourism purposes” would make traffic worse.

It is extremely misleading to suggest the public can avoid improving the roads into/out of Fremantle if we build a port in Cockburn Sound.

There will be no “Truckpocalypse” in the future, but if we do nothing we can certainly expect the coming “Carmageddon” to cause traffic nightmares.

SECOND – Westport has chosen to ignore recent history that has shown plenty of ability for freight movements to not have any greater impact on the local roads.

One solution put forward by the TWU, MUA, and industry would see freight volumes through the port double with the only community impact being less pollution.

Why would Westport deliberately ignore a proven solution put forward by unions and business backed up by data from the 2018 North Quay Annual Truck Survey that said – “Since 2014 freight volumes have rising by an average of 2 per cent annually while the number of trucks have fallen by 5 per cent each year.”

We don’t know why this common-sense solution has been ignored by Westport, but it is equally odd they came to such a definitive conclusion about ROE 8/9 when every Westport meeting we attended staff repeatedly said they were

prohibited from considering ROE 8/9 as part of the solution.

If Westport could not consider ROE 8/9 for future freight needs, how could it reach such the definitive conclusion “including ROE 8/9 in the assessments would not have seen the Fremantle options make the shortlist”.

We wonder...

THIRD – Westport is planning for an unsustainable future. Around 10 years ago we reached “peak containerisation” with just about every bit of trade that could be stuffed into containers doing so.

We’ve seen the massive annual growth in TEUs traded through the port level off around this same time which also corresponds with the decrease in bulk and general cargo handling as that trade moved into containers.

Since “peak containerisation” was reached 10 years ago, the number of people living in Perth per TEU traded has been amazingly consistent. Trending from about 2.8 people living in Perth per TEU in 2011 to about three people per TEU in recent years.

Westport is planning for a three-fold increase in consumption and a world where every single man, woman, and child will consume an entire TEU of trade on their own.

This is the future trade forecast being used by Westport to justify the urgent need to build a mas-

Mark McGowan’s blind hatred for Christy Cain and the MUA is clouding his judgement and if allowed to continue will result in taxpayers getting stuck paying the \$6 billion bill for a port we just don’t need.

sive outer harbour in the next ten years and it’s based on Bulls**t. What was supposed to be an objective look at our current and future port needs has clearly been hijacked by special interests and a Government with an agenda and axe to grind.

We need to have our future port needs assessed objectively and not have the outcomes interfered with by politicians who wouldn’t mind if the MUA had 1000 less members – no matter the cost to the public.

Mark McGowan’s blind hatred for Christy Cain and the MUA is clouding his judgement and if allowed to continue will result in taxpayers getting stuck paying the \$6 billion bill for a port we just don’t need.

More to come on this Westport fiasco as things unfold in the coming months. For all the latest info visit – www.ItsNotNeeded.info

Or find us on Facebook – No New Outer Harbour in Kwinana

Ben Lawver

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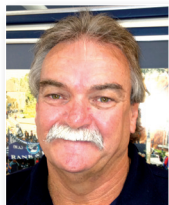
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unitybank.com.au





Report by
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ITF INSPECTOR

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M/V LOWLANDS BRABO AUSTRALIAN COASTAL VOYAGES

Seafarers maybe aware the Federal Government introduced the Australian Coastal Act for vessels trading on the Australian coast, carrying Australian cargo.

I inspected the M/V Lowlands Brabo and noted the vessels last 10 port of calls which identified carrying Australian cargo between Australian ports. The seafarers are entitled to the Australian Seagoing Award rates on the third voyage permit under the current Act.

I noted some discrepancies and with due respect to the master, as he had no idea of payments still due to the seafarers. Management thought it only had to pay when the vessel was alongside loading and discharging- not for the voyage.

I had officially lodged a complaint on behalf of the seafarers to the Fairwork Australia (Maritime) to investigate my claims. Fairwork confirmed the payments were incorrect and was in discussion with management.

Management has also confirmed payments will be adjusted - another good result (\$15,000 USD) for the seafarers.

AUSTRALIA INSPECTORATE MEETING - SYDNEY

A meeting was held in Sydney with the inspectorate to discuss ITF policy, future campaigns and reports leading up to the World-Wide Conference to be held in Sri Lanka (22 September 2019).

These WWS inspectorate meetings are held every four to five years. After the terrorist's attacks in Sri Lanka recently, the ITF had reservations about whether to continue or abandon the meetings. After much consideration, the ITF determined that it would go ahead with support of inspectors around the world.



The Australian ITF inspectorate has campaigned against a few shipowners who continue to exploit seafarers around the world.

One company had not paid the seafarers their full entitlements under an ITF approved CBA. Mat Purcell (Melbourne) had uncovered several vessels that had been double book-keeping, which is when companies have two sets of wage books – one for PSC and ITF inspections, the other, the real wage payments. It was at this point we also noted some \$40,000 USD was outstanding in payments for wages and home allotments to families.

This vessel had already been involved with a backpay claim in Adelaide, only to be told it had to pay the money back on departure. I'm not sure what management were thinking as the vessel's next port of call was Kwinana.

On arrival I visited the vessel and the master was surprised to see the ITF once again. He denied that the company had asked for the money back however mentioned he had asked them to give to him the money for "safe keeping" in his safe. He said it was a misunderstanding and in fact paid the money back to the seafarers.

After a meeting with the seafarers, we identified five Myanmar seafarers had two types of contracts and had been told to pay the money back to the company. The master again denied the allegations and discussions became a little heated. It became a yelling and screaming match on the wharf between the master, the seafarers and myself.

The vessel was due to sail to Esperance and the seafarers wanted to be repatriated as they couldn't trust the master and management. The master told the seafarers they would be sacked if they continued to voice their objections. I assured them we aren't stepping back and I promised to have them repatriated in Esperance due to the time frames. After several phone calls to management, I referred to the serious breaches of the ITF Collective Bargaining Agreement and the Maritime Labour Convention 2006

- Regulation 2.5 Repatriation (1) Seafarers have the right to be repatriated at no cost themselves in the circumstances under the conditions specified in the code.
- Standard a 2.5.1
- Regulation A2.5.1(1) Each member shall ensure that their

Seafarers on the ships that fly its flag are entitled to repatriation in the following circumstances

- (A) if the Seafarers employment agreement expires while they are abroad
- (B) when the Seafarers employment agreement expires or
- (i) is terminated by either by the ship owner or (ii) by the Seafarer for justified reasons.

Management was reluctant to agree to the repatriation, however we did advise that PSC (AMSA) would be notified of the breaches of the MLC 2006 if repatriation wasn't reached.

On the ship's arrival in Esperance I had already reached an agreement with management to have the seafarers repatriated with full entitlements. The master was very apologetic, however I'm sure it was under management direction. The apology was insignificant to me as my main objective was to get seafarers entitlements and repatriation.

The Myanmar seafarers were very pleased to see me again and with the outcome. They sincerely thanked all those in the ITF for standing up for seafarers' rights.



AAA

Outcome delivered by the MUA WA Branch for its members at Patrick Terminal, removing casual labour from the terminal for a second time inside the same agreement, securing permanent and permanent guarantee positions for all employees inside the business.

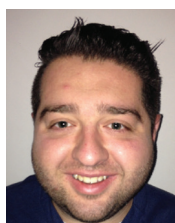
It was flagged by the company in ERC meetings and at labour reviews by Patrick that the business could not carry surplus idle time hours and rosters would need to be changed to fix the rise in hours owed by its permanent workforce.

These discussions set off a chain of events which saw, via the ERC process and with the union's guidance, swift report backs to the entire workforce across all shifts during meal breaks to address the members of the terminal in regards to the company's position on the idle time hours issue.

During these meetings members, along with the ERC and union, had robust debates on how the reduction in hours would be best approached.

And as easy as that the members had embarked on a mission to reduce idle time hours that they owed to the company to protect and maintain their current roster and conditions they enjoy working within the Patrick Terminal Enterprise Agreement.

The workforce was at breaking point and had felt pretty annoyed that the business they worked for had, in its eyes, so many other issues that were contributing to these hours escalating and was only focused on attacking their entitlements



Report by
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ments and not genuinely trying to fix the issue in its entirety.

So the directive from the floor came loud and clear that the membership was going to take matters into their own hands and fix the issue along with some of the other areas of concern for them, such as allocation, training, access to annual leave and long service leave, to name a few.

After months of discussions, we finally came to an agreement and the outcomes we achieved are the equivalent of, if not better than, what some areas managed to

achieve during a bargaining period.

They include:

- securing 10 permanent (G2P) slots to be filled by current Supps
- supp to G2P selection criteria-length of service then lowest badge number to be applied for upgrades
- union changes to selection criteria agreed to by company (removal of any unmeasurable or non-transparent criteria)
- accrued days for off roster employees to attend ERC Meetings
- up to 36 PGEs may be employed by Patrick on a minimum of 55k p/a
- PGEs to be trained in lashing, ITV, heavy fork, leading hand lasher and pinman
- training provided to current employees whilst new employees are being trained
- ability to change rosters for permanent employees.

It cannot be stressed enough that

these conditions would all have been unreachable if it wasn't for the collective approach of the membership at Patrick Terminal.

Throughout the process there were some bumps, but the resilience of the membership continued to shine through and it's a testament to that solidarity that 10 people are now permanently employed and a potential of 36 more members knowing that they have a stable income guaranteed on a fortnightly basis and for that you should all be commended.

The sacrifices made by the members, in line with the phrase "short-term pain for a long-term gain" echoes strongly as the union and its members will not stop fighting for permanency in our areas of coverage and this massive win should be celebrated by all at Patrick.

It continues to reinforce that sometimes we need to have a dip for what we believe in and the right thing to do and when it pays off like this, the fruit of their labour is all the sweeter.



Patrick Terminal employees

MEMBERS REVALIDATION TRAINING

Getting seafarers ready to go



After seven days of revalidating, it is with great appreciation that we write this and many thanks to Jack McCabe and Chris Cain to ensure this came to fruition.

It was a great week of training and everything was to the highest standard through the efforts of the WA MUA Branch. They managed to negotiate a fantastic deal for out-of-work seafarers with INPEX to fund revalidation of our qualifications.

There were no out of pocket expenses, from flights to accommodation plus meals and transport to and from the course.

This arrangement will guarantee that when work picks up again there will be qualified and experienced seafarers on the coast to prevent the argument of foreign seafarers taking Australians rightful work.

A lot of our members are feeling the hardship of unemployment with no means of keeping our qualifications when the government has made it mostly impossible to afford or be able to return to sea due to the costs to retrain.

During this time on the beach some members on the course also spoke about how the opportunity has saved their lives and given them purpose to live while being close to suicide in the past.

It has certainly given hope back to seafarers from a seemingly hopeless situation.

We can't thank the MUA enough for this opportunity and are now flying home in high spirits.

*IU
Christina Scott*



Dear Christy, a quick email to say a massive thank you for all your work and effort you put in to getting me the chance to revalidate my ticket.

I jumped on the opportunity and did the course as soon as I could and had a great time doing it.

Thank you heaps.

I am ever so grateful.

*Regards,
Clinton Crow*



Members trained and RARING TO GO



Report by
JACK MCCABE
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After extensive meetings with Inpex over the past 12 months, the WA Branch is happy to advise it has assisted with the revalidation of unemployed seafarers who required their STCW certificate.

During August and September, any current and unemployed member requiring revalidation that contacted the MUA WA Branch, received training.

Christy Cain not only arranged for Inpex to cover the cost of the training, but also the cost of flights and accommodation for interstate members. This has seen members from around the country who could not afford to pay the cost of revalidation, given the opportunity to get back to work.

With the outlook of offshore work picking up next year, we need to ensure we have the labour to do the work and not allow this current Government the opportunity to say there is a labour shortage and then try to bring in foreign workers.

The revalidation CoST course that members participated in included cooks, stewards, deckhands and crane operators. The certificate of safety training was a 5-day course which consisted of two day's personal safety techniques and three days of basic firefighting. This course was for members who didn't have the 12-month qualifying sea service. The certificate of safety training (refresher 2.5 day course) was for members who had the required sea service.

The IR ratings course was for members who didn't have the 12-month qualifying sea service. This was also a 7-day course that included four days of survival techniques and three of basic firefighting. The IR's refresher course was a 2-day course for members who had the required sea service.

Training is ongoing with courses expected to finish in early October.

Training completed so far:

Course	Completed
CoST	24
CoST (refresher)	10
Ratings	27
Ratings (refresher)	11
Total	72

MARINE ORDERS 505

AMSA has been holding consulting meetings around the country over its proposed changes to marine orders 505.

The union has sent officials and members to every meeting. WA was represented by Ian Bray, myself and members from the towage, dredging and the offshore, to ask why the changes are being proposed.

AMSA responded that its proposed changes are to ensure it has a streamlined system that provides a minimum standard to the maritime industry and to put responsibility of training back onto the employer.

This is very concerning as AMSA is the safety regulator.

We told them at a meeting based in Fremantle that if these proposed changes go ahead, they may as well take the word "SAFETY" out of AMSA. In our opinion, the trading sector should return to the Nav Act and the traditional DCV industry should remain under the National Law.

We raised the issue of deaths in the DCV industry - they are 19-times higher than the national average.



A few of AMSA's proposed changes are:

- persons who hold a recreation skippers' licence will be given a Coxswain Grade 3 endorsement
- owner-operators will have the ability to upgrade their own tickets by completing the required tag books and signing a statutory declaration stating they have completed the required undertakings needed, to complete the task books self-teach and test
- medicals and first aid certificates only need to be valid at the time of renewal of certificates, qualifications
- a colour blind test is no longer required for the engineering qualification.

This system is not fit for purpose. You will have an industry that will be self-regulated and safety standards will decrease dramatically causing an increase in incidents and injury's and possibly even deaths.

A statement made in Sydney by Eldon-Roberts as to why to extend the near coastal qualifications out to the EEZ, when they do not have the required experience to be operating that far out was, "there isn't any difference being 12 miles or 200 miles off the coast".

This is from the head of AMSA.

The unions main concern is what will stop a shipping company from

registering a small vessel under the DCV, putting on crew who hold near coastal qualifications, GPH the minimum required onboard, then conducting a risk assessment?

We believe that trading vessels must remain under the Nav Act. The union will be putting in submissions to hopefully stop this attack that is coming from this Government on the maritime industry and its workers.



MUA WA BRANCH

This is an attack on the union by using qualifications. As I have stated before, members need to look up the proposed changes to AMSA MO 505.

ATLAS

The union has been in discussions with Atlas and members in maintaining as many permanent jobs with Atlas that we can.

This is hard to maintain with only two vessels on the coast. To say Atlas is going through a rough patch is a bit of an understatement. It has manning on the Ensco DPS1 - the marine crew consists of seven IRs and four caterers per swing, totalling 14 IRs and eight caterers.

It also has a vessel coming on the coast doing a telecommunications cable - currently with four IRs and also an IR/crane op when it comes on the coast. It will have the benchmark catering manning and hopefully the vessel will get more work while it is here.

RIG-FORCE

Rig-Force has the manning contract with Transocean who has the rig DD1 on the coast. It also has the KG2 which is in drydock in Singapore and is due to arrive on the coast in October.

Both crews have been picked up and are currently working in

Singapore.

Rig-force also do crews for MO47s (tow crews for jack ups) so there are a few rigs on the coast and more coming.

Maersk has a rig coming mid next year with a four-year contract with Inpex. The work is coming, albeit slow.

Recently, the elected delegates and I had our first consultative committee meeting. The first claim on the table was permanency. We are still waiting on a response from Rig-force.

SWIRES

Swires will have six vessels on the coast by mid-October - one on contract with Shell until December - four working with Chevron on a nine-month contract and one working for Jadestone on a long-term contract until 2021.

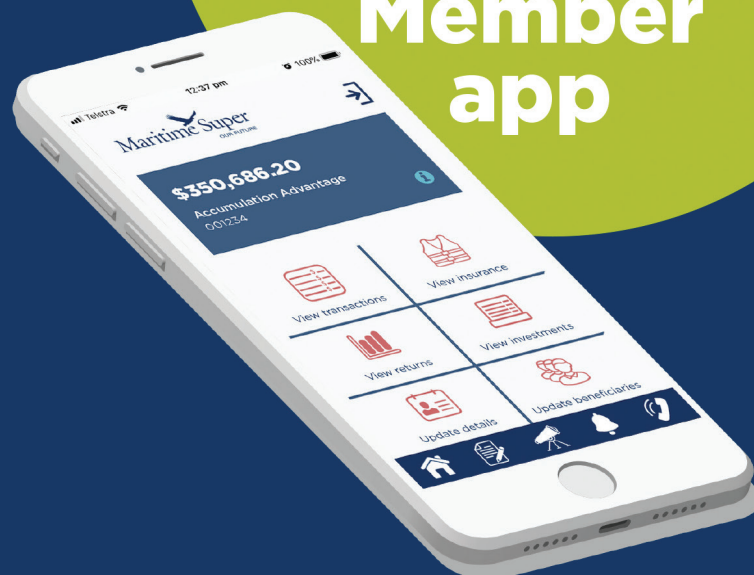
I have been in discussion with delegates over a few issues.

VACAMONTE BUNKER BARGE

The Vacamonte agreement is due to expire in October. Two Delegates and I have had our first meeting with Teekay. We have given them our log of claims and we are waiting on a response. Our next meeting was scheduled for 17 September.



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These are the words that first come to mind when reflecting on the WA Labor conference held on Saturday 27 August and Sunday 28 August.

The conference started with Patrick Gorman (UV MLA – Perth) moving a motion to try and disqualify one of our properly credentialed union delegates and ended with an employee of the Party President moving a change to the rules which, when implemented, will result in over 350 blue collar and racially diverse current members of WA Labor losing their voice.



Report by
BEN LAWVER
ORGANISER

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Above: Adrian Evans speaking to keep Fremantle a working port. Right: Ben Lawver speaking at conference.

BIZARRE

STRANGE

CHAOTIC

It is no coincidence the vast majority (over 250) of these newly disenfranchised members of WA Labor will come from our Maritime Branch.

The very fact that some of the “leaders” in WA Labor have targeted our members, and our Maritime Branch, means what we are doing is having an impact. These “leaders” are clearly desperate and scared.

It is clear, those in power will do anything to keep the status quo.

What we have built in WA Labor threatens that status quo – and I think that is a good thing.

The malicious intent behind the rule changes passed by a narrow majority are specifically designed to make us feel like our only option is to resign in disgust and walk away.

Rest assured we will not sit idly by and accept that 250 members of the Maritime Branch will be silenced by factional hacks and their political games.

We will continue to do what we do best – Organise – Organise – Organise – and build real power for our members.

BIZARRE

It truly is bizarre when a sitting Government votes against one of the election commitments that swept them into power.

WA Labor went to the 2017 election with a clear commitment to keep *Fremantle a working port in public ownership*. The resolution featured on this page would have ensured the McGowan Government kept this commitment while providing 20 years of job security for our members.

Instead of celebrating the election win, and keeping Fremantle a working port, the vote on the resolution took over three hours to count because it was the only vote all weekend where the delegate’s vote was recorded next to their name.

It was reported afterwards that Government MPs and their staff had their careers threatened if during the vote the wrong mark was put against their name.

We don’t think the resolution is controversial, and definitely not worth the heavy-handed, bullying, stand-over tactics this Labor Government employed to ensure it was defeated.

Have a read for yourself:

Motion Supporting the 2017 Election Commitment to Maintain Fremantle A Working Port in Public Ownership

There is no better action the McGowan Government could take to uphold the 2017 election commitment to “Maintain Fremantle Port as an operational Port in Public Ownership” than providing certainty to the current stevedoring companies, their workers, other port related businesses and the 8000 jobs in the Fremantle community they support.

To provide this certainty, and clearly demonstrate this Government’s resolve to their election commitments, this conference calls on the McGowan Government to immediately grant the two seven-year options of extensions on the current port leases.

By upholding this critical election commitment, the McGowan Government would be giving 20 years of certainty for port operations and the 8000 jobs they support in the community while also unlocking additional job-creating private capital investment.

There were two MLCs in the Labor Government who were not cowed by McGowan’s threats and who voted in favour of this sensible resolution. It is a sad day when only two Labor elected public officials support the 2000 port workers and 6000 people in the Fremantle community whose jobs depend on a working port.

**Hon
 Kyle
 McGinn
 MLC**



9022 7003

Kyle: MiningPastoral.McGinn@mp.wa.gov.au
Martin: martin.pritchard@mp.wa.gov.au

**Hon
 Martin
 Pritchard
 MLC**



9201 0582

These two brave members of Parliament were the only ones to vote to keep Fremantle a working port and they deserve our thanks. Take a minute to send them a note, an email, or leave a voice message because when the pressure from their colleagues couldn’t have been greater, they stood with us.

When a Government is voting against its own election commitments, against keeping 130 years of history as a port city in the Fremantle community, against 8000 jobs in our community that depend on the port, and for the first time in WA Labor Conference history holds a recorded vote - things have truly gotten bizarre.

STRANGE

As bizarre as the previous vote against the Fremantle community was, it was equally strange what occurred next.

Because it took the tellers over three hours to mark on their paper lists how each and every delegate voted, the MUA had plenty of time to reach a compromise position with the Minister for Ports on the next resolution scheduled for debate.

This second resolution passed the conference unanimously with the Minister herself speaking in favour.

Strangely, to reach compromise, the Minister insisted we remove a quote from the Fremantle town hall last year when the GM at Patricks said with zero investment it would be at least 20 years before they (as a business) would begin to plan for new port facilities.

Removing reference to this state-



Adrian Evans speaking to keep Fremantle a working port and below, Chris and Adrian at Conference.

ment made publicly at the town hall – we insisted adding language clearly stating Fremantle would be a stand-alone option or supplemented by a secondary port at the outer harbour.

The full text of the resolution that passed conference is below.

On one hand the McGowan Gov-

ernment used stand-over bully tactics to pressure a vote against giving workers at Fremantle job security – and then immediately after voted to prioritise keeping Fremantle a stand-alone option during any future port planning processes.

Planning our future port needs shouldn't be a political game – it



should be fact based, evidence driven, and support the growth of our economy.

RESOLUTION REITERATING 2017 ELECTION COMMITMENTS ON PORT INFRASTRUCTURE

This conference congratulates the McGowan Government for working to keep their 2017 election commitments relating to port infrastructure in West Australia.

Specifically, the McGowan Government has demonstrated considerable progress on the following:

- **Increasing freight on rail.** By increasing the subsidy as outlined in the election commitments, Fremantle Port has reached record amounts of freight being moved on rail into and out of the Port. Additionally, the McGowan Government has committed to include a dedicated freight rail line across the Swan River when the ageing

wooden traffic bridge is replaced sometime before 2024. This commitment will allow for continued growth in the amount of freight that can be transported on rail.

- **Improving road access to our publicly owned port** by committing funds to improve a section of Leach Highway between Carrington street and Stirling Highway.
- **The long-term planning** for future port needs by creating the Westport taskforce to assess our port and freight infrastructure needs for the next 50-100 years.

This conference also encourages the McGowan Government to keep the following 2017 election commitments which will further improve our freight and logistics chain:

- Implement the findings of the Fremantle

Port's truck productivity study without negatively impacting on Transport workers

- Upgrade additional road links to ease congestion into Fremantle Port.

The smart infrastructure investments already made by the McGowan Labor Government will see the future of Fremantle Port extend beyond this two-decade estimate either as a standalone option or supplemented by a secondary Port in the Outer Harbour.

Lastly, this conference insists the 2017 election commitment to *Maintain Fremantle Port as an operational port in public ownership* be prioritised during any planning processes that considers port infrastructure.

CHAOTIC

The WA Labor Conference ended on a chaotic note with an employee of the party president moving a rule change that when implemented will result in over 350 current blue-collar and racially-diverse members of WA Labor losing their voice in the party.

The vast majority (over 300) of the people this rule change disenfranchises are current members of either the Maritime or Construction FIFO Direct branches.

Voting on this malicious change was held over two hours after the Conference was scheduled

to end and it was initially defeated by a vote of 159-156.

The employee of the party president demanded a recount, and because several of our delegates had family responsibilities and had left the hall thinking their duty was finished, the recount resulted in us losing the vote 140-156.

As the newly victorious side cheered their success in silencing the voice of over 250 members of the Maritime Direct branch - the Progressive Labor delegates walked out of the hall in disgust.

Not content with their *victory* in the vote to disenfranchise the voices of hundreds of cur-

rent WA Labor members – other rules adopted by United Voice mean there are new hurdles toward the process of creating new branches and any WA Labor members who wish to remain in a Direct Branch (like Maritime) they will no longer have the ability to choose how and when their delegates are chosen.

At the time of writing this article we were still assessing what all of these rule changes mean for our members who belong to WA Labor, what we can do to ensure their voices are represented going forward, and what - if any – opportunities do these newly adopted rule changes give us to increase our voice and influence in the Party.

POSITIVE OUTCOMES

from WA Labor Conference

Despite the malicious attack on our members by the factional hacks in the Party, there were some real positive outcomes that came from the Conference weekend.

Mark McGowan announced their intention to pass **Industrial Manslaughter Laws** with financial penalties for body corporates approaching \$10 million and two new offences with between 10-20 years jail time for negligence that results in the death of a worker. Those new Industrial Manslaughter offences are:

- **Industrial manslaughter class one:** the most serious offence, this includes a maximum penalty of 20 years' imprisonment for an individual conducting or undertaking a business.
- **Industrial manslaughter class two:** this includes a maximum penalty of 10 years' imprisonment for negligent behaviour.

The **Environmental** section of the Party Platform now includes a resolution that acknowledges community opposition to ROE 8 was largely based on environmental concerns and any replacement infrastructure should have no greater than, and ideally less of, an impact on the environment.

Changes to how the **workers compensation system** also passed conference. If legislated, these changes would introduce a system similar to Tasmania where without prejudice, weekly payment immediately begins when an injured worker who is certified to be totally or partially inca-



pacitated for work lodges a claim for compensation, regardless of whether liability of the claim is disputed.

The MUA led changes to the **International Relations** section of the platform as well ensuring that West Australians will be the first to benefit from any international investment. Those changes included:

"Western Australians in both urban and regional areas must have the first opportunity to benefit from the State's international engagement. Such action includes laws and policies to maximise local employment and local content during procurement processes, as well as to ensure fair wages, decent working conditions and necessary safety protections exist on major investment projects in WA."

In the **Transport** section of the platform the Minister for ports spoke in favour of a resolution that ended

with keeping Fremantle a "stand alone" port or supplemented by a secondary port in the outer harbour.

"The smart infrastructure investments already made by the McGowan Labor Government will see the future of Fremantle Port extend beyond this two-decade estimate either as a standalone option or supplemented by a secondary Port in the Outer Harbour."

Lastly, this conference insists the 2017 election commitment to "Maintain Fremantle Port as an operational port in public ownership" be prioritised during any planning processes that considers port infrastructure."

We will be working to ensure Fremantle preserves its 130-year history as a Port City and this resolution gives us another argument to ensure future port planning is evidence based and not driven by political

agendas.

Lastly, one of our own members, Karen Wheatland, led changes to the entire platform to be more inclusive when discussing **Family and Intimate Violence** instead of the term Domestic Violence which tends to exclude men, same sex couples, and others who are not women and suffering abuse.

So while we figure out exactly how badly the factional hacks hurt our ability to be represented under the current direct branch structure, we should take a moment to celebrate the wins above.

The MUA helped negotiate the passage of a resolution calling for the unfair \$1,000 McGowan Government wages policy to be scrapped and to allow employees to bargain for fair wage increases.

Ben Lawver



Pictures (top to bottom): Christy Cain speaking for keeping Fremantle a working port; Karen Wheatland speaking at the conference; Progressive Labor Caucus.

Local jobs on local projects

MINING AND PASTORAL

Members, it has been busy in the Mining and Pastoral electorate this year. My team and I continue to service the community with the union values I have from being a rank and file member.

It is so clear that they are doing far better out in the regions now on many levels under a Labor Government rather than in the previous 8.5 years of turmoil under the Liberal National Coalition.

We are taking an approach of maximising outcomes on projects for the local area, and the projects are being delivered; sounds simple because it is.

We must ensure that local projects with State funds deliver for not just the project but also provide genuine positive outcomes for the local community.

Local procurement is critical. We have, and will continue, to ensure that local businesses - big and small - are getting a fair bite of the cherry. It is a missed opportunity if we just spend the money and, for example, bring in companies from Perth to deliver local projects where there is genuine capacity for it to be done locally. Where there is not capacity, we are building it up to ensure locals can compete.

I am also proud of the work we continue to do with Aboriginal organisations and businesses to get them in the game and competing for State work which in turn builds their business. They can go on to fight for a bigger share of the local work into the future.

We have many great initiatives that focus on Aboriginal businesses, from leadership, grant writing, business case building and support they need to step into a bigger space.

This month I am hosting the Kalgoorlie-Boulder Community Cabinet which has been a giant task. We are really looking forward to having

Ministers and the Premier running around the Goldfields hearing first-hand about the issues we are facing in the region.

REPRESENTING WORKERS

I have been enjoying my role in politics. The longer I spend in this role the more I truly believe our rank and file deserve to be in the Parliament.

The MUA has many members that are passionate and aren't shy about letting people know their views. It is men and women like you that I believe need to be within the WA Parliament halls to fight for the workers, the disadvantaged and to stay true to their morals.

I am so grateful that I was a MUA delegate on Australian-manned ships. That taught me so much that I now rely on to get me through in politics. Workers have the right to be heard, not just at work but in their wider community.

It is more important than ever that we have like-minded representatives within all tiers of Government. A good starting point is your local Government. If you have an interest in being a local representative, then don't hold back.

People need a voice that comes from everyday working men and women like you and me.

One of our own, Karen Wheatland, has been representing locals as a councillor in the Palmyra, Melville Willagee Ward since 2017. Karen is also the current President of Australian Local Government Women's Association Western Australian Branch (ALGWA) and was recently appointed as deputy to the Local Government Advisory Board.

She is a passionate advocate for women, not only in Local Government and our union, but across the board. She is a strong and true voice for all workers in the community.

I applaud Karen for putting herself out there and to all members who are

running for the 2019 Local Council election including Stuart Caitlin who is running for Comet Bay Ward.

Dare to struggle, dare to win.

It is evident that we as workers see things differently. Your say could be critical to deciding important decisions within your community. You have experience that not many others are lucky to have and that is to be part of a strong union that has strong density.

I still miss the unity and comradery that goes with being a MUA seafarer. The knowledge and understanding you gain from this is second to none.

VOLUNTARY ASSISTED DYING

Historic legislation is currently before WA Parliament, which if passed would see Voluntary Assisted Dying laws introduced giving West Australians further end of life choices.

This has been a hugely talked-about issue. Victoria took the first step in bringing it to law in Australia and, it is now WA's turn to debate this legislation.

There are many sides to both arguments and I have made sure to talk with many of my community members; surveying two electorates to see what people's views are.

It was well responded to and there were many sad stories of pain and suffering that were not needed at the end of life.

If members have views or stories that they want to share with me, contact my office for an appointment. I believe it is important to hear as

Kyle McGinn
OUT IN THE ELECTORATE

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much as I can on this issue before it is voted on in the upper house later this year.

WA LABOR

We must continue to organise as we always and continuously do. It is so important now that we have a presence within the party (that we use loudly) and that we maintain it.

Some people want to see us fall away, but they clearly don't know the MUA WA Branch if they think that's ever going to happen.

Stay true to our cause, do not allow the outside noise to change. We can make change and will make change from within.

United we stand comrades.



Our Vision

FREIGHT AND TRADE

A McGowan Labor Government has a real plan for Perth's long term transport needs designed to fix congestion on our roads, increase liveability in our suburbs and provide long term economic infrastructure to drive our economy and create jobs.

We will invest in rail, road and port facilities to deliver a long term integrated solution to Perth's future infrastructure needs, create jobs and support the Western Australian economy.

WA Labor does not support the deeply flawed Perth Freight Link, an expensive, divisive, poorly planned truck highway that doesn't even reach Fremantle Port.

A McGowan Labor Government will:

- 1 Commence planning for the Outer Harbour at Kwinana and the associated road and rail links as part of the long term integrated transport plan for the State.**
- 2 Improve the management of truck movements to and from Fremantle Port and upgrade road links to ease congestion into Fremantle Port.**
- 3 Maintain Fremantle Port as an operational port in public ownership.**
- 4 Facilitate intermodal facilities in Kewdale-Forrestfield, Bullsbrook, Mundijong and Latitude 32 in Kwinana and continue to minimise truck movements on Perth roads.**
- 5 Develop South Quay in Fremantle to be a world class cruise ship port and to provide for urban renewal including commercial and tourism operations.**
- 6 Continue to develop the capacity of Bunbury Port.**
- 7 As a matter of priority apply to Infrastructure Australia to provide funding to the projects outlined in WA Labor's Seven Point Plan.**



STAY INFORMED:

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Printed and authorised by Patrick Gorman, 54 Cheriton St, Perth.

Reducing Congestion | Driving the Economy | Creating Jobs



Our Vision

FREIGHT AND TRADE

EXECUTIVE SUMMARY

An Integrated Plan to Support our Economy

A McGowan Labor Government will invest in rail, road and port facilities to deliver a long term integrated solution to Perth's future infrastructure needs, create jobs and support the Western Australian economy.

Outer Harbour – the long term solution for WA

- A McGowan Labor Government will allocate \$20 million to complete the planning for the Outer Harbour at Kwinana as part of the long term integrated transport plan for the State.

A vibrant future for Fremantle Port

A McGowan Labor Government will:

- Maintain Fremantle Port as an operational port in public ownership.
- Cap the capacity of Fremantle Port following the opening of the Outer Harbour.
- Implement a co-ordinated transition plan to the Outer Harbour to ensure the economic benefits of both Fremantle Port and the Outer Harbour are realised.

Reducing congestion into Fremantle Port

A McGowan Labor Government will:

- Increase the freight on rail subsidy from \$30 to \$50 per TEU and take more than 36,000 truck movements off suburban roads every year.
- Extend Leach Highway between Carrington Street and Stirling Highway to address the freight congestion on High Street.
- Implement the findings of the Fremantle Ports Truck Productivity Study to increase the hours of operations of the empty container parks, decrease the number of trucks running empty and increase the amount of freight leaving the Port on rail.

Intermodal hubs help reduce congestion

- A McGowan Labor Government recognises the important role intermodal facilities play in the efficient movement of cargo to reduce congestion on our roads and will facilitate intermodal facilities in Kewdale-Forrestfield, Bullsbrook, Mundijong and Latitude 32 in Kwinana.

South Quay – Gateway to the rest of the world

- A McGowan Labor Government will work with the City of Fremantle to redevelop South Quay for high-value development including hotels and commercial uses delivering a tourism precinct and a world class cruise ship terminus.

Perth Freight Link – a flawed proposal

- A McGowan Labor Government will not support the Perth Freight Link. We have an alternative plan that will deliver a long term integrated port, roads and rail solution to Perth's transport needs.

Bunbury Port - part of an integrated solution for WA

- A McGowan Labor Government will continue to develop Bunbury Port as part of an integrated solution to WA's transport needs.

Certainty in planning

A McGowan Labor Government will:

- Through the newly created Infrastructure WA prioritise and coordinate the implementation of WA Labor's Seven Point Plan.
- As a matter of priority apply to Infrastructure Australia to provide funding to the projects outlined in WA Labor's Seven Point Plan.

An issue for all to discuss

This year I was a part of the MUA delegation credentialed for the State Labor Conference, which was held on the weekend of the 24-25 August.

In the lead up to the conference I was a part of a working group of Progressive Labor women who were invited, and also readily available, to get together to make some major changes to the State Labor Platform, surrounding the issue of family and domestic violence.

Firstly, we asked ourselves the questions;

1. Should we seek to amend all references of Domestic Violence to the more inclusive term Family and Intimate Violence?
2. Should we seek to amend the preamble at Chapter 2 – 138 (a) (b)
3. Although we need an overarching explanation on the proposed changes in Chapter 2, should we seek to put recommended actions in more senior portfolio chapters?

We wanted to make it an issue that is addressed by everyone, and not just included within the portfolio of women, which was in Chapter 2, Community and Social Policy. In adding the issue of Family and Intimate Violence into other chapters within the platform, it then made it a whole of government approach to this issue - not an issue that only affects women. Sadly they are the highest recorded statistic though.

This issue also affects men, same sex couples, and also people who aren't in a domestic relationship.

We wanted to make it more representative or inclusive of the people that it affects. It's not just an issue that affects women and children when men are mainly the perpetrators. Their behaviours are the issue, and vice versa.

We lodged the amendments to the PL policy committees for each chapter, but they were not accepted so we moved the motions from the floor of the conference. These motions were hotly debated initially, and Natalie Machin and I spoke to the amendments, describing our reasons for the changes and how we got to this point.



We congratulated the McGowan Labor Government on their commitment in taking a “holistic multi-faceted approach to break the culture of violence in our families and communities including important reforms to the justice systems, preventative education strategies and ensuring a coordinated cross-government approach to the unacceptable rate of family of family violence in Western Australia.”

The amendments were to enhance the work already undertaken by the McGowan Government and our aim is to take a whole of government approach to this scourge in our communities.

We sought to amend all the terminology in the platform from Family and Domestic Violence, to Family and Intimate Violence, which was surprisingly objected to by the Minister for Women, Simon McGurk. She strongly opposed the change in this wording, which was the trigger for the biggest debate on these amendments.

We suggested Family, Domestic and Intimate Violence to the Minis-

ter, which after some considerable time, objections, discussions, and caucusing, she accepted. We had to caucus with the PL as a group to get consensus on our decision to move forward. We all came together and discussed this issue with all of our group, and not just the women, and it's here that I realise the victory that we need to celebrate, and what we achieved over this weekend.

Not only did our amendment's get voted up, our caucus and our faction fully endorsed and supported our changes by making it a whole of faction issue, discussing it together and not, alone, with a group of women.

Over half the conference listened and engaged in the debate within our caucus, over issues of family and intimate violence. We changed the angle of this issue and widened the lens to reflect the facts as they alarmingly are, that this issue is also happening to others.

For decades, I have maintained that for us to begin to win the fight against this scourge, we need everyone to fight hard for it. We need

to engage the men in our lives, in our workplaces, in our communities, in our society, not just to wear a ribbon, but to get involved and to actively participate to make changes.

This is what happened on this weekend. The Progressive Labor faction fully backed this issue in. It endorsed our amendments, and with the debate that occurred it enabled us to fight harder for what we wanted.

With this caucus behind us, it gave Natalie and I more stature to head back into that room and speak louder and with more conviction. With this consensus, I now see that we had won before the debate continued.

This is a great achievement from that weekend, one that we need to continue to use moving forward in our fight for equality. We need to do it together.

In unity
Karen Wheatland
6006921

These Amendments were moved and accepted:

1 - ENDURING LABOR VALUES

121A

Change all references to Domestic Violence to the more inclusive Family and Intimate Violence.

2 - COMMUNITY AND SOCIAL POLICY

138.

WA Labor believes:

a) In eliminating all forms of family, domestic and intimate violence.

b) Family and intimate violence is an Australia-wide scourge. Western Australia has the second highest rate of family, domestic and intimate violence, indicating this issue needs to be continuously addressed by the Labor Party in Government. The impacts of family, domestic and intimate violence are shared across a number of portfolio areas, and support services such as law enforcement, health and education need to continue to develop the necessary prevention, early intervention, support services and educational strategies to address

this epidemic.

139.

WA Labor will:

a) Provide a whole of government approach to prevent family, domestic and intimate violence and strengthen support services by providing security of funding, and bringing together a range of specialist support services in single locations;

5 - TRANSPORT, ROADS, INFRASTRUCTURE AND PLANNING

130A

Insert a new subheading:

Family, Domestic and Intimate Violence

Insert a new section below reading:

"Encourage developers to contribute to appropriate services and infrastructure to address social challenges such as homelessness, poverty, and family, domestic and intimate violence."

7 - HEALTH

135A

Insert a new subheading: Family and Intimate Violence

Insert a new section below reading:

"Enhance current training programmes and review comprehensive training programmes from other states, adapt to ensure alignment with Western Australia's key demographics and support their implementation for Western Australian health care providers to develop sensitised understanding of family and intimate violence."

8 - LAW, PUBLIC ADMINISTRATION AND COMMUNITY SAFETY

138A

Insert a new subheading:

Family, Domestic and Intimate Violence

Insert a new section below reading:

"Enhance current training programmes and review comprehensive training programmes from other states, adapt to ensure alignment with Western Australia's key demographics and support their implementation for Western Australian police, prosecutors and judges to develop sensitised understanding of family, domestic and intimate violence."

"Listen to the voices"

Book Review by Vicki Helps

FINDING THE HEART OF THE NATION

BY THOMAS MAYOR

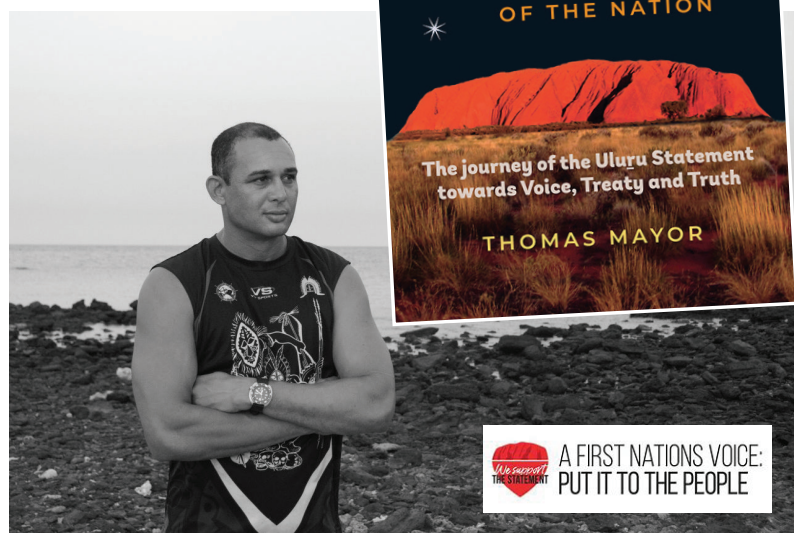
Finding the Heart of the Nation is a collective of 19 Aboriginal and Torres Strait Islander people's stories.

Thomas retraced his footsteps from the first 12 months of the campaign, revisiting the country where the subject person is from.

They generously gave their time; they shared their hopes and aspirations; they told of their heartbreak and struggles.

The book also tells Thomas' story and features the artists who painted the beautiful Anangu art on the Uluru Statement. The lead artist, Rene Kulitja, is introduced by world class film maker Rachel Perkins.

Marcia Langton provides invaluable experience and an unflinching take on why the First Nations Voice is needed and Danny Glover, the actor and international human rights activist, both wrote a short piece toward the book's conclusion. The book concludes with



what it is ultimately about – a call to action!

Darlene Mansell, a formidable Pakana Moonbird woman who will not tolerate misogyny.

During the constitutional regional dialogues that led to the making of the Uluru Statement, she demanded that women are heard.

Through a series of personal interviews, the contribution of what Thomas calls ordinary yet extraordinary women, is powerful. From the artists to the activists to the women in public life and political life, each Indigenous woman

relates to the call for the Uluru Statement of the Heart in her own way.

Each of them is asking for all Australians to listen to the voices with the pages of this book and to be called to action.

As an MUA member I am proud of our union's support of Thomas, the Uluru Statement of the Heart and our Indigenous brothers and sisters.

Together we all rise.

Finding the Heart of the Nation is available for purchase on 1 October.

Motion moved by National Women's

Committee at the ALP WA State Conference

ENDORSEMENT OF NATIONAL INDIGENOUS OFFICER

The National Women's Committee, of the Maritime division of the Construction, Forestry, Maritime, Mining, and Energy Union, celebrate and applaud the recent appointment of Thomas Mayor as the new National Indigenous Officer of our National Union, filling a gap that needed to be filled, to represent the first nations people.

NATIONAL CFMMEU WOMEN'S OFFICER

We request that our Union commence and expedite plans for the creation of a National Women's Officer, to organize and represent women, across all sectors, of our National Union. This is a gap that needs to be filled. The process must involve women, in the strategizing and planning, and needs to be made a priority moving forward.

MUA DOMESTIC AND FAMILY VIOLENCE WORKPLACE TRAINING RESOLUTION

All elected officials, officers and delegates of the MUA division undertake and complete the Domestic and Family Violence workplace training run by VTHC, (or the equivalent in each State). This training will supplement our commitment to negotiating Domestic and Family Violence Leave into our agreements and give officials the tools to deal with employer and member objections as to why this is important. Officials will also advise employers of the availability of this training for their use also.

National Women's Committee, Maritime Division Construction, Forestry, Maritime, Mining and Energy Union.

Karen Wheatland

Start making a difference

I have just reached the last year for me in the Youth Movement. The youth committee is still committed to providing young unionists and activists a place to get involved within the union and community and also provide a safe place to ask questions.

With your involvement we can continue to grow the youth to tackle larger issues and make more of an impact within the community.

The new youth reps are being voted on and we hope to be able to sustain more regular meetings, more social events and bigger and better actions supporting union and community campaigns.

Please register your interest with the branch and get on our mailing list.

In unity
Phil Swanston

My name is Nathan Piccoli and I am a steward. I have been working in the offshore oil and gas industry since 2006.

Having worked across both sides of the industry within catering, starting on

non-propelled jack up and semi-submersible drill rigs, which had previously had little to no union presence and then in the marine side of the industry on various large and small vessels which has a very strong and proud union presence.

It was very easy to see early on how vital and valuable being part of the union is, not just because of the wages and conditions that previous generations have achieved through struggle, but also because of the great lengths the MUA will go too to look after it's rank and file -both personally for members and industrially.

I started becoming active in the youth movement in 2012 and have stayed as active as possible since then, while also navigating through working away and with starting a family at the same time.

Having been selected as a WA youth delegate I am hoping to help encourage more youth members to step forward, get involved, have their say and become active members of this union.

In unity
Nathan Piccoli



Hi comrades, what a pleasure and honour it is to be able to put a small piece together for our membership.

My name is Jackson Hisco and I have recently just turned 30. I am now close to a nine-year financial member to this great union. To many that is just a snippet, but I couldn't be prouder of those nine years to stand wearing the great eureka symbol and MUA patch on my back. I am a second-generation maritime union seafarer alongside many other members of my family.

The pioneer of our family and Life Member is my uncle, Rossco McQueen. Many of you would know him from the countless hard years fighting to win great wages and conditions at MMA Offshore (Mermaid Marine). It has been a few years since Rossco retired and it is now my duty and privilege to take over the baton for our family.

I expect to engage the youth of our branch and broader unions alike by bringing people together. My ideology behind being a great union and great leader is the ability to bring people together; to embrace the hardship that has been fought over the past 100+ years by our fellow comrades. Regular social events, regular committee meetings, actions and community involvement is how I see this committee striding to be a better youth movement. I think it is vital in the union movement to engage young workers today, but by doing so on their level.

It will take great consideration and time to make things perfect in a far-right neo-liberal society. I believe if we can take small steps engaging the young people today, knowing exactly what it is like to have dignity and pride within your job role and the importance of having an organised workforce in a so-called democracy, we can hold those at the helm accountable and leave the community a better place than



If I believe, so can you.
In unity
Jackson Hisco



My name is Tate Johnston and I'm 21 years old currently working at Patricks Terminal in Fremantle. I have been a financial member of the MUA for just over a year, however I come from a trade union family.

I was learning union values since I was a child, standing on picket

lines with my Mum and Dad and seeing the effects of militant trade unions, both in the workplace and in the community. My father was cremated with Eureka flags and I never understood the true meaning of them until I joined the MUA.

Unions are the only protection for vulnerable workers in this country

and they are the only force that give workers fair representation on a political level.

In a country where egalitarianism is waning due to conservative political parties and big business, militant trade unions such as the MUA need to be around for decades to come to ensure that more workers have

secure employment with decent wages and decent conditions.

More importantly, we do not throw away the legacy that the preceding generations sacrificed and fought so much for. That is why I am getting involved with the youth committee.

Tate Johnston

THE BEST IN THE WEST

Bruce Bonner^{#3}

This is the third article in this series honouring those members that have gone above and beyond the call of duty.

THE BEST IN THE WEST HONOUR BOARD

1. Des Harding
2. Merv Stanton
3. Bruce Bonner



This edition of Best in the West features up-and-coming unionist, Bruce Bonner, aged 7.

While we love honouring the hard-work and sacrifices of hardened stalwarts such as Des Harding and Merv Stanton, it's important to acknowledge those who represent the future of the union movement.

With kids like Bruce waiting in the wings, the future of unionism in this country is certainly looking bright!

When Bruce's dad (electrician and delegate for Programmed Industrial Maintenance at the Patrick Fremantle Terminal, Nigel Bonner) learnt of the hideous result of the Federal Election earlier this year, the realisation that Australia's working class faced another four years of attacks from Scott Morrison's hostile Liberal Party left him feeling down-hearted.

Noticing his dad's mood had taken this turn for the worse and feeling inspired after having just finished reading the

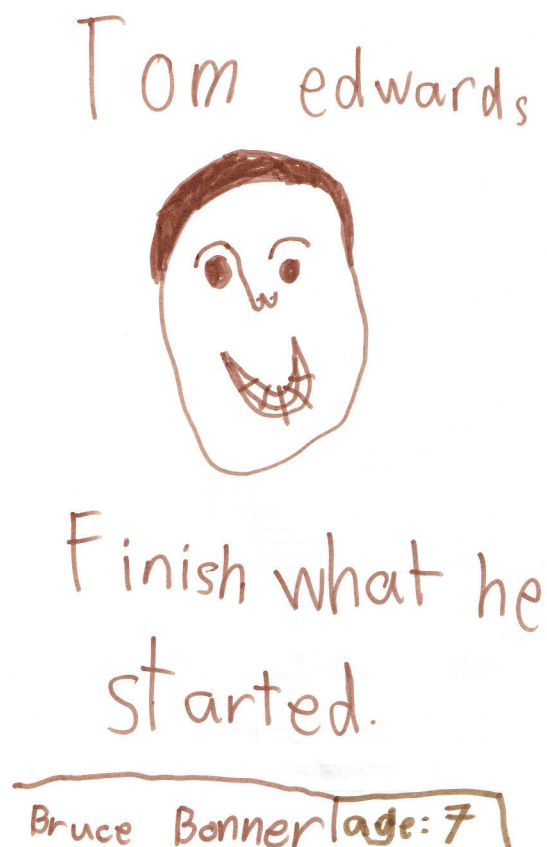
tribute to Tom Edwards that featured in the May Day edition of the Rank and File, young Bruce decided he needed to remind his dad that when you take a hit you need to dust yourself off and come back swinging.

When Nigel got home the next day, he was greeted by young Bruce's portrait of Tom Edwards (who died after being struck on the head by a copper during the 1919 Fremantle Wharf Riot), and the poignant message: *Finish what he started.*

That was young Bruce's way of reminding his dad that the fight isn't over and that the rank and file must remain focused on the job that Tom Edwards sacrificed his life for - fighting to protect our working conditions so that we can hand the job over to future generations in the same, if not better, condition than we found it in when we got our start.

MUA Here to stay.

Left: The picture Bruce drew to remind his dad that the fight goes on.



From previous page

My name is Jesse Baker, I am 29 years old and I have been in the MUA for 11 years.

I am currently working at Patrick's Fremantle terminal engaged as a PGE. I completed my Integrated Rating Certificate when I was 18 and spent several years offshore before returning from sea and working at AMC Henderson for two years as a stevedore.

I believe it is important to maintain an active role in participating in the union movement for the sake of our future and that of the next generation.

The next three years with a Liberal Federal Government will put us to the test but we as the youth, the future of our great union, have the power to make a difference.

*MUA here to stay
Jesse Baker*



Patrick Fremantle meeting with youth committee members Jesse Baker and Tate Johnston



Some of our members on board various Siem vessels have been the targets of a power-hungry master, otherwise known as Captain Bully. He's seeking to cement his place as the industry's biggest tosser.

Management at OSM just sit back and pretend they give a shit.

Meanwhile, our members are having to undergo poor treatment. OSM management have refused to deal with allegations of bullying and harassment on board their vessels.

Of course, we won't just accept this and will always back in our members.

Months ago, the company was alerted to possible bullying and harassment on board one of its vessels. Do you think it investigated? – No it did not.

Instead, it hoped the matter wouldn't pop its head out again and would disappear. Boy, was it wrong.

For the past 2.5 years this vessel was running like clockwork. It wasn't until Captain Bully arrived did the issues get to a point where our members were forced to file a formal complaint.

Although the matter was raised verbally, OSM didn't take the initiative to investigate and refused to investigate the initial accusations as they weren't in writing.

Some of the things Captain Bully was up to include:

- attempting to stand over our members by telling them that this would be their last swing on board any Siem vessels if the crew didn't do as he wanted. Most of our members know it's better to die on your feet than live on your knees. They resisted his power-hungry attitude.
- overlooking general day-to-day tasks. He had also sought to reinvent the wheel. Safety was of no concern to this captain, who was constantly watching from the bridge with a set of binoculars while calling over the radio to the guys, saying that "you missed a spot" or "you're not working fast enough".
- debating for hours that his methods were the only way that could possibly be correct even when an entire crew, including officers and engineers, disagreed. Our members would demonstrate that there were safer ways of doing a particular job, yet he didn't care. It was his way or the highway.

In and among the debate, the captain would provide no explanation or reasoning around how or why he wanted tasks completed his way - even though some of the jobs were

extremely complex. Even the company's policies and procedures were dismissed by this individual. After all of the debate, it turned out that his way couldn't be done anyway.

- every time an issue was raised on board, including safety related matters, he would simply dismiss the crews' concerns. Just about all matters raised could have been resolved, yet he treated them with no regard nor the respect that our members deserved.

So, OSM refused to get involved and conduct an investigation into this matter knowing that this had occurred. It refused because it didn't have the accusations in writing and didn't want to act.

Members can be reluctant to lodge formal com-



HA HA!

OSM Endorse Bullying!



plaints in case it results in more harassment by management, yet workplace bullying and harassment is allowed to continue. Let's be clear, it's not just on the Siem vessels that they are having problems.

So I asked what they would do if an employee was physically abused, sexually slandered or raped. They had to think about how they responded which were along the lines of "that's a little extreme, of course we would act if something like that occurred".

That's great, but the point I was making is that any form of bullying should be investigated by the company, irrespective of it being in writing or not.

It's bullshit. Employers hearing of bullying should be proactive and dealing with the issue.

Since the members had lodged a complaint about Captain Bully, OSM advised me that he had been disciplined (whatever that means) and that he would apologise to the crew for his appalling behaviour. At the time of me writing this, he is yet to apologise in any form. He did however try to draw a line in the sand and hug our members, which they rightfully refused.

We believe that the master was out of order in pressing himself onto our member while trying to hug him and claim that this was an invasion of privacy and breach of their personal space. To be clear, an awkward hug, which didn't actually

occur, doesn't mean the issue is resolved as OSM claimed it was.

The company also claims it takes any allegations of bullying and harassment seriously and that any allegations which are brought to their attention will be investigated. Yet the union, acting on behalf of our members, has raised issues with OSM which warrant investigation and management are refusing to get involved.

Since speaking with other members, it's become clear that this same Captain Bully has had issues elsewhere within the industry. It's become apparent that OSM hasn't done its background checks.

As of late, OSM has become an enemy of the worker. The union has raised concerns over the company's ability to be able to manage workers. These issues are very serious and need to be treated as such.



Support needed

Unfortunately, the WA Branch Veterans are not doing well financially.

I ask that our comrades come together and consider donating rolling funds to support the veteran's association.

It was disappointing to see that our last turnout was only attended by a handful of veteran members. Our next function was scheduled for mid-September and when writing this only seven members had RSVP'd.

So again, I ask all vets to please get on board and support our functions.

FAREWELL

It saddens me to inform you of the passing of Billy Ellis "a true-blue comrade" on 25 July 2019.

It was Billy's wish to have a private funeral for family members only. If members had known, the small chapel would have been overrun by his old shipmates. Sail smoothly Billy, you will be sadly missed.

*Kind regards
Jimmy Donnelly*



VALE SYDNEY SMITH

SYD SMITH
22 MAY 1929 - 18 JUNE 2019

After trying his hand at a few different jobs, mostly shearing, Syd Smith started on the wharf in the late 1940s for the James Patrick Group in Fremantle (later taken over by Howard Smith Limited and later Patrick Stevedores).

Apart from a short return to shearing in 1952-53 in Tasmania, where he met Rose, his wife of 65 years, Syd continued to work on the wharf in Fremantle as a proud member of the Waterside Worker's Federation for more than 40 years, before retiring in 1990.

Syd passed away at the age of 90 in June of this year and is survived by Rose, his three daughters Denise, Cathie and Janet and their families, including five grandchildren and six great-grandchildren.

The WA Branch officials, organisers and staff will remember Sydney Smith as a proud and staunch life member of the MUA and we send our deepest sympathies to Syd's family and friends.

CRIMINAL INJURIES
COMPENSATION CLAIMS



**Slater
Gordon**
Lawyers

Are you a victim of crime? You may be entitled to compensation.

AS A VICTIM OF CRIME, YOU MAY BE ENTITLED TO COMPENSATION, NOT ONLY FOR YOUR INJURY, BUT ALSO FOR SPECIFIC LOSSES INCURRED AS A RESULT OF A CRIME, OR ALLEGED CRIME COMMITTED AGAINST YOU.

WHO CAN MAKE A CLAIM?

Pursuant to the Criminal Injuries Compensation Act 2003, you may be eligible to claim compensation if you:

- + are a victim of crime and are injured and/or have suffered financial loss as a result of the injury; or
- + are a close relative of a person killed as a result of an offence.

Compensation can be sought for an incident reported to the police regardless of whether a person has been identified, charged or convicted of the offence.

You may be eligible for compensation if you have suffered physical or mental harm resulting from an offence or alleged offence or committed against you.

WHAT CAN I CLAIM?

If the incident occurred on or after January 1st 2004, you are entitled to a maximum award of \$75,000 for each offence inclusive of any expenses, loss of income and general damages.

Compensation may also cover:

- + pain and suffering;
- + loss of enjoyment of life;
- + loss of income;
- + medical or psychological expenses; and
- + other incidental expenses, such as travel for medical treatment or damage of clothing.

In the case of a death, a close relative can apply for compensation to assist with funeral expenses and loss of financial support.

ARE THERE ANY TIME LIMITS?

Yes, time limits apply and the application must be lodged within 3 years of the incident.

If you have not submitted your application within this timeframe, you will need to request an extension as applications lodged after this time may be denied.

GET IN TOUCH

To find out what compensation you may be entitled to, contact us for an obligation free chat today.

08 9308 1706
slatergordon.com.au



Sick or injured off the job? **Protect** has your back

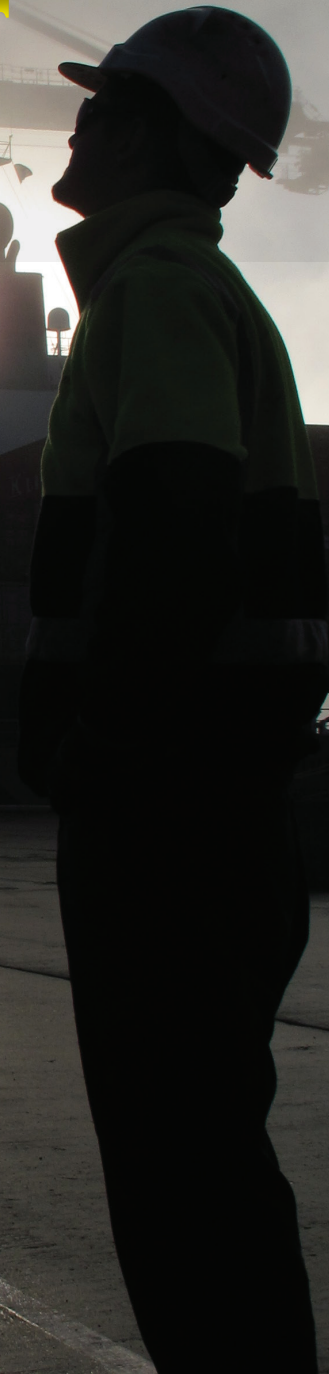
Maritime workers with MUA negotiated Protect income protection benefits can relax, your cover is 24/7 and global.

- No requirement to use all your sick leave
- Cover for amateur sports injuries
- Includes transport & workplace injury top-up benefits

For claim assistance contact your local Protect Field Officer
John Cain 0429 109 215

www.protect.net.au

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NO OUTER HARBOUR

