



# MONTHLY INDUSTRIAL NEWSLETTER

Official MUA WA Branch Members Update

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**WA Branch  
Stop Work Meeting  
Tuesday, 27th July 2021**

## Comrades,

### COVID-19 MARITIME DIRECTIONS: EXPOSED ON-BOARD WORKER DIRECTIONS

All Port workers and stevedores in WA should now be aware of the new Exposed On-Board Worker Directions they have been working under since Friday July 2nd.

The worst aspects of the Exposed On-Board Worker Directions mean that any worker who goes up on to a vessel that has been in foreign port in the last 60 days without a disposable surgical facemask, faces an immediate 14-day quarantine with the threat of further prosecution resulting in imprisonment or a \$50,000 fine hanging over their head.

The MUA has been organising meetings with safety reps and managers from all the major companies in the Port of Fremantle, to deal with this critical issue for our members. We have been working on a joint submission with the various employers to submit to the Chief Health Officer, to try and address the worst aspects of these Directions. Especially those around the wearing of facemasks on vessels that represent a significant but unintended risk of the new Directions.

The joint submission between the MUA and the key stevedoring employers in Patrick, DP World, Qube and Linx has been sent into the WA Police and the responsible Health Department official for review before being formally submitted to the Chief Health Officer. We will update as soon as more information comes to hand.

### OFFSHORE

The Offshore EBA negotiations continue with both DOF and Go Offshore.

We have taken some significant steps forward with Go Offshore, but we are yet able to reach an agreed position.

Some of the outstanding matters include our number one claim for this EBA, being the Scope/ Coverage clause. Other ongoing discussions include what the wage increases look like in years 3 and 4 (the company is seeking 2% increases).

Go Offshore is suggesting that they want the same as us regarding the scope, however, they won't pick up what we landed with AOS, OSM, Atlas and others, which addresses both their concerns and ours. For some reason they are continuing to push back and seek alternative wording.

Go Offshore will be putting out their single agreement covering all 3 Unions if an in-principle agreement can't be reached soon. We will continue to negotiate and try to get a landing that secures our key claims for our members.

## OFFSHORE - CONTINUED

DOF has also prepared a draft single agreement for all 3 Unions and is seeking feedback from each of the Unions. Similarly, all three Unions do not support a single EBA and we have advised DOF as such.

## TEEKAY

Voting opened on the new Teekay agreement last Friday and will close this Thursday, 29th July at midnight. The MUA are encouraging All Ocean Protector members to send their vote in ASAP, and to Vote YES to this agreement. The agreement has overwhelming support from all of the Teekay delegates.

Provided there is a successful YES vote, we expect the EBA to be registered with the FWC in a few weeks' time. Once registered, members will be back paid from June 2020 last year and the EBA will remain in place until it's replaced again.

### What we have secured in this EBA is:

- Wage increases of over 10% in the first year with the IR/Caterer salary increased from \$97660 to \$107800 and the Chief salaries went to \$119836
- Income protection at 2% of salary
- Company superannuation contributions increased to 13.5%
- New employee representation clause that includes the delegates charter
- Introduction of a casual pool of trained employees
- Increase in the travel grid and meal allowances
- Day rooms clause now provided for in the agreement
- Incorporation of a heap of additional allowances in the agreement such as disturbance of sleep/Vessels wrecked or stranded/Sewerage/Cabin share/Airconditioning/Potable water
- Increase of personal/carer's leave to thirteen days per annum
- Increase of paid compassionate leave five days per annum
- Parental leave clause replaced by MUA clause
- Domestic violence leave now ten days per year paid
- New Union training clause
- Over cycle clause
- Internet. New clause

## SVITZER

Svitzer negotiations should have been wrapped up back in March 2020, however, as the COVID pandemic was unfolding we saw negotiations disrupted due to the "30 new claims" that Svitzer tabled in September 2020.

The MUA delegates have continued to work through negotiations both locally and nationally and push back on these claims to get the EBA to where it should be. If we accepted the offer put forward by the Company, we would have seen the complete erosion of the Towage Industry conditions.

The frustration with Svitzer and their approach to negotiations has resulted in further Protected Industrial Action being notified by the MUA in the ports of Victoria and Western Australia. In WA we have had 2 x 24 hour stoppages this month on Thursday July 15th and Saturday July 17th.

We had a great turnout at the Svitzer picket on the Thursday when the 24 hour stoppage started. This action represents the 33rd occasion that the MUA members around Australia have taken Protected Industrial Action to secure a new EBA. It has been a hard slog and there will be further Protected Industrial Actions if Svitzer do not get serious and fix this EBA. The EBA is 18 months overdue, but the ball is currently in Svitzer's court. They could fix it today if they are serious.

This has been a long and protracted dispute to secure an EBA that tugboat workers rightfully deserve.

### Svitzer 24 Hour Stoppage



## SERCO DEFENCE MARITIME

Anxieties are running high with our membership at Serco as it becomes clear that Serco will very likely lose at least part of its contract with the navy. Some members are concerned they'll be left behind and remain with the halfwits at Serco, while their workmates successfully transition to an only slightly improved company in Teekay. The Deed of Release has been agreed by the union and will be signed next week resulting in compensation for underpayment claims affecting crews of the Besant and Stoker.

## DP WORLD

It's beyond belief that DPW have recently negotiated a new EBA with the MUA for its Fremantle operations. The ink was hardly dry on the Agreement before DPW started attacking our members' employment conditions. We now have over 40 disputes with DPW – most are the product of DPW re-interpreting long-standing EBA conditions. This appears to be a campaign being rolled out by DPW nationally.

To what benefit is difficult to work out, as the DPW bosses should understand that they can catch more flies with honey than with vinegar. This mob aren't even using vinegar from the look of things – more like caustic soda.

The MUA are pushing back against DPW's blatant disregard for their obligation to comply with the EBA. They are treating it like a fish and chip wrapper.

## FREMANTLE PORTS

High level EA negotiations with the Port Authority involving Branch Secretary, Will Tracey and FPA CEO, Michael Parker have seen a bit of movement finally after 18 months of stonewalling from HR. It's moving slowly but at least its moving. All Protected Action stoppages have been lifted as of last week, pending a progress review by members this week. Expect things to simmer down or heat right up depending on how that looks.

FPA Picket



## LINX FREMANTLE

Part A negotiations have been difficult. Things have been slow and are being held up by COVID restrictions as LINX is based in Victoria. Zoom conference meetings have proven difficult. At this stage, Fremantle Part B negotiations are scheduled to commence in August.

## PATRICK TERMINAL

The recent Mattina incident last week where 25 members were sent for COVID tests after the ship's crew were found to be positive after entering New Zealand has been a huge wakeup for members - many are only just realising the impact of the state government's directions and the requirement to take the matter very seriously. EA negotiations that weren't going anywhere anyway, appear to have been sidelined while the company attempts to resolve problems related to availability and owed hours. The same problems that the workforce have been trying desperately to turn around via the Part B claims in the EA without any interest from management. And, of course constant and deliberate provocation from local management creates a predictably productive environment to attempt to address site issues.

## QUBE FREMANTLE

After 12 months of listening to QUBE's HR bosses garble about why they can't agree to a single bargaining claim in the negotiation of a new QUBE Fremantle EBA, our members have had enough. In what is probably the best Protected Action Ballot results anywhere in the country, our 121 QUBE members in Fremantle voted 100% in favour of Protected Action. That is all 121 MUA members who were on the ballot all voted and all voted YES to every question – unbelievable turnout.

We are going to give QUBE a decent belt to ensure that the EBA provides a better work-life balance, improved fatigue management and greater job security for our members. We intend to iron out all the grey areas of the Agreement which have enabled QUBE to undermine long-standing employment standards and conditions.

**OUR QUBE MEMBERS  
ARE UP FOR THE FIGHT**

## CBH - PLANT OPERATORS

The collation of the claims for the new EA is about to kick off after the most recent mass meetings on site endorsed getting ourselves prepared for the negotiation of the next EA.

## **CBH - WORKSHOP**

EA negotiations are in full swing. There has been a little movement from the company, but the biggest obstacle seems to be the non-financial (job-security etc.) type clauses. It's hard to predict where this might end up at this stage, but we need to see more movement from the company on these types of clauses if we are to avoid industrial action.

## **BAE**

After a lengthy negotiation process that resulted in a short sharp industrial campaign, we have finally landed the BAE agreement. A mass meeting of members at BAE across the 3 unions was held on site on Thursday July 22nd. The MUA has endorsed the agreement with good outcomes across the board in terms of wages and importantly job security provisions for our members. We have also been able to secure further important outcomes for the Docking Crew around callouts, stand by's and cancellations.

The discipline and unity of our membership at BAE and their willingness to take militant action as soon as it was required is a credit to them.

The agreement is currently out for the access period and the vote opens this coming Friday July 30th.

### **BAE Mass Meeting**



## **FBIS - FREMANTLE**

National EA negotiations have presented an exciting organizing opportunity with this employer. We have kicked off a coordinated campaign to build density at the ESD, Fisherman Island, Port Botany and Fremantle sites and it has taken off like wildfire.

## **ABH - ALBANY**

Enterprise Agreement negotiations are kicking off. The company has offered a roll-over with 2% wage increases. Our members are considering the offer but appear unlikely to pick it up because Linx are a shit outfit down this way.

## **ABS - ALBANY**

ABS has serviced operations for other stevedoring providers (Qube and Linx) until recently. Linx has ignored their so-called IBB relationship with the union and back-flipped on an agreement not to interfere with the Albany arrangement. The one-provider model that has sustained members' livelihoods looks about to degenerate into the Geraldton model where members struggle to make ends meet while the work is divvied up between four stevedores.

## **PORT AUTHORITY ADMIN - ALBANY**

EA about to commence but previous agreement in principle has been reached in terms of outcome and will be a good result for our members working in port authority admin.

## **PORT AUTHORITY ADMIN - ESPERANCE**

The EA is now done and dusted with great results for our MUA union membership at the Port.

## **PORT AUTHORITY OPERATIONS - ESPERANCE**

The EA negotiations are drawing to conclusion with some great results achieved. The final nuts and bolts are now being addressed with the union approach to negotiations being "No Member Left Behind". There has been significant work through the negotiating process to rebuild a union culture at this site. Jeff Cassar is headed to Esperance on 6 – 8 August with a view to hopefully finalising EA process.

## **MIDWEST PORT AUTHORITY - GERALDTON**

An EBA drafting meeting took place last Thursday and the final draft will be put out for approval by our members early next week. Things are looking good here.

## **ABS - GERALDTON**

Things are ticking along really well at this site. Long time delegate John Paul is stepping aside to bring others through. A massive and sincere thanks to John who has been a bloody awesome delegate the whole way through!

## **LINX - GERALDTON**

EA negotiations will commence shortly for LINX in Geraldton.

## **QUBE - GERALDTON**

Things are going well at QUBE in Geraldton. There is a lot of work moving ahead which is always great news for our members in the bulk and general areas. We are fortunate to have a good working relationship with management at this site which is extremely unusual for a Qube site anywhere in the country.

## SOUTHERN PORTS AUTHORITY - BUNBURY

We are very close to reaching agreement. Bunbury Port tonnage is up higher than it has been for many years with record tonnage being reported. An agreement is not too far away.

## PILOT BOATS - BUNBURY

EA negotiations commenced for the agreement last week. It is early days and we are now waiting on the Company to respond to our proposal.

## DIVERS

Tams are about to undermine the diving Industry by doing an offshore diving scope work and paying inshore rates. The job is a decommissioning of an old pipeline from Thevenard Island and was tendered with offshore rates. Divers around the country are rallying together in an attempt to stop Tams from undermining the diving Industry. If Tams are allowed to get away with this, it will be a race to the bottom.

The Diving members are furious that Chevron has awarded the contract to the lowest bid, whilst all the while knowing every other operator tendered with offshore rates as that was the industry class for the job. Chevron are at it again, letting everyone tender offshore rates and telling Tams to tender with inshore rates, so they can be awarded the job. Tams are going outside the industry standard and other industry operators are furious! The MUA will do everything we can to stop this outrageous attack on the diving industry.

## LINX - DAMPIER

We met last week on the 22nd & 23rd of July to begin negotiations for the Linx Dampier EA. The process was via Interest Based Bargaining, and we are working through the process. However, if the approach becomes long-winded and a meaningless process delivering little for our members, which is a concern many members share, then we may have to reassess our options.



## LINX CARGO CARE *Dampier*

## CAPE PRESTON PORT COMPANY

Amid the recent Perth lockdown, Cape Preston Port Company made their employees on-swing stay on for an extra several days with NO extra pay. The company have offered time off in lieu for the inconvenience, which the members had mixed feelings about.

The current agreement offers nothing in the way of penalty rates. Obviously, this issue must be rectified in negotiations for the next agreement.

## NORTH WEST - INSHORE DIVING

In the first week of July Bhagwan Marine sent out the NERR to negotiate a new NW inshore diving EA. The MUA are currently seeking to drive each company to an Industry Agreement in the North-west.

If you currently work for Bhagwan Marine, TAMS, Indianic Diving Services, JetWave or Oceanic Offshore in the North-West, contact the MUA North West Organiser - Joel O'Brien (Ph: 0456 927 710) to start discussions on how we can turn around your wages in your industry!

