



MARCH 2021 | ISSUE 1

MONTHLY INDUSTRIAL NEWSLETTER

Official MUA WA Branch members update



Members from Patrick Terminal - Fremantle

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COMRADES,

It's now been 2 months since the new leadership team first settled into the WA Branch and we have barely had time to scratch ourselves. We have decided to send out a short monthly newsletter to keep everyone up to date on the key issues happening in this massive industrial arena we look after right up and down the WA coast. This is to supplement the many posts we are making of this nature on our Facebook page at <https://www.facebook.com/muawabbranch> and to get the key message out to our Rank and File membership "that we are a rank and file union, focused on your issues, in your workplace and across your industry".

In this first edition, I would also like to congratulate Christy Cain on his movement to the position of National Secretary of our National Union. I'd like to thank him for the leadership he has provided over nearly 20 years to the WA Branch as WA Branch Secretary and to the MUA Nationally over the last 6 years, in his role as our National President. Christy's move to National Secretary of the CFMMEU was unanimously endorsed and genuinely celebrated at all of the most recent monthly stop work meetings and the November 2020 AGM, which was attended by over 500 of our rank and file members. While there is still a process to work some of this through, there can be no doubt about the wide-spread support from the CFMMEU Rank & File members across the country.

OFFSHORE

Over the last 2 months, we have continued the important work in progressing our offshore Enterprise Agreements (EA's) through the manning agents and vessel operators. Agreements so important to the vast majority of our seafaring membership in the WA Branch. Our membership have voted up the AOS offshore EA with an overwhelming majority of 90%. This has come after 15 months of strong campaigning, way too many Zoom meetings to count and the eventual application of a protected action ballot along with the serving of 3 x 24-hour stoppage notices on the company. This has been a long and disciplined campaign by our membership, who were hotly engaged in the process and who pushed the leadership of our union hard (as they should) to get the best agreement we could. The AOS agreement was followed by both OSM and Atlas moving to settle their outstanding agreements which we are in the process of trying to finalise as this newsletter is published.

Negotiations are still ongoing with Go Offshore and DOF, and we have had preliminary discussions with ESS and Entier. We continue to press the rest of the industry for agreements.



Svitzer Towage Members



MUA Crew of the Go Spica

DEFENCE AND BORDER FORCE

Negotiations continue with Teekay for a new agreement across their entire fleet. While only the 2 agreements on the Sycamore and Ocean Protector have expired, and with Teekay refusing to budge on the offer they made last year, the membership have moved to a process of flagging a protected action ballot to help advance their claims for a reasonable outcome.

Teekay are on notice that if they continue down the same path as they have done for the last year, they will leave the membership no option but to follow through with a campaign of industrial action.

TOWAGE

Negotiations at Svitzer continue to go to piss with the company continuing to strip away hard fought for conditions. Svitzer members from the WA branch along with the delegates, met in the WA Branch during the 2nd week of March, to confirm their intention to take further industrial action against this outfit. The Svitzer membership see no other option in response to the company's hard-line position and will fight to protect what they currently have – as a result, a series of stoppages targeting Maersk vessels is underway.

FREMANTLE PORTS

Our membership at Fremantle Port have been forced to apply for protected action to progress their agreement because the HR team at the port put together a strategy that would lead it there. Unfortunately, part of that strategy did not actually involve the Union being successful in obtaining the ballot and our members at Fremantle Ports have just voted 95% in favour of taking action across the port of Fremantle.

We support our members in their campaign for a reasonable agreement, as well as their push to get the backpay for the massive underpayments over the last decade or so. Importantly, our membership at Fremantle are committed to landing an agreement that reflects their worth in WA's main port.

PATRICK

The last few months have been spent trying to get Patrick back to meet with the committee on the Part B local claims in Fremantle. After initially being the only terminal across Australia refusing to meet with the local committee, Patrick have finally relented and agreed to look at and discuss the claims of the workforce, as opposed to the claims the company wanted to discuss. This process unfortunately appears to have taken us nowhere and we are back to square one, having to consider all our options to move things along.

QUBE

Qube continues to be an issue up and down the West Australian coast, with Bunbury and Geraldton being the only ports where an agreement has been landed. The northwest ports of Dampier and Port Hedland have voted to take protected action and Fremantle forced to vote on an agreement put out by the company ignoring all employee claims. With Qube refusing to engage with us because we revealed their cynical manipulation and roting of the Jobkeeper program, thieving from both the Australian taxpayer and their own most vulnerable workers, they have spat the plug.

LINX

With the Linx agreement expiring on June 30, our membership are gearing up for the negotiation of the new agreement up and down the west coast. We have 5 Linx sites in WA, with all their agreements expiring at the same time. It will be interesting to see if the overhyped IBB style discussions actually deliver any results for the workforce of Linx, or we must resort to some hard bargaining given some of the piss poor behaviour by local management.

DP WORLD

With the agreement finalised in January 2021, we are currently going through a settling in period, however, it appears that local management want to continue to the war with their own workers by attacking them and their delegates at every turn. It is unfortunate that they seem to be blinded by hatred and old scores needing to be settled and it looks like the next few years will be interesting down at DPW in Fremantle.

BAE

The MUA has been working hard to represent its membership down at BAE after negotiations appear to have come to a halt and BAE walked away from the table. The first face to face talks have occurred and we are working with the other unions to secure decent outcomes for our members.

CAPE PRESTON PORT COMPANY

Members at CPPC working on Citic Pacific's Sino Iron project are likely to vote up their new agreement next week. After two No votes and the threat of potential protected action looming, the company moved substantially on their third offer with a 5% increase in shift allowance, 10.63% in wage increases over the next three years and back pay to January 2020. North-west Organiser Joel O'Brien has worked hard over the last year to get this site unionised. Congratulations on a fantastic result in probably our most isolated site on the west coast.

**"IF YOU DON'T FIGHT,
YOU LOSE!!"**

**NEXT MONTHLY
STOP WORK MEETING
TUESDAY
30/03/2021**