



Jack McCabe with the Solstad Crew

MONTHLY INDUSTRIAL NEWSLETTER

Official MUA WA Branch Members Update

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Comrades,

SEAFARER QUALIFICATION EXPIRY - URGENT

We again remind our seafaring membership of the urgency to revalidate your STCW qualifications if you fall into either following categories:

1. The recent extension given by AMSA for qualification expiry dates to 30/06/2021. Your seafarer's certification will cease to be valid and therefore must be renewed.
2. This December will mark the 5-year anniversary of the MLC and the point at which the old in-perpetuity STCW booklets were swapped out for the 5-year validity CoST cards. The original cohort of seafarers who swapped to the new cards in 2016 are now coming up to the first time they need to complete their recertification, and large numbers needing renewal by the end of the year are expected.

Another issue that has arisen is that in counting your sea time, all sea time prior to July 2016 cannot be used. It is important that you have the required letter of sea service prior to booking any course.

Anyone with any questions at all should contact Jack McCabe in the MUA WA Branch.

OFFSHORE

The Offshore manning companies are being locked in one by one, with the OSM EBA being voted up this month and soon to be registered by the FWC. The Atlas agreement went out to those members last week and we are supporting a "YES" vote.

Negotiations have continued with Go Offshore and Dof, and we are slowly - very, very slowly - progressing with them. Go Offshore is continuing to "consider" our claims but has outrightly rejected any of our key claims. It may be the case that unfortunately, we are forced to begin looking at other alternatives with this company.

The negotiations with MMA haven't yet officially begun, however, we are talking with the company about the path forward.

The broader Offshore EBA campaign will kick off later this year with the key vessel operators Maersk, Svitzer, Swire, Solstad, Toll and the rest of the industry moving towards commencing discussions on their new agreements.

Teekay

The discussions at Teekay have reached an impasse on the key issues around salaries and redundancy, so we have been forced to apply for a protected action ballot on the Protector. The vote is currently underway and wraps up in 4 weeks - we are running a strong "YES" vote campaign across our membership on the Protector to ensure that we send the strongest possible message to Teekay that we are serious about a decent outcome in the agreement. We have also informed Teekay in the most direct way that those members currently working for Serco will come across with the vessels when Teekay takes on the contract.

VOTE
Yes

Svitzer

Svitzer members in Fremantle followed their industrial action in the last week of April with a 24-hour stoppage on May 6th. It has been a long time since we have had to resort to these type of stoppages in Fremantle port with Svitzer but their approach to these negotiations have left no other alternative. Svitzer have finally agreed to face to face meetings in June and have been told that an inability to get any real movement, will result in the resumption of stoppages across their Fremantle and Kwinana operations.

Cruise Vessels Campaign

As highlighted and discussed at the February WA Branch Stop Work Meetings, the WA Branch has commenced vessel visits across the 3 Coral Expedition vessels that are crewed with Australian Seafarers that work out of the Kimberley.

To date, we are speaking to some of the seafarers on these vessels. We have also reached out to the company representatives and have indicated to them that we are looking at the working conditions of these workers.

There also seems to be a decision made by the border force that could see more employment opportunities for Australian seafarers on board cruise vessels entering the country.

If members do pick up a job with Coral Expeditions or another cruise company, please contact George Gakis.



Teekay Crew

DP World

Members at DP World seem to be in an ongoing war of attrition with local management as they continually push back again and again because local management run their own spin on the interpretation of the new EA and it's various clauses.

Fremantle Ports

Protected action has ramped up with KBT operations ceasing for 2 hours every shift since early May. The port is beginning to move in our direction in terms of an outcome, but we've still got a way to go and as protected action continues, any negotiated settlement will need to become more and more attractive to the members to compensate.

LINX Fremantle

EA Negotiations continued at the national level this past week in Port Kembla, with the IBB cooperative based relationship under real strain. We can't assume a position of working together nationally, when on the job our members are being aggressively attacked by local management. It just doesn't work that way.

Patrick Terminal

Protected action has been put back on in the form of a ban on working OFF/available days at the Fremantle Terminal as part of the national campaign. Similar bans are in place around the rest of the country and action will escalate if the company doesn't bring something worthwhile to the table.

Programmed Industrial Maintenance

Application for Protected Action Ballot Order has been lodged and the members are seeking a quick turn-around via electronic process, so that they can progress their claims as soon as possible.

QUBE Fremantle

Part B negotiation meetings are on hold with Qube's current workload seeing the Freo business struggling to man up, despite adding nearly forty new employees over the last 10 months with more to come.

CBH

The dust hasn't settled on the casual superannuation underpayment claim, and we're preparing a follow-up claim that applies to the fulltime plant operators again related to suspected underpayment of superannuation. Watch this space!

ABS

The PGEs working for ABS in Geraldton, Albany and Kwinana have just secured a substantive win in relation to their long service leave and it is now being calculated at 35 hours per week (in line with the rest of the industry) where it had previously been getting calculated at average hours worked.

BAE

EA Negotiations are still ongoing with meetings taking place almost weekly. MUA members won a ballot for protected action and the vote is being carried out electronically this week. It appears as though a campaign of industrial action is the only thing that will bring the company to it's senses on the key issue of job security.

Bunbury Southern Ports Authority

EA Negotiations kicked off last week, however, the next meeting has been pushed back to early June.



Will Tracey Addresses BAE Yard Meeting

GERALDTON

Mid West Port Authority - Geraldton

EA negotiations continue. WA Government Wage Policy is a difficult pill to swallow for MWPA Members.

QUBE - Geraldton

The hectic work schedule in Geraldton sees the same issues faced by most regional ports for Qube. The order of Pick goes out the window. There is a fair bit of work to be done here.

Svitzer - Geraldton

Ongoing EA negotiations seem to be at a standstill where the dramas around National EA negotiations don't seem to include smaller regional ports. As a result members are just waiting on those key outcomes at this stage.

ABS – Geraldton

Very busy season thus far. Local manager has made serious inroads as far as equity and fairness of allocation goes.

NORTH WEST

Westug – North West

Negotiations have officially kicked off for the Sea crewing enterprise agreement and whilst partnerships seem to be all the rage with this mob and their dominos, there is a core crew holding out, wanting to maintain the current rates of pay and improve the overall conditions of the Agreement. Because, let's face it, the tide is already turning on the Partnerships that have tipped over

Stories are now surfacing of the company screwdriver in full effect - screwing the wages down. It beggars belief that an employee would ever give up the security of an agreement. Especially when the current agreement secures our members a CPI increase for eternity - we need to get it right.

TAMS – Cape Preston

Much to the dismay of our membership at Cape Preston, the greater workforce has voted up a dodgy non-union agreement. We will continue to get to site regularly and ensure our members are represented the best we can, given the circumstances.

Inshore Divers

The inshore divers seem to have always had an average run and with their rates now bordering on the modern award wages with a deckhand earning more, they are asking themselves "what's the point". As such, we are seeing many divers move into other industries. We have been reaching out to all inshore divers over recent months and the response has been positive. They want change and a new enterprise agreement.

**WA Branch
Stop Work Meeting
25th May 2021 - 9:00AM Sharp**

