

MUA Safety Update

December 2014

Abbott Government attacks Marine Order 32

MO32 on the chopping block

The Abbott Government is moving ahead with its agenda to dismantle safety protections for workers, with Marine Order 32 now on the chopping block. As soon as the Government was elected it blocked the National Stevedoring Code of Practice (NSCOP), along with 12 other lifesaving codes. Now, they have instructed AMSA to begin stripping MO32 - the bible for waterfront safety for the past 80 years.

Latest Developments

1. AMSA have published a savagely amended draft of MO32.
2. Safe Work Australia (SWA) called a snap meeting of the Stevedoring TAG (the body which is developing the NSCOP) in Canberra.
3. MUA has vigorously opposed any dismantling of MO32. MUA's position is that any provisions removed from MO32 must be preserved in the Stevedoring Code.
4. SWA has published an updated draft of the Stevedoring Code which includes new provisions previously found in MO32.

Next Steps

We expect the Abbott Government will use its control of Safe Work Australia to push through the draft Stevedoring Code of Practice as 'guidance material', rather than a code of practice. MUA is strongly opposed to any downgrading of the Code to guidance material.

Turn over to find out about the changes and how you can support the campaign.

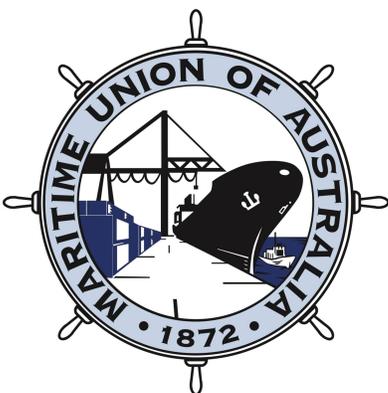
Take action now! Volunteers urgently needed for MUA campaign.



Tony Abbott Government is attacking the living standards of Australian workers.

Now our safety on the job is under threat.

Get involved in our political campaign. Volunteers are urgently needed.



What are the main changes

The big change is the removal of any provisions regarding the safety of shore-based workers. AMSA have also removed anything they deem 'recommendatory'. Changes include:

- Hatchman rules removed from MO32 and placed into the draft Stevedoring Code. The word 'must' replaced with 'should'.
- The personnel cradle (work cage) provisions are gone. Existing requirements moved into the draft Stevedoring Code.
- Existing recommendations for lashing access have been removed.
- New 600mm requirement for passageways, which reflects the international standard in the ILO Code of Practice.
- Health and safety on the waterfront will fall purely within the state laws under the state regulator.
- On the upside, new content from the onshore Cranes Code of Practice was put into the Stevedoring Code.

Get involved in the MUA Safety Campaign

The Abbott Government is attacking our safety and our living standards. Get involved in our campaign. Volunteers are urgently needed.

What you can do

1. Organise on the job

It has never been more important to ensure we have strong networks of trained HSRs and delegates on the job. We cannot rely on AMSA any more. It is up to us. We need to use all the rights and powers we have available under state WHS laws.

3. Get educated

Education is vital. We will need to adjust our approach. In the future, instead of AMSA issuing a notice, we will need to use PIN notices and other powers under state law. In 2015 the union will run training workshops for delegates and HSRs to refresh our strategies in light of the changes.

2. Bargain for safety

We need to get strong safety clauses in all EBAs – and enforce the rights we have already have.

3. Get involved in the political campaign

Our living standards are under attack. To change these bad policies we need to change the government.

The Abbott Government is on the ropes. As we saw in Victoria, people power makes a difference.

Thousands of ordinary workers - nurses, teachers, firefighters alongside wharfies and seafarers - helped take the message out to the community.

Together we can make Abbott a one-term wonder. Go to www.mua.org.au/safety_action or fill in a volunteer action sheet now.