



# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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*To be truly radical is to make hope possible, rather than despair convincing* - Raymond Williams No. 155 - 9 November 2018

**Picnic Day - Ausport Marine - What is it about the Dockworkers? - Night of the Broken Glass  
Global Alliances in Container Shipping - Superman: Investing and Market Volatility - Cartoon Corner**

## Annual Family Picnic Day - Brisbane

THE ANNUAL BRANCH picnic was a huge success. Thanks to all those who turned up with their families. Next year we would like to see some more.

A special thanks goes out to the volunteers who helped make the day a great success. Paul Williams, Barry Payne, Trevor and Gina Munday, Joe Johnstone, Ron Culliney, Mark Maguire, Sheree Holman, Mark and Deb Cowan, Steve Cumberlidge. Also, to Jason Miners and Carol, Kerri and Hannah from the office who put in a huge day and in putting it all together.



The races were hotly contested, the rides and laser skirmish were a hit and the lunch was delicious. We would also like to thank all those who donated to the picnic day to make it such a success.

## Townsville



MEMBERS FROM NORTH Queensland came together for a terrific day at the Townsville Turf Club.

It was great to have members promoting the Uluru State from the Heart during the week of action.



## Townsville Picnic Day



### Ausport Marine by Bob Carnegie

BRANCH SECRETARY, BOB Carnegie and Deputy Branch Secretary, Jason Miners along with Delegates, Brian Gallagher and Anthony Crookall with rank and file members held a very frank meeting with Ausport owner, Anil Bhatia in our Brisbane union offices on Thursday 8 November 2018.

There were a number of important issues that have been festering for a long time which were brought to the fore, debated at length and hopefully rectified.

The Branch finished the discussions on a hand shake, which to be honest is my preferred way of doing business. I have confidence the agreement reached will be honoured due to the strength and solidarity of our members at Ausport. Woe betide the company should any part of the agreement not be honoured.

EBA talks are to re-commence with this company very shortly and we are confident of a decent outcome due to the solidarity of the members.

These talks are, once again a reminder the only way forward is for members to support each other, have confidence in their elected leadership and ALL discussions to be done in an open and frank way. It was, as usual, a pleasure to represent these members, some who I have known for the best part of 40 years.

## ICTSI's Profit Rises on Stronger Volume

Source: <https://mobile.worldmaritimeneeds.com/archives/264208/ictsi-profit-rises-on-stronger-volume/>

PHILIPPINE TERMINAL OPERATOR International Container Terminal Services (ICTSI) witnessed a rise in its earnings supported by an improvement in volumes in the period ended September 30, 2018.

For the third quarter of the year, revenue from port operations increased nine percent from USD 314.6 million to USD 344 million, while net income surged by 22 percent from USD 45.7 million to USD 55.6 million.

For the first nine months of 2018, the company's revenue from port operations was at USD 1 billion, increasing by 10 percent over the USD 918.3 million reported in the same period in 2017.

Net income reached USD 153.3 million, rising by three percent compared to the USD 149.3 million earned in the same period last year mainly due to strong operating income from organic terminals.

The increase was tapered by the drag from new terminals and a USD 7.5 million non-recurring gain on the termination of the sub-concession agreement in Nigeria in the second quarter of 2017.

For the quarter ended September 30, 2018, total throughput was six percent higher at 2.43 million TEUs compared to 2.29 million TEUs in 2017.

ICTSI handled consolidated volume of 7.15 million TEUs in the first nine months of 2018, five percent more than the 6.83 million TEUs reported in the same period in 2017. The increase in volume was primarily due to improvement in trade activities at most of the company's terminal locations and the contribution of new terminals in Lae and Motukea in Papua New Guinea, and Melbourne, Australia.

## What Is It About the Dockworkers?

by guest blogger Guri Waalen Borch

Source: [http://m.bryggesjauerfrue.blogg.no/1414427673\\_what\\_is\\_it\\_about\\_the\\_.html?fbclid=IwAR2jhlsh2WFIvk7tTF6az9RzSej6tJCVyG9HQhFnUA2wEQkEi49mmvFBfs](http://m.bryggesjauerfrue.blogg.no/1414427673_what_is_it_about_the_.html?fbclid=IwAR2jhlsh2WFIvk7tTF6az9RzSej6tJCVyG9HQhFnUA2wEQkEi49mmvFBfs)

IN THE GLOBALIZED reality that we live in, where the goods we buy often travel around the world before reaching us, it is a paradox that many of those who handle them at the ports are not valued even with fair and stable working conditions. Not only do they find themselves in conflict in many countries, they are also smeared. If they decide to do something about their insecure, unfair and/or unstable conditions, they will easily be called "lazy" by common men and women.

I had not thought much about dockworkers until I spoke at the Welfare Conference here in Norway in October this year. The well known blogger Silje Kjosbakken (known as "BryggesjauerFrue- a docker's wife") was also one of the speakers there, she talked about the ongoing dockworker conflict. It goes on between Norwegian dockers and Holship, Nor Line and other employers who want to use workers without collective bargaining agreements.

Employers want to use their own workers, who stand without those rights, meaning that, on a continuum between labor rights and social dumping, we could be getting closer and closer to the latter. Who earns from this?

### **Employers, terminal companies**

Which brings me to a conflict in Costa Rica that I came across by accident the other day. Out of curiosity, I started looking into it. In 2012, former president Laura Chinchilla gave harbor concession to the terminal company APM, affiliated with the (Danish) Maersk Group. I have read claims that the future billion dollar container terminal project is a risk to APM; that it is really doing Costa Rica a favor.

Is that true? The dockworkers in Limón, Costa Rica, do not think so. The 33 year concession has granted APM exclusive rights to handling container traffic.

I must mention, Limón has quite an interesting history. The United Fruit Co. opened for business there in 1899. Most of us know that this multinational company used brutal tactics, bought protection and suppressed union organization. Sounds familiar? United Fruit controlled the docks, the loading, shipping and marketing of the fruits, as described by Costa Rican resident Sarah Corbett Morgan here. The port was finally nationalized in 1966, after being operated by an oppressive multinational corporation.

It is also worth mentioning that in the port of Caldera, Costa Rica, which was privatized in 2006, at least two thirds of the workers lost their jobs, and the ones who kept them, lost two thirds of their salaries. According to the president of the International Longshore and Warehouse Union (ILWU) Robert McEllrath, the precarious working conditions resulting from this privatization have caused several deaths at the docks.

The dockworkers' union, SINTRAJAP, went through severe abuses from former Costa Rican government when, in 2010, the government had the union's executive board replaced. This happened after the following statements in 2009: "The Government is declaring war to the trade unions of Limón and invites the private entrepreneurs to close ranks in order to allow the concession of the new Caribbean dock to a private company. In two or three weeks the Government will be putting a new dock in Limón out to tender." In the words of the Minister of Transport, "this will be the first shot in a battle that is going to last all year and one of whose aims is to get rid of the dockworkers' union in the Caribbean". According to the allegations in a complaint to the International Labor Organization (ILO), the Minister met with representatives of the chamber of employers and told them in the harshest terms that it was a war in which no quarter would be shown.

Later, the Costa Rican Supreme Court ordered the previous executive board to be reinstated. ILO also wrote: "The statements reported seem to have gone beyond the mere exercise of freedom of speech by

explicitly urging members to resign from the union and by advocating a new trade union system."

ILO also uttered the following:

"although the Government states that there is no anti-union campaign and that the steps it took had no such anti-union objective as putting aside the trade union, it does not deny the statements cited in the allegations which, in so far as they are liable to encourage workers to leave the union or have the effect of destroying the union, are contrary to the right of workers to join the union of their own choosing, in accordance with Article 2 of Convention No. 87. The Committee emphasizes the importance that the authorities' statements to the media should not seek to influence the right of workers to join organizations of their own choosing."

At the moment, dockworkers in Limón are receiving support from other trade unions, but many men and women in the street, as according to statements in social media, still think that these workers' problem is that they are lazy and that the executive board of SINTRAJAP is virtually eating money. It is a sort of rhetoric that is seen in Norway, Costa Rica and world wide, as dockworkers are concerned.

In my head, I can see a hard working docker standing next to the Maersk Group, a huge transnational company, looking to see if he will keep his job and if so, how much of his salary he will keep.

How Costa Rican politicians over the years have made this little man into a problem while finding it perfectly fine that, for 33 years, Maersk be in control of an important harbor area, involving as well possible environmental damage, tells me: People with power also have the power over how people see reality. Governments and powerful companies can transform realities in people's heads. That is why blogs like BryggesjauerFrue's, showing a different reality, are so important.

*Guri Waalen Borch is 35 years old, she has a Masters degree in Peace and Conflict Transformation from the University of Tromsø, Norway and has a big social commitment.*

### **Night of the Broken Glass** by Bob Carnegie



10 NOVEMBER  
MARKS 80  
years from  
Kristallnacht –  
The Night of the  
Broken Glass.

Kristallnacht  
saw another  
upping of the  
Nazi attacks

upon the Jewish people, five and a bit years after Hitler's ascension to power.

Nazi rioters ransomed Jewish homes, hospitals, schools and some 250+ synagogues were destroyed as a result. Kristallnacht is generally viewed by historians as a continuance of the Nazi racial policies which finally



ended up in the extermination camps of Auschwitz, Trablanka and Sobibor and the final solution.

As union people we must always fight the scapegoating of people and fight for the individual and collective rights of all.

*Image: Destruction of Fassenstrasse Synagogue in Berlin – Never Forget!*

## Global Alliances in Container Shipping Could Raise Competition Concerns

Source: <https://worldmaritimenews.com/archives/263945/report-global-alliances-in-container-shipping-could-raise-competition-concerns/>

Container Shipping Alliances could raise competition concerns in what has become a concentrated market, according to the latest report issued by OECD's International Transport Forum (ITF).

In 2018, the top four container carriers accounted for 60 pct of the global container shipping market. Nowadays, the market share of the biggest carrier (19 pct) is larger than the market share of any global liner alliance before 2012, signifying the different character of current alliances, according to ITF.

The report has found several impacts of global alliances which give more market power to carriers. They represent barriers to entry on East-West trades and could function as vehicles for collusion between carriers, as they provide carriers with in-depth insight of the cost structures of their competitors. What is more, alliances give very considerable bargaining power to carriers with regard to ports and terminals.

As explained, the result can be declining rates for port services, carriers requesting additional public infrastructure, and vertical integration by carriers, in particular in terminal operations.



*Illustration. Image Courtesy: Pixabay under CC0 Creative Commons license*

Consequently, the market share of carrier-dominated terminal operators has increased from 18 pct in 2001 to 38 pct in 2017. This could raise competition concerns if dedicated terminals exclude other carriers and if carriers' terminal investments raise entry costs that make container shipping a less contestable market, the report says.

Speaking about benefits from maintaining block exemptions, ITF said that liner shipping does not have unique characteristics that justify exemptions from competition law, either for liner conferences or alliances. Therefore, generic antitrust rules should apply to all agreements between liner shipping companies with

regard to the cooperation that is allowed. The European Commission needs to allow the EU Consortia Block Exemption Regulation to expire in April 2020, the report recommends.

"A repeal of block exemptions is unlikely to result in the termination of current and future alliances, as these could still be authorised under competition law on a case by case basis. However, it would ensure greater scrutiny of individual alliances and thus more effectively deter any anticompetitive conduct in the sector," ITF said.

Additionally, public expenditures needed for ports upgrade should be based on sound economic assessments, with risk-minimization strategies in place. New port and hinterland transport projects need to be based on sound projections of cargo flows, particularly from shippers. The adoption of common principles for port pricing could help to offset the monopsony power of alliances and support sound project analysis in cases where new facilities are proposed to accommodate mega-ships, according to the report.

Finally, more coherent ports policies should be established in order to clarify roles and reduce risk of creating overcapacity.

2M, Ocean and THE Alliance are the three global alliances which became operational since April 2017. They regroup the eight largest container carriers of the world, representing around 80 pct of overall container trade and operating around 95 pct of the total ship capacity on East-West trade lanes.

## Superman



## Investing and Market Volatility

IN THE LAST issue, we talked about investing your super. In this article, we talk a little more about market volatility.

### What is volatility?

In a nutshell, volatility refers to how much the price (or performance) of an investment fluctuates over time.

If you've been following the markets in recent years, you'll have noticed that there's been considerable volatility from time to time, though these fluctuations are normal. Investment markets experience peaks and troughs, and downturns are a normal part of the investment cycle.

All investments, including super, carry a degree of risk and risk can never be eliminated without giving up some potential return. The fact is, a certain level of risk is needed to achieve a given level of return.

We all have different attitudes to risk; and volatility only becomes an issue when you're uncomfortable with the level of fluctuations at a given time. The good news is that you can manage the level of risk you're comfortable with by investing your super in an appropriate investment option for you.

## How to manage volatility

### Diversify

One way to manage volatility is to diversify - it basically means spreading your money (and risk) across different asset classes. If one asset class or investment falls in value, others that are performing well may make up for the loss or at least reduce the impact.

To help you spread your risk, when it comes to investing your super, there are a number of diversified investment options with different risk/return profiles for you to choose from. Your investment timeframe, whether short term or long term, will influence the level of risk you may be prepared to take.

### Stay invested

Where super is concerned, always remember that 'time in the market' is more important than 'timing the market'. In other words, stay invested. That's because, the longer you're invested, the more time you have to ride out the ups and downs of investment cycles.

Stick to a long-term strategy and try not to react to market fluctuations. If you're unsure what to do during times of volatility, speak with a financial planner.

### What to do when markets are volatile

#### Keep your emotions in check

It's best to keep your emotions out of investment decisions – resist the urge to panic and switch, it may be the worst decision you can make. Your investment strategy is based on your investment goals, expected returns and investment timeframe; unless one of these variables has changed you should aim to stay on course with your original strategy.

While market volatility may lead to a short-term drop in your savings, history shows us that you are likely to recover your short-term losses if you stay on course with your long-term investment strategy. Simply put, if you switch to a lower risk investment strategy during periods of volatility you are likely to lock in losses and miss the gains on the way back up.

If you are in doubt, we encourage you to speak to one of our financial planners who can help you assess your investment strategy. To book an appointment call Member Services on 1800 757 607.

### Learn more

Maritime Super has a number of resources to help you learn more about investing your super:

- visit our website and explore the 'Investments' section
- read the fact sheet about investing your super available from our website
- get free phone advice from our financial planners regarding your investment strategy – call 1800 757 607 to speak with a financial planner.
- Meet with David Zaloudek, Maritime Super's financial planner in Queensland – contact David on 0488 072 369 or davidz@maritimesuper.com.au

## Cartoon Corner



## Annual General Meeting

**THE MARITIME UNION OF AUSTRALIA DIVISION**  
A Division of the Construction, Forestry, Maritime, Mining and Energy Union

**NOTICE TO ALL MEMBERS of the QUEENSLAND DIVISIONAL BRANCH**

**ANNUAL GENERAL MEETING and SPECIAL MEETING OF MEMBERS**  
QUEENSLAND DIVISIONAL BRANCH

Annual General Meeting to be held:  
7 am Thursday 29 November, 2018  
Cannon Hill Bowls Club  
Cnr Lang and Princess Streets  
Cannon Hill

The Annual General Meeting of Members of the Division is being held to consider:

- (i) The General Yearly Report of the Divisional National Council;
- (ii) The Annual Financial Statement of the Division;
- (iii) Motions by members notice of which has been given in writing to the Divisional National Secretary by close of business 11 November 2018.

All available members are required to attend.

A Special Meeting of Members will be held immediately following the AGM to consider and if thought appropriate endorse proposed changes to the Rules of The Maritime Union of Australia Division.

In Unity,  
  
Bob Carnegie  
QUEENSLAND DIVISIONAL SECRETARY

Any queries should be directed to Queensland Branch (07) 3395-7215

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