



# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

73 SOUTHGATE AVE., CANNON HILL 4170 - Phone: (07) 3395 7215 - Fax: (07) 3395 7688 - Email: muaqld@mua.org.au

No. 51 – Friday July 29, 2016

## SeaLink Gladstone - Brexit Blues - Stagnation in World Trade - MUA Takes On Non-Union Lines - Rally to support CUB workers - MUA Qld Branch Supports Coal Miners - Drone Ships - Vale David Golik

### SeaLink Gladstone Update

IN FEBRUARY THIS year the MUA approached Fair Work Australia (FWA) Commissioner and Vice President Anna Booth about starting the Interest Based Bargaining (IBB) process between SeaLink Gladstone and the three unions representing the crew on all vessels.

The IBB objective is to take a negotiation approach to resolving issues raised through identifying individual or shared interests, rather than focusing on their positions or Log of Claims. An established six step process from identifying the issue through to agreed outcomes is negotiated and mutually agreed.

Some interests are shared, some are different and some are conflicting. Successful, productive negotiations recognise and find ways to balance these interests. By identifying individual or shared interests, the aim of the IBB process is to uncover ways that each party's interests can be met without disadvantaging the other party.

Once the other two unions (APIE, AMOU) and SeaLink Management all agreed to participate the IBB process began.

The first meeting was chaired by Commissioner and Vice President Anna Booth and laid the foundations and processes for all parties to reach common goals.

From the start the MUA were seeking to achieve clear lines of communication and consultation between the employees and the employer by ensuring the following:

- ✓ Standards and protocols for consultation and communication between the employer and the employee and vice versa.
- ✓ Transparency and consultation with your union throughout the redundancy process as SeaLink moves from construction to the operational stage.
- ✓ Employee consultation and involvement with policy development and working procedures before implementation.
- ✓ Electing two employees from each type of employment classification trained as Health and Safety Representatives. (HSR training)
- ✓ Establishment of a Health and Safety Committee.

- ✓ Restructuring the consultative committee and simplifying the stream of communication between employees and employer.
- ✓ Minutes of meetings are agreed upon by all parties and produced within five working days to all members.

Over the last five months all parties have been working hard to achieving these outcomes.

Steve Hinton and Stuart Snell have been doing an outstanding job as your MUA delegates and both delegates have volunteered and dedicated many hours towards bettering your working conditions for all employees at SeaLink.

Using the IBB process the entire committee and the company have achieved a lot and come a long way in a relatively short amount of time. We still have a long way to go in many respects but are seeing many positive developments and have laid solid foundations for the future.



Since their implementation, the Health Safety Representative (HSR) team has successfully negotiated with management the following:

- ✓ Upgrade the electric winches on all 24m vessels to minimise the safety and health risks when deploying and retrieving the anchor
- ✓ Reviewed and revised the Hand and Power Tool Procedures to ensure that they have a more practicable application within the workplace
- ✓ Negotiated the replacement of crew lifejackets to ensure that they are easier to maintain hygiene standards, and
- ✓ Currently working on improving hygiene and

Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary

73 Southgate Avenue, Cannon Hill QLD 4170

access of potable water for all crew.

If any crew member has a workplace health or safety issue, please contact your Work Group Health Safety Representative (HSR) listed on the home page of Data Web.

Your involvement and participation as a member of the MUA is vital and carries great weight within the decision-making process that will affect your working life now and into the future.

There is currently a vacancy for an MUA delegate since Chris Brumley left the organisation. We would appreciate your interest in becoming a SeaLink MUA Delegate and being able to make a positive difference within your workplace. If you are interested, please contact one of the delegates or the Organiser listed below.

If you have any questions or wish to join the MUA please contact your delegates:

Steve Hinton 0427 404 277 [sjhinton1@hotmail.com](mailto:sjhinton1@hotmail.com)

Stuart Snell or

MUA Organiser Paul Petersen at 0404 453 869

*Paul Petersen – QLD organiser*

### **Brexit Blues**

THE QUEENSLAND MUA Branch meeting on 26 July heard Martin Thomas, a socialist and trade-union activist from England, speak about Brexit and the new British Labour Party leadership contest.

The referendum majority for Brexit on 23 June has had three results so far. A rise in racist attacks. A reshuffle moving the Tory government clearly to the right and the revelation that the Tory leaders of the "Leave" campaign had not just (in the interests of vote-catching) avoided spelling out what sort of Leave they want (a cut of all special links with Europe, or something like Norway, essentially three-quarters EU membership). They hadn't even worked it out for themselves. The Tory government now says it won't even start negotiating Brexit until 2017.

Those three results explain why almost all unions in Britain, plus the Labour Party and most of the left, backed Remain. That was a turn. Between the 1960s and the 80s, most labour-movement opinion was hostile to Britain being in the EU. Martin said that he himself had always disagreed with that hostility, and he welcomed the support for Remain and migrant rights from the labour movement and the big majority of younger voters.

The Leave campaign tapped in to real social grievances among older working-class people, especially in depressed areas. But it offered a false answer: to scapegoat migrant workers from the EU.

That this was scapegoating is shown by the fact that areas of high migration - like London, where one-third of the workforce are migrants - voted Remain, and the Leave vote was heaviest in areas of low migration. Those areas have real social problems, but they're not due to migrants!

Careful studies have shown that the influx of migrants may have pulled down wage rates for the very lowest-paid workers by 0.7p an hour. The figure is tiny compared to the improvements that effective union organising among migrant workers, and migrant-local worker unity, can win. Migrant workers have led wage struggles, for example among cleaning workers in London.

The Leave campaign's most popular slogan was "take control." But it meant: block migrant workers. In truth, working-class people need to "take control" of economic life from the global financial markets and the multinationals. To do that, we need international workers' unity and even under capitalism, larger economic units. Erecting new barriers between Britain and other European countries will hurt, not help, that necessary workers' unity.

It is good that Labour Party leader Jeremy Corbyn has said that Labour will continue to fight for freedom of movement of workers from the EU. Corbyn now faces a new leadership contest. He was elected leader in September 2015 with landslide support from rank and file Labour members and the unions, but only 14 out of 230 Labour MPs voted for him. The other 216 have been waiting for a time to oust him. They chose the referendum defeat as their time. They tried to force Corbyn to resign, so that they could get a new leader without having to give the membership a say. Corbyn stood firm, so they have a contest. Their candidate is Owen Smith. He is as unknown in Britain as in Australia. That is why he is the candidate. Known figures of the Labour right know they would lose. Smith can claim to be all things to all people. But Smith was "director of corporate affairs" for the drug giant Pfizer before he became an MP in 2010. Jeremy Corbyn was a union organiser, and a good one, before he became an MP, and has stayed loyal to that background. Hundreds of thousands of new members have joined the Labour Party, and if Corbyn wins we have a chance of a real, living, democratic Labour Party.

### **Stagnation in world trade and what that means to the MUA**

AS NEVER BEFORE world trade is stagnating or declining in a way not seen since the 1930s. From the late 1940s through to 2008, world trade always grew faster than world output.

Trade recovered in 2010-11 from its drastic slump in 2009. But between 2011 and 2014 it rose even less than world output, and in 2015 it crashed by 13%.

Some of that figure can be put down to the drop in oil prices, and a decline in the US dollar relative to other currencies, since world trade is measured in US dollars. But not all.

The latest from the World Trade Organisation is that merchandise trade fell a further 1.1% in 2016 Q1 compared with 2015 Q4. Asian trade fell 2.7%. The WTO expects trade "to remain sluggish into the third quarter."

---

**Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary**

**73 Southgate Avenue, Cannon Hill QLD 4170**

---

These figures have implications for port workers all over the world. Unions need to mobilise their strength to ensure that stagnant or reduced traffic translates into shorter hours with no loss of pay, rather than job cutbacks.

### **MUA takes on non-union lines companies**

IN ANOTHER IMPORTANT step in organising Brisbane Lines Company ES Randle, after working as a non-union operation in Brisbane river for 40 years, fronted the MUA in the Fair Work Commission last Wednesday over a majority determination for our members to negotiate their first ever MUA EBA.

In a minor victory the FWC ordered a secret ballot which will be conducted by the AEC and will see the entire workforce voting within the privacy of their own home without fear of retribution. The secret ballot will be a simple question asking if they want to negotiate a new EBA that will have the MUA bargaining on their behalf.

The company spared no expense on lawyers and tried to discredit the workers original petition asking their company to negotiate with the union. The ballot papers are out and voting concludes next Friday. As expected the company has tried to convince their workers they will lose work and possibly go broke if the MUA gets involved and came out with all kinds of conspiracy theories about our union.

The simple fact of the matter is the linesmen in Brisbane are caught up in a ruthless race to the bottom and they are the ones who are suffering. Meanwhile the shipping companies are the winners by getting away with paying a pittance for their services. There needs to be a level playing field and a line drawn in the sand on how workers in this port of Brisbane can be treated.

The MUA wishes our Randles linesmen luck in this important vote which will be tough with a reasonably small family company entrenched in their ways. Let's hope all those workers seriously consider their opportunity AND VOTE YES!

In other linesmen news, Ausport Marine Brisbane are also in the Commission regarding negotiating in good faith. After negotiating with the company for four years, the union members have drawn a line in the sand and if nothing is resolved at the next FWA conference they are considering protected action.

Meanwhile in Sydney and Melbourne the union is running a campaign protecting Ausport linesmen from having their work taken from them by the DPW terminals. The MUA members in those ports are standing in solidarity with our linesman comrades. Please see the following link for the video of their struggle.

<https://www.facebook.com/MaritimeUnionAustralia/videos/1062204110514438/>

*Paul Gallagher – Assistant Branch Secretary*

### **Rally to support CUB Abbotsford Brewery workers**

QUEENSLAND UNIONS WILL rally outside Brisbane's office of Carlton United Breweries (CUB) in solidarity with workers at CUB's Abbotsford Brewery in Melbourne who were sacked and then offered a take-it-or-leave-it non-union deal with a 65 % wage cut.

WHEN: 4:30PM Thursday 4 August

WHERE: Carlton United Brewery Brisbane Office, 15 James St, Fortitude Valley

WHO: Union members, community groups, supporters

<https://www.facebook.com/events/1091789664233251>

The 55 fitters and electricians, members of the Australian Manufacturing Workers Union (AMWU) and Electrical Trades Union (ETU), had their employment terminated without notice in mid-June so a new contractor could re-employ them on base wage rates far less than the axed enterprise agreement.

Workers with up to 34 years' experience at CUB have been protesting alongside apprentices outside the Abbotsford brewery for the past six weeks.

Queensland Unions will protest at CUB's Brisbane office in solidarity with these workers.

Queensland Council of Unions General Secretary Ros McLennan said the treatment of these workers was another disgraceful demonstration of corporate greed and the determination of large corporations like CUB to avoid its obligations through the practice of outsourcing.

"These workers have been exceptionally loyal to CUB with many giving as much as 30 years' service to the brewery," said Ms McLennan.

"And what they are receiving in return for their loyalty to the company is a kick in the pants and a take-it-or-leave it offer that slashes their pay and entitlements.

"This from a multi-national beer conglomerate that made \$4.4 billion in operating profit in 2015 and whose parent company's CEO, Alan Clark, has estimated earnings of \$62 million this year."

"For a company that is the guardian of such iconic Australian brands such as Victoria Bitter and Fosters their actions are heinous and un-Australian."

The Abbotsford brewery produces leading brands like VB, Crown Lager, Carlton Dry, Pure Blonde and Strongbow.

### **MUA Qld Branch Motion Supports Coal Miners**

AT THE LAST monthly meeting the Qld Branch moved a motion to extend solidarity to fellow workers represented by CFMEU Mining Division in their heroic struggle against the resurgent coal miner disease Black Lung. The Branch supports Queensland coal miners in:

- ✓ eradication of this awful occupational disease,
- ✓ ensure government's attention to the elimination to this disease,
- ✓ ensure training of medical professionals so that they become competent at testing for Black Lung, and

- ✓ Ensure affected coal miners are fully compensated and their families supported through lifetime access to medical treatment at no cost

### Drone Ships: The future of freight?

ROLLS-ROYCE'S BLUE Ocean development team has set up a virtual-reality prototype at its office in Alesund, Norway, that simulates 360-degree views from a vessel's bridge. Eventually, the London-based manufacturer of engines and turbines says, captains on dry land will use similar control centers to command hundreds of crewless ships.

Drone ships would be safer, cheaper and less polluting for the \$375 billion shipping industry that carries 90 % of world trade, Rolls-Royce says. They might be deployed in regions such as the Baltic Sea within a decade, while regulatory hurdles and industry and union scepticism about cost and safety will slow global adoption, said Oskar Levander, the company's vice president of innovation in marine engineering and technology. "Now the technology is at the level where we can make this happen, and society is moving in this direction," Levander said by phone last month. The European Union is funding a 3.5 million-euro (\$4.8 million) study called the Maritime Unmanned Navigation through Intelligence in Networks project. The researchers are preparing the prototype for simulated sea trials to assess the costs and benefits, which will finish next year, said Hans-Christoph Burmeister at the Fraunhofer Center for Maritime Logistics and Services CML in Hamburg. Because large drone container ships do not carry crew nor the structure and systems that support the crew (bridge electricity, air conditioning, water and sewage) about 44 % of total operating expenses are eliminated and fuel costs reduced in 12-15 %. Despite these savings, the CEO of maritime for DNV GL the largest company certifying vessels for safety standards, argues that the investments needed to make unmanned ships safe would be prohibitive. "Can you imagine what it would be like with an unmanned vessel with cargo on board trading on the open seas? You get in enough trouble with crew on board," Hodgson said by phone Jan. 7. "There are an enormous number of hoops for it to go through before it even got onto the drawing board", DNV GL CEO said.

Unmanned ships are currently illegal under international conventions that set minimum crew requirements, said Simon Bennett, a spokesman for the London-based International Chamber of Shipping.

The International Transport Workers' Federation, the union representing about 600,000 of the world's more than 1 million seafarers, is opposed. "It cannot and will never replace the eyes, ears and thought processes of professional seafarers," said Dave Heindel, chairman of the ITF's seafarers' section in London. "The human element is one of the first lines of defence in the event of machinery failure and the kind of unexpected and sudden changes of conditions in which the world's seas specialize. The dangers posed to the environment by unmanned vessels are too easily imagined."

A spokesperson for Rolls-Royce anticipates that container ships and dry-bulk carriers will probably be the first to forgo crews while tankers hauling hazardous materials such as oil and liquefied natural gas will probably remain manned longer because of safety perceptions. He further argues that unmanned ships can be even much safer than today -thanks to sophisticated computer monitoring systems, cameras and sensors- and eliminate the threat of crew becoming victims of pirates. Rolls Royce does recognise that drone ships would be vulnerable to computer hacking.

Currently the debate is more academic than operational, said Peter Sand, an analyst at the Bagsvaerd, Denmark-based Baltic and International Maritime Council, whose members control about 65 % of the global fleet. None of them have raised the question of drone ships with the trade group, he said.

*Written by Isaac Arnsdorf for Bloomberg Press on 24 Feb 2014*

### Vale David Golik

YESTERDAY MUA MEMBER Geoff Golik bade farewell to his father David, at the Chapel at Buderim. Attended by over 80 family and friends, including many MUA members, I attended on behalf of the Queensland Branch.

A unique setting of memorabilia was displayed with the draping of the three flags under which David served in



his career at sea. The

Australian Navy during WWII, the Red Ensign for his period in the SUA as an AB and the Pilot "H" flag for his long and last stint associated with a long career. Geoff did a magnificent eulogy under such circumstances. I spoke and forwarded our sincere condolences to the Family and all gathered on behalf of the Branch here in Brisbane. Bagpipes and sea shanties accompanied his final journey.

*Mike Barber – MUA Member - On Behalf of the Brisbane office*

Branch Official's Details

QLD Branch Secretary Bob Carnegie

Mob: 0439 478 996.

Email: [bob.carnegie@mua.org.au](mailto:bob.carnegie@mua.org.au)

QLD Deputy Branch Secretary Jason Miners

Mob: 0401 211 866.

Email: [jason.miners@mua.org.au](mailto:jason.miners@mua.org.au)

QLD Assistant Branch Secretary Paul Gallagher

Mob: 0408 494 168.

Email: [paul.gallagher@mua.org.au](mailto:paul.gallagher@mua.org.au)

Central QLD Organiser Paul Petersen

Mob: 0404 453 869.

Email: [paul.petersen@mua.org.au](mailto:paul.petersen@mua.org.au)

North QLD Organiser Glenn Desmond

Mob: 0429 614 536.

Email: [glenn.desmond@mua.org.au](mailto:glenn.desmond@mua.org.au)



**Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary**

**73 Southgate Avenue, Cannon Hill QLD 4170**