



QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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No. 59 – Thursday September 22, 2016

QUBE Part B Meeting – Branch Finances in Good Shape - MUA and ETU Solidarity Barrier Reef Grounding \$39.3m Ship Owners to Pay

Qube Part B Meeting Brisbane

ON WEDNESDAY, SEPTEMBER 21 Branch Secretary Bob Carnegie, Branch Organiser Paul Petersen and delegates Graham 'Boppa' Bell and Noel Timmins met with senior Qube management in attempt to finalise Part B of the EBA.

In a meeting that was characterised by honest exchanges between both sides, it is the considered opinion of both parties that we have 'landed' Part B, subject of course to membership endorsement.

The input from both 'Boppa' and Noel was critical to the outcome and once again it drives home both to Paul Petersen and myself the great talent that resides in our rank and file.

After we concluded Part B we then turned our thoughts onto, what I believe is the most difficult issue in the (almost complete) Part A. It is around the issue of Public Holidays, Closed Port Days and the taking of sick leave in relation to them.

Fellow worker Noel Timmins called on his 35 years as an active trade unionist and was able to give both parties a new perspective on this issue. It was simply outstanding and as your Branch Secretary I felt extremely proud of the calibre of working class people I represent on a daily basis. I hope with continued goodwill we will have a document to go to the Qube membership sometime in the near future. Once again I go on the record to thank members for their patience during these long and at times very difficult negotiations.

Branch Finances in Good Shape

THE AUDITORS HAVE given our Branch the all clear for the 2015/2016 financial year and it is pleasing to note that our Branch is in good financial shape and in a stronger financial position than when I took over the reins of the Branch on July 1 2015.

I'm proud of this result for a number of reasons. In the last 12 months the Branch has been in constant battles.

- We ran a massive dispute and protest line at Hutchison for over 100 days.
- The Branch ran a hugely successful inaugural Branch Conference which has been generally regarded as being an outstanding conference.

- We sent a large delegation to the Canberra Jobs embassy in our fight for the right of Australian Seafarers to work in their own country.
- We fought and are still fighting Riv Tow and BMA in their attempts to destroy unionism in the towage area.
- And most importantly our Branch, the Queensland Branch of the MUA, has offered a hand to all workers who have needed support in whatever way we can because it is the right thing to do. This Branch truly believes that the most important word in a worker's vocabulary is 'SOLIDARITY'.

The Branch has had to manage its finances with a decreasing membership due to the collapse in seafaring work which so very sadly has led to members leaving the industry, retiring earlier than expected and or finding different work in other industries.

On a final note I hope this answers some of my critics who ran and some still, who run a line based something like this 'Bob Carnegie, is a mad left winger, a Trotskyite, who will burn the Branch to the ground.'

Well, I am a committed socialist and I do believe Trotsky was a world historic figure and possibly one of the most complex and complete figures of the 20th century. However, I hold our Branch close to my heart and I look after the finances of our Branch closely and well and am proud of it.

MUA and ETU Solidarity

ON SEPTEMBER 15 2016, Branch Secretary Bob Carnegie had the honour of addressing over 100 ETU delegates on the battles the MUA is having and also the joint struggles in which the ETU and MUA in Queensland are engaged.

Of particular interest to delegates was the pact the respective Branches of the ETU and MUA have in Queensland in relation to the ALP.

This pact has given both unions (but in particular the MUA) extra power and influence in the ALP and in areas not just industrial and it is starting to bear fruit.

In Bob's address to the ETU delegates, he paid special attention to the shared social vision the two unions had.

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

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In Bob's way of thinking this makes our pact so much stronger and everlasting.



Stewie Trail from the ETU's leadership replied, further stressing the bonds that unite us and are getting stronger each day and he along with the whole ETU look forward to continue their close work with the MUA.

Shen Neng 1: Chinese Coal Ship Owners to Pay Government \$39.3m Over Barrier Reef Grounding

Although the Chinese owners have been fined significantly this accident is typical of the incompetence and flagrant disregard for people's lives and the environment that has been a tragic consequence of the exponential growth of Flag of Convenience Shipping since it exploded after WW2. Bob Carnegie

Article by Stephanie Smail and sourced from:

<http://www.abc.net.au/news/2016-09-19/shen-neng-1-owners-to-pay-39-million-over-barrier-reef-grounding/7858956>

Key points:

- Ship carved a 2.2-kilometre-long, 400,000-square-metre scar in and around Douglas Shoal
- Ship owners will pay Government \$35m, and \$4.3m for costs incurred immediately after incident
- Clean-up works expected to begin mid-2017

The settlement is less than a third of what the Commonwealth was seeking in the Federal Court from the ship's owner, Shenzhen Energy Transport Co, for remediation costs.

The 225-metre carrier carved a 2.2-kilometre-long, 400,000-square-metre scar in and around Douglas Shoal, about 120 kilometres east of Rockhampton, in April 2010. The grounding also damaged one of the ship's fuel tanks, which left a four-kilometre trail of heavy fuel oil.

The terms of settlement mean \$35 million will be paid to the Australian Government for the cost of removing polluted rubble. A further \$4.3 million will be paid to cover costs incurred by the Government in the immediate aftermath of the grounding.

Federal Environment Minister Josh Frydenberg said the clean-up operation would begin mid next year.

"[This will allow] the Great Barrier Reef Marine Park Authority to initiate field operations to remove toxic anti-fouling paint and rubble, which will enable the

restoration of the natural ecological processes of the reef," he said.

"The anti-fouling paint [that peeled off the ship when it grounded] at Douglas Shoal contains a highly toxic component known as tributyltin, which is now banned from use. "The paint also contains copper and zinc. Impacts to marine life on the seafloor could potentially last for many decades if the toxic anti-fouling paint remains in place."



Great Barrier Reef Marine Park Authority chairman Russell Reichelt said it was unsatisfactory it had taken more than six years to reach a settlement, but the payment was good news for the reef's ecosystem.

"Since the grounding, the Great Barrier Reef Marine Park Authority has insisted that Douglas Shoal must be repaired to allow the naturally resilient corals in that area to recover," he said. "Damage to the Great Barrier Reef caused by such negligence should be made good by the ship owner or their insurer and not left to the Australian taxpayers to fund repairs."

Mr Reichelt said the authority had already conducted surveys at the site and tested clean-up methods. Shenzhen Energy Transport Co's insurer, The London P&I Club, described the settlement as "sufficient and appropriate", pointing out much of the shoal had recovered naturally since the April 2010.

In a statement the insurer said it expressed regret over the Shen Neng 1 incident and always wanted to reach a fair and justifiable settlement. In a previous statement the London P&I Club described the Commonwealth's clean up estimates, that ranged from \$70 million to \$194 million, as "unsubstantiated and unrealistic".

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