



QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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Hutchison – ALP State Conference – Swedish Dockers Conflict MUA Family Picnic Day - Annual General Meeting

Hutchison BCT Terminal

A SUCCESSFUL MEETING of some 60 members was held at the Union Hall on Sunday October 30, 2016. The main focus of this meeting was to get a clear consensus on the way forward for negotiations with Hutchison on what members want to go forward with the dramatic upturn in business with the company.



BCT Members meet

A lot of strong, honest debate came out of the meeting and the fundamental call of the members is actually quite simple.

We demand to be placed on the same policy as other terminal wharfies in Brisbane that is a gradual roster – simple. However, we may have to go into the trenches to achieve this.

ALP State Conference

THE QUEENSLAND BRANCH was instrumental in securing strong policy platforms at the ALP State Conference held on the Gold Coast over the October 29 and 30.

The two key outcomes which are now ALP policy are in the area of partnership agreements and intra state shipping.

Partnerships will now be urgently reviewed with the government committed to rid this union busting practice in Queensland. The first test of this commitment will be when the upcoming north ports contract is announced.

The Branch has also secured a commitment to increase Queensland content in intra state shipping which will include a review in consultation with all stakeholders to see how this is best achieved through regulation and policy which will allow the union to highlight why seafarers should not have to compete against third world standards around the Great Barrier Reef.

The Branch has had a lot of support in this important area of work and could not have achieved this if it were not for the support of the ETU and in particular, Stewie trail. We also had Ian Bray from National Office giving further assistance and ALP organiser and MUA friend Janine Aitken.

This is the first significant small step of many required to increase Queensland content in intra state shipping and to rid the towage industry in Queensland of cancerous partnership agreements.

The Branch is now focused on our next push which will be to ensure the ports north towage contract is firstly an exclusive license and secondly not based on a partnership model.

Further to partnerships, planning can now begin on our intra state shipping campaign to ensure we wage a campaign that aims to deliver the jobs that are rightfully ours and that the likes of Rio stop patting us on the head and start listening.

Conflict at APM Terminals Gothenburg, Sweden



THE DOCK WORKERS at the Maersk Terminal in Gothenburg, Sweden are in a life or death battle to save union representation and the conditions that go along with them. Maersk is the largest, integrated containership and terminal operator on planet earth. On Thursday

November 3, a meeting was held at the Patricks Terminal (which handles Maersk containers) in Brisbane and a principled, lively discussion ensued in support of our Swedish fellow workers.

Members unanimously agreed to a resolution supporting the struggle in Gothenburg and calling on the IDC and

ITF to coordinate an effective plan of solidarity actions to



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make sure Maersk is brought to heel.

As part of this Branch News, a detailed assessment of the struggle of the Swedish Dockers is attached.

MUA Family Picnic Day

ALTHOUGH UNDER GREY skies, on November 1st another successful picnic day was held. Many thanks to members, vets, Carol and Kerri (our wonderful office staff) and to the tireless volunteers who worked so hard to make it a success! Many thanks...



Annual General Meeting

THE ANNUAL GENERAL Meeting will be held on Thursday 8 December 2016 from 7.00am – 11.00am at the Wynnum Workers Club, 35 Bognor Road, Tingalpa. All members are required to attend.

Resumed Conflict at APM Terminals in Gothenburg, Sweden

THE GOTHENBURG CONTAINER terminal, the largest in all the Nordic countries, has experienced problems since APM Terminals (APMT) obtained the concession. Repeated crisis have led to a dramatic drop

in market shares, from 57% of the Swedish container market to 45% in just a few years.

Last year, the new local APMT management also changed personnel policies, adopting an anti-union stance characterised by dictates. The white-collar groups were his first, with de facto cuts in benefits and conditions. The dockworkers, then, were gradually excluded from discussions and decisions concerning terminal production. Health and Safety (H&S) regulations, Collective Bargaining Agreements (CBA's) and Swedish laws were brazenly disregarded.

APMT Gothenburg is investing heavily in what they see as a prestigious power-struggle that may be extended to other terminals.

On the other hand, the SDU is fighting for basic rights that would be taken for granted in most of the Swedish labor market:

- **Guarantee of trade union rights to freely form bargaining delegations and inform members of negotiations:** No more sanctions against elected representatives or interferences in the union's internal democratic structures.
- **Respect the right to our job:** No more arbitrary delegating of dockworkers' tasks to other parts of the workforce, in an effort to cut costs or bypass safety rules.
- **Honour standing agreements and CBA's:** No more withholding of compensation for dockworkers who have worked extra shifts during the last work pattern transition.
- **Stop using sick or aging casual dockers as bargaining chips:** No more collective "no strike" clauses or contract concessions as conditions for retraining or fulfilling social obligations.
- **Re-establish systematic Health and Safety cooperation:** No more exclusion of H & R officers in workplace risk assessments and accident enquiries.
- **Abide by the Annual Leave Act and the Parental Leave Act:** No more delayed decisions or unlawful refusals inflicting stress on dockworker families.

Simultaneously, APMT tried to dictate how many and which specific union representatives were allowed to participate in negotiations, as well as bar elected officials from informing union members of current issues.

This spring, the Swedish Dockworkers' Union (SDU) membership, (which include 85% of the dockworkers at the APM terminal) voted unanimously for industrial action. After four 24 hour strikes in April and May, the SDU was urged by external stakeholders to pause industrial actions. The SDU, in response, respected the request and called for a cooling off period to allow for new talks.

Since then, however, APMT management has consistently refused to explore any form of constructive

compromise and even rejects mediation from Ports of Sweden, the national employers' organisation.



Therefore, the Gothenburg dockworkers have now decided to resume industrial action from the 8th of November, including both new strikes and a ban on all overtime work. The SDU is preparing demonstrations of national solidarity against redirected cargo and Maersk Group operations.

The SDU will not grant further pauses. The SDU now asks all fellow dockworkers around the world for solidarity.

The SDU urges you to approach your local and/or national Maersk Group representatives about the conflict, to call on us to come to your ports to inform you on our ongoing struggle, and to come join us at the picket line in Gothenburg.



If this dispute drags on, we ask you to consider all legal and viable actions in your home countries and ports against Maersk containers, Maersk vessels, and Maersk terminals to increase the economic cost the Maersk Group bites for maintaining their current anti-union policies in Gothenburg.

For more extensive information and contacts see the SDU website www.hamn.nu

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**SWEDISH DOCKWORKERS'
UNION**

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