



No. 65 – Friday November 11, 2016

**MUNZ Conference – Swedish Dockers – Branch Social Activities - Protect  
Legal/Industrial Officer – Wills – Branch Special Meeting - Maersk Line**

**MUNZ Conference**

I WAS FORTUNATE enough to be a part of the MUA delegation to MUNZ National Conference held the week of 7 to 11 November.

It was really a terrific Conference, not showy but a down to earth Conference reflecting the reality of MUNZ. It is a down to earth fighting union.



*Wonderful Banner from MUNZ*

As the Queensland Branch Secretary, I had the opportunity to speak at the Conference and I spoke of the importance MUNZ had played in the existence of both our unions and I paid tribute to the work New Zealand Maritime Unions did in refusing to even allow the Columbus Canada to berth during those dark days in April 1998 during the Patricks Lock Out.



*Jordi Aragunde Prior to MUNZ Joining the IDC*

Another highlight of the meeting was MUNZ's decision to affiliate with the IDC. This is another milestone in the development of the IDC as the real fighting worldwide organisation for Dock Workers. The IDC is now an

organisation which represents over 100,000 Dockers and their affiliates worldwide.

**Swedish Dockers**

THE DISPUTE AT the Maersk Terminal in Gothenburg is worsening and very worryingly the Spectre of the Liverpool Dockers is starting to haunt this dispute.

Next week I will get down on the job and explain to members the vital nature of this dispute which will affect every wharfie in the world if we, together do not bring Maersk to heel.

Maersk is the larger integrated container ship / terminal operator in the world. Maersk operates in 130 countries, employs 88000 people and has a turnover of 60 billion AUD.

They are a massive corporation who think they can bully everyone around. Well on behalf of the wharfies I represent, we have no intention of letting Maersk destroy organised Dockers where ever we may be. If you TOUCH ONE OF US YOU TOUCH ALL OF US.

**Branch Social and Sporting Activities**

THE BRANCH IS going to hold an MUA Golf Day, Tuesday February 7<sup>th</sup>. The golf club is due to be confirmed. We want it to be a huge success. It came up in conversation with a terrific member and golfing tragic, fellow worker, Garry Clancy at the union office a couple of weeks ago.

In the Branch Office, both our Growth Organiser, Damien McGarry and Deputy Branch Secretary, Jason Miners are keen golfers and already it is starting to look like a terrific day.

Garry Clancy's brother Wayne, who is wharfie at Qube and I are already claiming seats at the 19<sup>th</sup> hole. Anyone interested in having a terrific day contact Damien McGarry on 0410 318 078.

Damien would like also to organise a Texas Hold'em Card game at the union office before Christmas, so any members interested please contact Damien.

As the Branch Secretary, I am totally open to any ideas that will bring members together socially. It is your union, let's try to enjoy it together.

Queensland Organiser, Paul Petersen for example has had some very preliminary talks about getting bands playing regularly at the union hall. We have some wonderfully talented members, Graham 'Boppa' Bell, another Qube wharfie can get the foot tapping along with the best of them.

Don't members think it would be terrific if say on a bi-monthly basis we have a couple of bands, a few drinks, bit of dancing and us getting together. It could be a Friday or Saturday night or even a Sunday afternoon.

We can invite other like minded people, spread the message of our union and our values, maybe even raise a few bob and have a good time at it.

My dream is to have the barbed wire fences that divided our work places replaced by a caring united group of workers brought together by the commonality of their work and united by the diversity of their lives. I want us to be a family, as I have said before we might resemble the Addams family (I'm Uncle Fester) but a family, that despite its differences, cares about each other.



Bob

### **Legal/Industrial Officer**

THE BRANCH HAS been successful in having a full time legal industrial officer engaged. The Comrade's name is David Greene and has reached the position of a barrister previously and comes with an outstanding background in law. David is a man with deep social convictions and it gives me a feeling of pride that I have been able to play a significant role in having David employed. Initially David will spend some time at National Office learning the ropes etc.

David will also be assisting the Northern Territory Branch however he will be based in Brisbane. His official title is MUA Legal/Industrial Officer Queensland and NT Branches.

There are a few people I would like to thank for this really important breakthrough. Trisha Hurley our employment consultant whose advice and knowledge was very helpful and our National Industrial Team Leader, Aaron Neale. During my life I've had to deal with a lot of lawyers and I rate Aaron very highly. He was of immense assistance in the selection process and that we were successful in getting a high quality candidate. Aaron has a very impressive legal intellect coupled with a deep conviction in the cause of trade unionism. I'm so happy that David will earn his stripes with the guidance of Aaron.

Deputy National Secretary, Will Tracey has been immensely helpful and crunched the figures by proving that with a competent, hard working Legal Industrial Officer the union will be in front financially as we will be outsourcing much less in legal expenses.

Paddy Crumlin deserves the Branch's thanks for in the end agreeing with it.

My offside at National Council and in the Branch, Jason Miners was absolutely steadfast in us acting as an immovable force to get this up. Jason had to go and wear

oilskins at times as when I let go on a couple of 'sprays' in our passionate endeavour to achieve this position but his position beside me never wavered. In the end the real thanks goes to all members of the Queensland Branch for making this dream a reality. David starts with union on November 28.

### **Protect (Personal Injury and Illness Income Protection)**

BOTH DP WORLD and Patricks Terminals now have the cover of personal accident and illness insurance.

It has come to the Branch's notice that some members have had problems with their coverage for a host of reasons including forms not being filled in correctly.

Should a member have to claim on Protect I urge they do the following:

- Speak to your delegate who will then instruct you.
- In the case of DP World contact either Bob Carnegie or Paul Petersen and we will walk you through the process.
- In the case of Patricks terminal contact Jason Miners or Bob Carnegie and we will do the same thing.

All insurance companies prey on forms not being correctly filled in. As your Branch Secretary, we will make sure all the i's are dotted and the t's crossed before the claims are submitted.

### **Wills**

The Branch's Personal Injury and Compensation Firm, Turner Freeman are offering a FREE WILL service to financial members of the MUA.

If members contact the union office, we will put them onto the right people in Turner Freeman.

I cannot emphasise enough to members how important getting an up to date Will that expresses one's desires and for it to be done up properly and professionally. Please do not put it off! Now is the time! It's a bit late to think about getting a will done or revised when you are either 6 feet under or going up the chimney.

The estate lawyer from Turner Freeman will come to the union office if getting into town is too much of a hassle.

### **Special Branch Meeting for Seafarers**

SPECIAL BRANCH MEETING – 0830 November 25<sup>th</sup> (all members can come along too!)

There will be a Branch meeting concerning the very distinct outlook of greatly improved job prospects in the new year.

National President, Chris Cain will be delivering the main report. All seafaring members (and in fact all members interested in their union can come along).

The last 18 months have been brutal ones for unemployed Seafarers. Hopefully the light on the horizon may reduce some of the pain.

After the meeting the Branch will put on a BBQ and a few 'charges' of the non CUB type.

## Trump

WELL THE AGE of Celebrity and Capitalist Consumerism has now morphed into the next President of the United States. It is an unbridled disaster for working people the world over.

About all that can be said is that our Branch stands beside our fellow union men and women in the United States and we pledge to them the same heroic support they have given freely to us.

As the great Harry Bridges, the legendary leader of the ILWU, said 'The most important word in our language is SOLIDARITY.' It still remains truer than ever today.

## World's Biggest Container Line Ready to Lose Money to Win Market

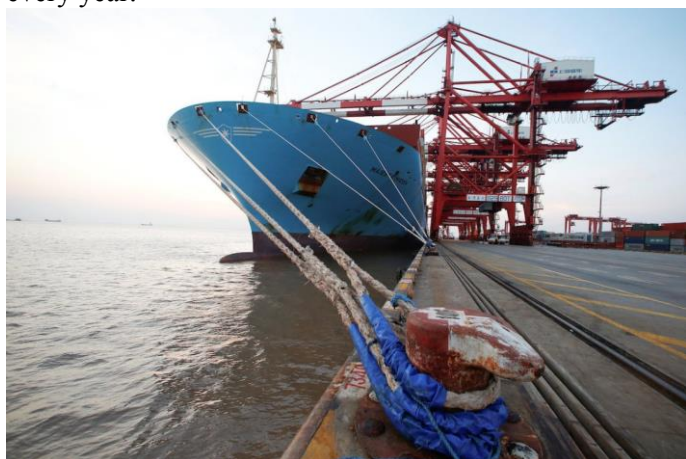
*Bloomberg by Christian Wienberg*

Sourced from: <https://gcaptain.com/worlds-biggest-container-line-ready-lose-money-win-market/#.WB0GJ5FNa0h.email>

THE CHIEF EXECUTIVE officer of the world's largest container line says he's willing to lose money in the short term in exchange for longer-term market dominance.

Maersk Line's decision to go for market share in an unprofitable third quarter might "seem strange," but "you need to consider the alternative," CEO Soren Skou said in a phone interview. "The industry is consolidating and in such a situation you have to make sure you keep growing so you don't lose your market-leading advantage."

"In the long term, the winners in this business will be those with the lowest costs, and low costs are achieved through scale," said Skou, who's also the CEO of Maersk Line's parent, Copenhagen-based A.P. Moller-Maersk A/S. "We want our market share to grow organically every year."



*Photo by Reuters/Aly Song*

Maersk Line on Wednesday reported a third-quarter net operating loss after tax of \$116 million compared with a profit by the same measure of \$264 million a year earlier. Plunging freight rates outweighed a decline in unit costs. The shipping line increased volumes by 11 percent in a quarter that only saw market growth of 1-2 percent.

After dropping 7.2 percent on Wednesday, shares in Maersk fell as much as 2.2 percent in the first quarter-

hour of trading on Thursday and were down 1.6 percent at 9,245 kroner as of 9:13 a.m. in Copenhagen. Nordea, JPMorgan and ABG Sundal Collier all cut their price targets after the third-quarter results, according to data compiled by Bloomberg. For a story on Maersk's third-quarter earnings, [click here](#).

The CEO said the 11 percent growth rate "might have been a bit more than we planned," but the August collapse of Hanjin Shipping Co. "gave us a lot of volume."

Maersk Line has about 15.5 percent of the global container market, putting it ahead of Mediterranean Shipping Co.'s 13.4 percent and CMA CGM SA's 10.4 percent, according to Alphaliner. Maersk also expects to sign an agreement to add South Korea's Hyundai Merchant Marine Co. to its global 2M shipping alliance "fairly soon," according to Chief Commercial Officer Vincent Clerc.

"We're currently growing organically as fast as our biggest peers," Skou said. "Large mergers can change that, but measured organically, we have matched the biggest peers."

The company is the "Saudi Arabia of the container market," DNB Markets said in a note to clients Wednesday. "The combination of strong volume growth but still low rates means we still believe Maersk Line will continue to use price to gain market share," DNB said. Part of Maersk Line's new strategy, revealed in September, is to add to its growth through acquisitions. Skou declined to comment on which specific targets management has identified. "If we see the right opportunity, we will strike," he said. "We're well capitalized and have a strong liquidity reserve, so we would be able to finance takeovers."

Japan's three largest container lines said this week they plan to merge, marking the latest example of industry efforts to counter a decade of weak freight rates. Nippon Yusen KK, Mitsui O.S.K. Lines Ltd. and Kawasaki Kisen Kaisha Ltd. will have a combined 7 percent of the world's container-shipping trade if the deal goes through. "If you look at vessel prices and share prices, it's a fact that the container industry is priced at historical lows — perhaps an all-time low — which could mean that now is a good time to buy," Skou said. "But if you buy something that doesn't generate any earnings, it could turn out to be a very expensive takeover."

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