



QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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No. 68 – Wednesday December 14, 2016

Qld Branch AGM – Adani Project - Fair Work Chases MUA Over Hutchison Picket Bluewater Seafaring Commission - Nth Qld AGM's - The Liner Revolution - Comic Corner

Queensland Branch Annual General Meeting Brisbane Annual General Meeting

A HUGELY SUCCESSFUL AGM was held in Brisbane at the Wynnum Workers Club on Thursday 8th December 2016.

Deputy National Secretary, Will Tracey gave a comprehensive report on the state of the Union. Will outlined the very real and sustained attacks we have been under over the last year. Such as Chevron's attempt to bankrupt our Union in the Federal Court which is still being argued. The Fair Work Ombudsman has launched cases against us in relation to Hutchison and other areas trying to break us.

Despite these and many other attacks, the Union has been able to deliver good EBA outcomes in areas as diverse as Patrick Terminals, Qube B&G, Farstad



Shaun, Paul and Brett AGM

tackling several areas where spending can be reined in.

The Union is going over to a permanent campaign, footing in our fight for jobs and in our attempts to fight to rid the horrors the LNP have inflicted on our industry and the Australian working class generally. The necessity to restructure union dues was endorsed at a Special Meeting held after the AGM.



Offshore, Programmed Marine and many other areas.

Will pointed out the problem with our large operational loss of over \$3 million dollars and although this was mainly the fault of the massive legal costs the Union has had to bear, the Union has started

Branch Secretary, Bob Carnegie gave a comprehensive report on some of the Branch activities over the last year, highlights which included the settlement of the Hutchison dispute and the recent hiring of previous redundant

members back into the organisation. The continued organisation of Brisbane Ferries and the outstanding work of Jason Miners, Paul Petersen and our Growth Organiser, Damien McGarry in this field.

The sophisticated anti-union agenda of the largest Terminal operator in the Port, DP World and how our members and our Branch

(particularly under Paul Petersen's leadership) is fighting back.

Bob Carnegie outlined the terrific Agreement Jason Miners along with our delegates had negotiated in harbour and LNG towage in the Port of Gladstone.

Bob explained due to a collapse in membership there was a necessity in reorganising our North Queensland base.



Bob Barnes and Laurie Horgan with Bob Carnegie

Assistant Secretary, Paul Gallagher has stepped up to the mark in taking up the huge challenge of organising and servicing members in this extremely important area for our membership. Our North Queensland members are to be congratulated on how they have stepped up to the mark and supported Paul Gallagher and their Union in these difficult times.

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

73 Southgate Avenue, Cannon Hill QLD 4170

Bob spoke about the horrors of sham Partnership Agreements and the horrors that had been inflicted on our membership in Hay Point by them. The largest coking coal exporter in the world, BMA had inflicted these sham Partnerships on members to destroy unionism on the tugs.



Finally, Bob and all present, paid tribute to the work of rank and file delegates, Bob Barnes and Laurie Horgan in Hay Point and members responded in a rousing standing ovation.

On a lighter note, Branch Secretary, Bob Carnegie, somehow split his pants before the meeting and explained although the 'arse was out of his pants' the Branch was in a much better physical and financial state.

Adani Project Closer to Go Ahead Status

ON TUESDAY DECEMBER 6 2016, Townsville CFMEU Official, Mick Robinson and I attended the media conference on the wharf at the Port of Townsville with Queensland Premier Palaszczuk and JJ Adani to announce the approval of the Carmichael mines in the Galilee Basin. It was surprise announcement and although we were not invited, figured workers are going to be a principle player in the project so they needed to be represented from the outset.

This controversial issue finally being approved will produce around 10,000 jobs to the people of North Queensland at a time of high unemployment in a struggling community and a dying economy. In the deal done with the Queensland Labor government, the major commitments from Adani are:

- NO dredge spoil will be dumped on the Great Barrier Reef or the Caley Valley wetlands. There will be a reclamation area built for the purposes of the coal stockpiles and has passed all environmental impact studies.
- All Adani offices have to be in regional Queensland and not Brisbane. The head office will be in Townsville and port and rail offices and related businesses in Bowen and Mackay. Project sourcing centres to be based in Townsville, Charters Towers, Rockhampton, Emerald, Clermont and Moranbah. This deal alone means 600 local jobs before construction even begins mid next year.

- Local workers are to get first priority followed by Australian workers and there are to be NO 457 Visas to take any labouring jobs.
- The only FIFO jobs for Adani will be from Townsville or Rockhampton. To work out there you have to live in Queensland.
- The life of the project is 60 years sustained employment with 5 open cut coal mines along a coal seam that runs for 60kms. There will be approximately 500 full time jobs in each mine.
- Construction begins mid next year with all products to be Australian manufactured and all goods for the project to come through the Port of Townsville; including fuel that has to be shipped from an Australian refinery.
- The Queensland taxpayer will not be funding any infrastructure. The company is funding all construction from the mines the railway and the Port at Abbots Point.
- Adani will also fund a \$200 million-dollar large scale solar project at Moranbah.

I know we have all had mixed emotions about this project whether we support it or we don't but after the recent event in the Bowen Basin where the employed FIFO refused to support the local communities and then closed down, decimating the region. The people of North Queensland need this boost. They have had to face adversity too many times, including the Gladstone gas construction boom which delivered very little at the back end. Interestingly, Adani was asked about the carbon footprint that will be left by this project he responded that this project will bring reliable electricity to 3 million impoverished people in India desperate for the basic service. Would we rather them go more locally and dig up dirty brown coal or use Australian clean blended coal?

On top of this came the recent government approval for the expansion of the Port of Townsville to begin next year. The expansion includes four new berths and dredging of 10 million cubes to be reclaimed for storage areas, similar to Fisherman's Island Brisbane. The Government owned Port of Townsville Ltd are investing in their own barges and dredging equipment and employing directly to complete the project which is expected to take five years all up in different stages. No contracting and the work should be carried out under MUA Agreements.

I have to say that this Labor government has done well in negotiations achieving good results for workers up north. If you remember back to Campbell Newman's government attempt to dump dredge spoil on the Great Barrier Reef and Adani talking about using the fair trade deal to use Indian labour, Palaszczuk has done well, using good socialist policy before allowing them to dig up our land.

With this news, comrades can be assured the Queensland Branch will be right amongst the players in

gaining employment for our members and we will be working closely with the CFMEU to make sure we secure quality employment conditions for workers from “the pit to the port” for now and our next generation.



Adani Mine Announcement – Port of Townsville

Our ATSI comrade, Terry O’Shane has begun opening up relationships with the traditional land owners in the area of Abbot Point. As always, we will approach our work using our own working class and social principles.

In Unity - Paul Gallagher – Assistant Branch Secretary

Bluewater Seafaring Commission

OFFICIALS, DELEGATES AND members from around the country have converged in Melbourne for the Bluewater Seafaring Commission. Topics to be covered include: Future of our Bluewater Industry, EBA’s and where we are headed, an attempt to have a bi partisan approach to Australia’s Merchant Fleet. These are just a few topics and a comprehensive report will be in next week’s branch News.



Bluewater Seafaring Commission

Ports North Towage Tender Meeting

A HIGH LEVEL meeting has been arranged with Ports Minister, Mark Bailey about the upcoming Ports North Tender.

The Branch is concerned that the current Towage members performing the high level of service will be pushed aside to accommodate other operations which aim to cut costs and standards.

Both North Queensland towage delegates will be attending the discussions to provide an insight from the

cold face on how critical it is to maintain best practices in both the operation and on safety.

The Branch is committed to rid Queensland of the cancerous partnership agreements which aim to decimate conditions and the responsibility of employers.

Jason Miners – Deputy Branch Secretary

Fair Work Ombudsman Chases MUA Over Hutchison Ports Picket

By Ewin Hannan Sourced From:

<http://www.theaustralian.com.au/national-affairs/industrial-relations/fair-work-ombudsman-chases-mua-over-hutchison-ports-picket/news-story/3a0c9745be2841d786f56528004c3e25>

THE NATIONAL WORKPLACE regulator will seek to force the Maritime Union of Australia to pay hundreds of thousands of dollars in compensation and penalties for allegedly organising a week-long campaign of unlawful industrial action at Hutchison Ports in Sydney and Brisbane.

Lawyers for Fair Work Ombudsman Natalie James yesterday filed court proceedings against the MUA over the action in August last year, which was sparked by Hutchison sacking 97 employees by email and text.

Hundreds of unionists picketed outside the company’s terminals in Sydney and Brisbane, with the company’s method of sacking the workers attracting widespread criticism.

The Federal Court halted the dismissals and the company agreed to allow voluntary redundancies, resulting in 60 employees receiving a departure package with an additional \$20,000 above their standard entitlements. In a statement of claim, the ombudsman alleged the union-organised campaign of unlawful industrial action resulted in almost 100 workers withdrawing labour at the company’s international container terminals between August 7 and August 14 last year.

It alleged the MUA breached the Fair Work Act by organising the work stoppages, setting up a picket outside the terminal entrances and establishing a fund for employees who took part in unprotected industrial action.

The ombudsman alleged the MUA’s conduct amounted to unlawful industrial action as the union, the workers and Hutchison Ports were covered by an enterprise agreement that had not expired when the action took place.

It also claimed the MUA continued to organise the industrial action despite Fair Work Commission orders the action stop.

In addition to the union’s alleged breach of the workplace laws, the ombudsman claimed the union was an accessory to breaches by the employees engaging in the unprotected industrial action.

Ms James said orders would be sought for the MUA to compensate Hutchison Ports for losses it incurred. It is understood the amount likely to be sought will be hundreds of thousands of dollars.

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

73 Southgate Avenue, Cannon Hill QLD 4170

The maximum penalties that can be sought against the MUA for the two alleged breaches are \$108,000.

Mr James said employers, workers and unions have the right to be protected by the Fair Work Act. Australia has clear rules outlining the process when it comes to taking industrial action. These rules must be respected in all workplaces, she said.

Ignoring the law and organising unprotected and unlawful action undermines our industrial relations system.

The MUA declined to comment yesterday given the matter was before the court. National secretary Paddy Crumlin said last year that while the union was participating in protests, the MUA was not involved in organising the picket. Mr Crumlin said he did not believe anyone had ownership of the picket lines. That's sort of an outpouring of frustration and a response from the community and other unions and many other groups, he told ABC's AM. We're part of it. I mean we've gone out there and said, you know, this is outrageous, and people have been down there saying, this is not good enough.

The Liner Revolution Eats Its Children

By Andrew Craig-Bennett

Sourced from: <http://splash247.com/liner-revolution-eats-children/>

WHAT DO YOU call a multi-billion-dollar global business in which the boards of directors of almost every large company in the trade, finding that they are losing money because they are making more of their product than they can sell at a profit, decide to make much, much, more of it?

Answer: liner shipping.

There are two possibilities: either the directors on those boards have the brainpower of jellyfish, or they thought they had a cunning plan.

The cunning plan was to cut their unit cost of manufacture of their product, carriage by sea for ISO containers, by building ever bigger ships and gaining economies of scale, to the point where competitors would just give up and get out of the business, at which point the last men standing, one of whom would be Danish, would jack the rates back up again and, combining their low unit cost with quasi-monopoly control, they would become immensely rich.

The cunning plan looked quite good to start with.

Ever since Temasek gave up on Neptune Orient Lines, and particularly since the Korea Development Bank threw in the towel and stopped propping up Hanjin, liner companies have been merging.

When businesses merge, it is said that the devil is always in the detail. The grinding of the gears that accompanies a

merger makes the merging businesses less efficient for a while. Certainly, this is true of those mergers which are brought about, not by the ability of the acquiring company to pay more for the target company than the target company's shareholders think it is worth, but by what is politely known in East Asia as 'administrative guidance'. These mergers never happen when times are good, only when times are dire, and they are accompanied by the gentle tinkling sounds of breaking rice bowls.

So far, so good for the cunning plan.

The liner shipping industry is experiencing the fate that some of us predicted for it when Directorate-General IV of the EU Commission hearkened unto the European Shippers' Councils and decided that conferences were a bad thing. The upshot is likely to be that the world is left with perhaps half a dozen 'full service' containerlines, plus a number of regional trade liner companies sitting more or less comfortably in the niches that they have carved out for themselves.

This makes life particularly grim for the smaller fry; the multitudes of private and family companies, often highly geared, who are owners of tramp boxboats. Just a few years ago, these people thought they had found the golden ticket – all they had to do was to order bog standard boxboats, man them with warm bodies, and charter them to the big liner companies, who were no longer much interested in the dull business of running ships. Which was fine until the big liner companies built behemoths.



Today, the tramp containership owners are starting to discover what it was like to be an independent tanker owner in 1983... the year in which Elf Aquitaine scrapped the world's second biggest ship, the ULCC *Pierre Guillaumat* – named after their chairman – at six years old. Who wants a panamax boxboat, now?

Meanwhile, the next part of the cunning plan, seen by the staff of the big liner companies as 'The Good Bit', comes into play, as the surviving giant containerlines can at last do what their staff have wanted to do for decades, and put the bite on the forwarders, by jacking up their rates and shutting them out.

But the problem with the cunning plan rears its ugly head. Owners of unwanted tramp boxboats can either scrap them, at tender ages, or do something else with them, just at the time when big forwarders, controlling worthwhile cargo volumes on certain routes, find themselves shut out.

The solution is obvious and not even difficult to put into effect – Non-Vessel Operating Common Carriers become Vessel Operating Common Carriers, by chartering ships, cheap, from the desperate tramp owners. The NVOCCs

know all about the liner business; all they need to do is to hire a few operations people, appoint agents, and buy bunkers.

Presto! A whole new generation of liner shipping companies, carrying negligible debt or overhead, springs up like the dragon's teeth and starts to out-compete the 'legacy' big shipping lines.

And thus the container revolution eats its children.

Amongst the legacy liner companies, few are very old. They saw off the old guard of the conference carriers – even the boys in blue were once 'tolerated outsiders' – and soon they, in turn, will be swallowed up by, in effect, 'virtual' liner companies.

MUA/CFMEU Solidarity



Shane and JT on the left front row MUA MEMBERS JOE (JT) Tipene and Shane (Baldy) Bowman travelled to central Queensland to show their

support for sacked workers at the German Creek Coal Mine. JT and Baldy supported the sacked workers by handing over \$5500 collected by the generous workers at BCT. For over 100 days now 46 workers were retrenched from the Anglo American site whilst on the same day Anglo advertised for labour hire workers on reduced pay and conditions. Many of these workers face an uncertain Christmas and New Year due to Anglo also owning the houses they have called home for years. Public support and awareness is integral for these workers which was apparent in the successful C.U.B dispute.

Gladstone AGM

GLADSTONE ANNUAL GENERAL MEETING

Date: Thursday 15th December 2016

Time: 4.00pm

Where: Gladstone Bowls Club
6A Ferris Street
GLADSTONE

Townsville AGM

TOWNSVILLE ANNUAL GENERAL MEETING

Date: Monday 19th December 2016

Time: 5.00pm

Where: South Townsville Bowls Club
2C Bell Street
SOUTH TOWNSVILLE

Mackay AGM

MACKAY ANNUAL GENERAL MEETING

Date: Tuesday 20th December 2016

Time: 2.00pm

Where: Mackay QCU Building
41 Brisbane Street
MACKAY

MMPCU NEWS

UPDATE YOUR MEMBER details, before 28th February 2017 for a chance to WIN 1 of 4 fitbits! By updating email, mobile number and/or registering for e-statements gives you, as a MMPCU member, 1 entry into the competition. MMPCU Brisbane 38994755 or 38994500.

Comic Corner

Sourced from: <http://existentialcomics.com/comic/136>



The 99% are coming after the 1%. The cartoon concludes next edition. The characters are Ann Rand (darling of the right), the incomparable Karl Mark and Karl Kautsky 19th century leader of the Social Democratic Party of Germany.

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