



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

To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams

No. 73 - Friday January 27, 2017

Qld Branch taking on Rio Tinto - Hutchison - Dal Tug - Cargo Link North Queensland Report - Swedish Dockers - ILWU Fighting Trump - Sealink Gladstone

Queensland Branch to Take on Rio Tinto - We have a right to work and we are going to fight for it!

RECENTLY, AS YOUR Branch Leader, I wrote to all National Councillors advising them of the Queensland Branch's decision to take on the second largest mining house in the world, Rio Tinto.

The Branch will be formally announcing its campaign shortly to gain far greater Australian Crew participation on the Gladstone/Weipa run.

This comes about after Rio's constant disregard of an MOU signed by Rio and the MUA in 2010 quite clearly stating that 70 to 80 percent of its coastal cargo will be carried by Australian Crewed vessel, the figure currently is approximately 30 percent!

This campaign we are about to engage in is going to stretch our Branch resources but it is a fight that has to be fought.

I sincerely hope and believe this campaign receives the support from our National Office and the ITF it most assuredly deserves.

In our Branch this campaign will test our mettle and see if we are up to this battle. In the coming weeks, all members (and in particular all Seafarers) will be asked what level of participation they are prepared to engage in to fight for their future.

Fellow Workers, nothing in this life for Union men and women is won without a battle!

We have a right to work in our own State and our own country. Rio makes billions of dollars from extracting a mineral it did not create and is refusing to employ Australian Seafarers on Australian rates in the transportation of bauxite.

Make no mistake comrades, this is a war we are going into. We are the underdog fighting a massive corporate bully but I sincerely believe we are up to it BUT in the end, we will only beat Rio if we can put the troops on the ground. We will only defeat Rio if we are prepared to sacrifice some time and some money to the battle ahead.

Our campaign will be community focused and politically smart. We will utilise all possible means to get Rio at the table and win far greater participation in

this trade.

The question I am asking on behalf of the future of unionised Seafaring in this county is - are we up to it? As your Branch Secretary, I believe we are.

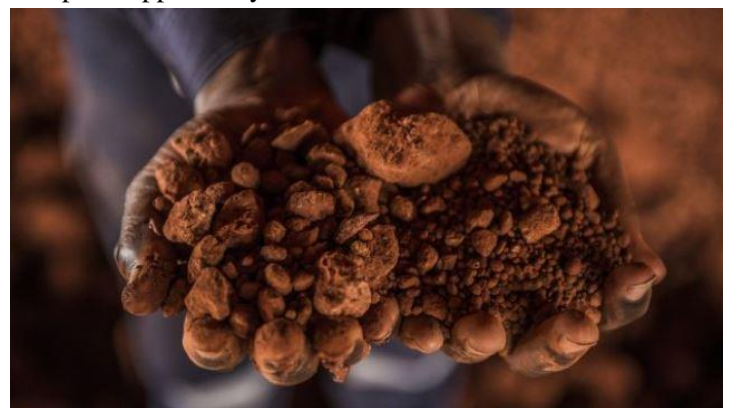
Following this article is one from the Sydney Morning Herald citing a Bloomberg financial analyst about Rio's long term bullish outlook for bauxite. Rio will make tens of billions, we are asking only for our right to work.

China Demand to Drive 15 Year-Long Bauxite Boom, says Rio Tinto

By David Stringer - Sourced from: <http://www.smh.com.au/business/mining-and-resources/china-demand-to-drive-15-yearlong-bauxite-boom-says-rio-tinto-20160602-gp9q2s.html>

CHINA'S QUEST FOR raw materials for its aluminium smelters and alumina refineries promises to deliver a 15-year boom for exporters of bauxite such as Australia, Rio Tinto says.

Global demand is already growing rapidly and will outpace the 4 per-cent-a-year growth Rio forecasts for aluminium in the medium-to-longer term, said Alf Barrios, who runs the mining giant's aluminium unit. Rio is spending \$US1.9 billion (\$2.6 billion) to raise output to tap the opportunity.



Just when you thought the mining boom was over, Bauxite is poised to soar. Photo: Waldo Swiegers

"Bauxite is a different story," Barrios said in an [interview posted on Rio's website](#). "China's bauxite demand growth is forecast to be significant over the next 15 years, and it is something we are very keen to capture." Rio's Amrun development on Queensland's Cape York peninsula, approved last year, will produce about 23 million tons

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

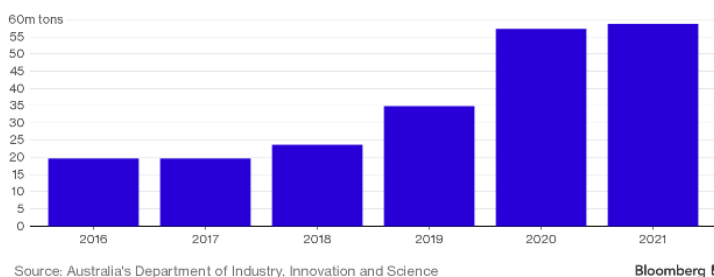
73 Southgate Avenue, Cannon Hill QLD 4170

from 2019, offsetting declines at an existing operation and raising total output by 10 million tons a year.

China has raised annual imports from 2.2 million tons to 50 million tons in the past decade as the quality and volume of its domestic sources of supply deteriorates, Barrios said. With further growth forecast and rival suppliers in Malaysia and Indonesia restricted by limits on raw material exports, Australia is seen as poised to benefit. Australian exports may rise at an average of 36 per cent a year between fiscal 2018 and fiscal 2021, according to the Department of Industry, Innovation and Science.

Bauxite's Boom

Bauxite exports from Australia are poised to soar through fiscal 2021



Aluminium prices have risen 3.3 per cent this year, after tumbling 19 per cent last year on the London Metal Exchange, the most since 2008. Prices will face pressure in the second half on capacity additions and as idled plants return, Wan Ling, analyst at CRU in Beijing, predicted at a conference in May.

Aluminium capacity growth in China may decline in 2016 on a slowdown in the construction sector, the largest downstream user, according to Bloomberg Intelligence. China is set to add about 3 million tons of aluminium production capacity this year, compared to 3.9 million tons in 2015.

Bauxite is a mined material that's processed into alumina, an intermediate product that's further refined into aluminium.

Commodities markets, including aluminium, are likely to remain challenged in the short-term, though the price outlook should improve later this decade, Rio's Barrios said. "In the medium to longer term, aluminium is one of the fastest-growing metals," he said.

Use of aluminium in vehicles is likely to account for about half of demand growth in the next 15 years, according to Barrios. Aluminium alloys are about one-third the weight of steel, meaning automakers are increasingly turning to the materials to boost efforts to lower vehicle weights and meet more stringent fuel-efficiency standards.

Bloomberg

Hutchison, The Battle for a Graded Roster and a Guarantee for Casuals

LAST WEEK BRANCH Secretary, Bob Carnegie and Organiser, Paul Petersen along with delegates were in an at times heated meeting with senior Hutchison

management over the above two issues.



Hutchison Assembly 2015

We reached after a few hours an 'in principle' agreement on both. This of course hangs onto the A3 contract being agreed to.

Over the last couple of weeks, I have had enquiries from members from both Terminals concerned with unsubstantiated rumours about the Branch agreeing to give Hutchison a 'leg up'.

Throughout the many, many meetings with this employer one of the primary objectives through these negotiations had been the exact opposite of these rumours.

This Branch under my leadership DOES NOT and NEVER will give any operator a 'leg up' so they can injure a long established operator, with a Union Agreement such as Patricks and DP World.

Stevedoring companies should win contracts based on the productivity and professionalism of their product not on a race to the bottom with regards to wages and conditions.

Usually these rumours are started by senior management and fed to the workforce to create division.

Both Paul Petersen and I are proud of the MUA members at Hutchison. A young relatively inexperienced delegate structure that is willing to have a go and is maturing rapidly and stand up union proud to management. The Hutchison workforce is virtually 100% unionised, for many workers, joining the MUA is their first instance of meeting unionists and seeing what we can deliver when we are united and prepared to fight.

Our growth Organiser, Damien McGarry has done an amazing job in the recruitment process of explaining and selling the MUA to the workers, many of whom will only see 2 or 3 shifts a fortnight. I'm proud of Damo and very proud of workers joining their union.

In the next few weeks we will achieve a great deal more at Hutchison and should any member have any questions don't hesitate to ask and stay tuned to the Branch News.

Inaugural Dal Tug EBA

TUESDAY 24 JANUARY saw some very difficult discussions progress slowly as the Branch pursues the first registered Towage Agreement with Dal Tug Pty Ltd.

The employer currently has its employees locked into shareholding arrangements underpinned with a common law contract.

It is suspected that the employer will aim to keep as

much share holdings as possible only fulfilling minimalist commitments experienced in our other key industry standard Towage Agreements.

It's fair to say that the recent removal of basically the entire Teekay Towage workforce has seen the Port of Mackay split in two with much more work required to fix the fall out of both the cancerous partnerships. The Branch is working tirelessly to remove the partnerships and the increased apathy to the employer who may put an inferior Agreement to vote prior to the union and its members agreeing on our key non monetary claims which are merely to protect workers.

The current proposal in our view does not cover our members for the following circumstances:

- 1) de-manning from a 4 crew model to a 3 crew model
- 2) redundancy provisions well below industry standards which include selection criteria, and voluntary redundancy
- 3) consultation with the union on key issues and delegates rights.
- 4) port work practices
- 5) 4 year EBA term

The Branch will continue to try and salvage the current situation with more round the clock meetings in the coming weeks. Only by on the job unity and solidarity will members be able to prevail with a decent Agreement.

Jason Miners – Deputy Branch Secretary

Cargo Link EBA

DISCUSSION WILL COMMENCE shortly for the negotiation of the replacement Agreement at Cargolink at Fisherman's Island.

Members are keen to get this EBA underway as we aim to increase the wages and conditions at this key site which had, what we see, as an inferior Agreement voted up by other ports prior to our Fisherman's Island workforce settling on some of their key claims.

The workforce and the Branch will need to remain vigilant in ensuring history does not repeat itself as this is a prime example of what low Union density can encourage.

With the recent Qube takeover we await eagerly to see if attitudes and a commitment to the best outcomes for the members will prevail as this is traditional stevedoring work which is paid at transport and distribution rates.

Jason Miners – Deputy Branch Secretary

Coral Knight

THE CORAL KNIGHT is an Emergency Tow Vessel contracted to AMSA to be first response oil spill and salvage vessel in the Great Barrier Reef and carries out lighthouse and navigational marker maintenance. The crew spend 5 week swings out on the job coming into Cairns to crew change and store every 5 weeks.

On Thursday 19 January, the company, Gardline announced they had lost the contract after only three years due mainly to the fact they could not produce a

replacement specialist vessel due to their shipbuilder going bust.



The highly trained and skilled crew of the ship now face redundancy on 31 March 2017 with a possible extension to July. The reason for the possible

extension is a bizarre one when AMSA or AMS will not release the identity of the new operator or the name of the ship. The replacement may not be available until July. So, they have effectively replaced a tried vessel and trained crew with an unnamed company and an untried vessel to look after the protection of the most environmentally sensitive seaway in the world. The union is doing all it can to have the current crew retained and are meeting with the company in National Office, Sydney on the 7 February 2017.

Cairns Activist Committee

AT THE MUA General Meeting in Cairns on Wednesday night, an activist committee executive was elected to officially oversee our campaigns in the region in the lead up to the State Election this year.

It was recognised that the next state election would be vital in our campaign to man more ships on the Gladstone Weipa run and better



protection of the Great Barrier Reef with more Aussie manned ships in the region.

Fuel security was a major issue for Cairns also the rebuilding of the blue water shipping was important for our employment. Money has already been committed to the committee from ships' rolling funds and the local tugs. It was agreed that we would be talking to local politicians from all persuasions in the lead up to election and those that supported our cause the most would receive activist and financial support in return. Those that stay silent on our issues will be exposed come election our members are tired of flogging the same dead horse.

NSS

AFTER 18 MONTHS of on and off again EBA negotiations the year finished with the union and company unable to reach a settlement. It didn't help when the relationship was soured over the treatment of one of our respected members during the redundancy process. Blatant lies to long serving individuals is not the

way to do business during negotiations on behalf of an entire workforce. Further meetings were soon cancelled. The next EBA meeting is to take place on 1 and 2 February.

Townsville Bulk Storage & Handling

TBSH members are to be congratulated on their union membership numbers up to 99% membership with only one worker reluctant to join at this stage. Safety is now high on the agenda with two members completing the HSR course organised by the MUA in December where 8 members were trained in Townsville by Queensland Branch trainer, Paul Williams as Health and Safety Reps at their respective worksites. The members are currently going through a revote of their EBA due to some technicalities which is no fault of their own.

Sealink Gladstone

UNFORTUNATELY THE REDUNDANCIES continue at Sealink Gladstone with the "Capricornian Sunset" being demobilised at the end of March. This will mean another four deckhands and two Master 4 positions will be made redundant. The Curtis Island (Sealink) EBA will expire on 1 July 2017.

The MUA Queensland Branch along with AIMPE and the AMOU have met with management for preliminary discussions concerning the EBA. Further discussions will continue after the redundancy process has been completed and Sealink move into full operations phase.



Sealink Members Gladstone

The members have put together a Log of Claims and all members are encouraged to contact their Delegate, William Lillecrapp or their MUA Organiser, Paul Petersen if they wish to add to the Log of Claims. Due to the nature of the swing shifts (21 days on, 21 off) at Sealink Gladstone, it is very hard to get members together in one room for open discussion about the EBA process and other workplace issues. The unions have called for a yard meeting of all members and employees on 18 April 2017 between 1pm - 3pm. This will catch the outgoing swing and a second meeting will be held on 19 April 2017 to catch the incoming swing. Further detail will be sent to all members as the dates gets closer.

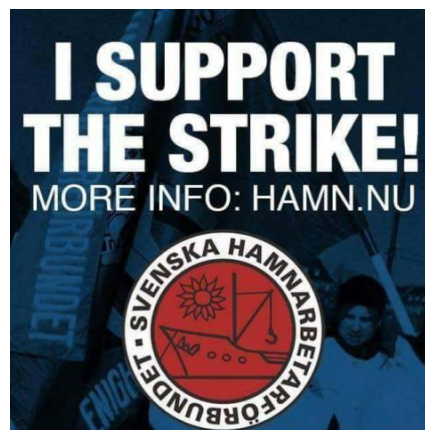
It's a critical time for all Sealink operational staff to get involved with their Union. The construction phase has finished and Sealink Gladstone are moving into a five year contract with the opportunity to sign another five year operational contract. This round of EBA negotiations will set the foundations of wages, conditions and working life for the next ten years. All Sealink union members (and in fact non-union members) are highly encouraged to contact their perspective unions to express their concerns and help collectively negotiate the best possible outcome for the EBA.

Do you want an improved workplace and help create better working life? This is your opportunity to get involved and help fight for a better EBA. Collective bargaining has always proven to be the workers strongest tool of negotiation. Don't let this opportunity pass, contact your Union today.

Due to redundancies, the MUA will be seeking further HSR (Health and Safe Representative) training. HSR's are a vital part of any safe workplace and all members are encouraged to enrol in this five day HSR course.

In Unity - Paul Petersen - MUA Organiser - 04040 453 869

Support the Swedish Dockers Fight Against Maersk



THE SWEDISH DOCKERS Union at the Maersk Terminal in Gothenburg on 24 January 2017 went out for the day shift (8 hours). Maersk is attempting to create forced redundancies and to casualise the

work force. The Maersk Terminal in Gothenburg is the largest in Scandinavia. The company is attempting to isolate the Dockers Union and meet directly with the Transport Union which has a grand total of 8 members in the terminal.

This is a well known path of union busting. Rupert Murdoch did it in Wapping to break the printers union in Britain.

Dockers, Wharfies, Longshore men and women all around the world must stand up and beside our Swedish Brothers and Sisters. If Maersk succeed in Sweden, they will be coming after Dockworkers everywhere.

The Queensland Branch of the MUA supports the Dockers of Gothenburg and we will do what is required to defend their right to negotiate and fight for their cherished conditions of work and have their union negotiate with Maersk.

Solidarity with the Swedish Dockers!

Bob Carnegie - Qld Branch Secretary MUA - Oceania/Asia Co - Coordinator IDC

Vale Reg England



THE QUEENSLAND BRANCH sends deepest sympathy to the family and friends of retired wharfie and member, Reg England who passed away 17



January 2017 at 87 years of age.

ILWU Local 10 Shows the Way in Fighting Trump

THE FOLLOWING ARTICLE gives a brief account of the action which the famous San Francisco Local 10 recently took on Trump's inauguration.

Local 10 is wonderful example of working class democracy in action. Workers in the United States and all around the world are inspired by their militant and courageous actions.

There is no doubt Dockworkers in the United States are going to be in the forefront of defending domestic democracy in the United States since the election of the narcissistic megalomaniac's assumption to the Presidency.

Our role in Australia is going to be an important one. As maritime workers, we must be in the forefront of defending the ILWU and the ILA from the attacks on them that almost surely will come. Our Union has a wonderful history of internationalism and we must display that pride in always being prepared to come to the aid of our fellow workers wherever they may be.

Want to Stop Trump? Take a Page from These Dockworkers and Stop Work

By Peter Cole

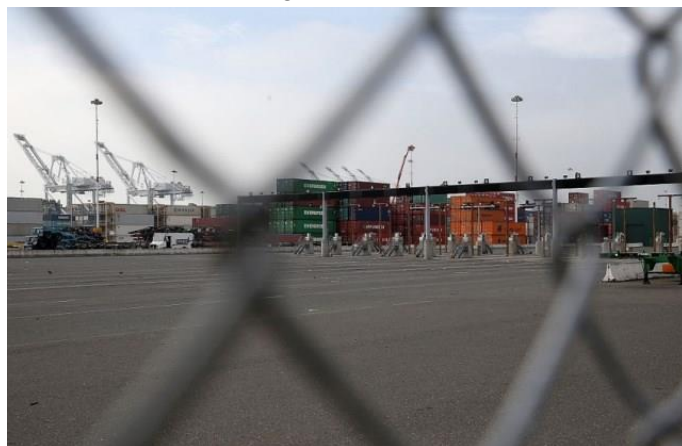
To resist Trump's agenda, Oakland longshore workers shut down their workplace and reminded us of the potential of organized labor. (Photo by Justin Sullivan/Getty Images)

On the day of Donald Trump's inauguration, many Americans wrung their hands. Some took to social media to express their discontent while others protested. But, perhaps, the most dramatic and important action was taken by dockworkers in Oakland, California: They stopped working. Their strike demonstrated the potential power ordinary people have on the job, when organized.

Longshore workers, who load and unload cargo ships, chose not to report to their hiring hall. As a result, "Oakland International Container Terminal, the largest container facility at the Northern California port, was shut down Friday," according to the Journal of Commerce. It also reported that all other Oakland container terminals were essentially shut down, too.

Crucially, these workers did not first come together to protest Trump. They belong to the International Longshore and Warehouse Union (ILWU), one of the strongest and most militant unions left in the United States.

The ILWU, founded in the 1930s, represents logistics workers up and down the West Coast of the United States, in Alaska, Hawaii, British Columbia and Panama. For some 80 years, the union has fought for equal rights, democracy, economic equality and a vast array of other social justice causes. ILWU Local 10, which represents workers in the San Francisco Bay Area, often has been at the forefront of those fights.



ILWU members refused to load scrap metal intended for Japan because it had invaded China in the 1930s. The ILWU condemned the racist, apartheid regime in South Africa and Local 10 members periodically refused to unload South African cargo, including in the face of federal injunctions and employer pressure. They also refused, in 1978, to load U.S. military aid for Augusto Pinochet, a Chilean military general who led a coup against a democratically-elected, socialist president, Salvador Allende. On May Day 2008, the ILWU shut down Pacific Coast ports to protest the U.S. wars in Iraq and Afghanistan.

Activists Take the Lead

One key element of ILWU power is its job dispatch system. In the aftermath of its legendary Big Strike of 1934, which briefly became the San Francisco general strike, the union basically won control over job dispatch. Quickly, workers implemented a "low man out" system, which enshrined the idea that the person with the fewest number of hours worked be the first one dispatched. Such socialism in action should not be surprising from a union whose founding members included socialists, communists and Wobblies, the name for members of perhaps America's most radical union, the Industrial Workers of the World. The ILWU also inherited the Wobbly motto, "An injury to one is an injury to all."

Today, though some workers are assigned to specific companies on a long-term basis, many still are dispatched via hiring halls. This system gives workers incredible power because they decide when to report for work, creating the possibility for workers to coordinate not showing up. The result, as seen on Friday, was to shut down the port of Oakland.

Obviously, many workers, nationwide, do not operate

under a dispatch system. But they can still organize something similar without technically calling a strike.

At the end of 2014, New York City police officers coordinated a “virtual work stoppage,” nicknamed the “Blue Flu.” And last year, Detroit public school teachers, enraged by the awful conditions students and teachers suffer from because of a lack of state funding, organized an effective “sickout.” In other words, workers need not officially “strike,” or even belong to a labour union, to engineer a shutdown.

Importantly, Friday’s action was not organized or endorsed by the ILWU leadership. Since its inception, the ILWU has stood on the left tip of the U.S. labor movement, but even this union has become more conservative during the past few decades. Nowadays, rank-and-file activists in Local 10 often take the lead.

“There is power”

Like most unions and working people, the ILWU opposes much of Trump’s anti-labour agenda, which promotes “right-to-work” (more accurately right-to-work-for-less) legislation, condemns public sector unions, seeks to privatize public schools and reverse the Obama administration’s actions on paying more workers overtime, reducing wage theft and ensuring worker safety. Trump’s proposed labor secretary, for one, has made his anti-worker positions clear. (That said, Trump’s opposition to the Trans-Pacific Partnership is welcome.)

Nor have Bay Area longshore workers forgotten Trump’s insult of Oakland. The president once said, “There are places in America that are among the most dangerous in the world. You go to places like Oakland. Or Ferguson. The crime numbers are worse. Seriously.”

To resist Trump’s agenda, Oakland longshore workers shut down their workplace and reminded us of the potential of organized labour. As the old song, written by Joe Hill and sung by Utah Phillips, declares, “There is power, there is power in a band of working folks, when we stand hand-in-hand. That’s a power, that’s a power that must rule in every land.”

Free Lee Jin-Young

INJUSTICES ARE OFTEN perpetrated by an oppressive state. In South Korea a leading trade union and political activist has been jailed for the ‘crime’ of sharing Labor Books on line!



Lee Jin-Young is a good and decent young man, a railway worker, an activist in his

union who deserves our unconditional support.

For all comrades, there is a you tube video with Lee Jin Young speaking about some struggles he has been in and it can be easily accessed by clicking on this link:

<https://www.youtube.com/watch?v=HVN8SXM082U>

The Queensland Branch of the Maritime Union of Australia totally condemns his imprisonment and calls on his immediate release.

Footy Tipping Competition

A FOOTY TIPPING competition has been set up to see who is the best NRL tipper in the Queensland Branch. You can get your tips in each week easy by utilising the ESPN app which can be downloaded to your phone.



- Once you have downloaded the app look on the home screen look for the Flag symbol and press join/create comp.
- Then search competition by typing in Comrade Cup then search.
- It will then ask for a password which is Worker.

The Administrator is Jim Atley from Maritime Super, the scoring rules and number of joker rounds are available once you become registered. The prize pool will be determined by the amount of members who register.

Jim is available if anyone needs assistance in setting themselves up, and we trust he will invest our \$40 entry fee wisely.

Branch Monthly Meeting

THE FIRST BRANCH monthly meeting for 2017 will be held on Tuesday 31 January. All members are encouraged to attend the meeting starting at 9.00am at the union rooms with guest speaker, Gary Robb from Protect.

MMPCU Promotion

We are giving away a FREE \$100 Coles Group & Myer Gift Card with every new Home, Home Contents, Landlords or Comprehensive Motor insurance policy sold.

Call our office on 38994755 or 38994500 for a quote. Promotion closes 28 February 2017.

Branch Officials Details

QLD Branch Secretary Bob Carnegie

Mob: 0439 478 996

Email: bob.carnegie@mua.org.au

QLD Deputy Branch Secretary Jason Miners

Mob: 0401 211 866

Email: jason.miners@mua.org.au

QLD Assistant Branch Secretary Paul Gallagher

Mob: 0408 494 1268

Email: paul.gallagher@mua.org.au

QLD Organiser Paul Petersen

Mob: 0404 453 869

Email: paul.petersen@mua.org.au

Growth Organiser Damien McGarry

Mob: 0410 318 078

Email: damien.mcgarry@mua.org.au

