



Hatchman Campaign

VICTORY SPECIAL

July 9, 2010

Wharfies fight!

Companies around the country have continued their campaign around the removal of the hatchman from stevedoring operations. This practice is jeopardising the lives and safety of wharfies across the country. The MUA is fighting back and on three occasions now workers have been victorious in taking action to protect their safety and well-being against the encroachments of the employers.

Safety a Priority

As we run our National Waterfront Safety campaign and in the environment of continued deaths on the waterfront the companies will still not learn that we will not compromise on safety. The profit motive has shown itself to be the major consideration of companies who have attempted to remove our hatchman position from jobs.

These greedy operators are slowly getting the message and that lesson will continue to come thick and fast as there is no room for compromise on the lives of our members.

Victory in Darwin

POAGs in Darwin tried to remove the hatchman on June 30. AMSA visited the job and ruled in favour of the workers.

False Messages

Some companies think they have the law on their side. But they don't. The Marine Orders are absolutely clear on this matter. (see reprint on back page). The only message we will listen to on this issue is continued best practice in safety.

Don't take the boss's word on this matter. Demand a hatchman if the crane driver does not have a unrestricted view of the load at all times.

Contact the Branch if there is any challenge to the safe operations or removal of the hatchman.

Victory in Bunbury

POAGs tried to remove the hatchman from a vessel working in port on the 30 June. The members stood solid and the company relented.

AMSA Victory

The current Marine Orders are being reviewed by AMSA and industry stakeholders. There was agreement that any points of contention would remain as per the current version. The MUA has consistently remained vigilant about our rights with regard to the hatchman.

On the 8th July the MUA held discussion with senior management of AMSA after finding out that there were proposed changes which weakened the position of the hatchman and safety on the waterfront. The union has been successful in halting the revised version and has again reiterated that we will not accept anything less than the current provisions in the new version of Marine Orders 32.

Branches and delegates will be updated with regard to any developments in this area.

Victory In Townsville

NSS tried to remove the hatchman on Thursday 8 July. The members rallied at a smoko meeting and made it clear that they will not have their lives placed in danger by the company. The company are now picking up a hatchman.

Know your rights!

Marine Orders 32

Appendix 18 Clause No.1

Provision of hatchman

Loading or unloading by means of a crane or derrick **must not be carried out unless:**

- (a) the driver has an **unrestricted view of the load at all times** during loading or unloading; or
- (b) a hatchman is employed for each crane or set of derricks who is clearly visible to the driver(s).

Appendix 6 Clause No. 4

Cargo space lookout

Where persons are in a cargo space in connection with loading or unloading, whether or not a crane or derrick is being used, **there must be a lookout** who:

- (a) has a good view of the space;
 - (b) is able to see potential dangers to the persons in the space; and
 - (c) is able to communicate with the persons in the space,
- and who must warn persons in the space of any perceived danger.

Note: The cargo space lookout may be a person with other duties, such as a hatchmen or the crane driver, provided that the person is capable of performing all assigned duties effectively.

National Waterfront Safety Regulation Training and Skills Issues

The campaign for a National Waterfront Safety Regulation Industry Award. This arose from a meeting of MUA (NWSR) remains on foot. The MUA has secured a rank and file members and officials who developed a major victory in the establishment of a Temporary the approach of aligning the certifications levels with Advisory Group (TAG) that will operate under the existing award classifications. Subsequent meetings the auspices of safe Work Australia. The TAG will work have found this approach agreeable to all concerned and the MUA will now be trying to link these new on a stevedoring regulation and cover off any area certifications to the training and skills packages that can be demonstrated is not dealt with by existing regulation. dictated by new stevedoring regulation.

The other two elements of the NWSR are training and There are many issues and areas of activity by the skills issues. In a significant development the Transport union in this area and the linking of training and skills and Logistics Industry Skills Council (TLISC) has reached agreement with the MUA and within its own campaign which also seeks to remove the current self stakeholders meeting to align the certification levels of regulatory approach to the question of stevedoring Stevedoring Certificates I, II and III with the Stevedoring safety.