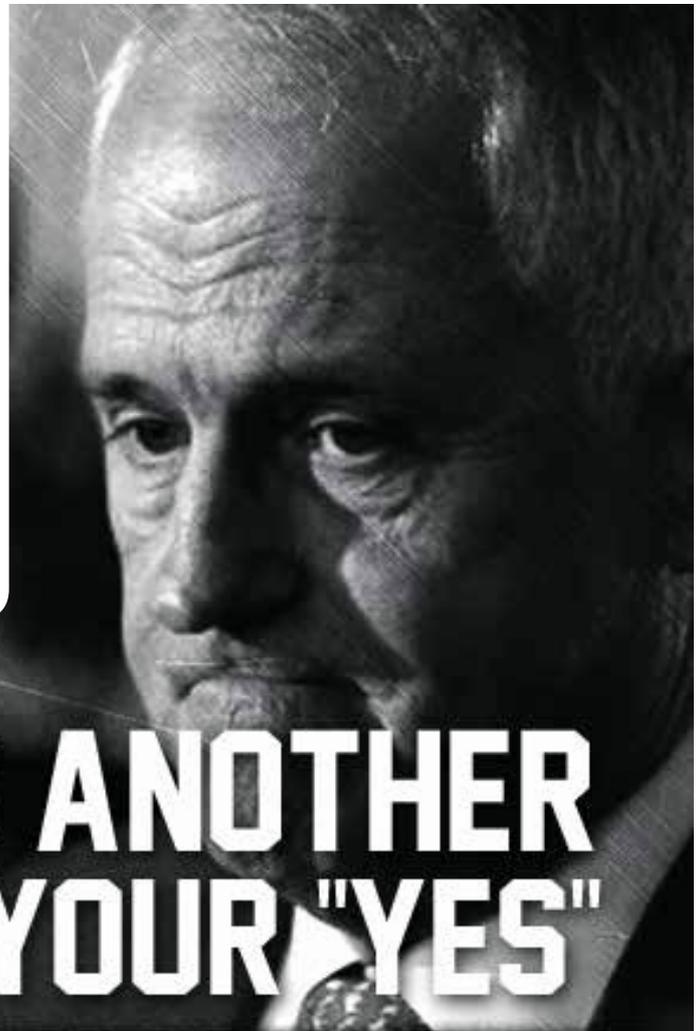




THE MARITIME WORKERS' JOURNAL
SPRING 2017



THEIR "NO" IS ANOTHER REASON FOR YOUR "YES"

THE AUSTRALIAN TURNBULL BID TO BLOCK SUPER UNION

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MUA Takes the Fight
To Canberra

Turnbull Government
Extends Coastal Shipping
Attack To The Offshore

Michaelia Cash Tries
To Block Merger With
TCFUA and CFMEU





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Vote YES for Amalgamation

BY PADDY CRUMLIN

The MUA is strongly advocating a YES vote in the amalgamation between the MUA the CFMEU and the TCFUA. Ballots will be posted to members by the AEC on Thursday September 28th and the ballot closes on Thursday November 23rd. We have consistently put the following reasons forward in support for our case for a YES vote, which has also been overwhelmingly supported by the elected rank and file members at the 2016 Quadrennial Conference of members and every monthly meeting, special meeting and Annual General meeting since:

This amalgamation is about making three strong unions even stronger – as every amalgamation in our Union’s history has done. We are already a history of successful amalgamations and this new merger will continue to make our union stronger at a critical point in the unrelenting attack on maritime workers politically and industrially.

We will be retaining our maritime traditions and culture while building a powerhouse union, making us more capable of protecting and advancing our industrial, social and political rights and interests into the future

Our union is Increasingly coming under severe pressure from many enormously resourced multinational corporations that work hand in glove with the Federal Coalition government’s anti-union laws to smash our industry rights and entitlements including jobs .To take them on we need to become stronger, get more powerful and become even better and more effective at what we do in defense of those jobs and working rights and entitlement

We will be bringing together significant combined resources (campaigning,

financial, legal, political, membership etc) to continue providing members with the best Union representation in this country without losing our strong and well tested maritime culture rules and democracy

The MUA will retain our autonomy in these areas as determined by our rank and file Quadrennial Conference strengthening the industrial and financial resources of the combined MUA/CFMEU/TCFUA.

Through amalgamation we build greater capacity in new ways to fight against Government initiated legislative attacks as well as corporate assaults on our job security, conditions of employment and quality of life including the union busting use of that legislation and the determined destruction of the Australian shipping industry

This amalgamation will be essential in reinforcing and reinvigorating our strong and fighting commitment to maritime workers and our great union. It will give all of us a stronger foundation take on and defeat the unprecedented challenges and attacks fueled by constant legislative and legal confrontation accompanied by public lies and misrepresentations of the government and their anti worker and anti trade union media and their corporate mates

The government and the worst employers and right wing individuals are opposing it because they know it will mean the MUA CFMEU and TCFUA is here to stay to protect and improve our members job security, pay and conditions by always fighting from the front. They are trying to bring in laws to stop this amalgamation. tell them where they can go . It’s our union and our future.

Vote Yes



Key Facts on the Amalgamation:

- The MUA will become a new division of the amalgamated union – The MUA Division
- The MUA will retain our autonomy of our affairs and decision making but have increased resources, ensuring we can continue to provide our members with the representation they deserve
- The MUA will retain its current assets and finances and retain responsibility for the financial affairs of the MUA division
- The current MUA rules and election processes of the MUA will remain the same in the new Union - as they currently do with the Construction, Mining and Forestry divisions now
- This is not about losing the MUAs identity, but about preserving and advancing it through a better resourced, more influential and organised Union.
- Union dues remain the same for our members and all Branches will continue to exist and operate as they are.
- As a Union grows, in this case through amalgamation, it has access to greater resources. This does not just refer to money but to staff, knowledge, and most critically - an active and larger membership.
- Government and Big Business are opposing the merger because we will be more powerful and effective at what we do.
- Critics and vested interests want our members to vote no. We say VOTE YES for a stronger and more powerful union for workers.
- A YES vote is the right thing to support given that the Government and Employers have come together so aggressively to try and stop it.

Turnbull trying to kill your union merger

You have to wonder why Turnbull and Cash are bending over backwards to try to block the union merger. Why else would they introduce the so-called Ensuring Integrity Bill? It is aimed squarely at blocking the merger between the MUA, CFMEU and TCFUA and conveniently ignores the fact that freedom of association is a basic right in all functioning democracies. This poisonous, anti-democratic Bill has been introduced to kill the merger, pure and simple, and as part of the same rotten exercise attacks the fundamental rights of all trade unionists right across the country.

There are double standards, with one rule for the big end of town and different rules for us. The MUA and CFMEU are democratically elected organisations, whose members should determine their leadership and structure. It is not the role of Government to tell them who they can join with.

“The only people who should decide who runs our union are our members. The proposed merger clearly and unambiguously preserves the financial, political and industrial identity of the MUA as a separate division, as determined by MUA delegates at the 2016 MUA Quadrennial Conference, while promoting and encouraging more effective use of resources in campaigns and organising.”

This is not similar to the ACCC looking at company mergers – as the Government has claimed - because the ACCC focuses on competition while the MUA, CFMEU and TCFUA operate in distinctly different la-

bour markets. The Government says there should be a public interest test but only on unions. This smacks of an ideological witch hunt by Malcolm Turnbull and Michaela Cash against their political opponents and amounts to nothing more than union-bashing.

The Government’s so-called Ensuring Integrity Bill goes even further than the far-reaching recommendations of the extreme political bias of the Heydon Royal Commission against the trade union and labour movement. It effectively obliges the extreme political offensive of the coalition of anti worker lobbies led by Turnbull, Cash, the Australian Mines and Metals Association (AMMA), Martin Ferguson and big business.

The No Vote

What about The No Crew against our amalgamation? You wouldn’t want to be in a lifeboat with any of them unless you wanted to become takeaway.

AMMA - who cannibalized the offshore industry to curry favour from proven multinational tax avoiders and union busters, at constant war with maritime workers and their families and our right to union-negotiated agreements. The Australian Building and Construction Commission – they couldn’t give a rat’s arse about proper safety regulation instead serving as sycophants to and apologists for the Liberal Government and headed by a bloke who thinks breaking the law is the best way to bust unions. Good riddance to bad rubbish. Michaela

Cash - who allowed Hadgkiss to keep his job despite knowing he was under a very dark cloud. She is the one who busted a gut to try to get around the Senate’s insistence that we keep our offshore industry reserved for Australian maritime workers and employment standards.

And Mar’n Ferguson - who found time in his crusade against penalty rates for some of Australia’s lowest paid workers in the tourist industry to shitcan us again. He probably gets paid for every tortured, mangled word against our union by his bosses in big oil and gas. Add to that companies like BHP, another gang of union busting, tax allergic, environment degrading multinationals. And Rupert Murdoch, who believes Australia should belong to yank billionaires like him.

Piss on their parade and say Yes for a union to take the ball up to the lot of them.

Main points from the Government’s so-called “Ensuring Integrity” Bill

- The laws go even further than the recommendations of the politicised Heydon Royal Commission.
- There is no legitimate justification for these laws, they’re just about politics.
- Would allow employers, business lobbyists, or even the Minister to interfere with the running of unions. This is undemocratic and will make the job of unions even harder.
- The only people who should decide who runs their union is the members of that union.
- There are double standards, with one rule for the big end of town and different rules for us.
- Under the bill penalties for unions are double that for corporations.
- The grounds for sacking a union leader are much broader than those for sacking CEOs.
- It is unjust that small, not-for-profit organisations, largely run by volunteers, face harsher, more onerous laws, than those for major corporations.

“The only people who should decide who runs our union are our members. The proposed merger clearly and unambiguously preserves the financial, political and industrial identity of the MUA as a separate division, as determined by MUA delegates at the 2016 MUA Quadrennial Conference, while promoting and encouraging more effective use of resources in campaigns and organising.”



Port Kembla Members supporting amalgamation

Fair work commission clears path for historic merger ballot

This message was first sent as an eBulletin to MUA members in September 2017

MUA members have been given the go ahead to conduct a ballot to approve their historic merger with the CFMEU and TCFUA.

The Australian Electoral Commission (AEC) will conduct the ballot that will open on September 28 and close on November 23.

Fair Work Commission Deputy President Val Gostencnik approved the application of the MUA, CFMEU and TCFUA under the Fair Work Registered Organisations Act to submit the proposal to a ballot.

Gostencnik rejected AMOU and AIMPE objections that the proposed name of the merged union – the Construction, Forestry, Maritime, Mining and Energy Union (CFMMEU) – would cause confusion.

He also accepted that technical objections raised by AMMA and the MBA had been addressed by each of the unions putting a corrected amalgamation scheme to their committees of management.

The proposed merger clearly and unambiguously preserves the financial, political and industrial identity of the MUA as a separate division while promoting and encouraging more effective use of resources in campaigns and organising.

Gostencnik exempted the CFMEU from balloting its members because they are not required to vote when the number of

members that would be admitted is lower than the 25 per cent trigger.

The combined membership of the MUA and TCFU amounts to 16,022, or about 12.5% of the CFMEU's complement, the union's barrister, Tony Slevin, told a hearing on August 4.

Gostencnik said the law would not allow him to reject the CFMEU's exemption bid as there were no special circumstances.

This prompted predictable grandstanding from Federal Employment Minister Michaelia Cash who somehow came to the conclusion that this showed the law on union mergers was inadequate.

"The current law is clearly deficient as it does not enable the public interest, the interests of affected employees or even the interests of members to be properly taken into account," Cash told The Australian Financial Review.

Cash will press ahead with the Government's Registered Organisations (Ensuring Integrity) Bill 2017, which will likely be voted on in October.

The bill says the Fair Work Commission must not only have regard to the compliance record of unions but the impact a merger would be likely to have on employers.

It allows Senator Cash, employers and conservative state government ministers — all opposed to the MUA-CFMEU merger — to make submissions opposing the merger.

The new Bill merely is another vehicle

for legal action against our union to nullify our overarching campaign to preserve the right to work for Australian seafarers, stevedores and maritime workers in our national industries.

The only threat the merger represents is to the neo-liberal agenda that promotes the use of non-union or foreign labour operating under individual and minimum conditions of employment. The neo-liberal mission actively undermines industrial stability and full-time, secure jobs. It is designed to destroy the capacity to mount effective campaigning such as our shipping campaign.

The Government's Bill goes even further than the far-reaching recommendations of the extreme political bias of the Heydon Royal Commission against the trade union and labour movement.

It effectively obliges the extreme political offensive of the coalition of anti worker lobbies led by the Australian Mines and Metals Association (AMMA) and other peak employer bodies.

Ex-ACTU President and Labor government minister Martin Ferguson has also been at the forefront of this anti-union campaign.

The Bill potentially contravenes Article 3 of the Freedom of Association and Protection of the Right to Organise Convention 1948 (No. 87) (ILO Convention 87), one of the eight 'fundamental' ILO conventions.

National secretaries of the three unions give their reasons why a merger is the way forward

The National Secretaries of the Maritime Union of Australia (MUA), Construction, Forestry, Mining and Energy Union (CFMEU) and the Textile, Clothing, and Footwear Union of Australia (TCFUA) believe a merger is the best way to ensure a progressive trade union voice into the future.

The amalgamation proposal has passed through most internal processes of the three unions with only a ballot of members from the MUA and TCFUA remaining.

The ballot will be conducted by the Australian Electoral Commission.

Under the proposed structure, the MUA will become the fourth division of the CFMEU while the TCFUA will become part of the Manufacturing division.

MUA National Secretary Paddy Crumlin said all three unions would be on a permanent campaign footing because the struggle isn't just about better job security, wages, conditions and safety but also about better schools, universities and TAFE for our kids, better health care for our families and better aged care for our community.

"Our communities have had enough of the constant attacks on jobs, on our public services and on health and education," Crumlin said.

"This merger would put all three unions in the best position to fight our opponents who want to flatten or reduce wages and allow exploited foreign labour to operate in Australia to undermine our job security and conditions.

"No-one knows that better than Australian seafarers and maritime workers."

CFMEU National Secretary Michael O'Connor said strength in numbers is important, as is respecting the cultures and histories of the unions involved.

"Now more than ever our members are suffering from years of corporate greed. Inequality is at its highest on record. The rich and big business avoid tax and working people are forced to increasingly carry the burden," O'Connor said.

"We need a new progressive union who



Michele O'Neil at MUA Jobs Embassy

"The new union will be strengthened by the increased contribution of women and workers from non-English speaking background. Together we will make sure everyone gets a fair go and no-one is left behind."

will be fearless in the interests of working people."

"Our job is to build a more equitable Australia. We want to work together to ensure we best represent our members to look after our industries, our families and our communities."

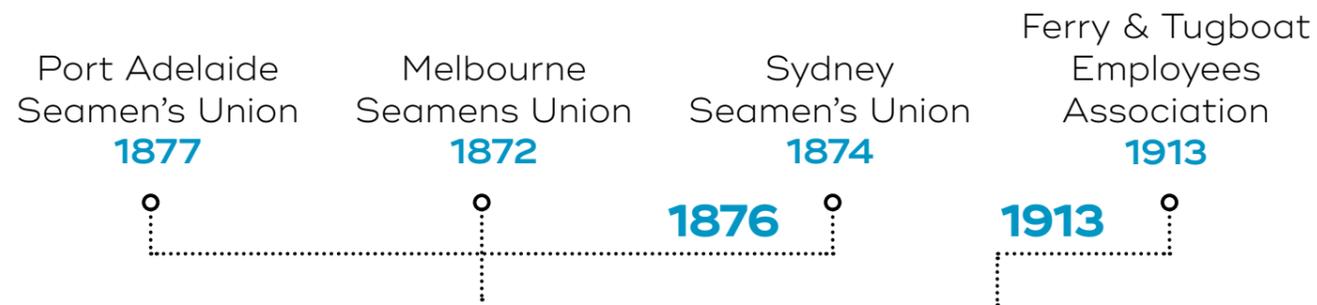
TCFUA National Secretary Michele O'Neil said it was an important step in the evolution of the TCFUA to become part of a larger union.

"Strength doesn't just come through numbers but also diversity," O'Neil said.

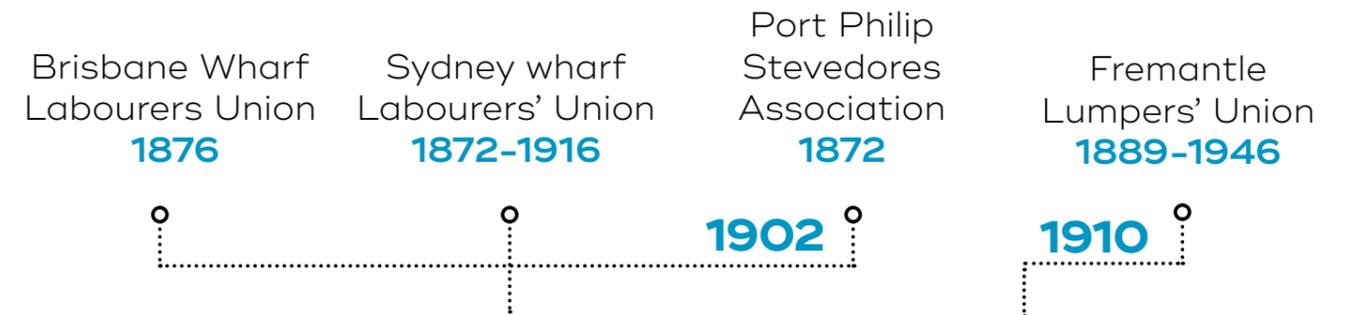
"The new union will be strengthened by the increased contribution of women and workers from non-English speaking background. Together we will make sure everyone gets a fair go and no-one is left behind."

"We will fight against wage theft and exploitation and fight for secure jobs with fair wages, conditions and dignity for workers."

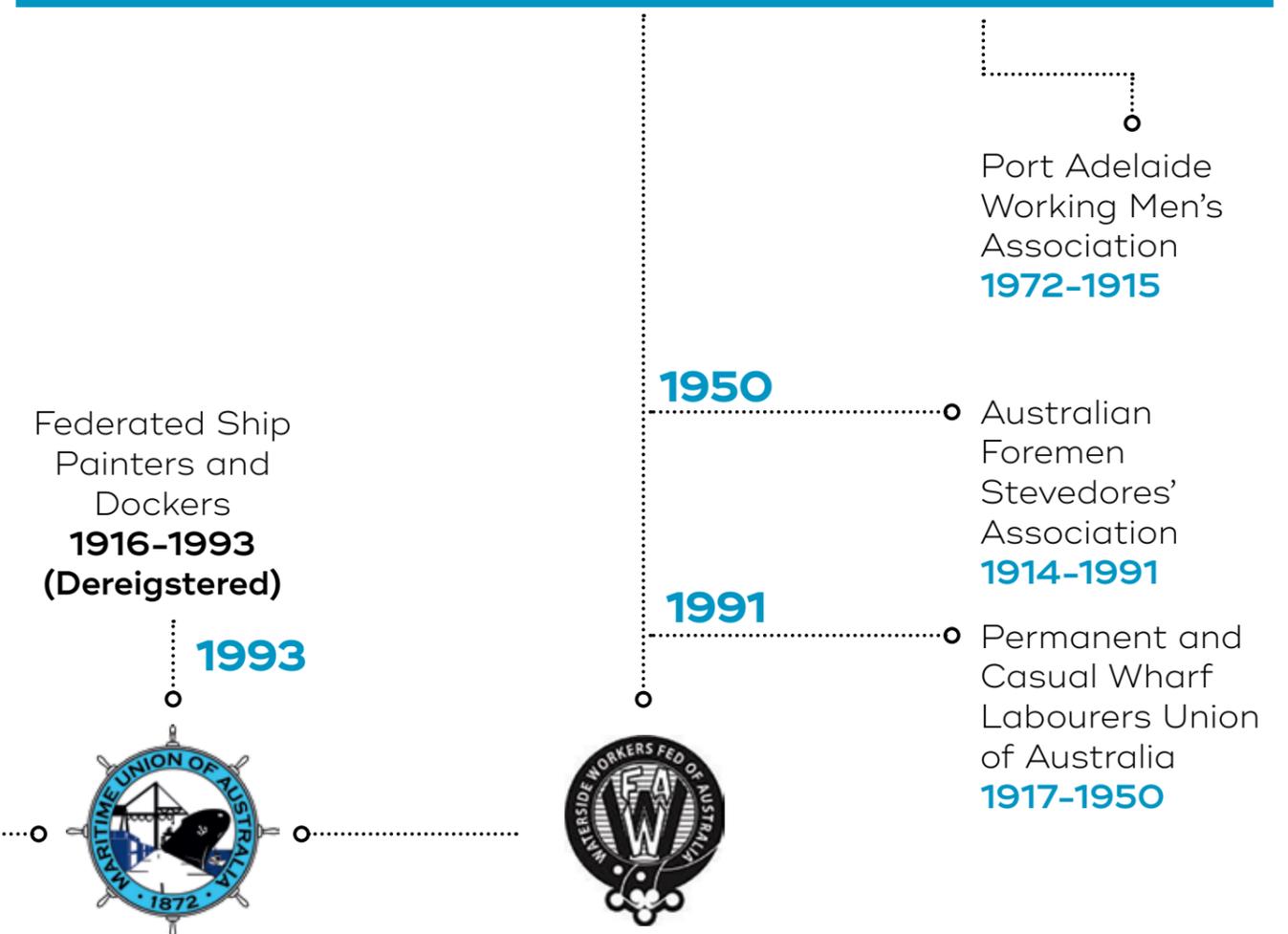
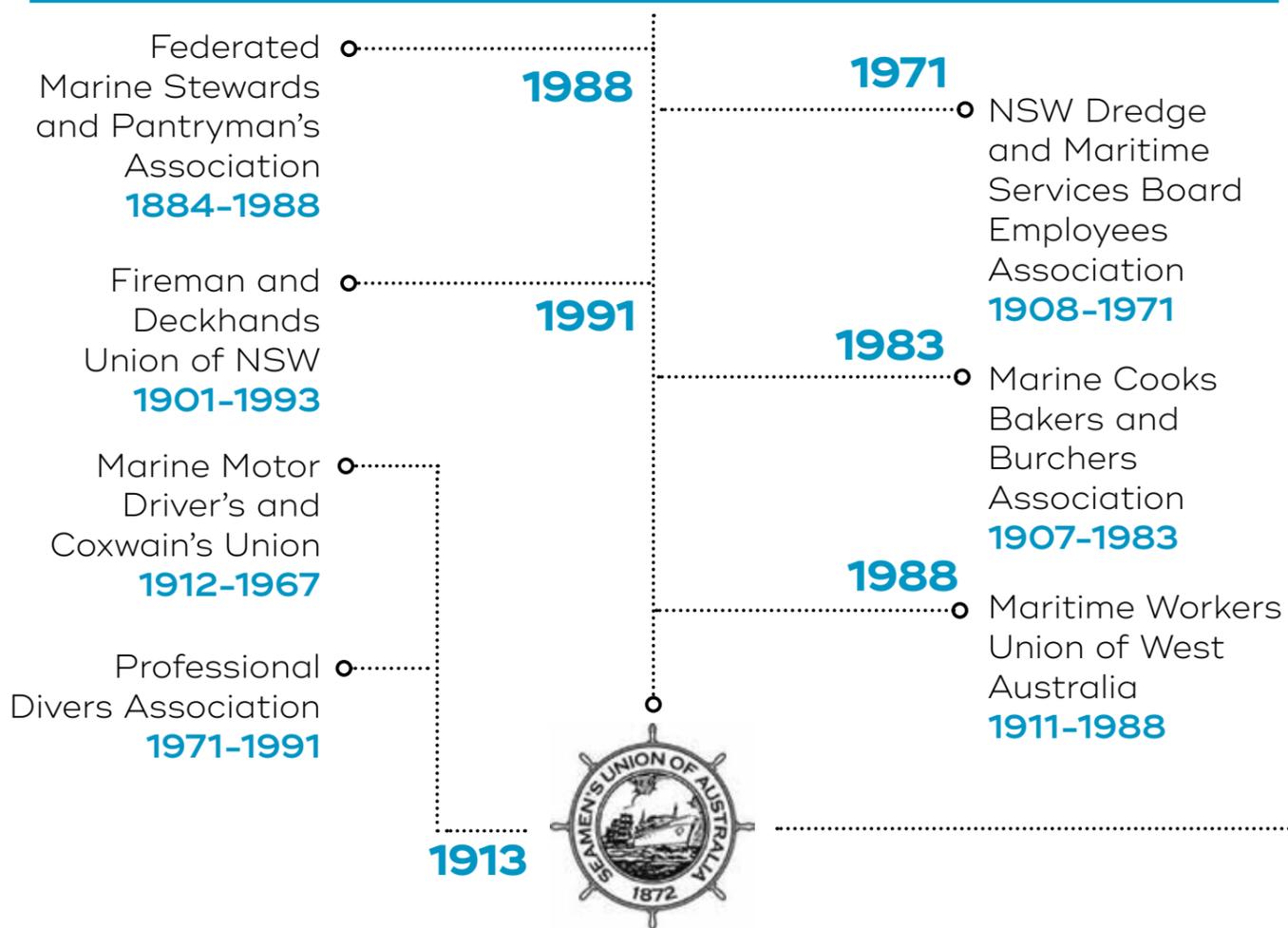
THE HISTORY OF THE MUA IS A HISTORY OF AMALGAMATION



Federated Seamen's Union of Australasia 1876
 THEN
Seamen's Union of Australasia 1930
 THEN
Seamen's Union of Australia 1943



Waterside Workers Federation 1902



These documents were adopted unanimously at the 2016 MUA Quadrennial Conference and subsequently passed by National Council, Annual General Meetings and presented at various stop work meetings across the country over the past 18 months. They were also printed in the previous edition of the Maritime Workers' Journal. The MUA will keep both its name and autonomy under the proposed structure.

MEMORANDUM OF UNDERSTANDING BETWEEN THE CFMEU AND THE MUA IN RELATION TO THE PROPOSED AMALGAMATION

1 Purpose of this agreement

1.1 The Maritime Union of Australia ("MUA") and the Construction Forestry Mining and Energy Union ("CFMEU"), registered organisations under the Fair Work (Registered Organisations) Act 2009 ("the Act"), have entered into this Memorandum of Understanding ("MOU") to reflect their mutual intention to amalgamate in accordance with the shared trade union and apogressive political and industrial values held currently and historically by both unions and the many unions that formed those unions since their inception.

2 Overarching principles

2.1 The parties acknowledge the traditional owners of the land, recognise their continuing custodianship and pay our respects to their elders past and present.

2.2 The parties share a progressive and militant history of empowering and involving workers locally, nationally and internationally around their industrial, social, economic, cultural and political needs based on justice, equity, mutual respect and access. At our heart we are democratic unions controlled by our members and we will continue to be so in a new amalgamated union. We will continue to work to ensure that these principles are reflected in our union rules.

2.3 The parties assert the importance of their responsibility and commitment to promote and defend social, economic and political justice along with genuine democracy and accountability based on those values of access, equity and democracy, along with acknowledgement of and adherence to human and civil rights for workers regardless of sex, age and ethnicity, nationally and internationally.

2.4 The parties recognise that they

have a long history of commitment and achievement of these values that have ensured the promotion of workers' and trade union rights, and further reassert their intention to amalgamate into a new independent and progressive union that continues to build on that experience and historical direction.

2.5 The parties intend to amalgamate to establish a union that will continue this focus and direction at the workplace, community, national and international level, reviewed and updated by transparent governance based on the involvement and overall direction of all members, including in the following areas:

- The promotion of members' and broader trade union and workers' rights and protections through joint industrial, political and community objectives based on support through effective organising and activity;
- Integrated recruitment and organising of members and the community to meet these objectives nationally.

2.6 The parties intend that the amalgamated organisation will continue to identify those rights and protections and defend our members' industrial, political, economic, social and cultural rights and those of workers generally against any attack and diminishment of those fundamental rights and just entitlement of and access to those rights, including through continuing to work within a broader like-minded and committed network of trade unions, organisations and persons equally committed to genuine united and inclusive action and campaigning.

3 Scheme of amalgamation

3.1 Consistent with resolution of MUA National Conference, the MUA

intends to amalgamate with the CFMEU, and will take all steps necessary and available to amalgamate with the CFMEU, including working with the CFMEU to develop a scheme of amalgamation for the approval of the Fair Work Commission and the MUA's members.

4 The CFMEU

4.1 The CFMEU intends to amalgamate with the MUA and will take all steps necessary and available to amalgamate with the MUA, including working with the CFMEU to develop a scheme of amalgamation for the approval of the Fair Work Commission and CFMEU's members.

5 On-going consultation and engagement

5.1 The parties commit to on-going discussions, consultation and all joint efforts necessary to give effect to this agreement.

5.2 The parties will apply the values of mutual respect and unity in reconciling any differences that may arise between them including in regard to their respective objects and the application of this agreement.

AGREEMENT BETWEEN THE MARITIME UNION OF AUSTRALIA AND THE CONSTRUCTION, FORESTRY, MINING AND ENERGY UNION

INTRODUCTION

1. The parties to this agreement are the Maritime Union of Australia (MUA) and the Construction, Forestry, Mining and Energy Union (CFMEU).

2. The parties to this agreement have agreed to amalgamate.

3. The terms of that agreement are set out in this document.

4. A number of matters under consideration are fluid as they relate to potential changes that the MUA and CFMEU would like to make to its existing rules.

5. The parties to the agreement do not seek to extend their collective eligibility rules by virtue of the amalgamation.

6. It is the intention of the negotiating parties that this document, in its final form, shall be submitted for formal vote to the relevant decision making body of each organisation no later than 30 September 2016.

7. It is the intention of the parties that having finalised the terms of this document, to then draft rules to reflect this document, and to submit those draft rules for consideration of the respective organisation's relevant decision making bodies by no later than 31 December 2016.

8. Further, it is the intention of the parties that formal and final decisions in relation to the amalgamation will be made by the respective organisation's relevant decision making bodies in October/November of 2016 with a view to consultation and/or decision making with/by members in early 2017.

RULES

9. The name of the Union shall be the subject of ongoing discussion between the parties.

10. The parties are agreed that there will be four divisions of the Union. The New Division shall be called the Maritime Union of Australia Division (MUA Division).

11. The Rules of the Union will be varied to reflect the terms of this agreement.

12. The Objects of the CFMEU and the MUA shall be combined and consolidated to create the Objects of the Union. The MUA Division shall retain its Objects in their current form save that they shall be read subject to the National Rules.

13. The Industry rule of the MUA shall be uplifted and incorporated into the Industry rules of the Union.

14. The Eligibility rule of the MUA will be uplifted and incorporated into the Eligibility rules of the Union. Members eligible under the old MUA eligibility rule will be allocated to the new MUA Division.

GOVERNANCE

15. Subject to the National Rules, the governance of the MUA Division shall be as set out in the MUA Divisional Rules.

16. The Divisional Secretary of the MUA Division shall be the principal officer of the MUA Division.

17. A new national position of International President shall be created.

18. There shall be an additional National Vice-Presidential position which shall be filled as determined by the MUA Division.

19. The composition of the National Executive Committee shall be varied to include the following representation; the National Secretary; the National President; the International President; the National Assistant Secretary; five (5) National Vice Presidents; together with four (4) other members elected by and from each of the MUA Division, the Forestry Division and the Mining and Energy Division respectively, and eleven (11) other members elected by and from the Construction and General Division.

20. The composition of the National Executive shall include the National Executive Committee (as defined in 20 directly above) and the principal officer of each Divisional Branch of the Union that is not otherwise a member of the National Executive Committee.

21. The National Conference of the CFMEU is currently comprised of all of the members of the executives of the Divisions. Consistent with this arrangement, the members of the Divisional Executive of the MUA Division shall also be members of the National Conference, and shall have the voting entitlement set out in the current rules.

22. The current rules of the CFMEU provide for the election of a college for the purposes of the election of the National Offices. The parties are agreed that on and from

the date of amalgamation, the following provisions shall apply to the election of the National Offices.

23. The National Officers shall be elected by and from the National Collegiate, namely the delegates to all of the Divisional Conferences of the Union. Provided that, the Divisional Secretary of the MUA Division, the Divisional Secretary of the Construction and General Division, the Divisional Secretary of the Forestry, Furnishing, Building Products and Manufacturing Division, and the General President of the Mining and Energy Division shall between them hold the positions of National Secretary, National Assistant Secretary, the National President and the International President.

24. The position of International President shall be a transitional rule tied to the incumbent on the day of amalgamation.

FINANCES

25. Subject to the National Rules, the MUA Division shall be responsible for the management of its financial affairs.

26. The MUA Division shall pay capitation fees to the National Union in accordance with decisions made by either the National Conference or the National Executive of the Union.

27. The parties to the agreement are satisfied that the current financial management and arrangement of finances is sound and adequate.

28. A statement signed by each of the current National Secretaries of the relevant amalgamating unions is attached attesting to the current state of each organisations financial affairs.

OTHER MATTERS

29. The following matters will be the subject of ongoing discussion.

30. The MUA will be de-registered in the course of the amalgamation.

31. Membership of previous state and federally registered unions recognised for all purposes in the Union.

32. Office holders upon amalgamation and synchronization of elections.

Australian shipping in crisis:



Turnbull wants to kill off another vital Australian industry and must be stopped

AS THE CAR INDUSTRY DEPARTS OUR SHORES, LEAVING TENS OF THOUSANDS OF WORKERS TO FEND FOR THEMSELVES, THE ABBOTT/TURNBULL GOVERNMENT HAS AGAIN COME AFTER AUSTRALIAN SEAFARERS WITH ANOTHER ATTEMPT TO SEND THEIR JOBS OFFSHORE. IT'S TIME FOR ALL MUA MEMBERS TO STAND UP AND FIGHT BACK.

The Launch of the 'Save Australian Shipping: Take Back our Coast' Campaign at Parliament House, Canberra

Malcolm Turnbull's pathetic Government is trying to kill off yet another vital national industry by again introducing a Bill that waters down the cabotage rules surrounding foreign ships gaining temporary licences to operate between Australian ports.

Introduced into the Federal Parliament on September 13, the Coastal Trading (Revitalising Australian Shipping) Amendment Bill 2017 follows earlier legislation by the Coalition to deregulate coastal shipping, which was defeated in the Senate in late 2015.

The Minister for Infrastructure and Transport, Darren Chester, said the current rules are "limiting or preventing the use of shipping to move domestic freight. They are pushing costs up for businesses.

"Every time delays and costs are incurred by business, it impacts on profits and puts Australian jobs at risk."

MUA National Secretary Paddy Crumlin said the only jobs that would definitely be at risk are those of Australian seafarers.

"Put simply, the proposed changes would make it more difficult for Australian ships with Australian crew to compete in the coastal trade. Instead of enhancing a vital national industry with a long and proud tradition, the Turnbull Government wants to send Australian jobs offshore," Crumlin said.

"A strong, viable domestic shipping fleet makes absolute sense from a national security, fuel security, and environmental standpoint. Sensible senators will see right through the Government's charade and reject this Bill in its entirety."

The new Bill seeks to remove a requirement that temporary licences have to be for a minimum of five voyages, and would allow single voyages.

The current rules allow temporary licence holders to carry 20% more or less of their authorised cargo under what are called "acceptable tolerance" limits.

But the legislation will allow temporary licence holders to carry up to 200% more in cargo and 100% less than authorised.

Crumlin said Australia has a very strict cabotage regime for aviation where foreign companies can't just come here and operate on domestic routes, and the same should apply to the maritime sector.

"Without strong rules, Australian

companies have to compete with cheap, exploited foreign labour on Flag of Convenience vessels, the owners of which pay no tax and often flout safety laws," Crumlin said.

"The Bill put forward by Minister Chester lacked consultation and ignored proposals put forward in the industry Green Paper, that was developed through exhaustive meetings with key stakeholders over a long period of time.

"The Bill does not address proposals aimed at growing Australian content in coastal shipping such as the Strategic Fleet concept, that provides an opportunity to achieve better coordination between Navy objectives and the commerciality of the merchant shipping sector."

The recent Senate Inquiry Into Flag of Convenience Shipping found that unlike Australian seafarers, foreign crews have no background checks yet they are carrying petroleum products, ammonium nitrate and LNG around the Australian coast.

"Exploited crew on Flag of Convenience vessels earn as little as \$1.25 an hour, have less training and are often unaware of our fragile coastal environment," Crumlin said.

"They do not meet national security screening applying to Australian resident seafarers and are directly making Australian seafarers unemployed, effectively taking their jobs under this industry of rorting, and vandalising Australian workers' rights.

"It's a national disgrace. Australian workers cannot compete with slave labour and systemic tax avoidance under the Flag of Convenience system."

ALP Transport spokesman Anthony Albanese said the Turnbull Government has re-launched its attack on Australian maritime jobs with legislation that will make it easier for shipping companies to sack Australian crews and replace them with overseas mariners earning third world wages.

"This resurrects the Government's WorkChoices on Water legislation, rejected by the Senate in 2015 because it would have destroyed thousands of Australian jobs," Albanese said.

"After its Senate defeat, the Government promised that any new attempt at shipping reform would involve widespread consultation in a spirit of bi-partisanship.

"However, Minister Chester broke

that promise by introducing his new legislation without consultation with the Opposition and, more importantly, the maritime sector."

Albanese said that since the defeat of the WorkChoices on Water legislation, the Government has been abusing the temporary licence system, issuing licences in circumstances where the work was not temporary and in which Australian vessels were available.

"Australians want to see more Australian-crewed ships working around our coast and around the world, but the Turnbull Government wants to replace the Australian flag on the back of ships with the white flag of surrender when it comes to Australian jobs," Albanese said.

The Government's Regulatory Impact Statement, which last time showed more than 90 per cent of Australian seafaring jobs would be lost, this time says there is "oversupply" of Australian seafarers.

Other major changes include amending the definition of coastal trading to include voyages commencing and concluding at the same port, ships engaged in dry-docking and on voyages between Australian ports and offshore oil and gas facilities.

Maritime Industry Australia Limited (MIAL) chief executive Teresa Lloyd, who worked closely with the MUA in constructing the industry Green Paper, was guarded in her response.

"This is a complex area and has proven for decades to be challenging for policy makers. This latest proposal demonstrates that finding the right balance hasn't gotten any easier," Lloyd said. "... if there is an Australian ship available then the changes to the tolerances, and the time provided for the Australian business to consider if they can carry the cargo, are critical measures to preserve the Australian interests – and indeed the integrity of the entire coastal trading regime. "Without the tolerances being meaningful (and remembering that these were expanded by the 2012 reforms from 10% and 3 days to 20% and 5 days) the system may as well be deregulated entirely. "Of course, there is nothing in the Bill to assist Australian shipowners to compete with foreign ships that have all but unfettered access to coastal trades. We held low expectations on that front and unfortunately haven't been disappointed there."

Michaelia Cash embroiled in Nigel Hadgkiss fiasco



THE REVEILED HEAD OF THE ABCC NIGEL HADGKISS WAS FORCED TO RESIGN AFTER BREAKING THE LAW. WHAT DID THE GOVERNMENT KNOW AND WHEN?

Unions are calling for Employment Minister Michaelia Cash to answer all questions about when and what she knew about disgraced industrial cop Nigel Hadgkiss breaking the Fair Work Act.

Minister Cash has admitted to knowing for just under a year that Australian Building and Construction (ABCC) chief Nigel

Hadgkiss had acted unlawfully in regard to the laws he was supposedly enforcing.

The ACTU, on behalf of working people, want to know who else in the Turnbull Government knew about this reckless law breaking and why they covered it up?

The Turnbull Government has now said it will pay Mr Hadgkiss's legal fees with taxpayers' money. That cannot and

should not happen.

The reinstatement of the ABCC was the trigger for the 2016 double dissolution election. Mr Hadgkiss was reappointed to the ABCC commissioner position earlier this year.

"The ACTU is calling on Minister Cash to give the public answers about this scandal: what she knew, what the Prime Minister was told, and when that information was available," ACTU President Ged Kearney said.

"We also want to know why Mr Hadgkiss was reappointed to his position while under investigation?"

"Taxpayers should not be paying his legal expenses — Mr Hadgkiss was a political appointment to a \$426,000 a year job, not elected by anyone, who took it upon himself to blatantly act unlawfully for years.

"It's evident this is a cover-up that must extend far beyond the Minister Cash's office."

Kearney said that despite resigning in disgrace, Minister Cash has praised Mr Hadgkiss for re-establishing the rule of law, even though she has known for almost a year about his law breaking behaviour.

"Working people have no faith in this Government or the bodies they create and people they appoint," Kearney said.

"Minister Cash has spent the past two years attacking working people and their unions, and she has never been held to account for her vicious behaviour.

"Instead of focusing on mass under-employment, stagnant wage growth and finding a solution to the youth unemployment crisis, Minister Cash has used every opportunity as an elected official to attack unions and working people."

Government does not take energy policy seriously when it comes to fuel security



Brisbane MUA members protest over removal of tanker from coastal trade

The Maritime Union of Australia (MUA) has questioned the credentials of the Turnbull Government in judging others when it comes to energy security in general, and fuel security in particular.

If Federal Energy Minister Josh Frydenberg wants to accuse others of not taking the issue seriously, he needs to look at his Government's own woeful record on fuel security.

Frydenberg says: "The Turnbull Government understands that planning and preparation are essential when it comes to our energy future." – Ministerial Media Release September 9, 2017

Yet the Department of Environment and Energy says on its website that: "Australia is a signatory to the International Energy Agency's (IEA) International Energy Program (IEP) Treaty and participates in IEA oil market and energy emergency committees.

"A key requirement under the Treaty is that member countries hold oil stocks equivalent to at least 90 days of their prior year's daily net oil imports, and in the event of a major oil disruption, contribute to IEA collective actions by way of a stock release, demand restraint, fuel switching, or increased production or fuel sharing.

"Australia has historically relied on commercial stock levels to meet the 90 day requirement. However, due to declining domestic production and increased demand for liquid fuels, these stocks are no longer sufficient to meet the 90 day requirement. Consequently, Australia has been structurally non-compliant with the 90 day stockholding obligation since March 2012."

MUA Assistant National Secretary Ian Bray said the Turnbull Government had allowed refineries to close and the number of Australian-crewed fuel tankers to decline to zero under its watch.

"There are now no Australian-crewed tankers supplying fuel to our nation, down from 12 in the year 2000. At the same time, the number of refineries has halved. This means we are entirely at the mercy of market forces when it comes to fuel supply," Bray said.

"A recent Senate inquiry heard that Australia's total stockholding of oil and liquid fuel comprises of two weeks of stocks at sea, 5 to 12 days of supply at refineries, 10 days of refined stock at terminals and 3 days of stocks at service stations.

"A substantial disruption in fuel supply would have serious consequences across the Australian community when it comes

to delivery of food, medicine and running family cars on our roads.

"Australians would expect our Government to have a better plan and this would involve more refining here, and Australian-crewed ships to carry it around the coast."

The Senate Rural and Regional Affairs and Transport References Committee inquiry into Australia's transport energy resilience and sustainability reported in June 2015:

"Evidence to the committee suggested that Australia is almost totally reliant on liquid fuels for transport and transportation services which underpin significant economic activity, utilities and essential services.

"Therefore, any substantial disruption to Australia's transport fuel supplies would have a significant impact on safety, national security, national productivity and society."

Bray said: "This isn't only a matter for fuel security but also national security. Unlike Australian seafarers, foreign crews have no background checks yet they are carrying petroleum products, ammonium nitrate and LNG around the Australian coast."

Crumlin questions cost and productivity benefits of automated shipping and ports



While Wartsila may have carried out a successful test of an autonomous offshore vessel last month, those representing the workers in the transport industry question both the productivity and economics of automated ships and ports.

Speaking after the opening of the International Transport Workers Federation (ITF) office in Singapore, president Paddy Crumlin and general secretary Stephen Cotton described the push for automation as a “marketing rush”, where the consequences had not been thought through.

With automation in shipping and ports touted as safer, cost effective and more efficient, the ITF raised issues with risk, regulation, and whether there were really cost savings or productivity benefits.

“Automation shouldn’t be a replacement for good industrial relations. It shouldn’t be used as a form of union busting which it sometimes is. It is also being used as a marketing tool that hasn’t got a practical or productive consequence,” said Crumlin.

“We’re saying, and increasingly to institutional investors, that in automation there needs to be a properly described case for productivity, not just as a basis for removing trade unions or selling a product.”

Looking at autonomous or automated shipping, Cotton suggested that one of the leading proponents of the development, Rolls Royce, was marketing a product but didn’t have a plan for its implementation.

Cotton said he believed autonomous shipping was a long way off.

“If you look at the cost, wage cost is a very small part of operating a ship. But in reality the investment to build full autonomous ships is an issue I struggle to see quite how it will implement itself,” he explained.

“Maybe coastal trade, maybe the river trade, but can you really see the British Channel or the Singapore Strait controlled by some master chess player in a darkened room? It’s a very long way off.”

Crumlin noted that there had been talk of reducing crews, from the current levels of 15 – 20 seafarers to, say, five or six, for a number of years but this had not been achieved.

While he accepted the technology existed, the risks and governance related to autonomous shipping remained ill-defined.

“No one’s going to rush in without all those risks being defined and a governance framework so they know who they are going to sue if it does go wrong,” he stated. “I don’t think there’s been a balanced conversation because it’s the big new, bright thing.”

Looking at the landside, where there have been greater developments in the automation of ports, Crumlin questioned the real economic and productivity gains that were made.

“An automated terminal that operates a crane rate five or six containers less (moves per hour) ... doesn’t stack up from an institutional shareholders point of view, from a government point of view, and an industrial relations point of view. The devil’s in the detail.”

Crumlin also made a point that would appear to be directed at governments and politicians – simply that - “Robots don’t pay tax”.

“Taxation is an issue, in a social context if you do away with workers and you haven’t got a plan for developing new industries.”



There was a great turnout at the ALP caucus event: Anthony Albanese, Tanya Plibersek, Sharon Bird, Sue Lines, Fiona Phillips, Stephen Jones, Shayne Neumann, Justine Keay, Julie Collins, Brian Mitchell, Louise Pratt, Mark Butler, Jenny McAllister, Tony Burke, Susan Lamb, Doug Cameron, Lisa Chesters, Andrew Giles, Josh Wilson, Pat Conroy, Ross Hart, Glenn Sterle, Penny Wong, Sharon Claydon, Murray Watt, Anne Stanley, Madeleine King

MUA holds Save Australian Shipping campaign launch with supporters in Parliament House

The MUA launched its new shipping campaign on the lawns of Parliament House in Canberra. Save Australian Shipping – Take Back Our Coast is the name chosen by our members. MPs and Senators have already started to sign up and put their face to the campaign. You can view the website at saveaustralianshipping.com.au

The website contains several actions that members and the community can take. You can email your federal MP, sign up to support and volunteer, and donate to the campaign. It will be updated on a regular basis with all news that affects the

shipping campaign. This site will be used as an information point to keep members updated and assist the union with grass roots activism throughout the shipping and election campaign.

In what felt like sub-zero temperatures in early September, seafarers from MV Portland, CSL Thevenard, and other unemployed seafarers erected the jobs embassy with re-branding in a bold display of the red ensign, leaving no visitor to Parliament House in any doubt that we are serious about saving our industry.

Speakers at the Jobs Embassy included Sally McManus ACTU, Ged Kearney

ACTU, Ian Bray MUA, Michael O’Connor CFMEU, Troy Gray ETU, Anthony Albanese ALP, Brendan O’Connor ALP, Glenn Sterle ALP, Adam Bandt Greens, and Bob Katter KAP. Anthony Albanese hosted a function for the MUA in the Labor Party Caucus room and all of the available Labor MPs and Senators joined us, and took back a red ensign to put in the window of their office.

We trust that you will support the new website, email your MP and share it on social media.

If you have any input or ideas please email us at

saveaustralianshipping@mua.org.au

Australian Senate Inquiry finds Flag of Convenience Shipping poses serious risks to national security

THE TURNBULL GOVERNMENT CAN NO LONGER IGNORE ITS NATIONAL SECURITY RESPONSIBILITIES IN THE WAKE OF DAMNING FINDINGS BY THE SENATE INQUIRY INTO FLAG OF CONVENIENCE (FOC) SHIPPING.

The Senate Standing Committees on Rural and Regional Affairs and Transport published its long-awaited report into so-called Flag of Convenience in July.

The report found there were serious concerns about the increase in the use of FOC in shipping in Australia; that these regulatory blackspots might be exploited by organised crime, or terrorist groups; and that there was the serious economic and environmental danger posed by poor regulation of shipping.

The report chronicled gaping holes in Australia's national security framework, just one day after a Government announcement to create a new Ministry of Home Affairs.

FOC vessels are registered in tax havens such as Liberia, Panama and the Marshall Islands. These registries are renowned for their lax labour laws, poor investment controls and lack of ownership oversight.

The Senate report states: "The committee maintains that [FOC] vessels present serious security risks to the Australian coast, which need to be properly addressed.

"The committee takes the view that, by not agreeing to review the current state of the maritime sector in Australia, the government is failing to address the serious

security, economic, human rights and environmental vulnerabilities in the sector."

The committee called on the Federal Government to grow the Australian maritime industry in the face of what it calls "very real and current risks to our nation" posed by FOC vessels and their crew.

MUA National Secretary and ITF President Paddy Crumlin attacked the conservative Australian Government for intentionally encouraging the morally ambiguous - at times criminal - underbelly of FOC shipping.

"The Turnbull Government has allowed Australian seafarers - the best in the world - to be replaced by FOC lawlessness that now threatens our very national security," Crumlin said.

"Under their legislative abuses Australian seafarers, properly trained, security-screened and resident taxpayers have been sacked and their jobs in a domestic transport sector given away to whoever comes over the horizon without a word of inquiry about their background.

"The solution is simple - stop destroying and start supporting and growing our domestic shipping industry and the Australian working men and women that work there and in doing so we will help keep our borders safe."

The Australian Border Force Submission stated: "The Department notes that while a significant proportion of legitimate sea trade is conducted by ships with FOC registration, there are features of FOC registration, regulation and practice that organised crime syndicates or terrorist groups may seek to exploit.

These features are:

- A lack of transparency of the identity of shipowners and consequent impediment to holding the owner to account for a ship's actions; and
- Insufficient flag state regulatory enforcement and adherence to standards.

ITF National Coordinator Dean Summers said the Inquiry had officially laid bare the murky world of FOC Shipping that the Turnbull Government has so far chosen to ignore.

"The Senate Inquiry heard multiple accounts of the very worst of what FOC shipping has to offer - murders, gun-running, intimidation, bullying, harassment and slave labour," Summers said.

"The appalling case of multiple murders at sea onboard the Sage Sagittarius was the basis for this Inquiry and serves as a shocking reminder of what can happen when an entire industry is little more than a race to the bottom."

The MUA applauded the committee's call for a comprehensive whole-of-government review into the potential economic, security and environmental risks presented by FOC shipping.

The committee said it was very concerned by FOC vessels carrying dangerous goods around Australia's coast, including ammonium nitrate and petroleum products. Last financial year, only 1,072 of the 15,715 commercial vessels arriving in Australia were searched by ABF.



Senate Committee Chair Senator Glenn Sterle at the MUA Jobs Embassy

"The committee is very disturbed by the many examples of job losses, poor working condition, inadequate wages and deaths and disappearances at sea," it stated.

"To have seafarers disappearing and dying in and around Australian waters, and while in transit to Australian ports is unacceptable."

ACTU President Ged Kearney said it was astounding that the Government's response was so poor in a week they announced a new Home Affairs portfolio.

"In a week when the Turnbull Government has reshaped huge portions of the public service in the name of national security, it is unacceptable that this Government continues to ignore the threat posed by Flag of Convenience shipping," Kearney said.

"The system is broken if you have vessels which are not subject to modern safe-

ty and security regulations, or labour laws. They are effectively operating outside the framework of any modern legal system, that poses an obvious threat to our national security which cannot be ignored.

"This is yet another example of this government giving too much power to multinational companies which run these ships. We need to put national security and the interests of Australian workers ahead of profits. It's staggering that this needs to be pointed out to this government."

The Senate committee recommended:

- The Fair Work Ombudsman (FWO) implement an inspection program for ships with foreign seafarers to verify paid wages meet Australian legal requirements.
- The Federal Government fund the FWO wages inspection program.
- The Federal Government implement

clear procedures on how to respond to deaths that occur on ships travelling in or to Australian waters.

- The Federal Government consider legislative amendments to provide clarity on jurisdictional responsibility for investigating deaths on ships travelling in Australian waters.
- The re-establishment of an advisory body made up of key maritime industry stakeholders to advise government on new Australian shipping policies and workforce development and training opportunities.
- The Federal Government review the Australian maritime industry with a view to grow and support it.
- The Federal Government review the potential economic, security and environmental risks presented by FOC vessels and foreign crew.

"The solution is simple - stop destroying and start supporting and growing our domestic shipping industry and the Australian working men and women that work there and in doing so we will help keep our borders safe."

ACTU says systemic inequality still Australia's biggest problem



Ged Kearney at the MUA Jobs Embassy

With decent jobs hard to come by and wage growth stuck in the toilet, inequality is shaping up to be the sleeper issue of the next federal election campaign.

The latest jobs data shows underemployment remains high, while inequality between the richest and poorest in our society persists at record 70 year high.

The underemployment rate remained at record highs, at 8.7%. Over the past year this rate increased by 0.2 percentage points, with the number of underemployed increasing by 52,200 persons.

The unemployment rate has failed to improve remaining at 5.6 per cent for August.

"Inequality is destroying the Australian way of life with huge amounts of wealth concentrating in the hands of the largest employers who are able to relentlessly pursue attacks on workers' rights and incomes," ACTU President Ged Kearney said.

"Almost a third of Australian households are trying to get by with earned incomes be-

low the minimum wage. It's appalling."

The richest 20% hold 40% of total household income, but 63% of household wealth. Conversely, while the poorest 20% have 8% of the nation's income, they don't hold even 1% of its wealth.

The following indicators of inequality have not improved significantly over time:

- The median 'private income' (primarily from wages) for the second quintile is \$785 per week, suggesting that the bottom 30% of households earn amounts below this, which means almost one in three households is earning below the minimum wage
- Gini coefficient measure of inequality (higher is more unequal) for disposable (after tax) household income has not fallen in the seven years from 2009-10 to 2015-16
- Mean and median weekly disposable

income for households has not improved in real terms between 2013-14 and 2015-16 –people are no better off than two years before.

- A quarter of households have debt which is three times their income.

"We need to change the rules to address inequality. We need the rich to pay their fair share of tax, and we need better wages in more secure jobs for everyone else," Kearney said.

"Wage rises for working people would be a massive boost for the economy, which is why wage growth is being championed by everyone from the RBA Governor to treasury.

"The Turnbull Government has sat idly by and let inequality blow out to record levels because they're not governing for working people, they're governing for the richest members of our society, who are doing better than ever under this government."

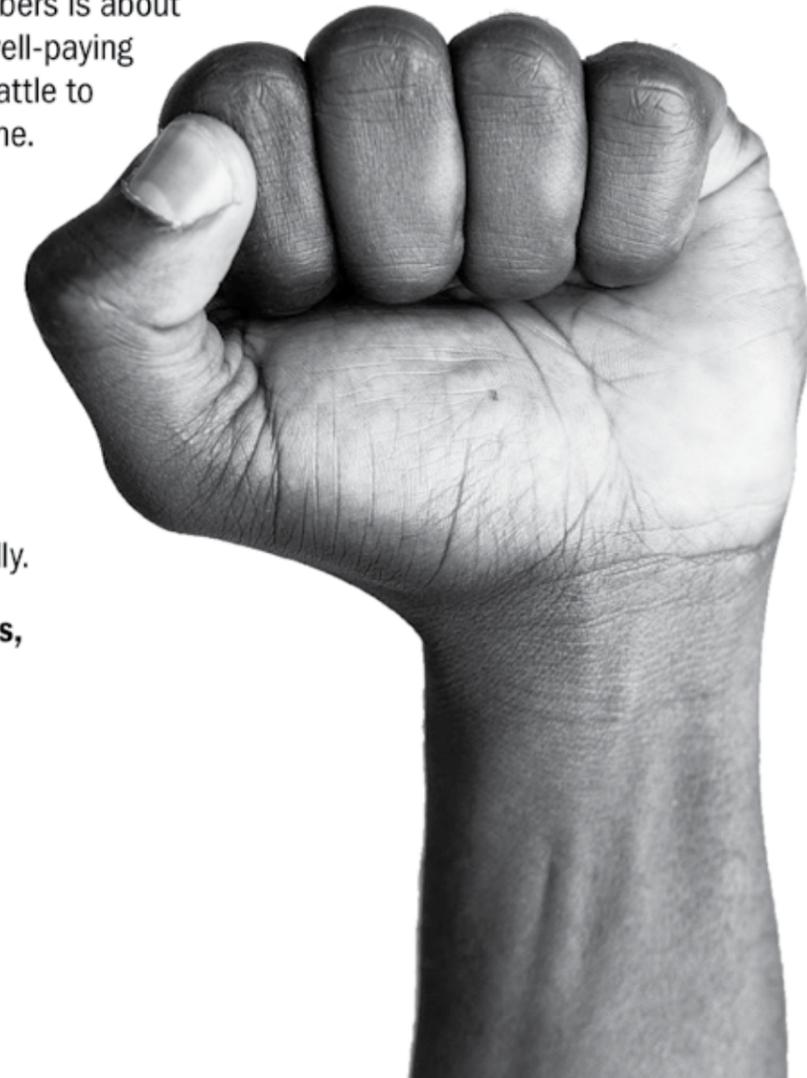
Equality is union business.



99% of the work we do as union members is about fighting for our right to decent, safe, well-paying work. But that's one fight in a larger battle to build a just and fair society for everyone.

We can't build a just and fair society for everyone while our lesbian, gay, bisexual, transgender and intersex (LGBTI) workmates are treated differently to other workers. They have the same right to happiness as every other union member and the same right to have their loving, committed relationships treated equally.

We stand up and fight for all workers, because equality is union business.



WE ARE UNION



Chevron campaign continues to reach new heights

Paul Oosting, Get Up, Jason Ward Tax Justice Network, Brett Govendir UTS, Jenny McAllister and Sam Dastyari ALP Roman Lanis, Ross McClure UTS

The MUA/ITF's long-running campaign to make multinational oil and gas companies pay their fair share of tax in Australia forced a Government inquiry led by Treasury official Mike Callaghan into the Petroleum Rent Resource Tax (PRRT).

At the same time, the campaign celebrated another win when Chevron abandoned a High Court challenge over a transfer pricing dispute with the Australian Tax Office.

The company's decision to withdraw means Australia will collect \$1 billion of extra tax revenue a year from a range of multinationals as a result of the precedent set by the case.

This means more money for schools and hospitals rather than lining the pockets of rich multinationals who think they can operate above the law.

The ITF's Jason Ward appeared at the Senate Inquiry into multinational tax avoidance in Perth. Below is an edited version of his opening statement:

The Callaghan Review

The Tax Justice Network – Australia was impressed with quality of analysis in the Callaghan Review, but seriously disappointed in its recommendations to not make any substantive and necessary reforms to existing projects.

The Review backed up the analysis put forward by TJN, but completely capitulated to the trumped-up claims of sovereign risk put forward by the industry. The PRRT has been changed at least 9 times already, each time to the benefit of the industry, and no concerns of sovereign risk were raised before. There is plenty of hypocrisy in play here to preserve an incredibly beneficial fiscal regime for the oil and gas industry and one that very clearly deprives Australians of a fair share of revenue.

The five largest offshore gas projects in Australian waters are 87 per cent foreign owned. The Government has favoured foreign shareholders in offshore gas projects over mum and dad investors in Australia. This is a national disgrace and a betrayal of Australia's national interest.

The Review exposed flawed elements of the PRRT that we were not even aware of. Companies are not required to file on PRRT with ATO until after production starts. This means that on top of the \$238 billion in PRRT credits that we knew about

Did you know...

Qatar is currently the largest LNG exporter in the world & is doing a much better job of benefitting from its natural resources than us.

2019-20 ROYALTIES FORECASTED ON SIMILAR VOLUMES	
QATAR	AUSTRALIA
\$29.6 billion	\$0.8 billion
AS A PERCENTAGE OF LNG EXPORTS:	
23%	1.9%

In 2019-20, the Australian Government's PRRT receipts from all oil and gas production are projected to be \$0.8 billion, or less than 2% of LNG export sales.

This is a decline from \$1.9 billion in 2014-15 while LNG exports increase by 137% to \$40.6 billion.

Generous tax subsidies built into the PRRT allow the oil and gas industry to accumulate billions in tax credits - and the value of these credits compound every year at rates as high as 18%. In 2015, the value of accumulated PRRT tax credits was nearly \$190 billion.

Additionally, the PRRT is based on self-reporting and voluntary compliance. Can we trust an industry that is notorious for aggressive tax avoidance schemes, charged in the Federal Court and embroiled in ongoing disputes with the ATO?

there are potentially hundreds of billions in additional exploration credits that have yet to be reported. These credits are transferable and entitled to an 18% uplift that compounds annually. Additionally, the Review makes it clear that these credits are not required to be used first. Companies can hang on to them and nearly double the value over 4 years.

A key flaw of the review was the lack of reliable data used and the fact that Treasury allowed the companies to present data in a way that made it appear they would pay more PRRT over the life of the projects. The idea that these multinational oil companies will voluntarily structure their tax credits to make more tax payments and not less is patently absurd. The data was obtained from Wood MacKenzie because the government itself does not have data. There are obvious biases of Wood MacKenzie as a contractor for APPEA and the industry as whole.

The domestic companies in this space, BHP Billiton and Woodside, are relatively transparent about their payments to governments and production levels. The foreign multinationals, particularly Chevron and Exxon, have fought against disclosure, but have been forced to comply in jurisdictions that have required reporting on payments to government such as Canada, the United Kingdom and the European Union.

Tax Payments by Domestic Banks and Resource Companies

It is also worth noting the BHP Billiton and

Woodside are significant taxpayers in Australia. The TJN report on ASX 200 companies from 2014 looked at the effective tax rate of companies over a decade. In that study, the only one of its kind, Woodside's estimated effective tax rate was 30% and BHP Billiton's was 27%. Both BHP Billiton and Woodside are consistently among Australia's top taxpayers.

As was reported in The Australian newspaper on July 29: Former Labor prime minister Paul Keating has lashed out at "a lot of bludger international companies in Australia" that escape paying full local taxes because they base their corporate headquarters in tax havens offshore. Mr Keating praised BHP as one of the exceptions that paid its tax, including franked dividends that ensured shareholders received some of the profit returns.

In stark contrast to this Chevron and Exxon, despite making huge revenues from the Northwest Shelf and Bass Strait have paid zero in corporate tax in the last two years. By Chevron's own calculations its effective tax rate has been zero in every year over the last six years, except climbing to 7% and 8% in two years.

Shell was a significant corporate taxpayer in 2014/15, but that is likely from its retail business, which has now been sold. Like Chevron and Exxon, Shell and BP have been involved in aggressive tax minimisation practices in Australia and around the world.

While the ATO has made significant progress in addressing tax avoidance in the off-

shore oil and gas sector, including the federal court case against Chevron and the new guidelines on offshore related party debt, there is still a long way to go. The government's failure to address the very clear flaws in the PRRT system is an embarrassing policy failure.

The Current Situation: Free Gas for Multinationals

At today's oil prices, or at any price below \$60/barrel, the Callaghan review confirms that no PRRT payments are likely to ever be made over the entire 40-year project life from any of the 5 new offshore LNG projects that are catapulting Australia into the position of the world's largest exporter. As the pace of renewable energy production continues to surpass expectations, there is an increasing possibility that oil prices will remain low indefinitely.

Nonetheless, TJN estimates that the value of production from these 5 projects at \$60/barrel is \$33 billion per year. That is \$33 billion in sales per year for 40 years for which the Australian people may not receive any direct payment. That is over \$1.3 trillion in revenue for the world's largest oil companies and no direct payment to the Australian people. That is not a fair return.

Woodside is the only domestic player involved in these 5 offshore projects. Eighty-seven percent of the production of these 5 projects is owned by foreign multinationals. The Reserve Bank of Australia has stated that the economic benefit to

By 2018, Australians will pay **three times as much tax on beer*** as the oil and gas industry will pay in petroleum tax.



SIGN THE PETITION: bit.ly/beergastax



* Excluding GST
Source: Budget Papers 2016-17

Australia of the LNG boom will be limited due to the high levels of foreign ownership, low levels of employment once production starts, and the massive amount of tax deductions and credits.

At the last hearing you heard some outrageous projections of PRRT payments from Chevron, beginning after 2030. Those numbers are absolutely absurd, based on ridiculous assumptions, and are completely out of line with the estimates from Wood MacKenzie. Unfortunately, it seems that Chevron, Exxon and the other multinationals have cajoled the government of day, once again, into believing that the PRRT system, which they have successfully shaped to their favour, is going to magically deliver revenue in the future. The odds of that are slim.

Proposed Solutions

We believe that there are four simple measures needed to restore integrity and public confidence to the tax regime for offshore gas and guarantee that the Australian community gets a fair share.

First, to guarantee that Australians receive some benefit, a minimum price, for our resources a 10% royalty needs to apply to offshore gas that is currently only covered by PRRT. The royalty is necessary given the possibility of oil prices remaining below \$60 per barrel and the PRRT failing to collect any revenue ever. The royalty would level the playing field for all oil and gas projects, such as the North West Shelf and the Queensland CSG to LNG, that al-

ready pay a 10% royalty.

Modelling by the McKell Institute suggests annual revenues of \$2.8 billion for a 10% royalty on the five offshore LNG projects. It is important to note that the royalty does not fundamentally change the economics, or projected returns to the companies, over the long lifespan of these projects. The royalty merely brings payments forward and guarantees that some modest revenue is collected.

The distinct possibility that Australia, as it becomes the world's largest exporter of LNG, may never collect any direct payments from its natural resources was never intended and is truly a global embarrassment that needs to be addressed immediately.

The modelling of the 10% royalty proposal by the Callaghan Review suggested that the royalty would collect less revenue over the life of the projects than the PRRT in its current form. Obviously, this is dependent on higher oil prices but also because royalty payments are deductible from PRRT and granted a 5% uplift which compounds annually. Royalty payments should be deductible from PRRT, but not given any uplift.

Secondly, the method to measure the value at which the PRRT applies, the gas transfer price mechanism, needs to be simplified and made more transparent. Here is an opportunity for the government to cut red tape. The PRRT regulations currently allow for multiple methods to determine the value of gas to which the PRRT is applied. There is ample opportunity for transfer pricing to

reduce tax payments and the companies involved have a long and documented history of transfer pricing in relation to corporate income tax payments.

The PRRT Review modelled the difference between using the current default method of determining value, the Residual Price Mechanism, and the net-back method. By making the net-back method the standard for determining value there would be an extra \$89 billion in PRRT revenue over the life of the project. Regulatory changes are needed to simplify and update the way the value of gas is determined. This is a reasonable and common-sense regulatory reform.

Thirdly, the overly generous uplift rates need to be scaled back on all PRRT credits moving forward and it must be a requirement that existing credits with uplifts of the LTBR +15% be used first. Again this is a reasonable and common sense reform. No other industry is entitled to uplifts like this.

Finally, there must be mandatory public disclosure of production levels by project and estimates of known reserves. Some of this data is available from various sources, particularly disclosure by listed companies. However, this data is not easily accessible or comparable. This reform is in line with emerging globally standards for transparency in the resource sector. Australia is far behind in this area and its ability to join the global Extractive Industries Transparency Initiative (EITI) process is jeopardised by the lack of existing public disclosure.

Coastal shipping's partisan divide

Anthony Albanese

SHADOW MINISTER FOR TRANSPORT



Anthony Albanese at the MUA Jobs Embassy

Australia is an island continent “girt by sea” located in a relatively remote part of the globe. Almost all of our imports and exports are transported in the hull of ships. Equally significantly, a tenth of global sea trade flows through our ports.

However, despite this obvious reliance on the maritime industry, Australia’s own merchant fleet, as well as the skilled workforce it trains and employs, is fast disappearing. Our task must be to prevent the demise of this proud industry. It is about more than jobs and skills. There are also sound national security and environmental reasons for doing so.

National Security

Firstly, there are clear synergies between our naval and merchant fleets. Indeed, defence experts have long recognised the importance of maintaining a domestic maritime workforce. It ensures that Australia has a pool of highly skilled labour that can be quickly mobilised during times of war or other national emergencies.

Furthermore, Australian seafarers undergo stringent background checks to ensure they pose no security threats. Overseas seafarers whose backgrounds are a mystery to us do not undergo such close scrutiny.

The Environment

Secondly, Australian seafarers are familiar with our coastlines and have a vested interest in the protection of our world-renowned environmental assets such as the Great Barrier Reef. The fact is all the major maritime accidents to have occurred in our waters in recent decades have involved foreign-flagged vessels crewed by foreign seafarers.

Labor’s Shipping Reforms

It was for these economic, national security and environmental reasons that the former Federal Labor Government was so determined to rebuild Australia’s shipping industry following years of neglect. Our goal was simple: more Australian seafarers crewing more Australian flagged ships carrying more Australian goods around the Australian coastline.

After extensive consultations with all sections of the industry, we put in place far-reaching reforms designed to reduce the costs faced by Australian shippers and level the playing field with their international competitors.

For Australian shipping companies the package included a zero tax rate, more generous accelerated depreciation arrangements, rollover relief for selected capital assets, new tax incentives to employ Australian seafarers and an exemption from the Royalty Withholding Tax for ‘bareboat’ leased vessels.

To further strengthen the local industry, an International Shipping Register was created, allowing operators of Australian flagged vessels to employ mixed Australian and foreign crews on internationally agreed rates and conditions.

These measures were based on the extensive reform programs that had already been implemented by other maritime nations including the United Kingdom, Japan, China and Denmark. For example, when the UK Government introduced a tonnage tax in 2000 its fleet almost doubled in size in just the next seven years. So while others were employing policies to keep their industry afloat, ours was sinking into oblivion.

Importantly, Labor’s changes did not preclude the use of foreign vessels. They simply required firms needing to move freight between Australian ports to first seek out an Australian operator. When none were available, foreign vessels could be used so long as they paid Australian-level wages on domestic sectors.

Our efforts to revitalise this country’s shipping industry didn’t stop there.

We also enacted the first major rewrite of the nation’s maritime laws in almost a century, made sure oil companies pay for any and all damage their ships may cause, and developed Australia’s first National Ports Strategy. And we replaced a myriad of confusing, often conflicting state and territory based laws and regulations with just one national regulator administering one set of modern, nationwide laws.

However, for Labor’s suite of reforms to work, they needed time.

Unfortunately, even before they took effect the Coalition sought to undermine them. Their attacks were calculated to create uncertainty and doubt in the minds of those considering investing in the Australian industry as to the durability of the regulatory changes and the new tax incentives.

Coalition’s Shipping Legislation

Not satisfied with white-anting Labor’s reforms in opposition, once elected the Coalition moved quickly to scrap them altogether and dismantle what remained of the industry.

All of us want to reduce the cost of doing business in Australia – but not at any cost.

Particularly if that cost is the destruction of a strategically significant industry and the loss of a highly-skilled workforce – and that’s precisely what the Coalition’s 2015 legislation would have done.

The legislation put ideology ahead of the national interest.

Contrary to the Coalition’s repeated claims that their proposed changes were designed to eliminate “red tape” and “strengthen” shipping in this country, they were in fact all about eliminating Australian jobs – and ultimately the entire domestic industry.

And this motive was laid bare by the regulatory impact statement (RIS) that accompanied the legislation. It confirmed that almost all of the savings expected to be produced by the legislation – 88 per cent – was to come from shipping operators sacking their Australian crews and replacing them with cheaper foreign crews.

No other major advanced nation has attempted to engage in such unilateral economic disarmament – and against that backdrop, the Senate was right to reject the Coalition’s legislation at the end of 2015. In doing so, it was acting in the national interest.

Nearly 18 months later the Coalition is back at it, albeit this time with far less draconian and destructive proposals. However, one thing remains unchanged: the measures outlined in the Discussion Paper released by Transport Minister Darren Chester back in March will do absolutely nothing to reverse the decline in the Australian shipping industry.

The bottom line is: there is a very real difference between the two sides of politics when it comes to shipping. Labor strongly believes Australia needs a viable, competitive and growing domestic industry; the Coalition doesn’t.

Nonetheless, in an effort to guarantee the survival of this vital industry I will continue to strive to find whatever common policy ground that may exist between Labor and the Coalition on this issue.

The Australian long-term national interest demands nothing less.

Coastal shipping in Australia needs to be supported

Teresa Lloyd

CEO – MARITIME INDUSTRY AUSTRALIA LTD



Searoad Mersey in Devonport

Australia's coastal trading sector needs help. It needs change. Not one stakeholder is happy with the status quo.

While many can point to specific things they would want changed – the removal of the 5 voyage requirement for instance – the less specific issues are even more important to the integrity of the regime overall.

The lack of certainty and stability in the scheme is the major inhibitor for the coastal trading sector and it is this that needs attention and change. Making administrative changes that resolve some specific issues is all very well and good but it does smack of fiddling while Rome burns.

A comprehensive and pragmatic solution is what is required - a game changer. Something that deals with and settles the big issues in a way that gives all the stakeholders enough certainty to get on with their business.

This is what the Green Paper, developed over the course of almost a year in 2016, sought to do. The stakeholders that engaged, all but two of which endorsed the final paper, came from all sectors of the coastal trading sector – large and small cargo interests, foreign shipowners, local shipowners, the large and expedition cruise sectors, regional operators, and the workforce.

So what does the Green Paper solution offer? ... in a nutshell, here it is:

- Cargo interests get access to ships at market rates.
- Foreign owners continue to perform the majority of the coastal trading task, freed from the red tape impediments that exist now.
- Australian owners and operators are supported with fiscal and regulatory policies that given them an opportunity to run their businesses and offer services to compete with the foreign owners.
- Regional operators are ringfenced so that they can continue to service regional and rural communities without risk of foreign competition cherry picking the lucrative leg(s) of any existing service.
- The large cruise sector is exempted permanently to provide them with the long term certainty they need to plan and market their businesses.
- The expedition cruise sector is no longer covered by the Coastal Trading Act and is instead treated the same as any land based tourism operator.
- A Strategic Fleet is created to recognise the strategic interest Australia has in maintaining a core capability in this nation and for this nation. The Strategic Fleet is envisaged to include vessels engaged in commercial activity – operating with full Australian content and offered to market at 'market rates'. This is facilitated by the redistribution of the current Part B wages (which would be abolished and replaced under another Act with the purpose of building Australia's capability). This new fund would also assist with the training needs to secure the strategic skills required by the nation.

The above offers a genuine alternative to the perpetual discussion that takes place in this realm. It offers something for everyone. Everyone would be better off than they are now under these proposals (except perhaps the foreign expedition cruise sector – but seriously, we're talking about transport, not tourism!).

The discussion paper released by the Government would result

The economic benefit has been modelled and, for anyone who missed it, results in a contribution of \$25 Bn to GDP; 54,000 jobs and \$2.2Bn in tax revenue.

in no more certainty than we have today because it doesn't offer a future for all the stakeholders. After all the work that went into the Green Paper almost all the big picture recommendations have been ignored.

And while the proposals purport to retain the existing structure, it proposes to de-regulate the sector by opening a back door. More than that, knocking every wall of the building down! Changing the tolerances for a variation to 30 days and removing any volume requirement effectively makes Temporary Licence ship access to coastal trades a free-for-all. The kind of details that support the current structure must be maintained if the system is to have any integrity.

What is most disappointing is the complete lack of any measure that would assist Australian owners and operators to compete in this highly competitive and contestable space. Owning and operating a ship in/from Australia brings with it a range of imposts and costs – such is the 'reward' for being Australian. What the local industry needs, and has persistently asked for, is a fiscal and regulatory regime that at least gives them a fighting chance to compete. And once again our pleas have fallen on deaf ears.

The strategic benefits of retaining a core and sustainable local industry have been articulated time and again. These are growing stronger as the broader Australian maritime sector, including the arms of Government that have maritime interests, focus on the capabilities they need in the future and the support they require from the commercial sector to help deliver those.

The economic benefit has been modelled and, for anyone who missed it, results in a contribution of \$25 Bn to GDP; 54,000 jobs and \$2.2Bn in tax revenue.

Supporting the local industry makes sense in terms of economic benefit; securing national capability including strategic skills; and a road map has been created to recast the regulatory framework to deliver it in a way that improves the position for every participant.

So, what's the problem? Dare I say? ... the problem is the "work" required to deliver it. If our decision makers don't think it's a priority it will not get done. And so, coastal trading sector – if we want change we need to be pragmatic, realise there are a range of interests and that it is possible to leave something for everyone, and then call collectively for change. Without that, I look forward to seeing you all in another 12 months to have the same conversation again, and again, and again.

And to the participants in the Green Paper who did precisely that, I am sorry that your effort has not been rewarded and, in fact, has barely been acknowledged. You deserve better. As does this country.

An efficient and effective shipping industry should not be too much to ask, or too low a priority, for an island nation.

Inequality in Australia

Sally McManus
ACTU SECRETARY



ACTU Secretary Sally McManus, MUA Assistant National Secretary Ian Bray, Shadow Minister for Industrial Relations Brendan O'Connor at MUA Jobs Embassy

ACTU SECRETARY **SALLY MCMANUS** GAVE THIS SPEECH AS THE KEYNOTE ADDRESS ON INEQUALITY IN AUSTRALIA AT THE TJ RYAN FOUNDATION IN QUEENSLAND

We are coming to an end of an era.

The end of the 30 years of the neo-liberal experiment. Consensus that neoliberalism is the right approach for society has fractured, as the results of this experiment are there for everyone to see.

Working people were promised more jobs, greater wealth and better services.

Privatisation would bring greater choice, better products at cheaper prices. Instead, jobs have been outsourced, wages cut, and prices have gone up as companies extract profits from essential services.

We were promised that trickledown economics would ensure that all the wealth we hand over to the very rich will come back to us. Instead, it seems we cannot rely on the very rich to put limits on their own greed, or to share, as they have kept much of this wealth for themselves.

The era of deregulation saw protections generations of working people had fought for stripped from them. In their place we have concerted, unabashed campaigns to systematically weaken unions, which has left working people with little protections in the face of the King Kong-sized power of multinational corporations who have no heart and no sense of obligation to anything other than increased profits.

The result – record low wage growth and one in four workers in insecure work.

Now at the end of the neoliberal era, inequality is at a 70 year high. If we continue down the same path, what is left of the rights and protections that made Australia a different place to the United States will be in tatters, and we will return to the situation of working people more than 100 years ago. Many Australian workers are already there – no job security and poverty-level wages. With this will come broken communities with a broad range of social problems. Is this what we are prepared to accept for our children?

So if the ideology of neoliberalism is the cause of record inequality, what should be done?

The first thing that needs to occur is recognising we have a problem, so we can diagnose the cause.

But Scott Morrison chooses to deny we even have a problem with inequality. He actually insists it doesn't exist at all.

Perhaps he thinks that his alternative facts will be successful stopping people pointing the finger at the cause.

Let's consider the truth.

The most common measure of inequality is income inequality.

Income inequality in Australia has been getting worse. Despite a blip just after the Global Financial Crisis, when share prices fell for a short period and those rich enough to make lots of income through their investments took a hit, it is clear that the general trend in the Gini-coefficient has been towards widening income inequality.

The last OECD Economic Survey of Australia, released in March 2017, had this to say about income inequality in Australia:

"Inclusiveness has been eroded. The Gini coefficient has been

The disparity in wealth is apparent when we see that the top 10 richest Australians have more than \$77 billion dollars between them. It's now true that the top 1% owns more wealth than the bottom 70% of Australians combined.

drifting up and households in upper income brackets have benefited disproportionately from Australia's long period of economic growth. Real incomes for the top quintile of households grew by more than 40% between 2004 and 2014 while those for the lowest quintile only grew by about 25%."

Income inequality has been rising over time and is now at a 70 year high.

And, in particular, the share of income held by the richest 1% of the population has been steadily rising since neo-liberal approaches began to dominate economic policy in the 1980s.

The fact that our Government denies inequality is a problem, while traditionally conservative global economic institutions, including the OECD and the IMF, argue that rising inequality is among the most pressing issues of our time, demonstrates that our Government is desperate and completely out of touch with reality.

Or, alternatively, they can never admit that we have a problem with inequality as people might start pointing the finger at the cause – the neo-liberal ideology it continues to zealously follow. Whilst the focus has been on income inequality, what is often forgotten is that wealth inequality is even worse.

Wealth inequality has increased even more sharply than income inequality due to very rapid increases in the value of homes, investment properties, shares and other assets held by the rich. Among the wealthy elite in Australia it is common to have a multi-million dollar home, several investment properties and a large portfolio of shares, bonds and other assets. And the benefits seem to multiply the more wealth you have, as our current tax laws mean you can get out of paying your fair share of tax.

At the other end of the income spectrum, many young Australians are struggling to pay rent and many have been forced to move back in with their parents. They have very little chance of getting into the housing market.

Wealth and income inequality are related. The distribution of income has implications for the distribution of wealth and vice versa. High incomes enable the accumulation of large wealth holdings on the one hand, while large wealth holdings generate high incomes.

Over the last decade the incomes of the already rich rose by almost double that of the poor. The comparison of changes in real wealth is much more dramatic.

The real net wealth of the already rich jumped by around 38%, while that of the poor increased by only around 4%. The gap between the "haves" and "have-nots" has become a great chasm in this past decade.

The disparity in wealth is apparent when we see that the top 10 richest Australians have more than \$77 billion dollars between them. It's now true that the top 1% owns more wealth than the bottom 70% of Australians combined.

What's happening to workers? A contributing factor to rising inequality is record low wage growth. It is at record lows. Even conservative commenters, such as the Governor of the Reserve Bank of Australia, have argued that this is highly detrimental to the economic health of the nation.

Let's dig deeper.

For those workers on Enterprise Agreements we again see low wage growth, yet productivity is going through the roof. What is going on?

The system of enterprise-based bargaining was meant to deliver increased wages alongside increased productivity. Well, since around 2000 this stopped happening. People are working harder and smarter, workers are making record profits for their employers, but they are not sharing in it.

Even more alarming has been the increase in the number of workers on minimum award rates, which has shot up in the last few years from 15.2% in 2010 to 23.9% in 2016. This is a staggering increase in only six years.

Many of these workers are on or around the minimum wage, which is only around \$36,000 a year.

And below these workers we now have an underclass of people who are victims of day-to-day wage theft. Casual and temporary visa workers are hyper-insecure and cannot just ask for a pay rise, let alone enforce our employment laws, as the independent umpire has been stripped of powers leaving a system that encourages business models for too many employers that are based on just ignoring our laws. The protections that are meant to be there to stop this abuse of power are ignored.

All of this brings us to an alarming decline in the share of national income going to labour. In fact the share of national income that goes to labour is at its lowest level in 50 years. Meanwhile, the share of national income going into profits has increased dramatically since 1990. Even the Reserve Bank of Australia, in its latest statement on monetary policy, noted this disparity.

So inequality exists and it is a serious problem. It will get worse unless we address the cause. The cause is the failed ideology of neo-liberalism. Let's say it out loud. Let's face up to it.

So what can we do?

We need a new deal. We need to change the rules.

We need to put back protections that have been removed and make sure these protections, the checks and balances, fit the way businesses organise themselves today.

There are two areas where our Government can act to start restoring fairness.

The first is modernising our tax laws to ensure that everyone pays their fair share of tax. This will ensure that wealth is more fairly distributed and everyone benefits.

As the ALP has been proposing, we need to close corporate tax loopholes and tackle unproductive negative gearing and capital gains tax concessions that disproportionately benefit the wealthiest Australians.

The Government should also reverse its planned \$65 billion dollar corporate tax cut. Despite the Government's spin, this will not benefit working people or the economy - they are simply handouts to big business.

Increased corporate welfare is not used to build new factories, update technology and create more jobs. Rather, a tax funded jump



MUA Member Riley Politis, ACTU Secretary Sally McManus, MUA Vice President Garry Keane, ACTU President Ged Kearney and MUA President Christy Cain

in corporate profits will end up in the pockets of the corporate executives and, all too often, the offshore shareholders.

The second is better, and stronger rights at work for working people that also account for how businesses organise themselves.

The priority areas here are:

1. More secure jobs by taking away the incentives to casualise work
2. Restoring a strong, fair and independent industrial umpire
3. Ensuring a level playing field for bargaining
4. Rebuilding a relevant, modern and strong safety net for all workers

Industrial laws have always existed with one primary purpose; that is, to address the inherent power imbalance that exists between capital and labour. That imbalance has never been greater. Our laws need change to do their job.

Finally, unions are the essential element to keeping inequality in check. It will not be enough to strengthen the support for individual workers if we do not also strengthen the support for their collective power – unions.

The union bashing must stop.

The laws that make the job of unions harder and harder must be addressed. It is in the interest of all Australians that we have a strong union movement. We have the harshest laws in the OECD against unions.

Only in parts of the US are the laws equally harsh. Australian unions operate in an environment of no support and continual, vicious attacks.

We are the people who win the increases to award wages and agreements. Yet, we receive no institutional support, and many people benefit from our work without contributing to the cost. It is the same as having to give away a product for free.

If the same situation existed for companies – where they developed and produced something and then had to give it away for free - they would not survive.

Our society needs unions but due to this problem, commonly called the "free rider" problem, we have a market failure. We cannot forever provide this vital service to the whole of our society while relying on ever smaller groups of members to fund our activity. Our activity, which is about increasing wages and building a strong economy, ultimately benefits everyone in Australia.

Every other country in the OECD recognises this situation and finds way to support their unions. In Australia we need to build that recognition and develop the supports to keep unions able to lift wages and improve our economy.

This is the new deal we need.

We need to accept that the era of neoliberalism is ending and our Governments need to act on tax and labour law to bring fairness back to Australia.



Vicki makes MUA history as first female indigenous bosun

MEET COMRADE VICKI MORTA, THE FIRST FEMALE INDIGENOUS CIR WHO WORKS ON THE GLADSTONE TO WEIPA RUN.

Vicki is from the Ngadjou’jii tribe in North Queensland. She is an Aboriginal / South Sea Islander. Her tribe is Ngadjon-jii (Aterton Tableland region) Far North Queensland. She was born and raised in Atherton and did all her schooling in Innisfail.

Alan (Spike) Grey, who anyone who has worked in the Blue water would know, had this to say about Vicki when asked what it is like to work with her:

“Vicki is an absolute pleasure to sail with, the whole ship’s atmosphere changes when she’s up the gangway and her comrades have the utmost respect for her.

“Vicki takes pride in every task she does and is highly respected by everyone, so much so even pilots who board the RTM Weipa ensure they go out of their way to say hello to Vicki”.

“I enjoy learning something new every day”.

When asked what advice would she give to other women working in male dominated industries Vicki said, “Go for it! Because in ‘bloke’ dominated industries, us girls get challenged to push ourselves and become better people; not just better workers. I believe that women also challenge men to become better people and workers”.

Vicki said, “My main mentors at sea are CIR’s like Tony Carter, Donny Hopkins, Andrew Gray, John Higgins and especially Robert Coolwell, who has inspired me as an indigenous comrade, who has gone before me to become bosun and represent good seamanship.

“Since 2003, I’ve been inspired by Rosalie Kunoth-Monks, who is an Australian film actress, Aboriginal activist, politician and 2015 NAIDOC Person of the Year.

“I love going to sea because it is an adventurous career and I meet lots of great people; especially my comrades who teach me about the importance of unionism”

Spike goes onto say that she is a prime example of what a seafarer should do. “She’s had a tough upbringing and is a very family orientated person with A grade values”.

Another example of this is when she paid her own way down to Brisbane to attend the May Day march, which led to the Queensland Branch asking that she join the campaign to increase the Australian seafaring content on the Gladstone to Weipa run.

Vicki said “I love going to sea because it is an adventurous career and I meet lots of great people; especially my comrades who teach me about the importance of unionism.

I met Rosalie when I graduated at Bachelor Institute of Indigenous Tertiary Education (NT) in Cert 3 in Land Management. At that time she was the Chairperson. She told me that I could do anything and as an indigenous woman.”

Jason Miners, Queensland Branch Deputy Secretary, said “The Queensland Branch is proud to have Vicki onboard. Among the darkest times the industry faces, as we try to ensure there are even ships in the next decade to sail on, stories like this are a beacon of hope and determination to fight even harder to save the Blue Water. We have to ensure comrades like Vicki get the opportunity to fulfill their absolute right to work on ships that ply the Australian coast”.

MUA supports constitutional recognition for aboriginal and Torres Strait Islander people



Thomas Mayor NT Branch Secretary

MUA NT Branch Secretary Thomas Mayor is on secondment to the Uluru Statement Work Group. The edited interview below first appeared in the National Indigenous Times:

The push for Constitutional reform to give Aboriginal and Torres Strait Islander people a voice to Federal Parliament has been given the support of the Maritime Union of Australia.

MUA Northern Territory secretary and Torres Strait Islander Thomas Mayor is on secondment from the union to chair an Indigenous working group whose job will be to make sure Australia stays on track for a referendum on the issue.

"The union is not seeking to own any of this," Mr Mayor said. "It's not a matter of beating our chest. It's a matter that this is something we should do like anyone else who provides in-kind support for anything they believe in that matters to the community."

The working group is made up of 29 Aboriginal and Torres Strait Islander representatives who were elected to take up the baton for Constitutional reform after the Referendum Council finishes its work on June 30.

It will be the working group's job to make sure the Referendum Council's report to Federal Parliament is not shelved and forgotten about.

Mayor said the support of the Australian public, governments, big business and the unions would be critical to getting a better deal for Indigenous people.

"I think all organisations can have a role to play supporting the campaign going forward," he said.

"It is absolutely critical to get as many organisations on board, community groups, state and territory governments, businesses and business councils."

At Uluru in late May, Aboriginal leaders from around Australia met for three days of talks that culminated in the 'Uluru Statement', which calls for the establish-

ment of a First Nations Voice enshrined in the Constitution.

A Makarrata Commission (Makarrata is the Yolgnu word for 'treaty') would umpire agreement-making between governments and Indigenous people.

Mr Mayor said it was important the process did not stall considering reports, statements and petitions in the past had been shelved too often.

"We're not going to allow that to happen this time," he said.

"We believe we have a fair and reasonable call that can unite Australia and there will be hard work to see that the politicians listen to this and that Australians understand they should support us."

Mr Mayor said a big part of the working group's job would be to make sure all Australians understand what it is Aboriginal people are asking for.

"There are mixed messages now and we need to make sure people understand clearly what is being called for," he said.

"Unlike what Barnaby Joyce has said, we're not calling for a third parliament.

"We're simply saying we want a Constitutional voice that cannot be struck out at the whim of a politician."

Mr Mayor said the working group would run a "grassroots campaign" to ensure politicians took the Uluru Statement seriously.

"There was bipartisan support and the question was asked 'What do you want?'" he said.

"There has been a decision on that and that decision has been fair and reasonable, especially when you consider other countries have a voice for their Indigenous people that is far more structured and certain than we have.

"So there is that side and there is also the community campaign that must be done. A referendum requires a majority of voters in a majority of states to agree, so not only do we need our supporters we need people to understand what we are asking for."



MUA's Terry O'Shane with a group surrounding the 'Statement from the Heart'

A CONSTITUTIONAL CONVENTION BRINGING TOGETHER OVER 250 ABORIGINAL AND TORRES STRAIT ISLANDER LEADERS MET IN LATE MAY AT THE FOOT OF ULURU IN CENTRAL AUSTRALIA ON THE LANDS OF THE ANANGU PEOPLE.

THE MAJORITY RESOLVED, IN THE 'ULURU STATEMENT FROM THE HEART', TO CALL FOR THE ESTABLISHMENT OF A 'FIRST NATIONS VOICE' IN THE AUSTRALIAN CONSTITUTION AND A 'MAKARRATA COMMISSION' TO SUPERVISE A PROCESS OF 'AGREEMENT-MAKING' AND 'TRUTH-TELLING' BETWEEN GOVERNMENTS AND ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLES.

A COPY OF THE STATEMENT IS BELOW:

Uluru statement from the heart

We, gathered at the 2017 National Constitutional Convention, coming from all points of the southern sky, make this statement from the heart:

Our Aboriginal and Torres Strait Islander tribes were the first sovereign Nations of the Australian continent and its adjacent islands, and possessed it under our own laws and customs. This our ancestors did, according to the reckoning of our culture, from the Creation, according to the common law from 'time immemorial', and according to science more than 60,000 years ago.

This sovereignty is a spiritual notion: the ancestral tie between the land, or 'mother nature', and the Aboriginal and Torres Strait Islander peoples who were born therefrom, remain attached thereto, and must one day return thither to be united with our ancestors. This link is the basis of the ownership of the soil, or better, of sovereignty. It has never been ceded or extin-

guished, and co-exists with the sovereignty of the Crown.

How could it be otherwise? That peoples possessed a land for sixty millennia and this sacred link disappears from world history in merely the last two hundred years?

With substantive constitutional change and structural reform, we believe this ancient sovereignty can shine through as a fuller expression of Australia's nationhood.

Proportionally, we are the most incarcerated people on the planet. We are not an innately criminal people. Our children are alienated from their families at unprecedented rates. This cannot be because we have no love for them. And our youth languish in detention in obscene numbers. They should be our hope for the future.

These dimensions of our crisis tell plainly the structural nature of our problem. This is the torment of our powerlessness.

We seek constitutional reforms to empower our people and take a rightful place

in our own country. When we have power over our destiny our children will flourish. They will walk in two worlds and their culture will be a gift to their country.

We call for the establishment of a First Nations Voice enshrined in the Constitution.

Makarrata is the culmination of our agenda: the coming together after a struggle. It captures our aspirations for a fair and truthful relationship with the people of Australia and a better future for our children based on justice and self-determination.

We seek a Makarrata Commission to supervise a process of agreement-making between governments and First Nations and truth-telling about our history.

In 1967 we were counted, in 2017 we seek to be heard. We leave base camp and start our trek across this vast country. We invite you to walk with us in a movement of the Australian people for a better future.



Flinders Adelaide Container Terminal stop work meeting

Industrial action continues at Flinders Ports over failed negotiations for new agreement

Maritime Union of Australia (MUA) wharfies are continuing their campaign against Flinders Adelaide Container Terminal (FACT) management as they battle for a new workplace agreement.

Wharfies also took the highly unusual step of writing directly to clients of FACT, due to their frustrations over a lack of goodwill in bargaining and the 11 months of negotiations with little progress.

During the first half of September management had refused to meet for more than three weeks, amid the spreading of lies and misinformation about the state of bargaining, particularly regarding the cost of the union's claims. However, at the time of going to print, after four weeks of bans and two rounds of 24-hour stoppages in support of the claim, it looked as though some progress was finally made. Time will tell whether the progress has been enough.

MUA Deputy National Secretary Will Tracey said the MUA will continue with industrial action unless the company performs some sort of miracle and decides to

“The ballot for employees to take industrial action had an overwhelming turnout of 90 per cent of the workforce and every single one of those who voted endorsed taking industrial action of some type.”

come back to the negotiating table with a revised offer.

“Our members have run out of patience and have no confidence that FACT management are negotiating in good faith,” Tracey said.

“The ballot for employees to take industrial action had an overwhelming turnout of 90 per cent of the workforce and every single one of those who voted endorsed taking industrial action of some type.”

The letter to FACT clients said: “We have had in excess of 25 negotiation meetings and disappointingly have failed to close out the agreement.

“Over that time what has become very apparent in relation to FACT’s opposition

to the claims of its own employees and the updates given to clients, is the over-inflating of the costings of the claims.

“Over the meetings to date we have been able to reduce FACT’s costings by more than 20 per cent in the first year alone...because of the inaccuracy of the methodology used by FACT and the continued misinformation around the claims.

“We take the extraordinary step of writing directly to you because we can’t get through to FACT and we are left with very little options if discussions continue as they have so far and FACT refuse to move on their current position.

“We are hoping that industrial action is not the only option we are left with.”

Qube Newcastle workers go global in their campaign as they dig in against pay cut



Maritime Union of Australia (MUA) members gained the solidarity of international unions as strike action continues at Qube in Newcastle over the company’s attempt to cut their pay by up to 10.5 per cent.

Wharfies went on strike for four days straight in September, at Qube’s bulk and general operation, after having previous strike actions and bans being in place for around two months.

MUA Assistant National Secretary Warren Smith said Qube deliberately picked a fight with its Newcastle workforce given Qube’s other sites across the country have new agreements with pay rises, and while Melbourne is still to be finalised, workers will receive a pay increase.

“Newcastle wharfies have been singled out by Qube to cop this absurd pay cut, while 16 other sites across Australia will receive a pay rise. We are fighting to prevent this wage robbery and reach a sensible position which will see the workers rewarded and normality return to port operations,” Mr Smith said.

“If the company terminates the existing agreement, which has been threatened, the Qube workforce has decided unani-

mously not to return to work until a new deal is struck.”

“We will not go to work under the award,” said Mr. Smith.

Smith has written to the International Transport Worker’s Federation (ITF) to highlight wharfies’ concerns over the company’s bizarre decision to pick a fight in Newcastle.

“Despite achieving pay increases and good outcomes nationally in 15 of these agreements, Newcastle has headed down a path of considerable confrontation,” the letter says.

“In Newcastle the company sought a 10.5 per cent pay cut, citing port competition as the basis, despite all labour being fully utilised and productive.

The members have rejected this and had no option but to take strike action.

“The company finally moved on the 10.5 per cent wage cut, moving their position to a 6 per cent cut. Our action has now moved the company even further and Qube are now saying they want a two-year wage freeze. This is still unacceptable to the members whose comrades in other ports will receive pay increases.”

Smith said any messages of solidarity,

from the ITF or affiliates, to these comrades in struggle, would be greatly appreciated and would be distributed to workers in struggle.

MUA Newcastle Branch Secretary Glen Williams said the company appears to have the sinister intent of terminating the existing enterprise agreement, effectively quashing 25 years of bargaining history and enforcing up to a 40 per cent wage cut and slashing of conditions.

“These savage pay cuts are a slap in the face to workers who have received no pay rise in the past two years despite considerable productivity increases,” Williams said.

“Our stevedoring workforce is already among the most flexible in Australia and Qube needs to keep up its side of the bargain by rewarding them for their hard work rather than try to rip them off.

“Our members have no choice but to down tools over this attack on their jobs and standards of living, which we know ultimately is an attempt to scrap their workplace agreement.”

At the time of printing the company is considering a position that may resolve the issue but it is contingent on the Newcastle workforce receiving a pay rise.

Fair work ombudsman misses the mark ... again

The Maritime Union of Australia says the Fair Work Ombudsman must get back to the task of ensuring Australian jobs after its landmark case against seven crew members of the Tandara Spirit was withdrawn.

MUA National Secretary Paddy Crumlin said the FWO pulled its investigation after wasting the time and resources of the union and putting workers through unacceptable stress anxiety.

“The FWO has used taxpayers’ money to go after unemployed Aussie seafarers who were sacked under the Abbott/Turnbull Government’s controversial and widely-criticized policies that discriminate against Australian workers in favor of the use of international seafarers in our domestic jobs market,” Crumlin said.

“The FWO should be looking at ways for Australian workers to have jobs, then we wouldn’t be in this position. Instead, the FWO appears to be merely resorting to policy sycophancy to its political masters who have an ideological axe to grind against unions.

“The MUA had thought the \$2/hour paid to the exploited foreign seafarers who replaced the Tandara Spirit was the bottom of the barrel but a new low of \$1.25/hr on vessels hired by BP and Caltex was recently uncovered.

“The MUA has been saying for several years that BP ships around 900,000 tonnes of fuel each year from its Kwinana Refinery in Western Australia to other cities in Australia and this work should be undertaken by Australian seafarers as it qualifies as coastal cargo.

“That’s the sort of thing the FWO should be going after, rather than an ideological



The crew on the Tandara Spirit

frolic to try to stamp out unions and their workers at the behest of Eric Abetz and Michaelia Cash.

“There are now no Australian-crewed fuel tankers, down from 11 in 1995 and that flies in the face of any credible national security plan.

“Unlike Australian seafarers, foreign crews have no security checks yet they are carrying petroleum products, ammonium nitrate and LNG around the Australian coast.

“The ongoing closure of refineries around Australia means we now import over 90 per cent of our petrol and diesel up from 60 per cent in 2000 and this number will continue to rise if there are any further closures of Australia’s few remaining refineries.

“More than half of Australia’s fuel comes through the Straits of Hormuz to Singapore and the narrow Straits of Malacca, an area already notorious for its piracy.

“Add to that the potential flashpoint in the South China Sea and it’s clear we should be refining at home and shipping fuel around the coast using Australian vessels and crews.

“The Turnbull Government is asleep at the wheel when it comes to the IEA 90-day storage rules and oil companies should also be held responsible given they have in recent years replaced Australian-manned ships with FOC vessels flagged in notorious tax havens such as Panama, Liberia and the land-locked nation of Mongolia.”

MUA Assistant National Secretary Ian Bray, who was on the ground in Victoria at the time, said it needs to be pointed out that nearly all of these seafarers are still unemployed.

“While it is welcome news that these seafarers from the Tandara Spirit are no longer being prosecuted by the FWO, there are still no jobs for them to go to. They were replaced under the watch of the Abbott/Turnbull Government by exploited foreign labour and that hasn’t changed.”

“Unlike Australian seafarers, foreign crews have no security checks yet they are carrying petroleum products, ammonium nitrate and LNG around the Australian coast.”



3 of the new MUA women members at Hutchison Port Botany

Big influx of women working on the docks

The Maritime Union of Australia joined dozens of new female waterside workers at Hutchison Ports Australia (HPA), their colleagues and families to celebrate International Women’s Day.

The MUA has worked closely with HPA in the past year on an initiative to hire more women. The are now 30 female employees at Port Botany, 26 of whom took up new jobs in the past 12 months following a concerted effort by the Sydney Branch.

In Brisbane, HPA had just 2 female employees but the hard work has paid off with the number of women up to 23 out of a total workforce of 137.

MUA Women’s Liaison Officer Michelle Myers said this was a great outcome and reflected the hard work put in by both the Sydney and Queensland Branches of

the MUA.

“Many jobs undertaken predominantly by women are underpaid and undervalued but on the waterfront men and women are paid the same although women are still often behind due to superannuation stopping during periods of childcare” Myers said.

“Now, more than ever, unions play a vital role in securing decent work conditions for women and families, including parental leave, domestic violence leave and flexible work arrangements.

“We all know that women in the workforce enhance economic security for them and their families.”

Assistant National Secretary Warren Smith also attended the Port Botany event said “There were no women on the wharves when I started and this increase is a posi-

tive step. We need to ensure we fight for equality in the general community not just in the workplace. The MUA is and always has been committed to this.”

Sydney’s first female operational wharfie Sue Virago who was a guest at the event said “It’s fantastic to see a substantial number of women working in the industry”

HPA is hosted International Women’s Day Morning Teas at Port Botany in Sydney and Fisherman Island in Brisbane.

Hutchison’s management encouraged all employees to bring along the most important women and young girls in their lives to help celebrate and educate about this important global celebration.

On its official invitation HPA stated: “We are calling on you to help forge a better working world – a more gender inclusive working world.”

“This is not just women and young girl’s business ... (they) need the support of the community and of the men in their lives to help celebrate the social, economic, cultural and political achievements of women because visibility and awareness help drive positive change for women.”

THE AUSTRALIAN BUILDING & CONSTRUCTION COMMISSION

ABCC



THE ABCC AFFECTS US ALL

CIVIL LIBERTIES - DID YOU KNOW?

NO RIGHT TO SILENCE

6 months jail if you don't agree to talk to the ABCC and provide them with documents. Even a murderer gets to exercise the right to silence.

If you are compelled to meet with the ABCC, you can't even discuss it with your family.

NO FREEDOM OF ASSEMBLY

The ABCC can say that any workplace meeting, even ones about safety are illegal and fine workers \$36,000 for participating and the union \$180,000 if it called the meeting. That's almost as much as bosses responsible for workers being killed on site get fined.

UNLOCKING THE CODE

The ABCC will police a new Building Code which will not allow any EBA linked with Commonwealth-funded work to include important conditions.

THE PROPOSED CODE WILL TAKE AWAY:

The right to set maximum hours - if we can't prevent unlimited hours being worked fatigue will lead to accidents and ultimately to deaths.

The right to apprentice ratios- if we can't bargain to make agreements with employers to take on apprentices we will not have jobs for our young people and the skills to compete in the global economy.

Agreed stable and safe shift rosters & RDOs- if workers can't have RDOs and stable rosters many children will miss out on spending time with their parents.

The right to set limits on labour hire and casual jobs - this means more insecure work, more instability.

MALCOLM'S WAR AGAINST WORKERS

WWW.STANDUPSPEAKOUTCOMEHOME.ORG.AU/ABCC-EXPLAINED

Stand up. Speak out. Fight back!

CFMEU

Stand up. Speak out. Fight back!

CFMEU

MUA-CFMEU Western Australia Conference a hit with delegates



WA Joint MUA – CFMEU Conference

Internationalism, inequality and the real value of organising were on the agenda at the inaugural MUA-CFMEU WA Branch Conference in Fremantle today, with an impressive line-up of domestic and international union leaders addressing delegates.

More than two dozen union flags from around the world were presented to the conference, accompanied by bagpipes and around 300 rank and file members from both unions.

Speakers included MUA WA Branch Secretary Christy Cain, CFMEU WA Branch Secretary Mick Buchan, ITUC General Secretary Sharan Burrow, ACTU Secretary Sally McManus, MUA National Secretary and ITF President Paddy Crumlin, CFMEU National Secretary Michael O'Connor, CFMEU National President Tony Maher, CFMEU Assistant National Secretary Dave

Noonan, MUNZ National Secretary Joe Fleetwood and ILWU International President Bob McEllrath.

ACTU President Ged Kearney, TCFUA National Secretary Michele O'Neil, ITF General Secretary Steve Cotton and ILA International Vice President Ken Riley were also present, along with ETU Victorian Secretary Troy Gray, MUA Deputy National Secretary Will Tracey and MUA Assistant National Secretaries Ian Bray and Warren Smith.

Cain and Buchan welcomed delegates and guests, saying it presented a great opportunity to learn from one another.

"This conference is about the rank and file, about great debate, about internationalism and their experiences," Buchan said.

Cain told delegates the Labor Party should be owned by the workers.

"This is our party and we want Australian

jobs, Australian wages and the right for Australians to work in their own country - what is wrong with that?" he said.

"MUA Here to Stay, CFMEU Here for the Blue, They don't like us, we don't care."

ITUC General Secretary Sharan Burrow praised the new leadership team at the ACTU – Sally McManus and Ged Kearney.

"Two women at the head of the ACTU – who would've thought?" she said.

"I have no doubt they will stand up against the worst the Turnbull Government dishes up."

Burrow said there were many points of vulnerability across the globe, including United States President Donald Trump and his geo-political threat, the rise of dictatorship in Turkey, and ongoing human rights abuses in Russia and Palestine, Freedom of association, and end corporate greed, and action on climate change

also remain great challenges.

"Building workers' power is the only answer, so organise, organise, organise," she said.

"84 per cent of people worldwide want corporations to be held to account. The people are on our side, we'll take that!"

"Samsung makes \$10,000 profit per worker yet their workers can't afford baby formula, Apple makes \$17,000 per worker, while five cents extra on a bunch of flowers would double the wage of Kenyan labourers.

"This year we're going after those wages like we never have before."

McManus said we need to fight to ensure more jobs aren't casualised, offshored and outsourced.

"Employers are abusing the visa system and engaging in wage theft while we have a minimum wage that means inequality is at a 70 year high," she said.

"Samsung makes \$10,000 profit per worker yet their workers can't afford baby formula, Apple makes \$17,000 per worker, while five cents extra on a bunch of flowers would double the wage of Kenyan labourers."

"No wonder Australian workers are saying this is not how things should be in this country.

"These are all symptoms of corporate greed. Some people have too much power and wealth and workers do not.

"We will need to re-write the rules. The rules of the past are no longer working.

"This isn't just about the next election,

we're trying to change the rules for the next generation so they don't have to have the same fight."

Crumlin said everyone in the room should strive to live the life of true labour activists with a focus on human rights delivered with compassion and empathy.

"But it's not just for us," he said. "This is about reclaiming our society with



“United and strong. You’ve got all these flags from all these unions – put it together and you have unity, strength and solidarity.”

the values we have fought for – such as the right to live in retirement with dignity and decency, annual leave, penalty rates and universal access to health and education for our kids.

“We carved out a society that we believe is exemplary and they’re trying to take it away, we’re being criminalised in our own country by bad laws that protect the elites.

Crumlin also took aim at multinationals who don’t pay their corporate tax.

“That’s our gas, our oil, our iron ore, our coal, our bauxite – that’s our sovereign wealth,” he said.

“We need to reserve our sovereign wealth so we can guarantee our electricity supply and address the lack of labour certainty for all Australian people.

“We’re sending our sovereign wealth overseas, not building ships, not building smelters, well why not?”

Crumlin said Your Rights at Work wasn’t about the ALP, it was about working class men and women in this country.

McEllrath described the value of internationalism and paid tribute to Crumlin, Cain, Fleetwood, the RMT’s Stevie Todd.

“What does great leadership do? They have conventions and conferences. We all

can’t be the President but we can all help them,” he said.

“This is how you build relationships, you understand each other and what’s going on.

“You mix that together and you get solidarity. You have to build it. Leadership plus relationships equals solidarity.

“United and strong. You’ve got all these flags from all these unions - put it together and you have unity, strength and solidarity.”

Fleetwood said strong unions and international solidarity were key to the future of the labour movement.

“For a lot of unions internationalism is just a word but for us it’s a reality,” he said

“The goods we carry, the people we meet, the bonds we’ve forged.

“As for the amalgamation, the papers and the bosses don’t want it to happen and that’s enough for us, the strongest and most powerful union in Australia.

“We look forward to being part of it and the benefits it delivers for all members.”

O’Connor said the CFMEU respects the cultures and histories of the unions we come from.

“Why do we have to do it? We didn’t start this to get bigger for the sake of it, we did it because we’re in a struggle, because we’re

in a fight, because we want to win the fight.

“We’re in it to win it. This isn’t about t-shirts and logos it’s to take on bosses and governments who don’t want to look after workers, who don’t want to look after our industries, who don’t want to look after our families and communities.

“Whenever there’s a fight, that’s where you’ll find us. We’re not just a union, we’re a movement that’s national and international. There are no boundaries for workers united.”

Noonan quipped there were more flags here than a Tony Abbott press conference.

“There aren’t many union meetings where the leader of the global trade union movement comes to talk,” he said of Burrow’s attendance.

“On the building code: we’ve said we are not going to allow you to casualise, destroy apprenticeships, remove safety.

“John Curtin went to jail for three months and then became prime minister.

“But what do you do with a prime minister such as the one we have now? You get rid of him.

“We need to think about the future and we face a stark choice. Do we lead a union that can stand up to government and make

lives better for the working class?”

“If we decide we’re going to build this union we don’t look at the obstacles, we look at how we build power and strength and change this world for the better – now and forever.”

Todd said: “It is important we stick together because whether the fight is in the UK, US, Australia or India – it’s the same fight

“We’ve got to use the resources at our fingertips. Make sure you use the ITF.

The ILWU’s Willie Adams spoke of the importance of youth in unionism.

“The question for the WA Branch isn’t who is going to let us, it’s who is going to stop us?”

“The youth are our future. That’s why we encourage them to network with young workers from the US, Canada, all around the world.

“I look forward to the young people of today downloading our brains and using their algorithms to get the job done.”

“You are leading something that’s important, you are fighting for the generations that are yet to be born.

“So much is weighing on what we do. What do you want to be remembered for?”

In the afternoon session, CFMEU Na-

tional President Construction & General Division Joe McDonald paid tribute to the “magnificent seven” CFMEU officials who were attacked day in, day out during the Royal Commission into Trade Unions.

“Brian Parker, John Setka, Shaun Rear- don, Dean Hall, Johnny Lomax, Darren Greenfield and Michael Ravbar were on the front line every day during the royal commission

“O’Connor, Noonan, Maher were also in the firing line.”

McDonald said the amalgamation of the MUA/CFMEU and TCFUA “has to happen and it has to happen this year.

“One struggle one fight, workers of the world unite.”

Gray thanked the CFMEU, MUA and ITF for their assistance during the marathon CUB dispute, where maintenance workers from the ETU and AMWU were on strike for 182 days.

The workers picketed the CUB plant in Abbotsford after management told them they were sacked and would have to apply for their jobs through a new contractor – doing the same job for up to 65 per cent less pay.

“Don’t underestimate the role of international unions in resolving this dispute,” he said.

Maher said we need to be vigilant when it comes to globalisation, given international companies are hiring the worst law firms to run their cases.

“We need a clear right to strike. Employers shouldn’t have a role in that,” he said.

“Power station workers can’t take protected action, well why not?”

Maher cited the example of Hazelwood power station in Victoria as the way forward. “We said the Victorian Government that we wanted a worker transfer scheme as the plants reach the end of their life,” he said.

“50 per cent from Victorian Government and the rest from energy companies to allow voluntary redundancies elsewhere to free up jobs for Hazelwood workers.

“We’ve had to fight for it but that’s what unions do.”

On the proposed merger: “I can’t wait, bring it on.”

CFMEU Victorian Secretary John Setka said you need to rebel against the system when it is flawed.

“If we didn’t, women and indigenous Australians would not be able to vote,” he said.

“The Liberals get in and chip away at all our rights, then Labor replaces a little bit of it.

“When the ALP used Freehills to create the Fair Work Act, can you imagine the Liberals using Slater and Gordon or Maurice Blackburn?”

“The laws are designed to stop us from recruiting, that’s what they were supposed to do.”

On the amalgamation: “People are hung up on the name but it’s what we are going to do that’s important.”

Cotton thanked Cain and Buchan for their role in promoting internationalism.

“The MUA fights on the waterfront, on the ships, always fighting from the front,” he said.

“As for the amalgamation, this is two militant unions who are willing to stand up.

“We need powerful unions driving the ITF. That’s why Big Bob comes here to Western Australia.

“The ITF is nothing without its unions and their members, we need to shape and use your power.

“The ITF is determined to building national union power to be used domestically, regionally and internationally.”

Riley spoke of the dispute with Spanish dockworkers and said International Dockworkers Council (IDC) General Coordinator, Jordi Aragunde would have liked to be at the conference.

“Solidarity must be progressive, it must be built on offence more than defence, we must know what’s coming ahead of the struggle,” he said.

“I believe in international solidarity and the international trade union movement.”

METL gains formal approval to deliver lines qualification

Maritime Employees Training Limited (METL) is now approved by the Australian Skills and Quality Authority (ASQA) to deliver and assess the nationally recognised Certificate II in Maritime Operations (Lines person) qualification. METL is currently the only RTO with this on scope, meaning they are the only provider who can offer this training.

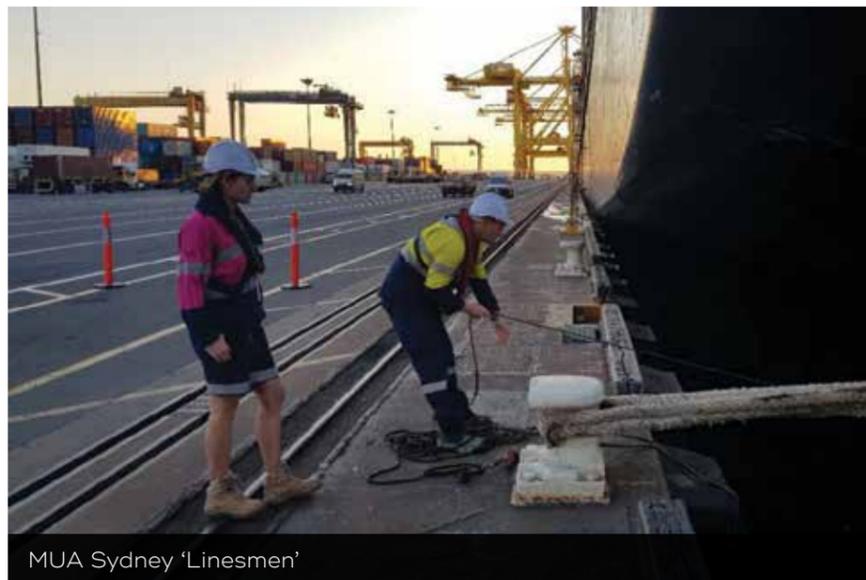
The qualification replaces the previous Certificate I in Maritime Operations (Linesperson), and was endorsed by Australian Industry Standards (AIS, formerly the Transport & Logistics Industry Skills Council), in 2016 after a period of industry consultation and extensive lobbying from the MUA.

MUA National Secretary Paddy Crumlin said; "Lines work is a dangerous occupation. The MUA had the foresight to push for a nationally recognised qualification to raise the bar and improve safety on the job. It's fitting that METL is the RTO for this qualification, and this should be the first of an expanding suite of training and services for our members."

The course was developed by Kerrie Simpson, (who was also responsible for the previous Certificate I qualification), drawing on the knowledge and experience of MUA Linesmen in Newcastle to get the job done. Kerrie has now taken a position as Industry Director on the METL Board, and brings additional expertise in the area of Vocational Education and Training (VET).

"The guys have worked really hard to pull all this together; and what we have is a robust program that provides formal recognition of the skill of these workers, while delivering safety, efficiency and compliance outcomes for the employers. I congratulate them on what they've achieved, as well as Svitzer in Newcastle for their support of the program."

Jason Gough, MUA Newcastle Linesman added: "It's been a lot of hard work from all MUA members involved and a



MUA Sydney 'Linesmen'

certificate that will bring safety and skills training into the lines industry, (which has been and is lacking throughout the Australian lines industry), should be rolled out across the country. Everyone involved in lines work - be it dedicated linespersons, wharfies etc. should notify their employer about this qualification and getting trained in the Cert II Maritime Operations (Linesperson)."

The qualification is gained mainly through assessments on-the-job, as opposed to extensive classroom-based learning. This approach minimises time off-the-job and provides solid evidence of the competency of each individual enrolled. "It's not just a tick and flick," adds Geoff Dunne, MUA Linesman from Newcastle. "It's about standards, it's about safety and it's making sure that whoever does this work meets those standards."

METL has started to speak with employers and members across Australia, to inform them of the qualification. At the joint MUA/CFMEU Queensland Coal Ports Conference held in August, METL met at the MUA Queensland Branch with MUA and CFMEU members, delegates and officials to introduce the program.

METL CEO Simon Earle said, "It was good to be able to sit down, talk through the training face to face and answer any questions. We've had some communication with a couple of employers as a result of this meeting, which is really positive. I want to thank Glen Williams for getting METL involved; and also Terry Neild from Newcastle and Paul Gallagher in the Queensland Branch for having us up at the meeting."

Glen Williams, Newcastle Branch Secretary has been a staunch supporter of this initiative since the beginning, stating: "Lines and mooring work is inherently dangerous and there can be a high risk of severe injury or worse, and this qualifications is another step towards improving the safety of people doing lines and mooring work."

Importantly, while the course was developed in Newcastle, METL understands that the job and training needs will differ from workplace to workplace. Through consultation with members and employers, the material can be customised to suit the requirements of each operation and ensure the training is relevant to the job.



Paddy Crumlin, Phil Jones ASP, Simon Earle METL, Christy Cain and Senator Glenn Sterle

Skills gap filled as state-of-the-art maritime training centre opens in WA

An exciting new boost for Australia's maritime industry opened its doors earlier this year, with the highly-anticipated launch of the Maritime Employees Training Ltd (METL) Training Centre in Henderson.

ALP WA Senator Glenn Sterle officially opened the centre in front of dozens of industry and union leaders, including those from the MUA, ASP Ship Management, regulators, training providers and employers.

"This facility is a shining example of industry and unions working together to fill a training gap, as is the global standard, particularly in parts of Europe," MUA National

Secretary Paddy Crumlin said.

"Some governments in Australia have a problem accepting that unions and industry can work together and that perception has to change."

METL Chief Executive Officer Simon Earle said the official opening was the exciting first step in building a regional maritime centre of excellence.

"This facility has the potential to train thousands of people every year, and will work with employers in the coastal and shipping trade and the oil and gas industry, to provide the very best maritime workers," Earle said.

"The centre will also offer a suite of mar-

itime services, including welfare support, rehabilitation and return to work programs, as well as financial skills training."

MUA WA State Secretary Chris Cain applauded it as a win for local people and local jobs.

"METL is the largest employer of trainee seafarers in Australia and through this new facility METL will continue to build the skills of our maritime workforce to ensure we remain the safest and most highly trained in the world," Cain said.

"The facility will be testament to Labor's support of the maritime industry and its workers in Western Australia and across the country."

Members and delegates are encouraged to talk to their employers about the availability of the training. For all enquiries and further information, contact METL ph: (02) 8296 6385, email: admin@metl.com.au



Pat 'Taffy' Sweetensen

Another giant of the Australian and international trade union movement, Pat 'Taffy' Sweetensen, has sadly also passed away, on the same day as Jim Steele. Taff had been in poor health for some time.

Known and loved for his toughness and leadership, Taffy came from an international comradeship of the sea and socialist movement from a time when class struggle, war, and the constant campaign for peace defined his trade union and seafaring life.

A veteran of the war against Fascism, Taffy went to sea as a fireman in coal burning ships and distinguished himself by his measured and patient determination to achieve social justice, his untiring work and commitment to seafarers and their rights in Australia and internationally, a deep and unabridged commitment to family and a working class leadership defined by constant struggle and achievement.

Taffy was born in Wales and became a seafarer quite by chance in 1937, at a time when many socialists were going to Spain to help the pro-democracy forces in the fight against the fascist forces of General Franco. He was already a member of the Young Communist League of Wales. With a gift for languages and an education from the only Catholic college in Wales, his widowed mother had hoped he would become a well-paid civ-

il servant. However, he preferred the sea and, with the influence of his trade unionist stepfather who worked in the Cardiff shipyards, Sweetensen joined the British Seamen's Union and 'became a seaman for life'.

He served in the British merchant marine and it was by that means that he came to Sydney in late 1942, where he married and decided to stay. He was forced to sign off the British ship because of his political activities, and similarly was 'paid off with a dishonourable discharge' from a US ship - 'dishonourable to the Yanks but quite honourable to me'. He then joined a little tramp steamer, the Cordelia, carrying troops to New Guinea, and crewed by members of the SUA. He had a close call when his ship was homeward bound to the United Kingdom from Cuba with a load of sugar and a German 'U-boat popped up and started firing ... then submerged to torpedo us'. Luckily for Taffy, it blew itself up instead.

A lifelong communist, he helped shape, in particular, the Australian maritime and trade union landscape through constancy in wisdom founded in experience, and an unrelenting commitment to the rank and file of our union and the working class movement.

"We were all single, all drunkards, but it was good, if we had to stop work, or go on strike, [the members] had nothing to

lose, they weren't worried about mortgages, payment on the car," he said.

Taffy was actively involved in actions against the Vietnam War in the 1960s, and apartheid in South Africa. He set up a training school for deck boys, and supported Australian athletes attending the 1980 Summer Olympics in Moscow. He was involved with government-initiated shipping reforms in the 1980s, and in getting a national award for the tugboats.

He stood easily alongside great working class leaders like Elliot V Elliot, Pat Clancy, Pat Geraghty and Tom McDonald as well as sharing company with every union activist and member. Geraghty's 'right-hand man', Taffy was a much more steely character than Geraghty. Both had been educated in a Catholic school and adopted the ideals of communism, and both had a sharp intelligence. Between them, 'Pat was Mr Nice Guy, Taffy was the hatchet man', old seafarers say.

He was prominent in the shaping of Australia's offshore industry and his legacy unfolds every day as we continue to struggle for the right of just recognition and job security in that industry at a critical time for the Australian trade union movement.

His wife Shirley and children stood their ground alongside him in the constancy of the political and industrial demands placed upon him.

Taffy was a true inspiration, packaged in a demeanor of understatement but steely determination, and there are many legendary stories of his time with us and many who have passed.

Taffy and Jim Steele enjoyed a lifelong friendship founded in the quiet certainty of the importance of our union and the political and industrial work that accompanied the defence and construction of seafarers rights in particular. For both to pass on the same day is an extraordinary demonstration of two lives unfolding in close harmony, dedicated to finding a better life for the working men and women under their stewardship.

Vale Taffy, tough to the end. Never asking for anything in return for a lifetime commitment to workers, their families and their just entitlement.

We extend our deepest sympathies to Taffy's family.

Rest surely my old comrade

In unity

Paddy



John Benson

MUA Remembers John Benson - Committed Unionist, Renowned Internationalist And Leader Of The Global Peace Movement

Former long-serving Presiding Officer and Sydney Branch Secretary of the Seamen's Union of Australia (SUA) John Benson has passed away at the age of 88.

"Comrade Benson was a leading trade unionist, peace activist, community leader and renowned and respected internationalist throughout his whole life," said MUA National Secretary Paddy Crumlin, who succeeded John as Sydney Branch Secretary.

"The Maritime Union of Australia offer our deepest condolences and sympathies on behalf of all members, officers, staff and veterans to John's wife Wilma, son Shan and his wife Melissa and their daughter Samantha."

"John was one of the leading trade unionists in the ALP and held a number of executive positions while an officer with the Seamen's Union of Australia. He was an important contributor to the shaping of pro-worker policies that brought both state and federal Labor governments to office after many years of opposition.

"His work in particular with the NSW Wran Labor Government saw great improvements to the working conditions of port authority workers including the aggregate wage and rostered leave, an achievement that led the way in the consolidation of working entitlements in the industry nationally.

"John was one of the architects and a foundation member of the Tradies Club at Miranda that was one of the first trade union clubs in the state and was a central meeting place for trade union and labor activists in the community."

John was Sydney Branch Secretary of the SUA from August 1967 - July 1990, having been Assistant Branch Secretary since January 1961.

Comrade Benson was also Executive Secretary of the World Peace Council in 1980

and part of the estimated one million people who marched on the United Nations Special Session on Disarmament in New York City in 1982.

His work with the WPC involved an enormous amount of travel and he was internationally recognised as one of the driving forces in the world peace movement at the critical time of the tensions of the Cold War.

John had sailed to Japan with the navy in 1946 and later said: "It was very eye-opening for me to visit the cities of Hiroshima and Nagasaki which had been destroyed by nuclear bombs. I kept asking what the reasons for and the functions were. I'm still asking."

History shows that 1967 was a pivotal year in protests against the Vietnam War with both the SUA and WWF refusing to load the Boonaroo and Jeparit that were set to carry explosives and bombs to Vietnam. This was because of the real stories and experiences relayed to comrades in the unions, rather than the sanitised and nationalistic versions of history put forward by the Government and media.

Later, the United Nations made 1986 the International Year of Peace and the SUA pledged to redouble its efforts to bring world peace through working with other unions.

In 1980, Comrade Benson led the Australian delegation to the World Peace Congress, a meeting of more than 2000 delegates from seventy-two countries, and including representatives from 232 trade unions.

The delegation from the SUA comprised Queensland Branch Secretary Kevin Durnian, Victorian Assistant Branch Secretary Ken McClelland, and rank and file members John Underwood from Queensland and Victorian John Higgins, the former deck boy on the Boonaroo.

John told the story of a personal encounter with the evil brutality of South African racism when he was on the World Peace Council, attending a meeting which was held in Ethiopia because it couldn't be held in South Africa.

"It was about African affairs, and the young man from South Africa, who had been smuggled in there, had been captured and tortured, and was revealing the nature of these tortures, dramatically, at our conference.

"He was still recovering from the severity of his injuries and physically collapsed at the conference and had to be rushed to hospital."

Comrade Benson was also part of the committee in the late 1980s and early 90s that led to the amalgamation of the SUA and Waterside Workers' Federation (WWF) to form

the Maritime Union of Australia (MUA).

Diane Kirkby's history of the SUA, 'Voices From The Ships', chronicles the path of many Australian seafarers, including John, as they became internationalists and socialists.

The book says: "[John] was married in Melbourne but then decided Sydney was the best place to work.

"[My wife] was rather reluctant and we had a young son at that time but we had to accept it was a necessity for us because me being away was making money."

John missed his family when away but also loved life at sea. He said there was no victimisation on a ship:

"You live together, eat together, struggle together - it's not just a job but a way of life. The general thing among seamen was to relax altogether and they could confide to each other."

According to the book, travelling to other countries meant that experience relayed through stories told to other seafarers developed an international outlook. Added to the fact of travelling was the ease of immigration - the ability to ship out on foreign-owned vessels, or to jump ship in a foreign port. Comrade Benson recalled that in the years following World War II there were many seafarers in Australia who had been stranded during the war who decided to stay.

Belief in internationalism was not just from life on board ships - it was also apparent in home ports, around the dockyards and wharves, where seafarers '... would mix, find out what was going on, talk about their conditions, their governments, develop an affinity with seafarers from other countries'.

The internationalism of the SUA also lay in the fact that the union membership and its leaders came from all across the world and brought their ideas with them.

Retired official Pat Sweetensen was one of those born overseas who said internationalism grew '... because of the very nature of what you're doing. You saw conditions in other countries'.

To others it was the issues with which the SUA was concerned. Seafarers' identity came with a sense of shared humanity.

After his retirement, now deceased Federal Secretary of the SUA Pat Geraghty said seafarers travelled to the poorest countries in the world where they could see for themselves 'the disparity, the difference between what was available to some in society and what wasn't available to the deprived people of different countries'.

Vale comrade John Benson.



James (Jim) Steele

It's my sad duty to let you know Comrade Jim Steele has passed away in Brisbane following a recent fall. He was with his immediate family and retired Presiding Officer Mick Carr.

Comrade Steele was a legend in the waterfront industry, given his principled and enormous dedication to the Seamen's Union and subsequently the MUA, where he was the joint Presiding Officer on amalgamation.

Jim held many positions in the union, originally in Melbourne and then subse-

quently as the SUA Branch Secretary in Queensland and MUA joint Branch Secretary in Brisbane.

Tough, wise, progressive and experienced, Jim was one of the long term anchors of the senior leadership of the SUA, and was pivotal in shaping the strength, solidarity, and comradeship in the MUA in the union's important first years following the merger, as joint Presiding Officer together with Jim Donavon.

In WW II, Jim had signed on as a deck boy and served about thirteen months on a hospital ship, the Noah, which was involved in landings around Borneo, the Solomons, and New Guinea. When the war finished, this was the first ship into northern Borneo, bringing out prisoners of war and repatriating them back to Australia. It was tough for a youngster, he said, 'seeing the prisoners and the condition they were in, it wasn't a good sight at all'.

In the 1970s Jim was on the campaign committee for the longest-running (to that date) picket line in Australia's history - The Utah dispute - that started out as an industrial issue of manning, then turned into a legal dispute.

Jim campaigned to get decent wages and union organisation for Aboriginal and Torres Strait Islander seafarers work-

ing on north Queensland small ships in the early 1970s. These were all-Aboriginal crews working as cheap labour, for nothing 'near the wages that we were able to win for them.'

His dry humour, great respect from the rank and file, and socialist commitment ensured great love and loyalty from all who worked with him and knew him.

Jim recently turned 90 and his passing punctuates the end of a generation of trade unionists on the waterfront who won conditions, fought campaigns and dedicated their lives to the achievement of international peace, progress and socialism for all working men and women in general, and maritime workers in particular.

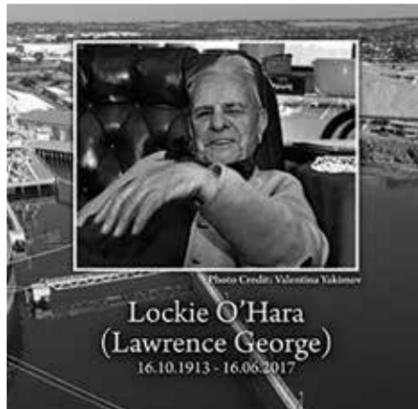
At the time of his retirement in June 1993, he told those taking over: 'Always - never ever forget to think like a seaman, to think like a worker. Once you start forgetting to think like a worker you're going down the drain'.

I have extended our deepest condolences to Jim's family on behalf of our union.

Vale Jim Steele - comrade, friend and trusted brother to so many, now at peace and rest after a long voyage.

Yours in unity

Paddy



Lawrence George O'Hara

Thanks to Lee O'Hara for providing these lovely words for her grandfather, Lawrence George 'Lockie' O'Hara.

Lockie was born on 16 October 1913 in Penshurst, Victoria, in the Western District. His family moved to Geelong when he was about 5 years old. His mother used

to say he was as hard as the hobs in hell, as he was so tough.

He always had a lot of seasonal jobs as a youngster to earn a bit of money to get into the footy - he sold newspapers, worked in a bike shop. He loved cycling and rode his bike from Geelong to Melbourne for fun. As a young man, he worked for the Dalgety Wool Stores during WWII, but then left that job in 1947 and took on the role of a stevedore at the Port of Geelong. He made steadfast friends on the wharf and was well liked. He also strongly supported the union and workers' rights.

He didn't drink, but he smoked until he was about 55 years old. Being a teetotaler meant he was chosen to work on the winch, as he was deemed more responsible. He was a cheeky larrikin who loved stirring the sailors from the ships, by calling the Indians Pakistanis and vice versa, for example. Not out of malice, just for his idea of a laugh. He often asked the international sailors for matchboxes, which he took home to his granddaughter (me - I still have the collection of the matchbox lid covers). He loved dancing and was

a great dancer. He also loved jazz - Louis Armstrong in particular.

He married a local girl when he was 22 - Hazel - and they had 4 children. The highlight of his career was that he was able to work enough on the wharf to look after his family. He was number 31. He only worked when a ship was in port.

In 1953, he had a serious accident - the ship he was working on (it might have been The River Hunter) had a leaking winch. As he was walking away for smoko, he walked in front of the winch and the other guy there didn't know that there was a problem with the winch. It swung out and knocked him off the boat and onto the pier, severely injuring him after a fall of 32 feet. He spent about 6 weeks in hospital with a fractured skull and ended up blind in his left eye and deaf in his left ear. But he didn't let this stop him, and he went back to his work as a wharfie once he had sufficiently recovered.

As soon as he turned 65, he retired, proud to become a lifetime member of the Waterside Workers' Federation, but happy to be able to put up his feet.



Martin McGuinness

Maritime Union of Australia (MUA) National Secretary and International Transport Workers' Federation (ITF) President Paddy Crumlin has paid tribute to former IRA leader, turned Sinn Féin politician, Martin McGuinness.

McGuinness died in March, aged 66, after a short illness.

Thousands of people packed the streets

of his native Bogside, a republican area of Derry, as his funeral took place, and many of them followed the coffin of Mr McGuinness onward to the city cemetery.

"Please pass on my deepest sympathies and condolences to Martin's family, friends, and comrades on behalf of the Maritime Union of Australia and the International Transport Workers' Federation," Crumlin wrote, in a letter of condolence.

"Martin was, and will remain, a great inspiration to all people who aspire for justice, freedom and independence as a basis for human dignity and rights. His long commitment to those rights in Ireland was equally important to all who struggle for those same recognitions in every place in this world.

"His life's work will continue to resonate within those ongoing struggles for genuine freedom, as a constant reminder that courage, and clear moral and ethical values, are well-founded in the wisdom that genuine democracy is predicated upon - equality regardless of physical, religious, material or ethnic designation.

His great ongoing liberating legacy will be

that ordinary people can achieve extraordinary change if they are dedicated to this wisdom through tenacity, constancy and strength in the face of great opposition.

"Martin knew the importance of the collective and of community. A true son of Free Derry found work far beyond the local injustice, prejudice and division of his childhood landscape. We are much stronger and more secure everywhere because of his journey and his unerring faith that it would inevitably be rewarded with the success of peace and freedom at many points.

"Working women and men, internationally, faced with similar experiences of the polarisation, dislocation, violence and physical and economic oppression from abuses by elite political, corporate and industrial self interest, stand and walk with Martin's family friends and comrades today in testament and knowledge that Martin's journey was with them as well.

"Vale comrade McGuinness. Man of peace and freedom. Fighter for justice and rights. Family man. Irishman and internationalist.

Now at rest after a mighty effort."



Hanafi Rustandi

National Secretary Paddy Crumlin and General Secretary of MUNZ Joe Fleetwood sadly report that friend and comrade of the MUA MUNZ and the ITF, and long term leader of the Indonesian Seafarers Union

and ITF Asia Pacific chair, Hanafi Rustandi passed away suddenly in Tokyo in July, where the ITF Dockers and Seafarers negotiating team was meeting with International shipowners to finalise the IBF international agreement.

Brother Hanafi was found by MUNZ General Secretary Joe Fleetwood, who was in the next room at the hotel, and he and comrade Crumlin were in attendance for the attempt to revive him over the next hour.

Hanafi was a regular attendee of the MUA National Council, Quadrennial Conference of members and Branch Conferences, particularly in Western Australia, along with attendance at MUNZ executives and conferences.

He was a fierce supporter of Australian and NZ Seafarers' rights to work and, in particular, intervened on a number of occasions to ensure offshore vessels working out of Indonesia in Australian waters were manned by Australian crews, and firmly rejected any attempt by offshore operators to replace Australian crews with his, or any other nation's, Seafar-

ers. He worked closely with Comrade Fleetwood and MUNZ in fighting the wage slavery in the international fishing industry, particularly in NZ.

A longtime union official, his shout of 'Fight from the Front' was well known around the world, and he was well-recognised everywhere in his MUA T-Shirt, making that call during the Your Rights at Work campaign against the Howard Government.

The National Secretary and President of the ITF, together with MUNZ General Secretary Joe Fleetwood and ITF General Secretary Steve Cotton, have extended their, the union's and ITF officers, staff and affiliates' deepest sympathies to his wife and family, and the officers, staff and members of the KPI, as well as his many brothers and sisters worldwide, particularly in the ITF.

Vale Brother Hanafi, small in stature and giant at heart. Seafarer, trade unionist, labor leader and internationalist. Much loved. Man of humour, deep faith and family.

Now at rest after Fighting from the Front to his last.



Charlie Weldon

Long term union stalwart and trade union activist Charlie Weldon has passed away peacefully in his sleep. He was 74.

MUA National Secretary Paddy Crumlin paid his respects to Charlie and his family, saying he had stood tall in the face of many health problems in recent years.

“A seagoing caterer, Charlie was a committed MUA and SUA member renowned for his forthright and honest activity and unrelenting commitment to our industry,” Crumlin said.

“Shaped by activity in the troubles of Northern Ireland, Charlie was an internationally respected Republican who translated that militancy into a lifelong commitment to trade union and workers’ rights more generally.

“Charlie was a natural leader who would stand his ground against any odds for what he believed in. He was tough, loyal and uncompromising on matters of principle.”

Charlie came to Australia with his family on a ship called the Northern Star in 1971. He married Emily Lowe in Belfast before coming out. Emily came from a family of seafarers and her brothers Frankie, Danny, Gerry and Tom all went to sea on the Australian coast, and were proud and active members of the union.

Charlie and Emily and the family settled in Broadmeadows, Victoria. He found work in the construction industry and was well known for his commitment not only to the trade union movement but to working people whoever they were. He worked in that industry until December 1974 when he got away to sea.

Long term member and official of the Marine Stewards Union, SUA and MUA

Dick Ryan recalls: “We both were waiting to get away to sea and did so on December 6, 1974 after waiting for some nine months to do so.

“Our first ship was the Empress of Australia, where we joined the Marine Stewards Union.

“Like everyone before us, we had to wait six months to become full members, before we could vote or move a motion, and Charlie soon made his feelings known about that.

“During all this time he made people aware of the terrible situation in Ireland and the atrocities of the UK Government of the time including under Thatcher.

“Charlie was also a leading light for the amalgamation with the then SUA. He joined Brambles Shipping and was Chief Steward with them for many years.

“There are a lot of people who owe him a great deal of thanks not only for finding them work in both the maritime and construction industries, but for raising money and whatever else he would do for them. That was Charlie all over.”

Former MUA Deputy National Secretary Mick Doleman told an anecdote from his days as Victorian Branch Secretary of the SUA.

“When SeaCat wanted to launch its high speed catamaran into Bass Strait without the involvement of the then Seamen’s Union, Charlie and I did an inspection voyage from Hobart to Melbourne.

“They thought Charlie was the bodyguard so he had to look mean, which worked a treat.

“Everyone on board, except me and Charlie, were throwing up all over the place, those ships were terrible at sea, and we used that experience to convince them and the authorities that experienced seafarers were needed for safety and ability to do the work.

“We won the day and SUA crew were recruited.”

Charlie was equally known and respected in the CFMEU as an activist and union stalwart, including during both the BWIU and BLF disputes.

Crumlin said Charlie’s toughness was tempered by a generous good humour that also went the distance.

“A great and loyal friend, and loving and proud family man, he was equally not a man to cross, and much of the wide respect he enjoyed and deserved was due to these two qualities,” Crumlin said.

“Charlie defied the barriers of age and it didn’t matter what generation you came from, Charlie would engage as long as your principles and values were steered towards the benefit of the many and not the few.

“Many a young Seafarer who was fortunate enough to meet Charlie would have a story of how he engaged them and influenced their thinking.

“If fortunate enough to sail with Charlie or just simply be in his company having a beer, it wasn’t long until the politics were shared in between many a laugh.

“Charlie’s leadership and influence on the younger generations is part of his legacy and many a trade union leader elected today is a testament to that legacy.”

MUA Assistant National Secretary Ian Bray recalled how Charlie had engaged him in the real politics of workers while still in his early 20s, and encouraged him to stand for office.

“The stop work meeting was always a day-long event if you were in the company of Charlie – four hours at the meeting and eight hours in the pub,” Bray said.

“Charlie was as honest as the day is long and would tell it how it is, but was also man enough to listen and be convinced otherwise.

“Charlie idolised his kids and was a family man who adored his grandkids - he was as compassionate as he was hard.”

Charlie came from an extended family clan and had a wide network of comrades and friends in Australia and around the world.

Born on the 5 January 1943 in Ireland, Charlie leaves behind his wife Emily, children Cathy, Charles, Marie, Joanne and Gerard, and 15 grandchildren.

Charlie, Gerard and Marie - in keeping with family tradition - are members of the MUA.

On behalf of The Maritime Union of Australia, our members, officers and staff, the National Secretary and National Presiding Officer Christy Cain offer our deepest sympathies and condolences to the Weldon family and his army of friends and comrades in Australia, in Ireland and around the world at this time of great loss to them and us all.

Vale Charlie Weldon. Comrade, seafarer, construction worker, loving man of family, Republican and international trade unionist.

Now at rest after a mighty effort.

Gerry Adams message to Memorial Tribute to Charlie Weldon

Sinn Fein expresses its condolences to the family, Comrades and friends of Charlie Weldon on his sad passing.

In paying tribute to Charlie we acknowledge the great support he has given to the struggle for Irish freedom and unity.

Even through our toughest and darkest times, Charlie was never found wanting as a proud Irish Republican.

We also salute the wonderful contribution Charlie has made to the struggle of Australian workers, particularly as a staunch activist in the maritime and construction unions.

We know Charlie will be especially missed by his Comrades in the MUA and the CFMEU as he will indeed by our Irish Republican family.

Vale Charlie Weldon.
Is mise,
Gerry Adams, President Sinn Fein



William 'Bill' Wilkinson Shaddock

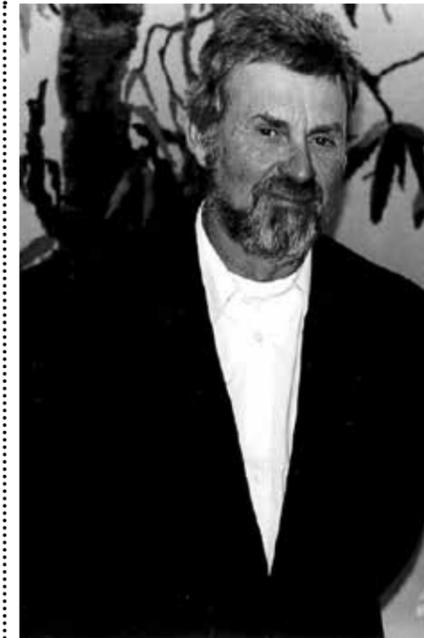
Bill passed away on 3 April 2017 at Westmead Hospital in NSW, at the age of 91, after contracting a severe case of pneumonia.

He was a proud life member of the SUA, starting his seagoing career as deck boy on the SS Arkaba in 1942, and sailed on approximately 53 vessels during his 45 years at sea, spending 18 years on the MV Macedon before his last vessel, the SS TNT Capricornia, in 1987.

A keen writer, Bill had many poems and stories included in the SUA journals over the years.

He will be sadly missed by his loving wife Betty, children and grandchildren.

Vale Bill Shaddock
Fair sailing Bill, your loving family.



John Furlow

John’s wife, Carole Furlow, has advised that John passed away recently, and she was keen for his former shipmates and MUA members to be aware of his passing.

Like many seafarers of the day, John jumped ship in Melbourne in 1959, very quickly joined the Seaman’s Union of Australia, and was a member for a considerable number of years, shipping out of Tasmania.

John was a good shipmate and unionist and had been retired for some time, but always took great interest in the twists and turns of the industry and the union.

Our condolences to the Furlow family, and Carole. Rest in peace Comrade.

Fair weather and a full sail.
Mick Doleman



Brendan Ingleson

It is with the greatest regret we report that staunch Delegate and beloved MUA member Brendan Ingleson passed away on the morning of Tuesday, 15 August.

He was only 47.
The tragic event took place at Brendan’s hotel whilst awaiting scans after suffering an injury on board a Farstad vessel.

Brendan leaves behind his wife and family who are obviously devastated with this loss.

The MUA family offers full support to Brendan’s family, and members who are affected by this tragedy.

If members would like to make rolling fund or personal donations to assist Brendan’s family, they can do so through the branch.

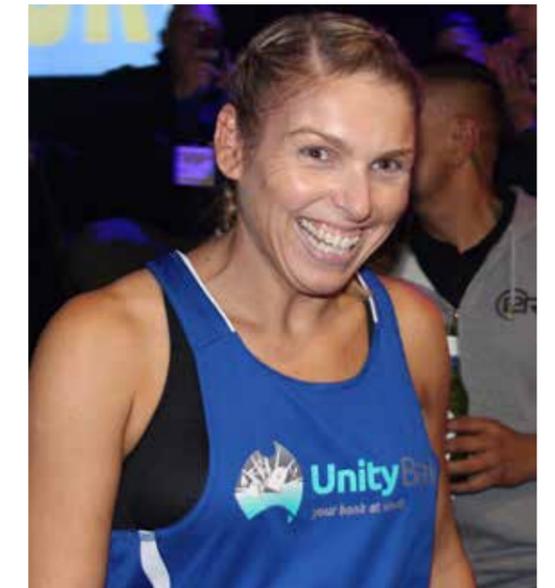
In Unity



War on the wharves

The Maritime Union of Australia (MUA) and Maritime Union of New Zealand (MUNZ) again joined forces to raise money for sick kids through the charity fight night "War on the Wharves". Held at at Souths Junior in the Sydney suburb of Randwick on August 2, the event saw 22 boxers from Patrick, Hutchison, Svitzer, Farstad and DP World, along with several of their NZ counterparts, take part in 11 bouts that were also live streamed over the internet. There was also one professional fight between Bobby Antonakos and Pat Xenea and the first ever female fight between Ronella Silbery and Danielle Crawley.

The event raised around \$40,000 for the Sydney Children's Hospital, Randwick. RCH Randwick is one of Australia's leading specialist medical centres for children. The Hospital's expert medical staff care for more than 61,500 critically ill and injured children every year.





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