



QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams No. 134 - 8 June 2018

Cruise Lines - Vale Ark Tribe - Qube 22nd Anniversary - Gladstone Tugs - Delegate Interviews Civil Rights - Singapore to Develop Autonomous Vessels - Book Review

Cruise Lines by Bob Carnegie

AS ONE OF the coordinators in our soon to begin major battle to gain some rightful share in the major cruise liners operating out of Australia and New Zealand, (as determined by National Council) I met with the cruise line industry body on Monday in Sydney.

The following update was sent to all members of the Cruise Line Organising Committee and I share it with all members here.

Comrade Christy Cain has been working with Joe Fleetwood (MUNZ General Secretary) at the ILWU convention in developing solidarity with our West Coast USA and Canadian fellow workers. This battle, if we can win it, will mean additional, long term work for Wharfies and Seafarers.

Vale Ark Tribe

LAST SATURDAY AT Imbil in Queensland a memorial was held for the Working Class warrior, Ark Tribe, along with a fund a raiser for his dear partner.

The Queensland Branch of the MUA donated a modest amount to the fund raiser. The Branch leadership would also like to sincerely thank Chris Vane for all his work in keeping us up to date on Ark's condition and the genuine kindness and compassion Chris has shown to those closest to Ark in these very sad times, thanks Chris. Below is a very short tribute I wrote on behalf of the Branch.

On behalf of the Queensland Branch of the Maritime Union of Australia, I would like to express the deepest condolences to Ark's



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A Division of Construction Forestry Maritime Mining & Energy Union
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Dear comrades,

Cruise Line Organising

On behalf of the cruise line organising committee, I met a representative from the Cruise Line International Association (CLIA), Dimity McCredie, Advocacy Director - Australia.

As was expected, the meeting was about setting out timelines and outlines for future meetings with the major cruise line operators working out of Australia and New Zealand waters.

As discussed at National Council, the following topics for Ms. McCredie to forward on to her principals and operators were the following;

1. Stevedoring -
That the MUA/MUNZ claim full coverage for all stevedoring and baggage handling where ever these cruise vessels are operating in Australia. The vessels with ITF CBA's **MUST** abide by the Terms and Conditions of their CBA and Wharfies (Dockers) must do the work that they are entitled to perform.
2. For cruise vessels which spend a large time of their season in Australia/New Zealand waters, a claim is hereby made that there should be MUA/MUNZ participation on these vessels. The extent of which is to be fleshed out in upcoming meetings.
3. I outlined to Ms. McCredie that MUA/MUNA intends to take this battle for our right to participate in a massive growth and wealth created by this industry on and we are very serious about these claims.

Ms. McCredie responded by stating that CLIA has no industrial relations arm and that she would directly inform the major operators of our discussions.

She agreed that in her correspondence to the cruise ship companies she would advise them that MUA/MUNZ expected an answer as to further meeting dates no later than 14 days from the meeting of Monday 04/06/2018.

I hope this keeps comrades up to date on what is happening. We are in for a battle on this one.

I would like to thank Jordi Aragunde from the International Dockworkers Council for setting up this meeting, as it is a result of the pressure he applied in Barcelona.

Kind regards,

Bob Carnegie
QLD Branch Secretary
MUA Division of CFMMEU

Carbon Copied -
Chris Cain
Joe Fleetwood (MUNZ)
Paul Keating
Paul McAleer

Dean Summers
Jordi Aragunde
Thomas Mayor
Mark Jones

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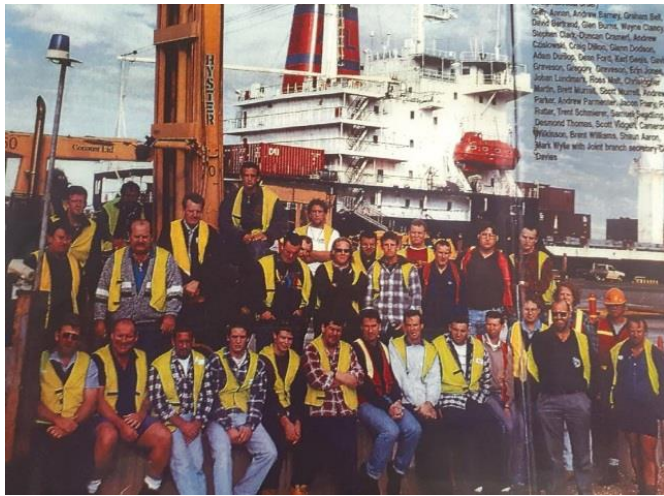
Authorised by Bob Carnegie, Maritime Union of Australia (MUA) Queensland Branch Secretary
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partner, his family and friends. Ark was a true warrior in the Working Class Movement and inspiration to us all.

When the power of the coercive State was set against Ark during his long battle with ABCC, Ark never faltered. Where others would have panicked Ark stayed calm. Ark has been taken from us far, far too early but the time he spent with all of us enriched our lives for the better. Rest easy Ark, a man of honour and principle we salute you.

Qube 22nd Anniversary

THIS WEEK MARKS the 22nd anniversary of a big induction at Qube, Brisbane. Many of the members then are members now. These comrades in the Qube Bulk and General area have a tough job. Permanently irregular shifts with the full time permanent employees on 7 x 1 roster.



It is a real honour as the Queensland Branch Secretary to play a role, along with Queensland Branch Organiser, Paul Petersen in looking after these worker’s industrial interests.

Qube is regarded as the hardest of all the major stevedoring operators, however in Brisbane we try to handle all issues with respect on both sides of the table.

We have seen very pressing issues some of which we hopefully we can deliver in the upcoming months.

Gladstone



Left to Right John, yours truly, Donna and Stu

Sealink EBA

THESE WONDERFUL TRADE unionists are sticking with their union through 13 months of difficult talks which continue today.

Retirement

ROB LEWIN HAS retired after three and a half decades of SUA/MUA membership, working in various areas of the industry finally finishing up on the tugs. The Gladstone towage members wish Rob the best in retirement. On course comrade – IU - Gladstone Tugs



CMA CGM to Bring Artificial Intelligence on Board Ships

FRENCH SHIPPING COMPANY CMA CGM has teamed up with San Francisco-based startup Shone to embed artificial intelligence on board ships.



Image Courtesy: CMA CGM

Through the collaboration, launched at the beginning of the year, Shone is to access the company’s vessels to finalize the development of AI aboard.

The startup, specializing in the use of artificial intelligence for maritime transportation, is thus allowed to take onboard data collection systems which are then analysed at its headquarters in San Francisco. Once the development is finalized, this innovation will facilitate the work of crews on board, whether in decision support, maritime safety or piloting assistance.

As far as security and anti-collision alert systems are concerned, Shone fuses data from multiple sensors in order to increase detection accuracy, thus preventing potential collisions, taking into account COLREGs.

“This collaboration is fully in line with the group’s strategy of innovation at the service of digital transformation,” CMA CGM said.

Delegate Interviews

Shaun Bolton

THE MAIN ISSUE in our workplace is the contracting-out of maintenance to individual contractors. At the Patricks container terminal in Brisbane, where I work, Ativo (now Programmed) and Kalmar are the main maintenance subcontractors, but there are also a lot of independent contractors, doing forklifts and such. We have about forty in the workshop, and that's 12 Ativo/ Programmed, about 15 Kalmar, and about a dozen individual contractors.

Whenever we do our EBA negotiations, they're always trying to get us down to what they say the individual contractors' rates are. The individual contractors are on pretty poor rates, and Kalmar were on pretty poor rates at first, and Patricks want to drag us down to their level.

Before 1998 we were directly employed by Patricks. After 1998 they split everyone up. We used to do all the maintenance, then after the automated straddle carriers were brought in they gave us only the cranes.

We were under the stevedoring award - Grade Six of the stevedoring award - but since 1998 we have had our own Enterprise Bargaining Agreements. In Melbourne they have to quote separately for every repair, but here we do both routine maintenance and breakdowns as part of a single contract.

Since 1998 I've had several different contractors as our employer, though the workforce has been transferred when the contractor has been changed. Ativo was just the latest, though we've been with them for a while. Now Ativo has been bought out by Programmed, which in turn is in the process of being taken over by Persol, a big company based in Japan.

The biggest worry for us is that we have built up our EBAs over the years but changing contractors can be a way of getting round EBAs. We used to have the same EBA for Sydney and Brisbane Ativo, but then Patricks in Sydney got rid of Ativo and gave Kalmar the whole contract on a worse EBA.

The Ativo/ Programmed workers are pretty much 100% unionised, and ready to fight for our conditions. Kalmar is less unionised, so our conditions are far better than theirs, and we have far fewer problems with our management. As a result, the quality of our work is better, I think.

We've only just completed our new EBA. As long as Patricks doesn't change the contracts, we'll just carry on under that EBA.

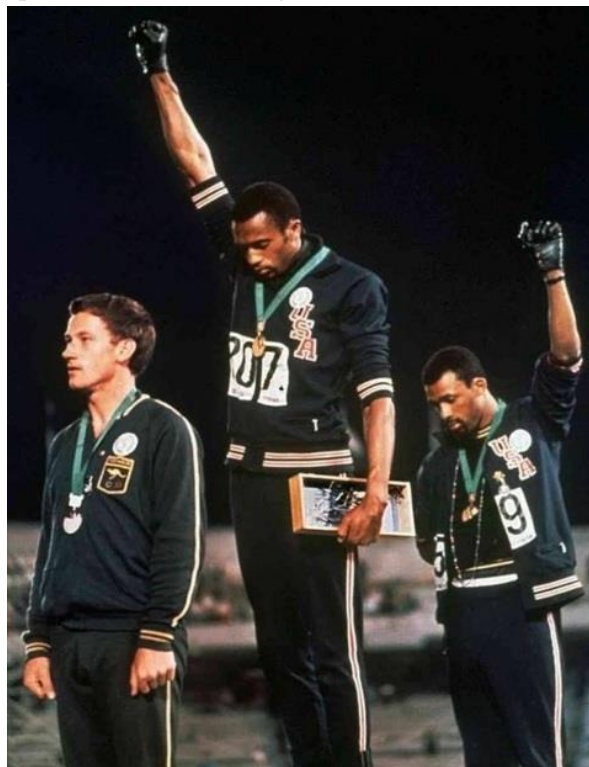
I'll like to see more people get active in the MUA Branch and get the workforce more united. I'd like to see all the small contractors out of our workshop.

In the longer term I'd like to have all the maintenance workers directly employed. We've had more of a say on some issues through having our own EBA, but generally

it's better to have the maintenance in-house.

US Civil Rights by Bob Carnegie

THIS IS ONE of the most iconic photos in the history of sport and the US civil rights movement.



This is from the Mexico City Olympics of 1968, 200 metre final. Tommy Smith who won gold and John Carlos give the black power salute in being awarded their medals. Peter Norman of Australia is wearing a civil rights button on his left chest in solidarity with his American colleagues.

Both Tommy Smith and John Carlos paid huge prices for their courageous protest suffering years of blacklisting and being reviled by the establishment. A half century later these men are now heroes.

This week is John Carlos's Birthday. We salute all you John, Tommy and the late Peter Norman.

Singapore to Develop Autonomous Vessels

Sourced from: <https://worldmaritimenews.com/archives/251143/singapore-to-develop-autonomous-vessels/> (Image: MPA Singapore)

THE MARITIME PORT Authority of Singapore (MPA) is looking to boost its productivity and enhance safety by introducing autonomous harbor ships.

The port authority has signed a Memorandum of Understanding (MOU) with Keppel Offshore & Marine (Keppel O&M) and the Technology Centre for Offshore and Marine, Singapore (TCOMS) to jointly develop autonomous vessels.

The vessels would be used for a variety of applications including harbor operations such as channeling, berthing, mooring and towing operations.

“Our partnership with Keppel O&M and NUS TCOMS allows us to test the operations of autonomous vessels such as harbor tugs in our port waters as well as the interface between such vessels and our future vessel traffic management systems. As one of the world’s

busiest ports, Singapore provides an excellent test-bed for autonomous systems which will have to meet the highest standards of safety and security,” Andrew Tan, Chief Executive of MPA, said.



Keppel O&M said it plans to use its remote vessel monitoring and analytics programme, VesselCare™, as the base platform in the initial phase to develop autonomous vessels. The platform is able to perform data consolidation, condition based monitoring and maintenance, mining and analytics of vessels.

“As a leader in the design and construction of specialized vessels, we have been developing advanced remote monitoring and analytics systems for vessels,” Chris Ong, CEO of Keppel O&M, said.

“The industry is keen to explore the commercial use of autonomous vessels as there are multiple safety, efficiency and cost benefits.”

During the advanced stages of monitoring and controlling a vessel, the project will develop a Digital Twin of the tug which will simulate vessel behavior to help optimize the vessel operations using data analytics and visualization tools.

TCOMS will contribute to the project with its expertise in coupled physical-numerical modeling and simulation aimed at improving the predictability and control of the behavior and response of the vessel.

“The behavior of marine vessels in challenging operating conditions is complex and to some extent still poorly understood. This is one key technical challenge that we seek to address, to ensure that autonomous vessels could operate safely and reliably while enhancing efficiency and productivity,” Prof. Chan Eng Soon, CEO of TCOMS, added.

Book Review *by Janet Burstall*

The Last Girl: My Story of Captivity and My Fight



Against the Islamic State *by Nadia Murad and Jenna Krajeski*

LIFE IN KOCHO, a Yazidi village in Iraq, was simpler for Nadia before she was abducted by ISIS. “All you had to worry about were the things and people around you, and they were close enough to touch”, she writes. The Kurdish

speaking Yazidis, like the Kurds, felt liberated by the fall of Saddam.

In 2014 ISIS attacked Kocho. Nadia’s description of the following events is matter-of-fact, like evidence for prosecution of crimes. People were rounded up, pushed and shoved, separated, transported, searched, shouted at, threatened, harassed, women taken to slave markets and raped, and men executed. She recounts efforts to resist, to refuse, screaming, arguing and fantasising about escaping. She recounts trying to find out about other members of her family, as well as when she could only submit, and felt permanently sick, wishing to die. “Your body doesn’t belong to you, and there’s no energy to talk or to fight or to think about the world outside. There is only rape and the numbness that comes with accepting that this is now your life.”

One day, when Nadia’s captor has gone out, she finds that the front door of the house where she is held in Mosul, is unlocked. Despite her mistrust, Nadia had to seek help to escape from ISIS territory. She chose the front door of a family, who at great risk to themselves, took her in. Nasser, the eldest son, accompanied Nadia, with a forged identity and story, through ISIS checkpoints to Kurdistan.

As Nadia and her brother Hezni make contact with surviving family and friends, or learn the fate of those who died, we get a picture of the impact of the ISIS genocide. Nadia regained her self-esteem when she agreed to an approach from activists to provide evidence of the genocide against the Yazidis.

The book is co-written with a journalist Jenna Krajeski. The story is well-told and easy to read. I learned a lot from this personal account about Iraq and Islamic fundamentalism.

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4th Prize: 32 Inch TV

Tickets \$20 each, 2000 to be sold.

Drawn at Branch Monthly Meeting
26th June 2018

No. 0001

