



# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

73 SOUTHGATE AVE., CANNON HILL 4170 - Phone: (07) 3395 7215 - Fax: (07) 3395 7688 - Email: muaqld@mua.org.au

*To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams* No. 145 - 24 August 2018

**Defending Delegates: The Lifeblood of the Union - Brisbane Ferries EBA - Time to Move Fast on EBAs  
Branch Committee - Dutton and the Silent Minority - ICTSI: Seeking Profits From "Bad Places" - Are Bank-  
Owned Wealth Management Groups a Busted Flush? Another Fatal Accident - Merchant Navy Memorial Day**

## **Defending Delegates: The Lifeblood of the Union**

*by Paul Petersen and Martin Thomas*

THE BRANCH IS calling on all members to support Joe Johnston in a number of ways.

Firstly, if members can afford it by a \$5.00 per week payment into Joe's account to help offset the total loss of income Joe and his family are having to endure for the next 20 weeks.



The MUA Branch Committee meeting on 17 August heard a full report from Joe and from Assistant Branch Secretary Paul Petersen, and voted to support the call. Joe's workmates, the permanents at Hutchison, are tipping in a contribution of \$10 a week.

Set up your contributions as bank transfers to account number 38457S1 (that's S1, not 51), at Unity Bank, BSB 882-000. Please put your name and workplace in the "payment reference" field, so we can keep account of what's coming from whom.

The Branch is also considering running a fairly major

raffle to assist Joe and his family.

Joe was the Lead Delegate at Hutchison and we must send a message to the company we are not going to allow them or any company to break the spirit of the delegate structure by such means of intimidation.

Joe told the Branch News: "I want to express my gratitude. The messages of support have been awesome. I couldn't have got through this experience without that support. In the first week I was in a really dark hole".

Joe was threatened with dismissal by Hutchison. After union officials took up Joe's case, Hutchison reduced the penalty to five months' suspension without pay, loss of his shift leader position, and a final written warning. Joe says: "That's not good, but if I went instead for fighting a dismissal in court, the best I could hope for is maybe a 12 weeks' wages pay-off in maybe 12 months' time, and no job". From the union's point of view, defending a delegate's job and keeping him in the workplace is paramount.

Joe tells the story: "About three weeks ago, on Friday 3 August, I got a call from HR, about 13:30, when I was on my way to work. The call told me that I was stood down because of an 'incident' the previous night.

"Later that day, about 17:00, I received a letter saying that the issues were: why had I been late to my machine at the start of the previous day's shift? why had I been seen at 20:30 in a reach stacker doing continuous circles in the yard? why hadn't I completed all the trucks in the yard?

"I had a meeting with management on Monday 6 August and explained I'd been late to my machine because of having to go to the toilet, which I'd reported to the shift leader; that, in between trucks, I had been driving the reach stacker in circles to try to find what was happening with an erratic fault I'd had with the spreader not being level.

"The machine had had problems since the start of the shift. The fault recurred again at 22:30. I reported it then to maintenance, and eventually they found a faulty valve within the spreader dampener.

"A security guard had told the duty manager at 21:30 about the circles; the duty manager reported it to the

---

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

**73 Southgate Avenue, Cannon Hill QLD 4170**

---

terminal manager; but at that point, apparently, the managers did not think the issue big enough to address at the time, and said nothing to me.

"At the meeting on Monday 6th the management's main concern were the circles. But it wasn't until just before a further meeting on Monday 13<sup>th</sup> that I got a phone call saying that the incident had been classed as gross misconduct, and all my access to the terminal had been cancelled.

"I thought I was being terminated. I talked with the union officials, and we agreed that the priority was to find some way to keep my job. On Wednesday 15<sup>th</sup> I got a letter about the five months' suspension.

"I still don't know exactly when the five months' suspension starts and ends. But I can get through this with the help and support of others in the union".

## **Winning a Living Wage for Brisbane Ferries**

**Workers** by Jason Miners and Martin Thomas

THE MUA IS pushing for substantial pay rises in the new EBA for Brisbane Ferries workers. The old EBA's end date was May 2018, but the company is still stalling.

At present Customer Service Officers (CSOs) and deckhands are paid on, or just above, the Award rate, about \$23 an hour. Masters are, as far as we know, the lowest-paid Masters Class 4 in Australia, on about \$70,000 a year.



Take-home pay used to be pushed up by overtime hours. More recently, the operating company, Transdev, has expanded recruitment of casuals so as to cut overtime pay. The total workforce of about 230 is now about 45% permanent full-time, with the other 55% split between permanent part-time and casual.

The Union wants an Agreement which pays an adequate wage without overtime; maximisation of permanent full-time employment; and improved conditions for permanent part-time workers, who at present have no guarantee of hours and are in effect used as cheaper casuals.

Transdev's pockets are deep enough to meet these demands. Worldwide in 2017 Transdev made A\$217 million in operating profits (12% up on 2016), and A\$120 million in revenues after deduction of interest and taxes.

Transdev Australia has average profits of over \$30

million a year over the five years 2012-2017.

Transdev claims that the terms of their deal with the City Council allow them to raise pay only in line with the Wage Price Index (WPI). But they told the same story to workers on their ferry operations in Sydney and their bus operations in Melbourne. After striking, the Melbourne bus workers won a 4% increase. Sydney Ferries workers won 3½%.

Sydney Ferries workers, doing a similar job but with a longer-established union, are paid \$117,400 a year for an inner-harbour master, \$89,000 for a general purpose hand, and \$61,000 for a CSO. They get 10 weeks' annual leave where Brisbane Ferries workers get only five weeks.

On 21 August the Union and ferry workers' elected delegates met with Transdev to pursue the Log of Claims. It was arguably was the most productive meeting so far, yet only a small step in the right direction.

Both the Union and the delegates agree that we need to get the document as close as we can to agreement on all secondary issues, leaving the key outstanding claims (money and classification relativities, split shifts, etc.) remaining, so it's clear where we are apart on the key claims and we can paint a clear picture to workers and to the employer about what we are willing to fight for.

If we have an entire document not agreed, and a heap of outstanding claims, some small some big, that will simply will mean that workers have to go on strike for longer. It will make it much more difficult to get the company to agree when we decide to take them to task. We want to be taking legal protected action to secure a tight list of key claims, not half an EBA.

The union made the following trade on 21 August to secure two important claims.

1. Quad time has been conceded for double time and a half, with a guarantee of 7.6 hours paid on public holidays, along with triple time on Christmas day, with a minimum engagement of four hours, in exchange for a casual loading uplift to 25% and for annual leave loading to increase to 20%.

2. We agreed to a guarantee of 15 rostered hours per week for permanent part-timers (who currently get no guarantee), with a minimum shift length of four hours.

3. We got an agreement in principal for Maritime Super to be the default fund for new employees and those wishing to transfer, on the basis that the industry super fund will make site visits to the ferry workers and the benefits will be clearly outlined both to the employees and to Transdev.

In order to secure more permanent employment, we have to make casuals more expensive. and ensure the permanent part-timers are not being used as quasi-casuals.

These are some of the debates we are having at present:

1. What should the gap (relativity) be between a master and a deckhand?
2. Do we entertain cross training for all CSOs and deck



hands provided there is a solid grandfathering arrangement for current employees who don't wish to do deck hand work?

This needs a proper debate. If done right, it can see 60 to 70 workers get a pay increase on top of the percentage increase we get a landing on, whilst easing the physical demands on deckhands where there is a cross-trained worker to assist. It also allows us to diversify the CSO role to protect it if the company goes for phasing out paper tickets in favour of ticketing by go-card only. The company has already said that it wants to remove the dual duties allowance currently paid when a worker has to cover both CSO and deckhand duties.

There are a number of pros and cons to this, but it's essential that we understand the facts of the proposal and weigh up whether it will deliver increased wages for our members and protect the three-person crew on the vessels. It is essential that we write the crewing levels into the EBA so the employer and Brisbane City Council cannot change them unilaterally.

The next meeting is on 13 and 14 September.

### **Branch Committee Meeting** *by Bob Carnegie*

A TERRIFIC BRANCH Committee was held in Brisbane on Friday 17 August 2018. It dealt with all outstanding issues of concern of members. A comprehensive Branch financial report was discussed at length as was a political run down on the last State election.



The Branch heard a full report on the State elections from ALP Organiser, Janine Atkins who does an amazing job working within in the ALP for working people.

Stu Trail from the ETU spoke on problems they are having with the State Government in the ownership and construction of Solar Farms. He also spoke of the importance of the MUA/ ETU political alliance in this State.

Martin Thomas was a guest speaker who discussed the problems and ways forward for the British Trade Union Movement.

Steve Pelicanos, owner and director of Hermes Shipping spoke of the work his company was doing in making a viable Australian Coastal Shipping Network possible and the work he and his partner are putting in to make it viable.

Comrade Terry O'Shane spoke movingly about First Nations issues and the role we can play in making this happen. It was agreed by all we would re double our efforts.

The meeting concluded around 3.00pm as members had to catch planes. The Branch thanks all committee members who made the effort to attend.

### **Time to Move Fast on EBAs**

THE EBA AT Hutchison's Brisbane Container Terminal expires on 25 November 2018, and the EBA at DP World on 28 February 2019. Negotiations for new EBAs are under way.

It's common for EBA negotiations to drag on for a long time after the expiry of the old EBA. This year, the best guesses we can make about economic conditions suggest that the best approach for the union will be to get the EBAs wrapped up as quickly as we can.

Traffic figures for the container terminals are relatively good. That makes employers more likely to go along with union demands without too much worry. If employers dig their heels in, and the union has to go for protected action, the action will hit the employers harder and is more likely to win concessions faster.

The risk of those relatively favourable conditions changing soon is high. Global capitalist debt levels are at their highest ever, \$247 trillion in the first quarter of 2018. Especially high are levels of corporate debt taken on by corporations borrowing at interest rates kept low by central bank policies.

As soon as the future profit flows on which those corporations rely to repay the debt falter, that debt pyramid can collapse.

Deutsche Bank researchers reported in late 2017 that prices of financial assets (shares, bonds, derivatives, and so on) have been rising much faster than goods-and-services prices. "We're in a period of very elevated global asset prices – possibly the most elevated in aggregate through history... Current valuations are certainly stretched... approaching the peaks of 2000 and 2007... higher than the 1929 crash point".

Financial asset prices cannot rise out of proportion to goods-and-services prices long-term, because all financial assets are basically just "tickets" to participate in the future profit flows which corporations will get from selling goods and services. It is theoretically possible for financial asset prices to settle back into line with goods-and-service prices by a slow, smooth adjustment, but the more common pattern is that the proportion is re-established by a sudden crash. That happened in 1929, in 2001, in 2007-8.

On top of all that come Donald Trump's erratic and unpredictable moves towards a trade war with China, Mexico, Canada, the EU, and more or less everyone else. If that trade war escalates, then it is unlikely to help jobs in the USA, but it is pretty certain to depress trade and depress economies worldwide.

All those clouds are massing on the horizon, so today's sunshine could soon be overtaken by an economic storm. Next year? The year after? No way of telling: the world economy is even more complicated than the weather. But not to use the sunny days for storm-proofing would be

short-sighted.

The latest full-year figures for the Port of Brisbane (2016-7) show total cargo handled up 10%, import containers up 8%, and export containers up 13%.

Those are the first solid year-on-year rise in TEUs since 2012-3. Monthly reports since mid 2017 suggest that the rising trend has been maintained.

It is part of a global picture. World trade slumped in 2009 following the 2008 crash. It has generally lagged behind world output since then, though output hasn't been going well. That has marked a break from a long-term trend, established since the late 1940s, for world trade to grow faster than output.

But in the last couple of years world trade has grown faster than in any other period since 2009.

### **Dutton and the Silent Minority** *by Martin Thomas*

"The silent minority" - minority, yes, that's what he said - "are fed up with bodies like the Civil Liberties Council and the Refugee Action Collective, and certainly the dictatorship of the trade union movement".



That was Peter Dutton, now gunning to be leader of the Australian Liberal Party, (pictured) in his maiden speech.

Dutton wants rid of Malcolm Turnbull because Turnbull, though solidly right-wing on all the core economic issues, is a social liberal of the sort commonplace in most richer capitalist countries.

Dutton opposed same-sex marriage. He boycotted the parliamentary apology to the Stolen Generation. He opposes a republic. As a minister dealing with health and with immigration, he has been stridently right-wing even in Liberal terms. His politics are what you would expect from an ex-cop.

Compared to British Tories, German Christian Democrats, or pre-Trump US Republicans, Australian conservative politics is shifting to the aggressive right wing of that ruling-class spectrum.

The move is similar to that with the US Republicans with Trump, or the French mainstream right (Les Republicains) with Laurent Wauquiez. It is internally generated, rather than coming from the pressure on the mainstream right of maverick forces (Trump, or Marine Le Pen's FN/RN in France: One Nation is not in the same league).

It offers hard-faced, illiberal, free-market policies, with little of the demagogic social-populist tone of Trump or the FN/RN or Salvini in Italy. The drift is reflected not only in the federal Parliament, but in the conservative press, like The Australian.

There is, as of now, no economic crisis pushing the Australian ruling class to more aggressive policies. The driving force here seems to be a long-term truth: if the labour movement quivers and retreats, that will make the ruling class want to come after us, rather than become generous and accommodating. If we're on the ground, they will enjoy kicking us.

Dutton is demagogic about the supposed "dictatorship of the trade union movement" - a trade union movement struggling to stop 15% density dropping even lower, legally banned from using industrial action except once every few years after EBA negotiations, and maybe not even then - he is demagogic about that precisely because he knows the real dictatorship is of the rich and the profiteers, and they can bash the unions with impunity. Dutton is a jackal of the ruling class, feeding on the wounded. The unions need to drop their modest, plaintive tone, and start rebuilding aggressively.

### **ICTSI: Seeking Profits From "Bad Places"** *by Bob Carnegie and Martin Thomas*

THE MUA AND the CFMMEU, of which the MUA is now part, are calling for the contract won by ICTSI in 2014 for the third container terminal in Melbourne to be investigated by both the Commonwealth and Victorian Governments.

You can sign the petition at

<https://www.megaphone.org.au/petitions/exploiting-workers-supporting-dictators-investigate-ictsi-now>

It is based on a report produced by the International Transport Workers' Federation, and available at

<http://ictsi.exposed/en-gb>

Other terminal operators got in there first at most major ports. DP World took over P&O, whose history went back to 1822, and CSX World Terminals, the descendant of Malcom McLean's Sea-Land Service Inc, the world's first-ever container terminal operator (from 1962).

Patrick's is now owned by a Canadian company, Brookfield, whose history goes back to 1899, though it is only in Australia that it operates ports.

The family of ICTSI boss Enrique Razon has a long history operating ports in the Philippines, dating back to the early 20th century and the period of US rule in the Philippines, from the Spanish-American war of 1898 to 1946. Razon has driven for international expansion only more recently, and has often picked the areas which the other operators consider too risky or too corrupt to be worth the trouble.

Razon sees it like this: "We're taking a very long-term view... It's okay to say that if you make investments in bad places right now, over time, you'll gain..."

ICTSI currently runs ports in Argentina, Brazil, China, Colombia, Congo, Croatia, Ecuador, Georgia, Honduras,

Indonesia, Iraq, Madagascar, Mexico, Nigeria, Pakistan and Poland, and since 2016 has run the container terminal at Webb Dock in Melbourne.

ICTSI at Webb Dock deals only with the Australian Maritime Officers' Union, not the MUA. Since an MUA protest at the terminal in late 2017, it has been pursuing the MUA with legal action and claims for damages.

In Madagascar, ICTSI has used the state-owned SMMC as a labour-hire intermediary, and in 2012 SMMC sacked 43 dockworkers for joining a union.

In Honduras, ICTSI won the contract to operate the Puerto Cortés terminal in 2013 under the regime formed by a coup in 2009. In September 2013 dockworkers' union leader Victor Crespo went into hiding after an armed attack on his home. Today in Honduras Juan Orlando Hernández rules as president, nominally elected, but after the last poll in December 2017 the conservative, consensus-minded Organisation of American States called for fresh elections on grounds of poll corruption. In the Democratic Republic of Congo, possibly the most corrupt regime in the world, ICTSI runs the Mbengu port jointly with the government-owned SCTP.

ICTSI will recognise union rights only when it feels it has no choice, and when solid union campaigns force it to do so.

ICTSI will sadly, like most major transnational corporations, recognize union rights only when pressured by the national and international labour movement.

## **Are Bank-Owned Wealth Management Groups a Busted Flush?**

*by Mike Rafferty, RMIT University, Centre for People, Organisation & Work*  
**The Queensland Branch welcomes this article by highly respected Left wing thinker and academic Mike Rafferty. Thanks Mike! Bob Carnegie**



IN RECENT WEEKS the Royal Commission into Banking and Financial Services moved to the superannuation and wealth management sector. It continued its forensic approach to rip-offs and rorts, and it only went from bad to worse for the banks and insurance companies with wealth management arms.

That's because just in terms of the scale of fee gouging, there has been much more going on in wealth management. The Royal Commission has already heard that ASIC is pursuing perhaps \$1 billion in fees for no service in advice. But that may be just the tip of the fee gouging iceberg.

In our new report *Retiring Hurt? The Long-term Costs of Structural Conflicts of Duty and Interest in the Superannuation Industry*, we estimate that members of for-profit super funds are losing up to \$12 billion a year in excess fees and underperformance. The report estimates this underperformance by using the long-term average difference in crediting rate from data provided by Rainmaker Group between for-profit and not-for-profit

funds (of 1.84% per annum) and then applying the calculation to funds under management. While the 1.84% difference was established comparing industry and retail funds default and balanced options over 25 years, there is reason to suggest that the sort of underperformance found there is consistent with more general underperformance across other options, such as cash etc. In other words the report suggests that conflicted underperformance is as much a fund level as fund option phenomena.

The reason for this large scale and consistent underperformance is that the business model of retail funds are structured around multiple conflicts of interest and duty. The most obvious conflict is the unresolved conflict between the profit maximisation demands of bank and insurance company shareholders and the income and incentive payments to senior managers, with the fiduciary duty owed to fund members.

This is compounded by concentrated ownership and control by banks and insurance companies of different parts of the wealth management industry in Australia (vertical integration); along with the extensive use of non-arm's length contracting within fund conglomerates; and incentive-based payments to agents within the wealth management firm for sales and marketing rather than stewardship and fiduciary duty. This is all capped off by the use of external governance structures of appointed trustees by the wealth management conglomerates to run all of the conglomerate's superannuation funds. These external trustee boards typically include senior managers of the wealth management group, including the service providers who benefit from the lucrative service contracts with the funds.

## **Readers are surely asking how has this been allowed to happen?**

Well one reason is that the regulators ASIC and APRA have acquiesced to the argument that multiple conflicts of interest and duty in the business model of these funds can be 'managed', instead of prevented, which trust law normally requires.

An open question is why such an argument could be sustained, but the regulatory fiction that banks can and would manage conflicts of interest and duty has been a costly failure. Members of retail funds are retiring financially hurt, and losing perhaps 40% of their potential retirement pool.

The former leader of the Liberal Party, John Hewson said that compulsory superannuation was Paul Keating's gift to the finance industry. Being an investment banker he ought to know. The industry as a whole reaps somewhere around \$25 billion a year in fees and charges from the privilege of running a state mandated concession.

The really interesting question is having exposed the massive conflicts in the industry and the damage it has been doing to superannuation savers, what recommendations will come from the Royal



Commission? What if it calls time on these conflicts and the fee rip offs?

One obvious result will be that the business model of for-profit super will be broken, there may need to be structural separation, and perhaps legal action against senior superannuation executives, including class actions and even criminal proceedings.

The American journalist/author famously wrote a tell-all about his time at Goldman Sachs, called *Liar's Poker*. It told of the ruthless way that traders dealt with unsuspecting investors and unsophisticated savers. We have handed half of our retirement system over to these people, and the Royal Commission has lifted the lid on some of the consequences of that.

In poker terms, and thanks to the Royal Commission, the banks and insurance companies are holding a bunch of bad cards. By the end of the Royal Commission's hearings they may be holding a busted flush.

Who would buy the wealth management arms of banks, either as shareholders or as a spun off company? Having acted as rapacious fee gougers for more than two decades, are they now sitting on stranded assets?

### Another Fatal Accident

*Our sincere condolences to the Italian Wharfie who lost his life in Carrara Italy by just going about his work.*

*Bob Carnegie*



A dock worker was crushed to death by a forklift truck at Marina di Carrara port on Tuesday. The tragedy occurred on the east pier during the loading of a ship. The victim was on foot near a crane when it was overwhelmed by the forklift.

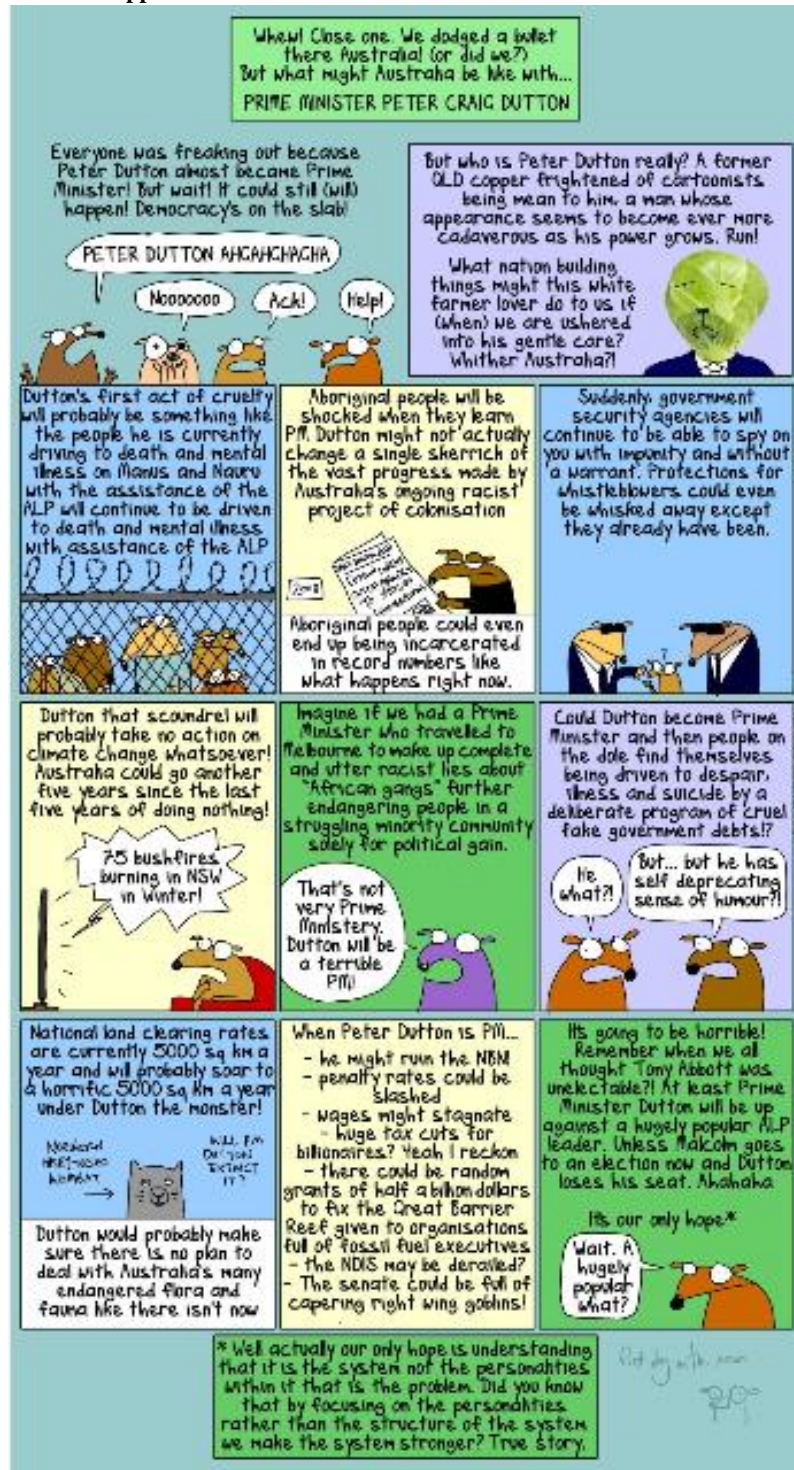
### Merchant Navy Memorial Day

A SERVICE WILL take place at the Greenbank RSL Memorial Gardens, 54 Anzac Avenue, Hillcrest on Saturday 1<sup>st</sup> September 2018. The Commemorative Service will commence at 10.30am with refreshments following the Service. All members are invited to the Memorial Service.



### Cartoon Corner

Peter Dutton almost became prime minister. But wait! It could still happen!



Cartoon by First Dog on the Moon

#### Branch Officials Contact Details

- QLD Branch Secretary Bob Carnegie  
Mob: 0439 478 996  
Email: [bob.carnegie@mua.org.au](mailto:bob.carnegie@mua.org.au)
- QLD Deputy Branch Secretary Jason Miners  
Mob: 0401 211 866  
Email: [jason.miners@mua.org.au](mailto:jason.miners@mua.org.au)
- QLD Assistant Branch Secretary Paul Gallagher  
Mob: 0408 494 168  
Email: [paul.gallagher@mua.org.au](mailto:paul.gallagher@mua.org.au)
- QLD Assistant Branch Secretary Paul Petersen  
Mob: 0404 453 869  
Email: [paul.petersen@mua.org.au](mailto:paul.petersen@mua.org.au)



I hope members find this article of interest. It gives an idea of the movements in the huge Container Ports. *Bob Carnegie*

Global Port Throughput, 2016 Versus 2017, in Millions of TEU							
Rank	Port	Country	2017	2016	2016-2017 % Volume Change	Website	Notes
1	Shanghai	China	40.23	37.13	8.3%	<a href="http://www.portshanghai.com.cn">www.portshanghai.com.cn</a>	Shanghai port is supported by three areas: Wusongkou, Waigaoqiao and the deep-water Yangshan. Gateway port for the Yangtze River Delta.
2	Singapore	Singapore	33.67	30.90	9.0%	<a href="http://www.singaporepsa.com">www.singaporepsa.com</a>	World's busiest transshipment hub. PSA's global terminal operations, including Singapore, handled 74.2 million TEU in 2017 with 33.4 million TEUs by flagship PSA Singapore and 40.9 million TEU overseas.
3	Shenzhen	China	25.21	23.97	5.2%	<a href="http://www.szport.net">www.szport.net</a>	Adjacent to Hong Kong and south of the Pearl River Delta in China's Guangdong Province. Wal-Mart has its Asian headquarters and global procurement center in the special economic zone. Shenzhen includes Da Chan Bay, Yantian, Chiwan, and Shekou.
4	Ningbo-Zhoushan	China	24.61	21.60	13.9%	<a href="http://www.zhoushan.cn">www.zhoushan.cn</a> <a href="http://www.nbport.com.cn">www.nbport.com.cn</a>	Nearby and south of Shanghai, in the Yangtze River Delta in Zhejiang province. Port operator Ningbo Port Group Co. is on the Shanghai Stock Exchange. Ningbo offers regularly scheduled intermodal rail service to the hinterlands.
5	Hong Kong	China	20.76	19.60	5.9%	<a href="http://www.mardep.gov.hk">www.mardep.gov.hk</a>	Hong Kong held top rank from 1999 to 2004 and was ousted from fourth place in 2015 rankings by Ningbo-Zhoushan.
6	Busan	South Korea	20.47	19.45	5.2%	<a href="http://www.busanpa.com">www.busanpa.com</a>	South Korea's top port serves Northeast Asia as a transshipment hub and its volumes proved resilient following the collapse of Hanjin Shipping in 2016.
7	Guangzhou	China	20.37	18.90	7.8%	<a href="http://www.gzport.com">www.gzport.com</a>	South China port at the estuary of the Pearl River in Guangdong province, near Hong Kong and Macau. Comprehensive port includes Nansha, Xinsha, Huangpu, and Inner Harbor areas. Direct Taiwan service.
8	Qingdao	China	18.30	18.00	1.7%	<a href="http://www.qdport.com">www.qdport.com</a>	International transshipment and reefer specialty port located in the Shandong province in the Yellow River basin in eastern China.
9	Jebel Ali	UAE	15.37	14.77	4.1%	<a href="http://www.dpworld.com">www.dpworld.com</a>	Dubai is parent DP World's flagship facility. Globally, DP World handled 70.1 million TEU in 2017 across is nearly 80 marine and inland terminals.
10	Tianjin	China	15.07	14.49	4.0%	<a href="http://www.tianjinportdev.com">www.tianjinportdev.com</a>	The largest port in North China is on the Haibe River Estuary, Bohai Bay, and serves 11 northern provinces and Mongolia.
11	Rotterdam	Netherlands	13.73	12.40	10.7%	<a href="http://www.portofrotterdam.com">www.portofrotterdam.com</a>	Europe's largest container port by TEU volume grew 20 percent in land when the seawall at Maasvlakte 2 in the North Sea was completed.



12	<b>Port Klang</b>	Malaysia	11.98	13.20	-9.2%	<a href="http://www.pka.gov.my">www.pka.gov.my</a>	On the industrial west coast, the busiest Malaysian container port is a national load center and regional hub.
13	<b>Antwerp</b>	Belgium	10.45	10.04	4.1%	<a href="http://www.portofantwerp.com">www.portofantwerp.com</a>	Landlord port on the River Scheldt broke 10 million TEU for the first time in 2016 and continues to close its gap with Rotterdam and expand its lead over Hamburg.
14	<b>Xiamen</b>	China	10.38	9.60	8.1%	<a href="http://www.portxiamen.gov.cn">www.portxiamen.gov.cn</a>	Southeastern port on the Jiulongjiang River estuary in the Fujian Province is the closest mainland port to Taiwan and positioned for cross-straits trade. Opened to FDI in the 1980s. XIPC was the first port operator stock listing in Hong Kong.
15	<b>Kaohsiung</b>	Taiwan	10.27	10.46	-1.8%	<a href="http://www.twport.com.tw">www.twport.com.tw</a>	The southwestern coast port city is the largest city in southern Taiwan and has direct cross-strait shipping opportunities with mainland China.
16	<b>Dalian</b>	China	9.70	10.00	-3.0%	<a href="http://www.dlport.cn">www.dlport.cn</a>	At entrance of Bohai Bay, the northeastern Liaoning province deep-water port is listed on the Hong Kong and Shanghai exchanges. The group also owns the largest oil storage base in China and operates many oil/liquefied chemical berths.
17	<b>Los Angeles</b>	US	9.34	8.80	6.1%	<a href="http://www.portoflosangeles.org">www.portoflosangeles.org</a>	The Los Angeles and Long Beach combined volume of 16.9 million TEU would rank No. 9 in 2017, up from No. 9 in 2016.
18	<b>Hamburg</b>	Germany	8.86	8.90	-0.4%	<a href="http://www.hafen-hamburg.de">www.hafen-hamburg.de</a>	The port rail hub is the largest rail container-handling facility in Europe. More than 1,100 international and domestic rail connections serve the port weekly.
19	<b>Tanjung Pelepas</b>	Malaysia	8.38	8.28	1.2%	<a href="http://www.ptp.com.my">www.ptp.com.my</a>	On the straits of Johor, just north of Singapore, it is the second-largest container port in Malaysia. Began its operations in early 2000 as alternative to Singapore. Maersk and Evergreen pioneered the port as a primary Southeast Asia hub.
20	<b>Keihin ports</b>	Japan	7.98	7.61	4.8%	<a href="http://www.yokohamaport.co.jp">www.yokohamaport.co.jp</a> <a href="http://www.tptc.co.jp">www.tptc.co.jp</a>	Japan's superport hub on Tokyo Bay unifies Yokohama, Kawasaki, and Tokyo, Japan's largest container port.
21	<b>Laem Chabang</b>	Thailand	7.78	7.20	8.1%	<a href="http://www.laemchabangport.com">www.laemchabangport.com</a>	Eastern Thai landlord port seeks Southeast Asia hub status as deep-water port serving super post-Panamax vessels.
22	<b>Long Beach</b>	US	7.54	6.80	10.9%	<a href="http://www.polb.com">www.polb.com</a>	Second-busiest US container port after Los Angeles.
23	<b>New York and New Jersey</b>	US	6.71	6.25	7.4%	<a href="http://www.panynj.gov">www.panynj.gov</a>	A landlord port and North America's busiest East Coast port. The port in 2017 completed raising the Bayonne Bridge roadway to add air draft to allow ships of up to 14,000 TEU to call the port.
24	<b>Tanjung Priok</b>	Indonesia	6.40	5.51	16.2%	<a href="http://www.priokport.co.id">www.priokport.co.id</a>	Hutchison Port Holdings operates the Jakarta International Container Terminal, currently the largest container terminal in Indonesia.
25	<b>Yingkou</b>	China	6.28	6.01	4.5%	<a href="http://www.ykport.com.cn">www.ykport.com.cn</a>	In the middle of the Liaodong Peninsula, port includes the Yingkou Old Port and Bayuquan New Port that is close



							to the sea from both inner Mongolia and Northeast China. Cosco Pacific in joint venture container terminal with the port authority.
26	<b>Colombo</b>	Sri Lanka	6.21	5.70	8.9%	<a href="http://www.slpa.lk">www.slpa.lk</a>	A joint venture with China Merchants garners the port a 15 percent share in the first terminal in South Harbor, the Colombo International Container Terminal, under 35-year BOT terms.
27	<b>Ho Chi Minh City/Cai Mep</b>	Vietnam	5.94	5.60	6.1%	<a href="http://www.vpa.org.vn">www.vpa.org.vn</a>	US retailers source consumer goods with carriers offering direct US sailings. Under government orders, the industry is continuing to move congested urban HCMC/Saigon terminal facilities to facilitate overall southern gateway port network systems.
28	<b>Suzhou</b>	China	5.88	5.40	8.9%	<a href="http://suzhou.jiangsu.net">suzhou.jiangsu.net</a>	In Jiangsu province, on lower Yangtze River. Cluster includes Zhangjiagang, Changshu, and Taicang.
29	<b>Bremen/Bremerhaven</b>	Germany	5.51	5.49	0.4%	<a href="http://www.bremenports.de">www.bremenports.de</a>	Bremen-Bremerhaven and Lower Saxony share ownership and management of JadeWeserPort, the only German deep-water port.
30	<b>Hanshin ports</b>	Japan	5.21	5.02	3.8%	<a href="http://hanshinport.co.jp">hanshinport.co.jp</a>	Japan's Hanshin superport hub on Osaka Bay unifies Kobe, Osaka, and Sakai-Senboku under the Kobe-Osaka International Port Corp.
31	<b>Valencia</b>	Spain	4.83	4.66	3.6%	<a href="http://www.valenciaport.com">www.valenciaport.com</a>	Highest container traffic in Spain. Includes Valencia, Sagunto and Gandia ports. Seeks to be the main deep-sea gateway on the Iberian peninsula for the Americas and the Far East.
32	<b>Manila</b>	Philippines	4.82	4.52	6.6%	<a href="http://www.ppa.com.ph">www.ppa.com.ph</a>	ICTSI won the Manila International Container Terminal 25+25 concession in 1988 — the first privatization of a Philippines port. The first Subic Bay Freeport container terminal opened from the private sector is operated by a unit of ICTSI and helps alleviate Manila congestion while serving post-Panamax ships.
33	<b>Lianyungang</b>	China	4.72	4.70	0.4%	<a href="http://www.lyg.gov.cn">www.lyg.gov.cn</a>	In eastern coastal Jiangsu province. The Longhai Railway starts at Lianyungang, and connects through Russia to Europe along the Belt and Road initiative.
34	<b>Jawaharlal Nehru Port Trust</b>	India	4.71	4.50	4.7%	<a href="http://www.jnport.gov.in">www.jnport.gov.in</a>	A state-owned port trust on India's west coast. Port terminals, include JN Port terminal, two adjacent DP World terminals, a Gateway Terminal-majority owned by APM Terminals. PSA International opened a new terminal in 2017.
35	<b>Hai Phong</b>	Vietnam	4.45	4.10	8.5%	<a href="http://www.vpa.org.vn">www.vpa.org.vn</a>	Hai Phong, located on the East Sea coast, is the largest port in north Vietnam.
36	<b>Algeciras</b>	Spain	4.39	4.76	-7.8%	<a href="http://www.apba.es">www.apba.es</a>	Near Gibraltar, Algeciras is central to both east-west and north-south trade lanes and Suez Canal users.
37	<b>Felixstowe</b>	UK	4.30	4.10	4.9%	<a href="http://www.portoffelixstowe.co.uk">www.portoffelixstowe.co.uk</a>	Felixstowe South is the UK's first deep-water port container terminal and the first UK port to handle more than 1 million TEU by rail. The largest UK container

							port is a member of Hutchison Ports as are nearby London Thamesport and Harwich.
38	<b>Jeddah</b>	Saudi Arabia	4.15	3.96	4.9%	<a href="http://www.ports.gov.sa">www.ports.gov.sa</a>	The majority of Saudi Arabian container throughput goes through this Red Sea coastal port. The port facilities are privatized. Gultainer operates the Northern Container Terminal in Jeddah as well as other global terminals, including in the Americas.
38	<b>Piraeus</b>	Greece	4.15	3.74	11.0%	<a href="http://www.pct.com.gr">www.pct.com.gr</a>	The Cosco Pacific-owned port is seen as a critical link in China's Belt and Road.
40	<b>Savannah</b>	US	4.05	3.64	11.1%	<a href="http://www.gaports.com">www.gaports.com</a>	Second-busiest US East Coast container port is working to deepen its harbor and expand on-dock rail operations.
41	<b>Mundra</b>	India	3.98	4.80	-17.1%	<a href="http://www.adaniports.com">www.adaniports.com</a>	Home to India's largest special economic zone, Mundra is operated by Adani Ports and Special Economic Zone and recently expanded capacity to 6 million TEU annually
42	<b>Santos</b>	Brazil	3.85	3.60	6.9%	<a href="http://www.portodesantos.com.br">www.portodesantos.com.br</a>	Brazil's largest container port has opened several new terminals in the last few years. Growth resumed this year after a contraction in 2016 due to the worst recession in the country's history.
43	<b>Sharjah</b>	UAE	3.80	4.00	-5.0%	<a href="http://www.sharjahports.ae">www.sharjahports.ae</a>	Gultainer is a privately owned independent port operator based in the United Arab Emirates and works on behalf of the port authority for the Sharjah, Port Khalid, Khorfakkan container terminals/inland container and warehousing depot. Among its global portfolio, it has a 35-year Port Canaveral cargo terminal concession.
44	<b>Northwest Seaport Alliance</b>	US	3.70	3.62	2.4%	<a href="http://www.nwseaportalliance.com">www.nwseaportalliance.com</a>	Seattle and Tacoma formed the Northwest Seaport Alliance in 2015 in order to rationalize capacity and better compete with Canadian rivals.
45	<b>Tanjung Perak</b>	Indonesia	3.50	3.31	5.7%	<a href="http://www.tps.co.id">www.tps.co.id</a>	In Surabaya, East Java, it is the second-largest container port in Indonesia after Tanjung Priok, Jakarta.
46	<b>Tanger Med</b>	Morocco	3.31	2.96	11.8%	<a href="http://www.tmpa.ma">www.tmpa.ma</a>	This key transshipment hub will gain 6 million TEU of new capacity when APM Terminals new facility opens in 2019.
47	<b>Vancouver</b>	Canada	3.25	2.93	10.9%	<a href="http://www.portvancouver.com">www.portvancouver.com</a>	Currently working towards a new container terminal at Roberts Bank with 2.4 million TEU of capacity.
48	<b>Rizhao</b>	China	3.22	3.01	7.0%	<a href="http://www.en.rzport.com">www.en.rzport.com</a>	Home to four container terminals, the port has more than 30 international trade routes, including Asia-Europe rail.
49	<b>Colon</b>	Panama	3.19	3.26	-2.1%	<a href="http://www.amp.gob.pa">www.amp.gob.pa</a>	On the Gulf of Mexico end of the Panama Canal.
50	<b>Marsaxlokk</b>	Malta	3.15	3.08	2.3%	<a href="http://www.maltafreeport.com.mt">www.maltafreeport.com.mt</a>	The central Mediterranean transshipment hub in Malta opened in 1988 and was privatized in 2004.

Sources: Port authorities, IHS Markit: Ports & Terminals, Alphaliner