



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. 145 - 31 August 2018

Rio Tinto - Linx Gladstone EBA - DP World Meeting - Merchant Navy Memorial Day - The Big Ride Dockers Organising Port of Naples - Slaves in the Supply Chain - 74 Lashes for Being a Trade Unionist Coal Heap Buries Two Workers Container Shipping in the Arctic - Picnic Day

Rio Tinto by Bob Carnegie

A FRANK AND open meeting was held at the union rooms on Wednesday 29 August 2018 with the Branch Executive and senior Rio Tinto management.

The following is an excerpt taken from a letter sent after the meeting to Rio Tinto:

The constant mantra of costs by your operational division is understood but totally rejected by me, the Queensland Branch Executive and most importantly by the entire Queensland and indeed Australian membership of the MUA.

The Branch at this and other meetings we have had with Rio Tinto has offered innovative examples where we can make substantial cost savings, but this still is not enough to satisfy Rio Tinto's capricious drive for ever greater profits from the mining and transportation of Bauxite on the Queensland coast.

The simple reality is this, Queensland and Australian seafarers are no different than any other worker except we work on the ocean.

Because of our occupation, your company, the second largest and most profitable mining house in the world has made a conscious decision to throw the members I represent, many of whom I have known most of my adult life, in the less than tender arms of Centrelink and several of them into the depths of depression.

Make no mistake, I hold the company you represent responsible for this along with governments, both State and National for their disgraceful policies. This includes both Labor and LNP governments, however Rio Tinto holds the lion's share of this responsibility.

It seems a huge paradox to me that Rio Tinto Executives can sit in an office with me and explain Queensland and Australian seafarers are too expensive to be given work in their own country whilst drawing Australian based salaries themselves.

Sir, please do not judge this letter lightly as, the Branch I proudly lead, is now going into campaign mode. We have tried all reasonable steps to enable your company to honour the 2010 MOU which is supposed to guarantee 70% - 80% of coastal work to be undertaken by Australian seafarers.

We have waited eight long years for Rio Tinto to do the right thing. Your company has treated us like second class citizens in our own country. The time has come for decisions.

The Branch I lead will uphold the inalienable rights for Queensland and Australian seafarers to work in our own country.

To quote the great Napoleon, whose childhood home my wife and I visited in Corsica this year, "death is nothing, but to live defeated and inglorious is to die daily."

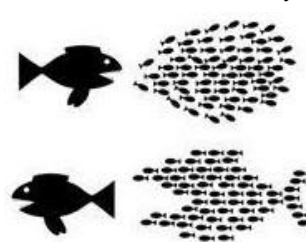
Linx Gladstone EBA by Bob Carnegie

ON THURSDAY 30 August 2018 members at Linx Gladstone unanimously endorsed their new EBA. The Branch wants to congratulate all members for their patience and particularly praise the work of the ERC and to the lead delegates, Dan and Chris.



The Branch and members also would like to thank Assistant Branch Secretary, Paul Petersen for his great work in assisting with this EBA. It is a good EBA which delivers income protection, modest pay rises, and a 'lifestyle package' amongst other benefits. Well done comrades.

DP World Meeting "UNITED WE BARGAIN DIVIDED WE BEG" by Jason Miners



ASSISTANT NATIONAL SECRETARY Warren Smith along with Deputy Branch Secretary Jason Miners convened a well-attended meeting to discuss the upcoming DPW EBA and debated the just claims

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

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we need to deliver to see that workers get their fair share of the exuberant profits of this multinational conglomerate.

True to form the DP World management wish list for this Agreement, as predicted, is a blatant attack on the working conditions and wages. The employer had very similar claims in the previous 2015 EBA. They even want to remove picnic day from their employees and bring back 4 hour minimums just to name a few.

It is only very early but we have already seen the propaganda machine of DP World get the wheels in motion as they try to split the workforce to secure more profits off the back of dividing workers. That being said, there is a good feeling amongst members and their union that it is time to even the score after the preceding three years of workers being attacked every way possible with DP World being the most disputed terminal operation in the country with over five arbitrations over a targeted ideological war against its employees. Enough is enough.

We are doing our best to establish as much communication and engagement of members as we can and encourage any members to stay up to date via the email updates and on the job with your Committee ensuring that any propaganda issued on the job from the employer who wants to rob you is either used as a rough substitute in the bathroom or simply chucked in the bin.

If DP World were serious about this upcoming EBA they would start listening to their employees on behalf of their union.

Thanks again to the members who made the effort to attend the meeting as the attendance was a good sign of things to come as this campaign begins on the 4th of September in Sydney.

Merchant Navy Memorial Day

A SERVICE WILL take place at the Greenbank RSL Memorial Gardens, 54 Anzac Avenue, Hillcrest on Saturday 1st September 2018. The



Commemorative Service will commence at 10.30am with

refreshments following the Service. All members are invited to the Memorial Service.

There will also be a memorial service held at Pt Danger, Coolangatta on Monday 3 September 2018 starting at 11.00am. All members welcome.

The Big Ride

LATE IN THE afternoon of Sunday 12 August about two dozen weary but enthusiastic cyclists peddled into Denning Park, adjacent to the main beach of Byron Bay. They had ridden about 170 kilometres over two days,

starting in Logan, on the southern outskirts of Brisbane. An additional 20 or so riders had participated on day one.

The cyclists' jerseys told the story. They were riding for Palestine. They had cycled to show solidarity and educate people about Israel's continuing violations of the Palestinians' basic human rights. They were demanding an end to the Israeli occupation of the West bank and the siege of Gaza. They had raised money for Union Aid Abroad APHEDA to support an early children education project in Hebron. More about that project here - <http://apheda.org.au/hebron-early-education/> .



This was the Big Ride for Palestine, in its second year. The ride in 2018 occurred against a backdrop of escalating violence and oppression in Palestine. Since 30 March thousands of unarmed Palestinian civilians in Gaza have been protesting at the border fence with Israel, demanding the right to return to the homes they were expelled from 70 years ago. In response, Israeli forces, firing live ammunition and tear gas canisters, have killed at least 166 of them and wounded more than 18,000 others. Recently, the Israel government enacted a law enshrining Israel as an apartheid state, with non-Jews relegated to an indeterminate, inferior legal status. Trump has declared Jerusalem to be Israel's capital and cut humanitarian funding for Palestine refugees.

Big Ride participants were determined to cut through the media lies and misinformation about what is happening in Palestine. Along the route they distributed information and talked to passers-by. They called for Australians to back the global Boycott, Disinvestment and Sanctions campaign, aimed at pressuring Israel to respect the rights of all Palestinians.

On day one the cyclists stopped outside the Yatala depot of Caterpillar to protest the company's sale of earthmoving equipment to the Israeli Defence Forces. The IDF uses these machines to bulldoze Palestinian homes and farms and construct illegal roads and settlements in the occupied territory. In 2003 an American activist Rachel Corrie died beneath a Caterpillar as she tried to protect homes in Rafah. Caterpillars also helped build the illegal wall in the West Bank, which divides communities and separates many Palestinians from their farms, places of employment, extended families and vital services.

Overall, the Big Ride was a big success, with double last year's number of participants and almost \$14,000 collected for Union Aid Abroad APHEDA. The

enthusiasm at the end was palpable. As one cyclist shouted as he peddled into Denning Park, ‘We did it! Let’s do it again!’ He was right on both counts. Doing it again is the least we can do. There’s still time to donate too - <https://cycle.gofundraise.com.au/page/TheBigRideAustralia0>.

Dockworkers Organising in the Port of Naples

Sourced from: <https://www.transnational-strike.info/2018/07/06/dockworkers-organizing-in-the-port-of-naples/>

This article is important and I hope all members take time to read this interview. Bob Carnegie

We publish an interview made to Giuseppe D’Alesio of SI COBAS, a delegate active in the struggles taking place in the Port of Naples against arbitrary lay-offs and lack of security in the port. The interview underlines the whole set of transformations that hit the workers in the last decades and points at the need to find conflictual strategies to cope with this flexible, precarious, unsecure forms of employment. The struggle for the reintegration of unjustly fired workers has gained the support of the unemployed movement of the city of Naples and of the porters and truck drivers of the region for a precise reason: against the divisions between employed and unemployed, between Italian and migrants, and between sectors of employment the goal is to fight for equal conditions for all, going against the logic according to which one can gain something only at the expenses of someone else. This challenge implies therefore to deal not only with the alliance between the employers’ blackmail and the government policies, but also with the sense of fear that is widespread among the workers themselves. The interview ends by pointing at the need to develop the already existing transnational connections and start new ones in order to tackle the logistical restructuring and precarization of labor at the European level and fight against the political conditions that produce divisions and fear. Looking forward to confront together these challenges at the next TSS meeting in Stockholm on the 23-24th November!

As SI COBAS, when and how are you involved in the struggle at the port if Naples? What claims have been made by the workers?

In the last 20 years the Port of Naples has undergone heavy renovations. At the end of the 1990s, national and local institutions transformed the area into a “free economic zone”: this has meant the liberalization of state property concessions, and has given more and more space and facilities to private individuals and speculators of all kinds. Until twenty years ago the main activity in the port was shipbuilding, which occupied thousands of workers who were the protagonists of important struggles for the conquest of better working conditions and wages. Since the 90’s the shipbuilding and naval-mechanical sector has entered a deep crisis, to the point that, out of more than 10,000 workers who were then employed on construction sites, today there are less than 500. In this period, because of these changes, the freight transport and terminal-

container sectors began to develop. CONATECO was founded in 1996 thanks to an agreement between two industry giants, COSCO and MSC, and employs around 400 workers, some of whom were fired from nearby shipyards or from CULP, the historic cooperative of the Portuali [dockworkers] that had to deal with the consequences of the changes in the late 90’s and therefore had to heavily reduce the organic.

From the start it was clear that CONATECO had the intention to make business on the workers’ skin: security inside the Terminal has always been below the standards set by Italian law, and over the years many serious accidents have occurred, including the death of a worker at work in 2008. Equally incredible is the fact that starting in 2013, CONATECO, led by the CEO Pasquale Legora De Feo, has started to take advantage of social security benefits and unemployment benefits (layoffs, CIG and CIGS) without ever being really in crisis. In practice, it uses funds for companies in crisis without ever having given a clear documentation of its economic situation, thus dumping the alleged losses on the state coffers and grabbing all the profits, even in violation of the safety rules.



Since last year, about a hundred workers of CONATECO and SOTECO (the latter always managed by CEO Legora De Feo) have been fired despite until a few months before the company took advantage of the layoffs and therefore could not dismiss. The majority of these workers have accepted the economic offer made by the owners and have agreed to sign a “tomb” conciliation, where they therefore declared that they no longer expect anything from the company. The others, about 15, have refused conciliation offers and have embarked on a path of struggle both at the trade union level and at the legal level.

These workers were fired illegitimately and with the most imaginative motivations: from those accused of having made a mistake during a single operation on containers, to those who were even accused of “poor performance”. In reality, the boss wanted to get rid of them because the peace of the layoff was over, and above

all because these were workers who were not willing to accept the injustices, abuses and illegalities committed every day by the boss.

In March 2017 these workers joined the base union SI Cobas, and together we carried out a struggle that still is ongoing today, inside and outside the gates of the Port. First of all, we want to restore the reinstatement of all the dismissed, without ifs and buts, the respect of the CCNL (National Collective Labour Contract) of the category and above all the respect of the rules on safety in the workplace.

Unfortunately, in these years the workers CONATECO and SOTECO had no trade union's protection: the unions present in the Terminal (CGIL, CISL, and UIL) have always accepted every maneuver and in 2015 they even signed the renunciation to the 14th month salary.

In recent months we have developed numerous initiatives to fight and report outside the company, the Port Authority, the City of Naples, the Prefecture and the public television RAI, trying to shed light on this incredible situation. From January 2018, three of the workers of the SI Cobas obtained the sentence of reinstatement from the Tribunal of Naples, in particular the labour section, but they are still waiting to be able to return to work at CONATECO.

How is the safety managed for the workers in the port? As SI Cobas, which initiatives have you taken regarding the security and working conditions for the dockers?

To put it bluntly, we can say that within the Port, and especially in the CONATECO and SOTECO Terminals, the security is nonexistent. The rules established by the law 626 of 1994, by decree 272 of 1999 and 81 of 2008, impose a series of obligations for the company in order to guarantee safety in the workplace and to prevent accidents and occupational diseases. As SI Cobas we are in contact with the workers of CONATECO and SOTECO and found out that these laws are not respected: many workers are injured in a serious way, but the company tries in every way to avoid the facts; some workers have experienced serious illnesses such as tumors due to inhalations of exhaust gases, or loss of hearing due to loud noises. Terminal Containers are in a state of decay: structures such as the gates are crumbling, and above all the means of transportation are semi-destroyed, which makes driving difficult and causes numerous accidents.

The most incredible thing is that these incidents (accidents, illnesses, etc), instead of pushing the company to comply with safety regulations, have been used as an excuse to fire workers, accused of distraction or lacking performance. In recent months we have reported this serious situation to the Port Authority of Naples, the municipality and the Prefecture, with photographic evidence of the situation of deterioration inside the Terminal, but still nothing has been done to improve the safety.

How did the confederal unions react when the struggle took off? Are workers afraid of organizing themselves in the union?

The confederal unions in the Port, Cgil-Cisl-Uil and Ugl, have the biggest number of members, but their presence is almost nonexistent. They act only when there are mass lay-offs, otherwise they accept every abuse and every will of the bosses. The real problem, however, is not the conduct of the confederal trade unions, who generally behave like this in the labour market, but rather the fear that is spread among the workers. Many workers have been hired thanks to recommendations made by the unions themselves and therefore they are afraid to rebel. **Are there any similarities to other labour conflicts in Naples – such as the conflict at the Fiat FCA car factory in Pomigliano? Are there any connections with other struggles within the logistics in Italy and in Europe?**

The similarities between the dismissed of the Port and the five FCA dismissed from Pomigliano are obvious: even the FCA won the case in court and the judge ordered the reinstatement of the dismissed people, these workers haven't set their foot in the factory. Unfortunately a few weeks ago the Court of Cassazione [the highest Court in Italy] overturned the sentence of the appeal judges and found the bosses not guilty.

In the port, on the other hand, we are still struggling: the court of first instance has given the workers the right to order reinstatement for 3 CONATECO workers, while another 3 or 4 of them who will be soon heard by the judge have a good chance to win their cases. The problem is that Pasquale Legora De Feo, who has appealed on appeal, has so far not called to work anyone of the previous dismissed, even if they have won the appeal.

It is clear that the bosses use this strategy to continue to take out the reintegrated because they are afraid that the latter, when returning to work, become points of reference for all the other workers in the Terminal, and therefore manage to organize a real trade union struggle. Pasquale Legora does not want the presence of the union in his company, and for this reason he continues to keep the dismissed out of the port, following the example of Marchionne at FCA factory.

Regarding the logistics porters, the relationship with dockworkers is very tight for two reasons: 1) SI Cobas has a widespread presence within logistics, and our porters often move around Italy to support the struggles of the other SI Cobas workers; 2) the work of the terminal operators is very similar to that of the porters, because both categories operate in the transport-goods sector, even if they are part of two different CCNLs. In Campania the workers of the TNT of Teverola and Casoria are very active: these until 2014 were working in semi-slave conditions, even without holidays and sick leave. Today, after the entry of SI Cobas in the warehouses, the working conditions improved to the point that workers earned almost double the salary they

received 5 years ago. This also applies to drivers and hauliers. In the port of Naples, when we organize strikes or actions, we often talk to truck drivers who complain of inhumane working conditions and starvation wages. Often they are framed as cooperative members, but it is only a fiction. In the logistics, the same situation is widespread, and with the struggle in many cases we manage to undermine it and regain better rights and higher wages. Now it is a matter of extending and spreading these conquests also within the Port of Naples and in the interports of Southern Italy, starting from that of Nola where we have been working for some time as SI Cobas. But as I have already said, the first enemy that workers especially in the South must defeat is the fear of fighting and striking for their rights.

Did you have support from other movements in Naples, for example the unemployed movement “7th of November”? How?

First of all it must be said that in recent years, unfortunately, many of the realities of the left have put in the background, or even completely abandoned, the intervention on the workplace and in the workers’ reality, especially in Naples and in South Italy. The confederal unions have been carrying out numerous counter-reforms of the labor market that have dismantled and destroyed that system of rights and achievements resulting from the struggles of the ’60s and ’70s. Often when they are present in social and trade union conflicts, they are dismantling the struggle and selling off the interests of the oppressed workers and classes.

SI Cobas moves in the opposite direction to this trend: for us the center of the conflict remains in factories, warehouses and in the countryside, that is where the heart of wage exploitation is found, where we work for 4-5 euros per hour without rights and without protection, where the bosses make profits on the skin of the majority of the population.

Our union was born and grew up in the logistics sector and has reported numerous victories that have improved the salary and living conditions of thousands of workers. In the South – where one of the biggest drama is that of unemployment – we are gaining support from the movement of the organized unemployed. In particular, with the movement “7 November”, born in Bagnoli in 2014, there has always been a relationship of collaboration and unified action. From them came the greatest support for the workers’ struggle in the Port of Naples. The “7 November-movement” of unemployed workers supports this fight not only as an act of solidarity. They understand that as long as there is exploitation, blackmail and fear within the factories and warehouses, there is also no possibility for those without work to improve one’s condition.

Today the Italian government makes promises on the income of citizenship, but in reality they want to blackmail the unemployed with an alms and then force them to accept any kind of precarious and underpaid

work – or even – as stated by the Minister of Labor Luigi Di Maio a few days ago, to work for free 8 days a month. Our action is aimed at unmasking these measures, which are a real scam, and to send a message to the oppressed and exploited working class: we must undertake a united struggle against the divisions carried out by bosses and governments, Italians and migrants together, employed and unemployed, to demand full salaries and equal civil and social rights for all. For this reason the unemployed “7 November-movement” is present in every initiative of the dismissed of the Port and support the struggle.

Are there any other actions coming up?

The mobilization continues every week: a few days ago we called for a press conference inside the premises of the Municipality of Naples, where we once again reported to the press the illegitimate lay-offs and showed the photographs that testify to the condition of degradation inside of the Terminals. A few days ago there was an action just outside the CONATECO terminal. For half an hour workers and activists blocked the entry of the trucks. In the coming weeks there will be new mobilizations, which at this moment we are still discussing and evaluating.

Do you have transnational connections with other dockworkers and base unions?

In Italy the trade unions in the ports are quite weak. Almost everywhere there is a majority presence of CGIL-CISL-UIL, and therefore no significant struggles. We have contacts with the Marghera Fincantieri workers, who however are in the shipbuilding sector, and we are trying to build contacts with Livorno and Sardinia. It is not an easy job and in this category, we are starting from practically zero, but we are soon counting on setting up the first forms of connection at a national level.

Internationally, SI Cobas is part of the international trade union network of solidarity and struggle, which also includes the Brazilian union Conlutas. For some years we have also met with some rank-and-file trade union organizations such as the Spanish CGT and Solidaires in France, with whom we are trying to build a broad European-wide coordination. However, we are open to a wide discussion with all those realities that, starting from the immediate and material interests of the working class, intend to really stand on the path of class autonomy and break with capitalist compatibility and want to strengthen and coordinate the struggles on an international and internationalist plan.

I Found Slaves in Our Supply Chain by Andrew Forrest
Sourced from: <https://www.smh.com.au/national/i-found-slaves-in-our-supply-chain-20180701-p4zow9.html>

Andrew Forrest is the chairman of the Walk Free Foundation and non-executive chairman of Fortescue Metals Group.

Business support for new regulations? Unheard of. But that's exactly what business leaders just did. We unanimously supported the introduction of the Modern Slavery Bill to the Parliament last week. All of us in business face the risk of modern slavery in our supply

chains – I found it in my own – and it is now widely accepted that inaction, and hiding our head in the sand, are no longer options. Modern slavery is everywhere. Only business, consumers and government together become a powerful enough force to overcome it.

The federal government is to be congratulated on bringing forward the legislation following wide consultation with business and civil society. Its introduction is a significant milestone in the fight against all types of modern slavery, which includes child labour and human trafficking.



Kyaw Naing, a migrant fisherman from Myanmar, who was enslaved in the Indonesian seafood industry. Photo: AP

The legislation will require large companies to report on their work to eradicate these vile practices from their supply chains both here and abroad.

I regularly discuss my experience to help others in business take the first and all critical step. It is important they are empowered to find slavery in their supply chains, because in one stroke they could save or free hundreds of people.

In 2012, Fortescue Metals Group made a commitment to investigate its supply chain. We wrote to our suppliers, requiring them to review their supply chains to ensure labour practices were in line with international minimum standards. Importantly, we agreed to not penalise a business unless they did not cooperate.

It amounted to a promise by our several thousand suppliers to investigate and report, if they wished to continue being our suppliers. Several suppliers had trouble with this and Fortescue then asked labour auditing experts Verite to investigate the working conditions of the employees of one of our suppliers.

The facility in question had the capability to employ thousands of workers. We interviewed over a hundred. Through these interviews, a confronting fact emerged – there were people working in Fortescue's supply chain whose passports were being held. This is a telling sign of modern slavery. Their net remuneration (the pay which they got to keep) after usurious fees, services and so-called loans with astronomical interest, was next to nothing.

As a customer of that supplier, Fortescue's leverage was immediate. The supplier claimed no knowledge of these slavery-type of practices and their response was instantaneous. Passports were returned, illegal

recruitment fees were back-paid, including to workers who had since left the company or to families whose loved ones had died, and major overhauls were made to ensure this did not happen again. This all happened immediately. If government alone tried to do this they would have had to prosecute, and the process could have taken years, endangering potentially thousands of other people. This is the power of business.

We know that more than 40 million people globally live in modern slavery. Many of these people are forced to work in industries that ultimately supply the clothes we wear, the food we eat and the goods we use.

The Labor Party has provided strong bipartisan support, and the unanimous backing of the Joint Parliamentary Committee builds confidence the legislation can be enacted quickly with support across the Parliament.

On many fronts, the legislation improves on the UK Modern Slavery Act and, when enacted, will be only the second national modern slavery act in the world. The inclusion of reporting by government agencies is a first and a tremendous development. It is only fair and just that the measures being placed on business also apply to government.

Yet this legislation falls short in one highly critical area. Australia needs a Modern Slavery Act that business respect, and government and business follow.

Therefore, the Parliament must include in the legislation the Office of an Independent Modern Slavery Commissioner. The office is vital to ensuring prosecution of criminal perpetrators, driving better victim services, keeping our police informed of the latest developments in slavery globally, building community awareness, holding government to account and supporting business and government in their slave-free supply chain journeys.

And, most importantly, it is essential that business and government have an independent commissioner to advise them what to do if they suspect they might have slavery in their supply chains. Government cannot do this independently as it too, like all of us, is part of the problem. Will a government with no expertise advise itself when it discovers slavery in its own supply chain?

Business has offered strong support for these measures and wants to work with government to drive real change. I urge all Parliamentarians to support the bill and the commissioner amendment and show the leadership of Australia to the world.

While the NSW government is to be congratulated on passing its own state legislation I would urge it and all states to support one national business reporting regime. Having two different versions of legislation on the one objective seriously demonstrates lack of communication and ineffectiveness of government.

Business is willing to play its role in ridding supply chains of modern slavery, but the complexity of separate state regimes will only confuse and slow their progress.

By passing this federal legislation the Parliament can provide the framework and support for business and

government to drive modern slavery and exploitation from their supply chains across the globe.

74 Lashes for Being a Trade Unionist



IRANIAN TEACHER TRADE unionist Mohammed Habibi was sentenced to ten and a half years in prison on 4 August 2018.

The sentence by the Iranian Islamic Revolutionary Court also included prohibition of social and political activities for two

years, a travel ban of two years, and 74 lashes. A member of the Iranian Teachers' Trade Association of Tehran, Habibi is one of many independent trade union members harassed by Iran's public authorities for pursuing their legitimate activities.

He was arrested in May during a peaceful protest and has since been held in detention under unbearably harsh conditions. Family members who visited him in prison reported that he had been severely mistreated. Public authorities continue to deny him the urgent medical support he needs. We need your urgent support to call upon the Iranian authorities for Habibi's immediate and unconditional release.

Please use the following link to support Mohammed Habibi.

https://www.labourstartcampaigns.net/show_campaign.cgi?c=3870

Two Workers Die at Vizag's Gangavaram Port After Coal Heap Buries Them Alive

Sourced from: <https://www.thenewsminute.com/article/two-workers-die-vizag-s-gangavaram-port-after-coal-heap-buries-them-alive-86807>

IN A TRAGIC incident, two workers at the Gangavaram Port in Visakhapatnam died on Friday after they were buried under a heap of coal that fell on top of them.

The police said that the deceased, identified as 43-year-old Ramaraju and 59-year-old K Mohan Rao was supervising loading operations in the transit area when the heap fell on them.

The incident took place at around 2 am on Friday. While Ramaraju was reported to be an employee at Gangavaram Port Limited (GPL), Mohan Rao was a contract employee, the police said.

According to the police, the coal was placed on berth number 3 and was part of the cargo of a ship that was unloaded at the port three days ago. Even as the unloaded cargo was being cleared, a new ship reached the port, and that's when tragedy struck.

"Both the employees were directing the operation for the new ship when the heap collapsed on them," New

Port Police Station Inspector Somasekhara Rao told The Hindu.



"Mechanised equipment was deployed immediately and both the persons were taken out and sent to the King George Hospital in the city where they were declared dead," a GPL release was quoted as saying.

Visakhapatnam has two ports, one operated by GPL and the other operated by the Visakhapatnam Port Trust.

In September last year, a mishap occurred at the port overseen by the VPT as a foreign ship tilted dangerously to one side after the crane operator wrongly loaded cargo to one side of the ship, which resulted in an imbalance.

The crew on board the ship, immediately disembarked, following which survey teams rushed to the spot.

Container Shipping in the Arctic: Why (Not) Now?

Sourced from: <https://worldmaritimeneews.com/archives/259324/container-shipping-in-the-arctic-why-not-now/?uid=95262>

A.P. MOLLER MAERSK has always been an industry front runner when speaking about the exploration and adoption of innovative technologies and trends.

Therefore, it is safe to say that the Danish shipping major has dared to go places where others haven't, which is definitely the case with its latest test run through the Northern Sea Route.

Even though the trip is of exploratory nature, if a company like Maersk is exploring the commercial viability of the route, this could indicate a pick up in the route's attractiveness for container shipping, as Arctic waters have so far been used mostly by tankers and, most recently, by passenger ships.

Taking into account that container shipping is currently looking into the ways of boosting profitability and cutting costs especially for fuel, the lane would be very attractive as it shortens the duration of the trip from Northeast Europe to Asia, by around 24 percent, when compared to the Suez Canal.

Hence, container shipping companies would be able to save time and money, assuming they had already invested in ice-class ships.

Nevertheless, there are numerous constraints to consider, including the shipping lane's availability and capacity.

The melting of the ice in the Arctic Sea makes the Northern Sea Route, which connects the Atlantic Ocean to the Pacific Ocean, partly free of ice during the summer months. Even though the frozen ice sheet is absent, there will still be broken off ice sheets in various sizes in the Arctic Sea during the ice-free periods. Therefore, ships using the Northern Sea Route require ice breaker support, which might prove to be costly. Maersk's ship will also be escorted by an ice-breaker through the route.



Image Courtesy: U.S. Geological Survey under public domain license

However, various projections indicate that the ice-free periods are likely to increase in the upcoming years making the area longer available for commercial shipping. In the long-term, it could be something worth looking into for container shipping companies.

Capacity-wise, the route can be no alternative to the Suez Canal, as it can accommodate ships of up to 4,500 TEU, while the Suez Canal can accommodate much larger vessels, including ultra large container vessels.

As such, the industry agrees that for the time being the lane is more of a seasonal complement rather than a replacement to the Suez Canal.

Commercial drivers aside, the environmental aspect of the route is very important to consider, due to the lack of available infrastructure in the area because of its remoteness to deal with a potential oil spill and shipping incidents.

To that end, in April 2018, the International Maritime Organization's Marine Environment Protection Committee agreed to move forward on consideration of a Arctic ban on heavy fuel oil.

The meeting directed a sub-committee (PPR6) – which will meet in early 2019 – to develop a ban on heavy fuel oil use and carriage for use by ships in the Arctic, “on the basis of an assessment of the impacts” and “on an appropriate timescale”. In view of the above, Maersk said it would use ultra-low sulphur fuel throughout the voyage.

“With this week's news that the Arctic's strongest sea ice has broken up twice this year, for the first time on record, using heavy fuel oil to power shipping in the Arctic not only increases the risk of oil spills, but also generates emissions of black carbon, which exacerbate the melting of both sea and glacier ice in the Arctic

region. By taking the lead in the Arctic, Maersk could lead a vanguard of companies shipping commercial goods that move towards clean and renewable forms of propulsion for shipping worldwide,” Clean Arctic Alliance Lead Advisor Sian Prior said.

Maersk's ice-class ship Venta Maersk departed Vladivostok earlier today heading for the Northern Sea Route. Maersk said earlier that the ship's trip would last for over a month. The ship is expected to pass the Bering Strait on or around September 1, 2018 and its planned arrival in Saint Petersburg is set for the end September.

Annual Family Picnic Day

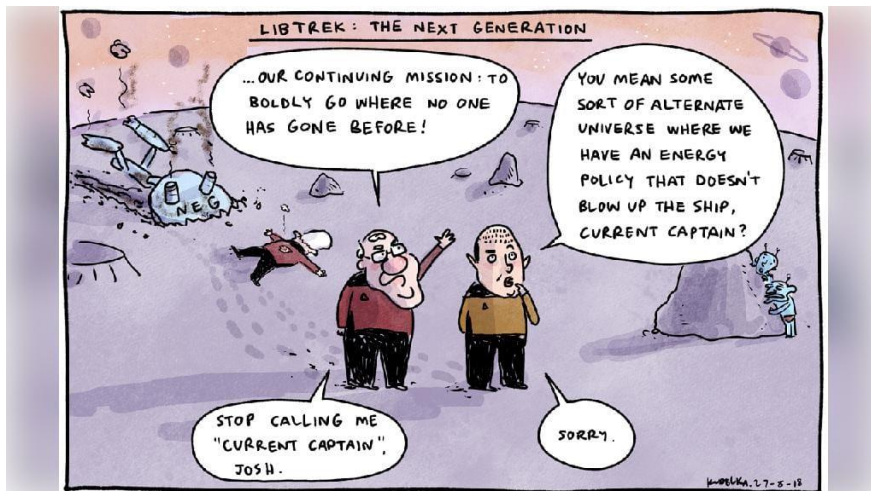


THIS IS A reminder to members to lock away Tuesday 6 November for the Annual Family Picnic Day being held at The Plantation, Gumdale. This

is always a terrific day with great food, rides and laughs for everybody. We will be looking at setting up a Committee to share with the organising and arrangements for the day and calling on volunteers to help

with setting up and packing up. Many hands do make light work.

Cartoon Corner



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