



THE MARITIME WORKERS' JOURNAL

SPRING 2016

Merged Union:

CFMEU Amalgamation Update

Vale Former SUA National Secretary Pat Geraghty

Turnbull Fails To Heed Election Warning and Continues Attacks on Unions and Workers



Labor Party Commits To Stronger Cabotage and Shipping Policies



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Cover: All of the delegates and guests from the 2016 Quadrennial National Conference



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Logging On

Paddy Crumlin

“Effectively, Australia has no Government. In reality, this means we have no ability to manage our national self-interest in a world that preys on the weak and dim-witted and invests in strong, secure and functional planning.”

NEW PARLIAMENT, SAME OLD STORY

Malcolm Turnbull has found his political place in history as the latest sycophant and brown-nose to corporate elitism, by selling out workers’ rights and stripping Australia’s industrial and economic sovereign wealth.

He joins a mighty team dedicated to the debasing of Australia’s direct community and democratic needs, values and entitlements. John Howard had his war on the waterfront and coast, in the mines, in the airlines and the construction industry. He expanded that domestic battleground with a flourish with his weapons of mass destruction lie and broadened out his network of infamy to George W Bush, Dick Cheney, Donald Rumsfeld and the cowardly Tony Blair. What a gang, what a legacy. The refugee flotsam of that dysfunction was demonised and sent to off-shore concentration camps.

Then along came Tony Abbott who extended the conservative legacy in political leadership with economic incompetence through the sabotaging of the Australian car and manufacturing industry, trying to kill off the Australian shipping and shipbuilding industry and attempting to strangle the steel and aluminium industries. He also had a crack at Australian maritime workers’ right to access jobs in our offshore sector and tried to fiddle with industry superannuation funds - one of the great functional social, industrial and economic mechanisms for wealth creation and long term sensible retirement policies from

another era of creative and genuine political and industrial leadership. His Royal Commission into trade unions was an identified disgrace. He deceived, dissembled, misled and bullied anyone in his way, including the Senate, putting his mark on our national history, more like a scar.

After kicking the hapless Abbott to the kerb, Malcolm Turnbull fell over the line after an extraordinary bout of arrogance in calling a double dissolution - one of the greatest acts of political self-harm ever observed in the volatile forum of national politics.

What is the result? Effectively, Australia has no Government. In reality, this means we have no ability to manage our national self-interest in a world that preys on the weak and dim-witted and invests in strong, secure and functional planning. Having won his lifelong prize, Turnbull has fallen back to the xenophobic, racist, ultra-nationalistic policies of division, together with the union bashing, fear mongering and demonising of trade unions, particularly ours and the CFMEU.

And Hanson is back, thanks for that Malcolm. Class war against workers is still the priority via the ABCC and other attempts to diminish the long, proud, nationally and internationally recognised Australian trade union movement. Unions here are vitally important to the community and economic functionality of our country both historically and today given the international popular rejection of the politics of elitism, division, opportunism and entitlement indulged in by most Governments over

the last 25 years.

In this slow and painful come-uppance for Turnbull’s weak complicit and compliant Prime Ministership, with the worst elements of big business like the miners and Murdoch, he has resorted to union bashing as the last favour to his corporate mates.

Well we’re not going to cop it, because we are the working community of this country and the international economy. Our National Conference and National Council have again determined we are here for the long haul and we will fight for our just rights from the front.

That includes continuous rebuilding of our political and industrial voice in the Australian and International community to deliver the type of political leadership to extract us from the disgraceful situation we are now in.

MERGER

This means building a union together with the CFMEU that loses nothing of our proud history but gains everything in the long struggle before us.

Our National Conference of Members unanimously supported the merger on this basis. The Principles of Amalgamation resolution from the conference are in the front of your resolutions booklet sent out with this Maritime Workers’ Journal.

The principles lay out the basis for the merger discussions with the CFMEU subsequent to the conference determination. This clearly outlines the retaining of our name in our division along with our existing rules while providing for the opportunity to fight



Paddy Crumlin opens the MUA/ITF Organising Communication Centre

back, organise and campaign in our members’ interest in a larger and better-resourced union.

Meetings of the joint executives of the MUA and CFMEU resulted in the Memorandum of Understanding on the principles and values that would underpin the merged union. The Memorandum of Agreement outlines the proposed structure of the new merged national union and outlines matters of joint interest and concern.

Both documents are on the following pages comrades and will be put to the upcoming AGMS of our union as unanimously supported by National Council. As part of the National Council report, contingent upon and following your endorsement the AGM meetings, the two unions would then finalise the

“This is an exciting and important historical phase of our union comrades, that builds our capacity to protect maritime workers’ rights on the job, while building on and not diminishing the strong, progressive and militant history of national and international solidarity, organising and campaigning.”

new rules of the merged union and together with other related matters required by our National Conference of Members Principles of Amalgamation resolution, the final endorsement of the merger would be put to you in a plebiscite under our rules in the new year, as also required by the National Conference of Members.

This is an exciting and important

historical phase of our union comrades, that builds our capacity to protect maritime workers’ rights on the job, while building on and not diminishing the strong, progressive and militant history of national and international solidarity, organising and campaigning.

Let’s flush the Howard, Abbott and Turnbull years of negligence and division down the place they belong. ■

MUA National Council 2016 was held from October 10 - 14 in the new MUA/ITF Organising and Communication Centre

MUA On Permanent Campaign Footing As It Heads Towards CFMEU Merger

Maritime Union of Australia National Secretary Paddy Crumlin used his opening address at this year's National Council to discuss the structure of the union's ongoing campaign work as well as the planned merger with the CFMEU.

Appropriately, National Council was held in the new MUA/ITF Organising Communication Centre on the Ground Floor of the MUA National Office building in Sussex St, Sydney (see pages 14+15)

In addition to national councillors, the MUA welcomed various domestic guests from politics and the trade union movement and international guests from New Zealand, PNG, East Timor, Indonesia and the International Transport Workers' Federation (ITF).

Crumlin said the Quadrennial Conference earlier this year was a great success and had set the platform for the next four years of the union.

"We are an organisation based on class struggle and this extends to our international friends and program - we are all a part of the wider struggle," Crumlin said.

"There is plenty of pressure on workers and in particular maritime workers. We have agreed the way forward and this is about progressing that agenda. We have been working hard to deliver the outcomes from the Conference as have the branches."

Crumlin said it is self-evident that wealth and power are out of touch with decent social and community values - just look at Donald Trump - yet the war on workers is not slowing down.

"The polarization of wealth has not translated in improvements to the lives of the great majority of people - just the opposite," he said.

"War, crime, violence against women and children, unemployment, poverty and social dislocation have never been more acute.

"Trade unionism is under siege because we stand up to that economic and political elitism in defiance of their entrenched self-interest."

The focus of the first two days was an open and frank debate between councillors around the proposed merger with the CFMEU and management of the union

going forward.

"Members at National Conference have determined that the way forward is a merger with the CFMEU and the type of union we can be in defence of our rights at this time," Crumlin said.

"The Conference Resolution (on the merger) was prescriptive and has conditions. This is a big merger and we will take it steady and make it consistent with our political and industrial position as determined by Quadrennial Conference."

Crumlin said there was robust discussion on the future of the union - a sign of democracy at work.

He said the ability of councillors to work through such lively debate and land on the same page was a sign the union recognised what is right for the union and most importantly its members.

CFMEU National Secretary Michael O'Connor, National President Tony Maher and Assistant National Secretary Dave Noonan joined the council for a panel

discussion on the merger later in the week.

The MUA Quadrennial Conference determined that any merger would be subject to plebiscite of the entire membership, keeping the structure of the MUA and the name, while opening up the opportunity to build up a stronger and more effective union.

There have been numerous subsequent meetings with the membership in branches updating them on the merger discussions and it has been a standing item in the monthly national office reports.

The Executive of both unions have met on a number of occasions where the MUA National Conference requirements were outlined and agreed.

A Memorandum of Understanding (MoU) has been finalised outlining the key industrial and political principles of the proposed new union.

There is also a Memorandum of Agreement (MoA) outlining the process going forward including the drafting of the new set of rules of the union within the



MUA National Secretary Paddy Crumlin at National Council 2016



Assistant National Secretary Ian Bray



Tasmania Branch Secretary Jason Campbell



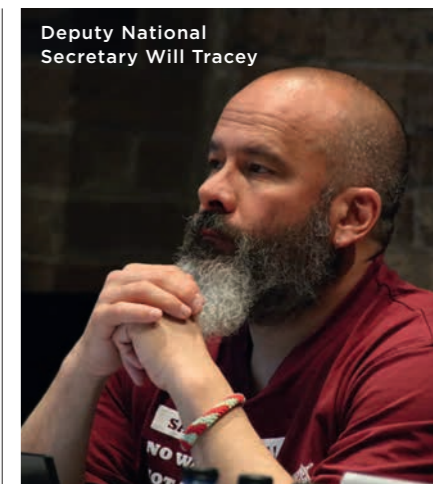
Sydney Branch Secretary Paul McAleer



Western Australia Branch Secretary Christy Cain



National Council 2016



Deputy National Secretary Will Tracey

campaigns around political issues that are important to workers," Crumlin said.

"Unions need to become more integrated in the daily and community lives of working women and men to stay relevant.

"We have been pushing for the Your Rights at Work campaign to continue but we have to be careful how we support political campaigns. Political affiliation is a journey, not a destination.

"We need to continue to work with independents and the Greens, as well as the ALP, to oppose the Turnbull Government's anti-union, anti-worker agenda and legislative timetable on the deregulation of shipping and reintroduction of the ABCC."

Each Branch delivered a verbal report, supplemented by detailed written reports. Women, Veterans, ATSI, Youth, MIF and ITF reports were also presented, along with the financial outlook for the union.

National Council agreed to hold a shipping commission in December to discuss the way forward for the domestic industry.

Deputy National Secretary Will Tracey gave a full report back on the offshore oil and gas industry including the historic High Court win while Assistant National Secretary Ian Bray updated attendees on the union's key campaigns in towage and shipping.

Assistant National Secretary Warren Smith was absent due to surgery.

New Zealand Educational Institute (NZEI) National Secretary Paul Goulter discussed the MUA's strategic plan, which focuses on the model of campaigning and organising that is vital to future growth.

ACTU Secretary Dave Oliver, ACTU Vice-President Sally McManus, AWU National Secretary Scott McDine, TWU National Secretary Tony Sheldon and ALP Senator Glenn Sterle all participated in panels.

ALP Deputy Leader Tanya Plibersek and ITF Maritime Coordinator Jacqueline Smith officially opened the new MUA/ITF Organising and Communication Centre on the Thursday night of Council. ■

timetable, the plebiscite by the MUA and related matters.

Both the MoU and MoA were endorsed by the National Council for recommendation back to the membership at the Annual General Meetings of the Union in late November/early December.

Further discussion between the two unions are ongoing to finalise details of the proposed merger before the AGMs.

The Turnbull Government continues to indicate that they will oppose the merger and have made a statement that they intend introducing a public interest requirement for union mergers, specifically targeting the MUA/CFMEU merger.

"This is consistent with their anti-union, anti-worker policies that are out of step with community expectations and good industrial

relations policy," Crumlin said.

Workers have a democratic right to determine the organisations they want to represent their industrial interests.

"The Australian Mines and Metals Association (AMMA) and other neo-liberal employer groups persist in criticising the merger while promoting the use of non-union agreements and the deregulation of migration visas."

Council also focused on other issues including superannuation, penalty rates, precarious work, automation and the 2016 Federal Election Result, where Prime Minister Malcolm Turnbull edged out ALP leader Bill Shorten.

"We got close to a win with Bill Shorten, who is close to us with his family background, and we are committed to continuous



MUA Deputy National Secretary Will Tracey moved a resolution supporting the ACTU's call for all Australian political parties to support a Buy Australian Act

MUA Supports Buy Australian Act And National Shipping Policy

The Maritime Union of Australia (MUA) has thrown its support behind the Australian Council of Trade Unions (ACTU's) Buy Australian campaign that would require all major government projects and services to use locally manufactured goods, such as steel, iron, clothing and equipment.

In addition, the MUA passed a resolution saying shipping is an important and strategic industry sector that supports manufacturing, resource and agricultural supply chains, both domestically and internationally.

The ACTU is calling for all Australian political parties to support a Buy Australian Act, which has also been backed by the Australian Workers Union (AWU).

An ACTU statement said the Buy Australian Act would generate a trifecta of benefits: jobs for Australian workers, a badly needed boost to the Australian economy and would ensure government projects use safe, Australian made goods.

This would ensure jobs are created and maintained locally. It is vital that our manufacturing industry thrives and create much needed development and service jobs, rather than being killed off like Ford this past week.

A similar 'Buy American' provision was used by the US Government in 2009 to stimulate the American economy after the

Global Financial Crisis (GFC) and continues to operate within the United States government purchasing guidelines.

At the height of the GFC the US unemployment rate was 9.7% now it is lower than Australia's, with youth unemployment in the double digits in some Australian regions.

MUA National Council passed a resolution moved by MUA Deputy National Secretary Will Tracey and seconded by Sydney Deputy Branch Secretary Paul Keating supporting the ACTU's call for all Australian political parties to support a Buy Australian Act.

"MUA National Council believes that such an Act would help ensure jobs are created and maintained locally, particularly in manufacturing, agriculture/food production and the offshore oil and gas industry, and importantly in the service industries that support manufacturing and transport," the resolution says.

"MUA National Council regards A Buy Australian Act as an important part of national procurement policy that should be designed to support the interrelationships between industry sectors and help create investment in essential sectors of the



Sydney Deputy Branch Secretary Paul Keating seconded the resolution

economy.

"National Council notes that shipping is an important and strategic industry sector that supports manufacturing, resource and agricultural supply chains, both domestically and internationally.

"The MUA calls on all political parties to ensure that the principle of Buy Australian be applied to purchase of seaborne freight services that are a critical component of manufacturing, resource and agricultural supply chains, particularly in relation to Australian coastal shipping.

"National Council notes that the purchase of foreign shipping services is currently having a negative impact on the Australian Balance of Payments of around \$10B annually, and that Australian coastal shipping is now almost totally under direct foreign control.

"National Council considers this to be detrimental to national security, detrimental to Australian employment, maritime skills supply and job security, and is creating dysfunctionality in Australian freight transport supply chains."

In a statement, ACTU Secretary Dave Oliver said: "We are sick and tired of seeing our jobs being exported overseas, we are sick and tired of seeing cheap, unsafe products being imported into the country and we are sick and tired of seeing exploited, cheap labour being used over local workers."

"Prime Minister Malcolm Turnbull needs to stand up for working people in Australia by creating local opportunities for both workers and businesses — a Buy Australian Act would do this."

"Prime Minister Turnbull has promised to create jobs but his poorly negotiated Free Trade Agreements don't even sell off jobs, working conditions and sovereignty, they literally give it all away."

"Basing buying decisions just on accounting principles alone does not factor in the extra value created by ensuring that we have local, stable, well paid jobs. When people have those jobs they drive demand and growth which in turn provides the revenue all Australian governments need for our national health, education and infrastructure."

"The cheapest price today doesn't always mean value for money in the long run. If it is made by exploited workers overseas or robs Australian people of jobs and business opportunity how much does that discount really cost?"

"This is not about limiting trade, this about making sure Australian governments are investing tax payer dollars locally on every major project."

"The Victorian Government recently showed how this policy could work when it awarded the contract to build 20 new trams

ACTU Secretary Dave Oliver said: "We are sick and tired of seeing our jobs being exported overseas, we are sick and tired of seeing cheap, unsafe products being imported into the country and we are sick and tired of seeing exploited, cheap labour being used over local workers."



ACTU Secretary Dave Oliver

to the Dandenong manufacturer Bombardier as part of a specific strategy to boost the local manufacturing economy."

"In contrast, we have seen the contract to manufacture the Australian Defence Force's noncombat uniforms go to a discounting international competitor, we don't make the paper used in Australian passports anymore, forcing the closure of a paper mill in regional Victoria, and without union pressure the submarines being built in South Australia would have been made entirely overseas."

"Australian lives have also been put at risk by the importation of dangerous building products containing asbestos and a range of other unsafe, substandard goods. Some of these unsafe materials have found their way into hospitals and other places where vulnerable people would be put at serious risk."

"This Government needs to put the people of Australia first, rather than the interests of multinationals."

"The Buy Australian Act will ensure Australian families have work, Australian businesses have opportunities to grow and will ensure our infrastructure and services meet the high standards that the Australian people expect and deserve."

AWU National Secretary Scott McDine today said manufacturing workers were right behind the ACTU's proposal for a Buy

Australian Act, and the pressure was now on Federal politicians to act.

"Malcolm Turnbull has made jobs and growth his political mantra, but under his leadership the Australian economy has flat-lined.

"While factories like Ford are closing down, and the major industrials like the Whyalla steelworks are struggling to survive, the Turnbull Government has failed to present a credible plan for how it will create jobs.

"The innovation fairy is not going to come along and magically fix everything. We need genuine leadership from government to support local manufacturing and local jobs."

McDine said the steel industry would be one sector to potentially benefit from a Buy Australian Act.

"It's galling to see major transport projects being built with low-quality imported steel, when the Australian steel industry desperately needs support.

"The Federal Government is a major investor in large-scale infrastructure projects, and so it should be flexing its financial muscles to ensure local steel is used wherever possible.

"A Buy Australian Act would force governments to make sure that the benefits of buying locally are recognised, and that local manufacturers are given every opportunity to fulfill government contracts."



Union Leaders, ALP Discuss How To Maintain Momentum Following Highly Successful 2016 Federal Election Campaign

A panel of MUA leaders, union leaders and the ALP discussed the 2016 Federal Election campaign where the ALP came agonisingly close to victory against a Coalition Government led by a diminished Malcolm Turnbull.

Turnbull squandered a 21 seat majority to now hold just 76 of the 150 lower house seats. The MUA was an important part of the ACTU-led campaign that saw an effective campaign on the ground as well as in advertising and support for local ALP candidates. The MUA has long been close to Opposition Leader Bill Shorten.

MUA National Secretary Paddy Crumlin said the election campaign had underlined the fact that unions need to be on a permanent campaign footing.

“Unions need to be more in the community with organising and continuous campaigning,” Crumlin told National Council. “We have to identify the standards we want to live by. We need to define the political, not have the political define us.”

Crumlin cited the example of automation in stevedoring, which is often about union busting, “so we’re mobilising ... we need to ensure there is legislation on how we will bring unemployment down.

“Where are the industry policies Australians are voting on? Then there is a requirement to deliver.

“Voters need to know where the jobs will come from in shipping, in manufacturing, in value adding to Australian-owned commodities, agriculture and services.”

ACTU Secretary Dave Oliver said key

election issues such as penalty rates and Medicare had been led by the union movement.

“We didn’t send them to the morgue but they are in palliative care. Hopefully next time we can knock them off,” Oliver said of the Turnbull Government.

“They didn’t mention ABCC or registered organisations during the campaign but they also failed to address other key concerns for working men and women such as precarious work, the share economy and portability.

“There is a tsunami about to come upon us. The industrial revolution took many decades but the speed of change is now different due to exponential growth in technology combined with globalisation.

Oliver said that unlike historical manufacturing, Google employs just 38,000



Top row, from left: ACTU Secretary Dave Oliver; (from left) ALP WA Senator Glenn Sterle, MUA National Secretary Paddy Crumlin, Dave Oliver, ACTU Vice-President and Campaign Director Sally McManus and TWU National Secretary Tony Sheldon

Middle row, from left: Senator Glenn Sterle; Sally McManus; Union leaders in discussion.

Left: Paddy Crumlin and Senator Glenn Sterle.

people worldwide. Innovation and flexibility means an increasing number of workers are being underemployed or sacked.

“The money is siphoned off at the top but not distributed through a large workforce as used to be the case.

“With the departure of Ford, Holden and Toyota, now is not the time to sign the Trans-Pacific Partnership - let’s have a Buy Australia Act instead.”

Otherwise, this type of dislocation means the environment is ripe for the rise of Donald Trump, Brexit and Pauline Hanson.

ACTU Vice-President and Campaign Director Sally McManus said it was important to keep up the fight against the spread of right wing populists.

“We need to unite because there is too much wealth and power concentrated to the

few,” McManus said.

“Tony Abbott and Pauline Hanson will talk about immigration, Islamophobia, congestion and blame the wrong people.”

MUA National President Christy Cain welcomed ALP WA Senator Glenn Sterle to the microphone.

“Glenn Sterle has been one of the main advocates for the trade union in the Parliament,” Cain said.

“He has helped the MUA in many inquiries such as fuel security and flags of convenience, these are the type of people we want in Parliament.”

Sterle, a former truck driver and ongoing Transport Workers’ Union (TWU) member, paid tribute to the work of the union movement in the campaign and elsewhere.

“The recent win in the High Court over

offshore visas was a great win but you need to be vigilant,” Sterle said.

“Safe rates was the best piece of legislation in 100 years for truck drivers and then it was ripped away.”

TWU National Secretary Tony Sheldon said automation was one of the key factors facing not just the transport industry but all jobs as we know them.

“Some say that 40 per cent of jobs won’t exist in a couple of decades’ time,” Sheldon said.

“Then we’re looking at chronic underemployment. That’s why we need to continually look at things such as a living wage and when people hear nothing but terms like ‘innovation’ from the Turnbull Government, people think they’ll lose their jobs.” ■

International Affairs and Campaigns On The Agenda



The International Transport Workers' Federation (ITF) in conjunction with the Maritime Union of Australia (MUA) has established a new campaign centre in Sydney as the engine room of ITF campaigning in the Asia-Pacific. Addressing MUA National Council, MUA National Secretary and ITF President Paddy Crumlin discussed the strategy behind the new campaign centre, which is now leading three global flagship campaigns of the ITF.

"We have a responsibility to reclaim and consolidate our institutions to put together global campaigns to effectively deal with the globalisation of capital," Crumlin said.

"The need for strong global unions has never been greater. Look at the abuses we are seeing from the neoliberal agenda worldwide - an attack on workers, casual and precarious work, exploitation and inequality.

"The top one per cent already controls almost all the wealth in this world - what's that going to be like in 15, 20 years if we don't do something about it?

"We will have the ability through our amalgamated union and the new ITF to change how we campaign, how we deal with global employers, and how we mobilise workers world-wide in defence of their jobs and rights.

"For us, this is particularly the case in defence of our own in shipping, stevedoring, towage and port services."

ITF Australian Campaign Director Shannon O'Keeffe, who heads the new centre, reported on three global campaigns led from the ITF's new Sydney campaign centre.

"The ITF is serious about leading large-scale, innovative, global campaigns that challenge capital, raise standards, and get a better deal for workers.

One of the campaigns targets ICTSI, a rapidly growing stevedoring from the Philippines, which is expanding worldwide.

"What's at stake in these campaigns - look at ICTSI in Madagascar, where 1500 port workers earn just \$20 US dollars a month," O'Keeffe said.

"They want a union and they know only a union contract will raise their standard of living. They want to be part of a global labor movement - and they can only get that by coordinated multi-site workplace activism through the ITF."

ITF Maritime Coordinator, Jacqueline Smith, reported on the change process in the new ITF, which sees the organisation shifting to focus on powerful and modern campaigning.

A former National Secretary of the Norwegian Seafarer's Union, Smith has led the ITF's maritime section of the ITF for more than two years.

"Right now we have some incredibly dynamic campaigners working in the ITF our campaigns. These campaigns are vital. You have to go for it. You have to win," Smith said.

Fighting for seafarer jobs is a major focus of Smith's work in the ITF.

Around the world, national seafarers in countries such as Australia, US, Canada, UK and Norway are fighting for the right to work in their own country.

Free trade agreements, company attacks and government regulation could see many national seafarers replaced by exploited workers paid \$2 an hour on unregulated Flag of Convenience (FOC) vessels.

Smith has established a cabotage taskforce, which bringing together maritime unions globally to campaign for strong cabotage laws to protect the rights of seafarers to work in their own country.

"We know the tides are shifting. We have to establish strong cabotage arrangements now or [these jobs] will all

be lost. For every rig that goes, you have at least six offshore vessels that go with it. The time to campaign is now," Smith said.

National Council paid tribute to Smith for backing critical ITF campaigns such as ICTSI and Chevron and the formation of the ITF's new Sydney campaign centre.

ITF Australia Coordinator Dean Summers reported on the FOC campaign, which saw more than \$3 million in lost wages returned to international seafarers in Australian waters in the past year.

Summers also spoke of the Sage Sagittarius, which is the subject of an ongoing coronial inquest that led to a 4 Corners episode and ongoing Senate Inquiry into FOC shipping

The Senate inquiry has already released an interim report, that makes many references to a suite of work that the MUA/ ITF have been driving and includes:

- The erosion of the Australian flag through unfair FOC competition
- Environmental impact from FOCs
- Loss of jobs and erosion of maritime skills base
- Fuel Security
- National Security
- Cabotage
- Temporary Licences
- Sage Sagittarius
- Portland dispute

The recommendations are as follows:



Recommendation 1

4.12 The committee recommends that the Commonwealth undertake a review of the Australian maritime sector, with a view to building on the 2012 reforms aimed at growing the Australian-flagged shipping industry in the future.

Recommendation 2

4.13 The committee recommends that this review include a comprehensive whole-of-government assessment of the potential security risks posed by flag of convenience vessels and foreign crews.

Recommendation 3

4.14 The committee recommends that this review include consideration of ways to harmonise the operations of the Australian shipping sector across jurisdictions through COAG to reduce red tape for vessel and port operators, including cargo handling provisions.

Recommendation 4

4.15 The committee recommends that this review include widespread consultation with the Australian shipping industry to ensure that its findings are relevant and directed to shared objectives for the future of the local maritime sector.

Recommendation 5

4.16 The committee recommends that the Commonwealth immediately tighten the provisions for temporary licenses in Australian maritime law, to flag of convenience vessels being used on permanent coastal freight routes if they fail to pay Australian award wages to their crew.

Recommendation 6

4.17 The committee recommends that the Commonwealth adopt a broader and more rigorous approach to the risk assessment and oversight of seafarers working in Australian waters on maritime visas, and better share this information across relevant Commonwealth and jurisdictional agencies.

Recommendation 7

4.18 The committee recommends that the Australian Government continue to work with international agencies, including the International Labour Organisation (ILO), to improve the working conditions, safety standards, and rates of remuneration for seafarers working in international shipping.

Recommendation 8

4.19 The committee recommends that the Australian government look for ways to support the Maritime Labour Convention (MLC) to make flag of convenience shipping more accountable to international law and,

when in Australian waters, to our national regulations.

Recommendation 9

4.20 The committee recommends that the Commonwealth consider ways to improve the early intervention and counselling resources available to crews on international vessels, including those operating on flag of convenience registers.

Later, Maritime International Federation International Executive Officer Mick Doleman hosted a panel involving Maritime Union of New Zealand (MUNZ) General Secretary Joe Fleetwood, KPI Indonesia President Rustandi Hanafi, PNG MTWU General Secretary Reg McAlister and East Timorese SMETL's Carolina Carlos.

All participants reported that MIF, established in 2015 to forge closer trade union ties in the region, was running smoothly. ■



Free Trade Agreements

Trans-Pacific Partnership (TPP)

- Involves 12 Pacific rim countries including the USA and Australia but notably, not China
- The proposal was signed in February 2016 in Auckland but is yet to be ratified by governments
- The agreement promises to "promote economic growth; support the creation and retention of jobs; enhance innovation, productivity and competitiveness"
- Critics including the ACTU and MUA oppose the deal as will primarily benefit corporations and undermine quality of life for ordinary workers
- The inclusion of so-called investor-state dispute settlement mechanisms is of particular concern to unions because it gives foreign investors their own special legal process to sue governments

Trade in Services Agreement (TISA)

- Involves the European Union along with 23 governments
- Services including energy, health, education, financial services, e-commerce, postal and transport are impacted
- Leaked information suggests there have been market access requests from the EU negotiators to other countries to further liberalise their services
- The ITF has joined other global union organisations in blasting the EU for pushing other governments to privatise and deregulate as part of negotiations
- The ITF has already voiced serious concerns about TISA opening up maritime cabotage

Comprehensive Economic and Trade Agreement (CETA) and Transatlantic Trade and Investment Partnership (TTIP)

- Involves the EU and Canada (CITA) and the EU and the USA (TTIP)
- Unions say these agreements would result in deregulation, liberalisation and the handing of further powers over law-making to big business
- Nearly 3.5 million Europeans said they didn't want either deal, following a year long petition campaign
- The ITF has been one of the harshest critics of these agreements, repeatedly warning of little-publicised risks and inbuilt injustices
- The ITF says CETA in particular will impact seafarers and dockers by undermining maritime cabotage rules and throwing open national ports to predatory corporate raiders.

International Affairs and Campaigns On The Agenda



The International Transport Workers' Federation (ITF) in conjunction with the Maritime Union of Australia (MUA) has established a new campaign centre in Sydney as the engine room of ITF campaigning in the Asia-Pacific. Addressing MUA National Council, MUA National Secretary and ITF President Paddy Crumlin discussed the strategy behind the new campaign centre, which is now leading three global flagship campaigns of the ITF.

"We have a responsibility to reclaim and consolidate our institutions to put together global campaigns to effectively deal with the globalisation of capital," Crumlin said.

"The need for strong global unions has never been greater. Look at the abuses we are seeing from the neoliberal agenda worldwide - an attack on workers, casual and precarious work, exploitation and inequality.

"The top one per cent already controls almost all the wealth in this world - what's that going to be like in 15, 20 years if we don't do something about it?

"We will have the ability through our amalgamated union and the new ITF to change how we campaign, how we deal with global employers, and how we mobilise workers world-wide in defence of their jobs and rights.

"For us, this is particularly the case in defence of our own in shipping, stevedoring, towage and port services."

ITF Australian Campaign Director Shannon O'Keeffe, who heads the new centre, reported on three global campaigns led from the ITF's new Sydney campaign centre.

"The ITF is serious about leading large-scale, innovative, global campaigns that challenge capital, raise standards, and get a better deal for workers.

One of the campaigns targets ICTSI, a rapidly growing stevedoring from the Philippines, which is expanding worldwide.

"What's at stake in these campaigns - look at ICTSI in Madagascar, where 1500 port workers earn just \$20 US dollars a month," O'Keeffe said.

"They want a union and they know only a union contract will raise their standard of living. They want to be part of a global labor movement - and they can only get that by coordinated multi-site workplace activism through the ITF."

ITF Maritime Coordinator, Jacqueline Smith, reported on the change process in the new ITF, which sees the organisation shifting to focus on powerful and modern campaigning.

A former National Secretary of the Norwegian Seafarer's Union, Smith has led the ITF's maritime section of the ITF for more than two years.

"Right now we have some incredibly dynamic campaigners working in the ITF our campaigns. These campaigns are vital. You have to go for it. You have to win," Smith said.

Fighting for seafarer jobs is a major focus of Smith's work in the ITF.

Around the world, national seafarers in countries such as Australia, US, Canada, UK and Norway are fighting for the right to work in their own country.

Free trade agreements, company attacks and government regulation could see many national seafarers replaced by exploited workers paid \$2 an hour on unregulated Flag of Convenience (FOC) vessels.

Smith has established a cabotage taskforce, which bringing together maritime unions globally to campaign for strong cabotage laws to protect the rights of seafarers to work in their own country.

"We know the tides are shifting. We have to establish strong cabotage arrangements now or [these jobs] will all

be lost. For every rig that goes, you have at least six offshore vessels that go with it. The time to campaign is now," Smith said.

National Council paid tribute to Smith for backing critical ITF campaigns such as ICTSI and Chevron and the formation of the ITF's new Sydney campaign centre.

ITF Australia Coordinator Dean Summers reported on the FOC campaign, which saw more than \$3 million in lost wages returned to international seafarers in Australian waters in the past year.

Summers also spoke of the Sage Sagittarius, which is the subject of an ongoing coronial inquest that led to a 4 Corners episode and ongoing Senate Inquiry into FOC shipping

The Senate inquiry has already released an interim report, that makes many references to a suite of work that the MUA/ ITF have been driving and includes:

- The erosion of the Australian flag through unfair FOC competition
- Environmental impact from FOCs
- Loss of jobs and erosion of maritime skills base
- Fuel Security
- National Security
- Cabotage
- Temporary Licences
- Sage Sagittarius
- Portland dispute

The recommendations are as follows:



Recommendation 1

4.12 The committee recommends that the Commonwealth undertake a review of the Australian maritime sector, with a view to building on the 2012 reforms aimed at growing the Australian-flagged shipping industry in the future.

Recommendation 2

4.13 The committee recommends that this review include a comprehensive whole-of-government assessment of the potential security risks posed by flag of convenience vessels and foreign crews.

Recommendation 3

4.14 The committee recommends that this review include consideration of ways to harmonise the operations of the Australian shipping sector across jurisdictions through COAG to reduce red tape for vessel and port operators, including cargo handling provisions.

Recommendation 4

4.15 The committee recommends that this review include widespread consultation with the Australian shipping industry to ensure that its findings are relevant and directed to shared objectives for the future of the local maritime sector.

Recommendation 5

4.16 The committee recommends that the Commonwealth immediately tighten the provisions for temporary licenses in Australian maritime law, to flag of convenience vessels being used on permanent coastal freight routes if they fail to pay Australian award wages to their crew.

Recommendation 6

4.17 The committee recommends that the Commonwealth adopt a broader and more rigorous approach to the risk assessment and oversight of seafarers working in Australian waters on maritime visas, and better share this information across relevant Commonwealth and jurisdictional agencies.

Recommendation 7

4.18 The committee recommends that the Australian Government continue to work with international agencies, including the International Labour Organisation (ILO), to improve the working conditions, safety standards, and rates of remuneration for seafarers working in international shipping.

Recommendation 8

4.19 The committee recommends that the Australian government look for ways to support the Maritime Labour Convention (MLC) to make flag of convenience shipping more accountable to international law and,

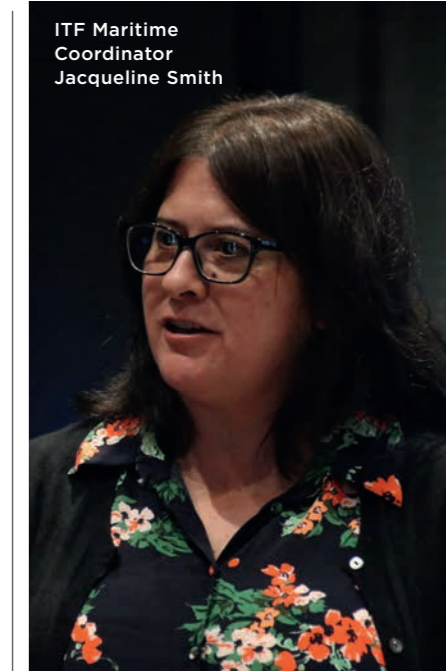
when in Australian waters, to our national regulations.

Recommendation 9

4.20 The committee recommends that the Commonwealth consider ways to improve the early intervention and counselling resources available to crews on international vessels, including those operating on flag of convenience registers.

Later, Maritime International Federation International Executive Officer Mick Doleman hosted a panel involving Maritime Union of New Zealand (MUNZ) General Secretary Joe Fleetwood, KPI Indonesia President Rustandi Hanafi, PNG MTWU General Secretary Reg McAlister and East Timorese SMETL's Carolina Carlos.

All participants reported that MIF, established in 2015 to forge closer trade union ties in the region, was running smoothly. ■



Free Trade Agreements

Trans-Pacific Partnership (TPP)

- Involves 12 Pacific rim countries including the USA and Australia but notably, not China
- The proposal was signed in February 2016 in Auckland but is yet to be ratified by governments
- The agreement promises to "promote economic growth; support the creation and retention of jobs; enhance innovation, productivity and competitiveness"
- Critics including the ACTU and MUA oppose the deal as will primarily benefit corporations and undermine quality of life for ordinary workers
- The inclusion of so-called investor-state dispute settlement mechanisms is of particular concern to unions because it gives foreign investors their own special legal process to sue governments

Trade in Services Agreement (TISA)

- Involves the European Union along with 23 governments
- Services including energy, health, education, financial services, e-commerce, postal and transport are impacted
- Leaked information suggests there have been market access requests from the EU negotiators to other countries to further liberalise their services
- The ITF has joined other global union organisations in blasting the EU for pushing other governments to privatise and deregulate as part of negotiations
- The ITF has already voiced serious concerns about TISA opening up maritime cabotage

Comprehensive Economic and Trade Agreement (CETA) and Transatlantic Trade and Investment Partnership (TTIP)

- Involves the EU and Canada (CITA) and the EU and the USA (TTIP)
- Unions say these agreements would result in deregulation, liberalisation and the handing of further powers over law-making to big business
- Nearly 3.5 million Europeans said they didn't want either deal, following a year long petition campaign
- The ITF has been one of the harshest critics of these agreements, repeatedly warning of little-publicised risks and inbuilt injustices
- The ITF and Seafarers' International Union of Canada (SIU) says CETA in particular will impact seafarers and dockers by undermining maritime cabotage rules and throwing open national ports to predatory corporate raiders.

ITUC's Sharan Burrow Gives Update On Global Union Direction

International Trade Union Confederation General Secretary Sharan Burrow addressed the MUA national council to update the progress of the various campaigns of the international labour movement.

Burrow, in her second term as ITUC General Secretary, is leading a program of change to reinvigorate the global organisation.

"The international union movement has 180 million workers," Burrow told National Council.

"We are the biggest democratic force in the world but let's not kid ourselves. We're seven per cent organised worldwide and that's not enough power to tame corporate power and the capture of our governments. We have to rebuild an organising culture.

"You are a fighting union, you know how to organise but this is a global fight. We're turning this global movement into a fighting movement. We need to rebuild a fighting force around the world. That's what we need to do."

Burrow highlighted 3 major areas of campaigning for the ITUC.

Eliminating slavery

The ITUC has led a global campaign to fight modern slavery in countries such as Qatar, which is hosting the Football World Cup in 2022, where there is a campaign to establish benchmarks in terms of sustainable and fair conditions for all workers.

"This is a global fight. It's hard to believe that it's 2016 and we still have some of the richest countries in the world where a person can be effectively owned by another human being," Burrow said.

"If working people don't stand up for our brothers and sisters who are enslaved then who will?"

Fighting for decent work

The ITUC keeps tabs on the ruthless inequality and exploitation faced by many workers around the world.

"Informal and precarious work is a serious problem. More than 40 per cent of workers in this world are stuck in informal work. The conditions are so bad - no minimum wages, no basic rights, no collective bargaining, no access to rule of law," Burrow said.

Standing up for peace and democracy
"Right now the world is in conflict. Only 11 countries in the world are not engaged in or supporting conflict around the world and ours is not one of them," Burrow said.

"Look at the movement of refugees out of crisis - there are 60 million refugees out of crisis. Our movement has a great tradition of standing up for peace. Unions say refugees are welcome here."



MUA National Council Pays Tribute to former NZ union leader Helen Kelly

MUA National Council observed a minute's silence in honour of former President of the New Zealand Council of Trade Unions Helen Kelly, who died following a battle with cancer at the age of 52.

Helen was well known in trade union circles as a strong advocate for working men and women everywhere.

The popular domestic and international union figure rose to national prominence fighting for safer conditions in the forestry and mining sectors following deaths at Pike River Mine in 2010 and a string of logging fatalities.

Helen drove around the country to support victims' families and spearheaded court cases fighting for accountability for those workers' deaths.

She resigned from the CTU in October 2015, eight months after being diagnosed with terminal lung cancer, despite having never smoked.

While undergoing chemotherapy, Kelly kept campaigning for the right to die with dignity and the right to use medicinal cannabis to combat pain and nausea.

Maritime Union of Australia (MUA) National Secretary and International Transport Workers' Federation (ITF) President Paddy Crumlin said Kelly had remained dignified to the very end, paying tribute to her influential role in the long-running Ports of Auckland dispute.

"Helen was acutely aware of the tremendously demanding challenges to unions and workers not just in her own country but around the world," Crumlin said.

"In the Ports of Auckland dispute there wasn't anybody more committed or more determined to get those wharfies back in the gate.

"After being diagnosed with cancer, Helen faced up to it with such courage and determination and remained dignified and always accepting of the great difficulties.

"Helen is a great loss to the movement, a great loss to her family, and also our holistic campaign to create a more decent and functional world."

International Trade Union Confederation (ITUC) General Secretary Sharan Burrow said she was still trying to deal with the fact we've lost a friend as well as a colleague.

"Helen's compassion and love for people was boundless and her thirst for justice made her a warrior for working people," Burrow said.

"Despite her illness, Helen was still preparing cases for forestry workers last



Helen Kelly addresses MUNZ workers at the long-running Ports of Auckland dispute in 2012

week and that epitomises her selflessness - more than anybody I know.

Burrow said Clark was concerned about the day-to-day plight of working people and spent a lot of time thinking about our future.

"Helen had a big future and could have done anything. I think of New Zealand and Australia as being a family and Helen was a national hero. This is a sad day but her life force will be with us in the decisions we make," Burrow said.

ACTU Secretary Dave Oliver paid tribute to someone he described as a working class

warrior.

"Helen was a terrific unionist, a working class warrior who will be sorely missed," Oliver said.

"The union movement in New Zealand and internationally will be deeply saddened by the loss of Helen."

Kelly leaves behind her son Dylan from a previous marriage and long-term partner Steve Hurring, whom she married in 2015, after her cancer diagnosis.

More than 1500 people gathered for a memorial service in Wellington on October 28 to pay their respects.



Tanya Plibersek Opens New Training Centre

ALP Deputy Leader Tanya Plibersek again underlined Labor's commitment to Australian shipping in opening the new MUA/ITF Organising Communication Centre.

Following Labor Leader Bill Shorten's commitment to Australian shipping given during Quadrennial Conference, the ALP laid out its position in an election document.

On its release, Labor Transport spokesman Anthony Albanese said: "We have an approach to shipping that's consistent with Australia's national interest. What we've seen around our coast with the replacement of the Australian flag with foreign ships [and] foreign seafarers being paid foreign wages is a disgrace. It is not in our national interest. We'd revitalise Australian shipping in terms of our national security interests and environmental interests as well as our economic interests."

The ALP policy document outlines the party's position: Australia's shipping industry needs to be

competitive, reliable and able to respond to the needs of those industries which rely on shipping.

A local shipping industry is in Australia's economic, environmental and national security interest. This is something that all other G20 nations know and implement.

Australia's economic interest is served by being able to guarantee an Australian-based maritime cluster that employs Australians and which is dedicated to servicing Australian needs.

Under the Liberals, shipping has continued to decline, and their recent coastal shipping reforms would have abandoned the local industry. Labor opposed and defeated this WorkChoices on Water legislation.

Labor believes in Australian shipping, and a Shorten Labor Government will promote the 2012 reforms and revitalise the industry and the jobs it supports.

The Abbott-Turnbull Government has opposed Labor's historic 2012 reform package all the way, and prevented the new policy from doing its work.

Having failed to pass its legislation to throw open Australia's coast to foreign ships on lower standards and costs, the Abbott-Turnbull Government now resorts to working around the object of Labor's laws.

The Liberals' legislation to deregulate Australian coastal shipping was defeated in the Senate in November 2015.

This "WorkChoices on Water" legislation used cuts to wages and conditions – effectively replacement of Australian seafarers with foreign seafarers on lower foreign wages – for 88 per cent of the claimed "industry savings".

Major Australian seafarer job losses were specifically anticipated by the Abbott-Turnbull Government's modelling, as Australian crews were replaced by foreign crews while working on the Australian coast.

While Labor's 2012 reforms remain in place the Abbott-Turnbull Government has supported the issuing of temporary licences to foreign ships for permanent work that has long been done by Australian crews.

The Liberals have also:

- Not encouraged use of the "international

"Under the Liberals, shipping has continued to decline, and their recent coastal shipping reforms would have abandoned the local industry. Labor opposed and defeated this WorkChoices on Water legislation." - ALP Policy Document



Opposite page: ALP Deputy Leader Tanya Plibersek, MUA National Secretary Paddy Crumlin, ITF Maritime Coordinator Jacqueline Smith and ALP Member for Kingsford Smith, Matt Thistlethwaite.

Clockwise from top left: Tanya Plibersek at the opening; Paddy Crumlin speaks before the unveiling; the crowd at the opening of the MUA/ITF Organising Communication Centre.

register" – established by Labor to allow greater participation by Australians in international shipping.

- Sought on several occasions to abolish the Seafarers' Tax Offset, which reduces tax liability for employers of Australians in the international trade.
- Shut down the Maritime Workforce Development Forum. The Forum included industry, the Navy, unions and training organisations, and sought to put in place a workforce strategy that would promote maritime skills development for Australians.

While some investment has occurred (SeaRoad in Tasmania for instance), the ongoing uncertainty surrounding policy settings for Australian shipping has prevented the making of reflagging decisions by operators.

Reflagging decisions (which would include a move to employ more Australians as crew, and subject a ship to broad Australian-level standards of regulation) are in effect significant medium to long term investment decisions by shipping operators.

A sustained period of certainty around shipping regulation is vital for the policy to work.

The Abbott-Turnbull Government's cynical attempt to work around existing legislation has attracted public attention, especially via the MV Portland, CSL Melbourne, removal of all Australian crewed tankers and WorkChoices on Water issues.

Labor promises to:

- Work with industry to support an adequate level of Australian shipping capability, including ensuring that our defence and fuel security needs are able to be reliably met.
- Ensure that the national interest in promoting Australian shipping is taken into account when licensing foreign ships to work in Australia.
- Stop the abuse of temporary licences that has occurred in breach of the existing legislation by the Abbott-Turnbull Government.
- Streamline regulatory processes – for example not requiring multiple voyages per permit and clarifying customs

importation rules.

- Retain the Seafarer Tax Offset and consider if any additional, affordable tax measures are needed to encourage investment in Australian crewed ships.
- Actively promote the Australian International Shipping Register, including by appointing ambassadors for Australian shipping.
- Reinstate and resource the Maritime Workforce Development Forum allow it to plan and develop a system for the training of Australians in the maritime industry.
- Properly respond to the recommendations arising from the recent inquiry by the Senate Rural and Regional Affairs and Transport References Committee into the increasing use of so-called Flag of Convenience shipping in Australia. A Shorten Labor Government will reaffirm Labor's commitment to revitalising Australian shipping as a strategic industry.

These documents were adopted unanimously at the MUA National Council and will be presented and discussed at the upcoming Annual General Meetings (AGMs)

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

1 Purpose of this agreement

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

2 Overarching principles

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

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

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

2.4 The parties recognise that they

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

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

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

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

3 Scheme of amalgamation

3.1 Consistent with resolution of MUA National Conference, the MUA

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

4 The CFMEU

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

5 On-going consultation and engagement

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

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

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

INTRODUCTION

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

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

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

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

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

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

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

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

RULES

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

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

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

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

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

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

GOVERNANCE

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

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

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

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

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

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

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

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

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

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

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

FINANCES

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

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

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

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

OTHER MATTERS

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

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

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

32. Office holders upon amalgamation and synchronization of elections.

Jobs Embassy Proves ‘MUA Here To Stay’

In direct response to the Federal Government’s complicity in the *MV Portland* raid, the MUA decided to set up the Jobs Embassy on the lawns of Parliament House in Canberra - to ensure those inside knew the union would not tolerate such belligerence from profitable multi-nationals and their cheerleaders within the LNP Government.

The first week was launched by National Secretary Paddy Crumlin and hosted by the Victorian Branch. They were joined by crew members from the *MV Portland*, who used their time to meet various MPs and Senators to tell their story.

National Women’s Liaison Officer Michelle Myers, fresh from coordinating the *MV Portland* assembly, took the reigns of the eight week campaign. Through wind, rain and shine Myers made sure the Embassy worked with military precision and her leadership ensured the union’s voice resonated along the halls of parliament.

On the first day, the crew met Federal Opposition Leader Bill Shorten, as well as Shadow Infrastructure Minister Anthony Albanese, Shadow Employment Minister Brendan O’Connor, cross-bench Senators John Madigan, Jacqui Lambie, Ricky Muir, Glenn Lazarus and Nick Xenophon, and Greens members Janet Rice and Adam



Opposition Leader Bill Shorten met with the *MV Portland* crew

Bandt.

ALP Transport spokesman Anthony Albanese later addressed the rally, as did Greens Senator Janet Rice, Kennedy MP Bob Katter, ACTU President Ged Kearney, ITF Australia Coordinator Dean Summers and MUA Assistant National Secretary Ian Bray.

Several MPs and Senators attended the rally, including the ALP’s Penny Wong, Mark Butler, Terri Butler, Pat Conroy, Sharon

Claydon, Anne Urquart and Jill Hall, plus Greens Senator Lee Rhiannon.

Albanese declared: “Malcolm Turnbull should today meet Australian shipping workers protesting outside Parliament to explain why he has cleared the way for them to be sacked and replaced by foreign crews earning Third World wages.

“In recent months the Government has issued the owners of the *MV Portland* and the *CSL Melbourne* with permits allowing

them to order their Australian crews to sail the vessels to Singapore, where they will be sacked and replaced by foreign workers.

“This attempt to undermine Australian shipping comes despite November’s Senate rejection of Mr Turnbull’s ‘WorkChoices on Water’ legislation, which would have allowed foreign-flagged vessels paying foreign wage rates to undercut Australian shipping companies, which are required to pay Australian level wages.

“Undeterred by the will of the Parliament, Mr Turnbull is now abusing a provision of existing law that allows the issuance of permits for temporary use of foreign crews, where no Australian crews are available.

“It is extraordinary that any Australian Government would actually facilitate Australians being sacked because they are paid Australian wage rates, and it is unacceptable that an Australian Government would undermine the national interest by deliberately trying to undermine Australian industry.”

Bray said the fact an Australian crew was removed at 1am and replaced by a foreign crew raised a number of serious questions:

- What visas did the replacement crew have and who authorised them?
- Who in Customs and Immigration processed their passports and who approved that decision?
- Were AMSA regulations breached?
- Was the harbour master informed and what was the role of the Port Authority?
- Who inside Government was aware of this?

“As the union representing these workers, we’re seeking answers,” Bray said.

“We’ll explore every avenue to get to the bottom of this grubby episode, because we suspect some of those in the Ministerial Wing knew what was coming and authorised it to happen.”

The seafarers also fronted a Senate Inquiry into Flag-of-Convenience shipping.

MV Portland crew member Zach Kinzett said getting rid of domestic shipping companies was not in the national interest.

“The work hasn’t dried up,” he explained. “Alcoa intends to continue this trade on foreign-flagged ships with a foreign crew being paid as little as \$2-an-hour, supported by the Turnbull Government which wants to open up the Australian coast to cheap, nasty, risky shipping.

“The Turnbull Government needs to be reminded that Australian jobs are important – me and my fellow workers have families, kids, mortgages and bills to pay.

“Our dispute is about the right for Australians to work in their own country and not be replaced by foreign-crewed vessels paying as little as \$2-an-hour.

“Ultimately, we are just Australian workers in an Australian industry. I am



Two ‘slicks’ Blair Walsh and Mick Cross with Jacqui Lambie

proud to be Australian, but what happened to the crew of the *MV Portland* and now the *CSL Melbourne* is un-Australian.

“Australians have been removed from their rightful place of work, and their removal has been sanctioned and approved by this Government.”

Crew member Warren Hopkins said workers had to complete 16 weeks at the Australian Maritime College and 36 weeks of sea time, in order to receive the Integrated Ratings ticket.

This training generally takes around two years to complete.

Hopkins said Australian seafarers are some of the best in the world and shouldn’t be expected to compete with exploited foreign crews of FOC vessels.

“There’s no way we can compete with \$2-an-hour and then go home and pay the electricity bill,” Hopkins said.

He added Alcoa was the recipient of a subsidy from the Victorian State Government that runs into tens of millions of dollars a year. It might even be \$100 million, but no-one knows as the numbers aren’t made public.

Michael Pawson, the chief cook, came to the table at the end of the meeting.

“After listening to everything that’s just come out, I find it very annoying that we were the ones who were pulled out of our beds at 1am,” he said.

“And we’re the criminals? All we wanted was our jobs.”

Brett Kolpin, a Portland local, said he was told by his wife, after reading the local paper, that it was the last voyage of the *MV Portland*.

“You’ll never see a vessel better looked after than the *Portland*,” he said.

Dale Eaton, whose wife at the time was due to give birth to their second child, commented; “If this is how it’s going to be run, who wants to be a part of that.

“I’ve been at sea for 10 years. I was looking forward to a life at sea and now I feel like there’s no career; nothing.”

Liam Conaghan said it was going to be very difficult to find another job.

Week 2

The second week of the Embassy was handed over to the most local branch, Southern New South Wales - still a decent two and a half hours away.

The attendance by the south coast comrades also widened the direction of the Embassy to include other workers under attack as a result of bad policy coming from the Turnbull Government.

As such, the South Coast Labour Council and its secretary joined the protest group, along with Port Kembla Bluescope metal workers from the AWU and AMWU.

The fight for jobs coincided with a historically significant day – Iron Boat Day.

Iron Boat Day commemorates the day in 1914 when BHP contracted shipping company Scott Feels & Co to move its cargo around the Australian coast. This would trigger the beginning of Australia’s biggest merchant shipping fleet – the Iron Boats.

As a result of a depressed steelmaking and general manufacturing industry, the Iron Boat fleet has disappeared - and along with it many jobs, which were once considered a long-term and stable career.

Shadow Employment Minister Brendan O’Connor spoke at the Embassy, calling on the Turnbull Government to stand up for Australian workers and come clean on its role in the *MV Portland* action.



The South Australian Branch ask: ‘What about jobs?’

He was followed by South Coast Labor parliamentarians Sharon Bird and Stephen Jones, as well as Greens Senator Lee Rhiannon and Independent Senator John Madigan.

MUA Relieving Southern NSW Branch Secretary Mick Cross said there were only a handful of coastal ships left - and at least two of those routes, once plied by the MV Portland and CSL Melbourne, were exploiting a loophole to employ foreign crews.

"The time has come to reinvigorate the shipping industry and the associated industries in mining and manufacturing. However the Government is taking a different tack and enabling those industries to crumble," Cross said.

"Australia is an island nation and, as such, should have a healthy domestic shipping industry, which provides good, skilled jobs to thousands of Australian men and women, many of whom are currently facing uncertain employment prospects going forward.

"Our message to the Government is simple: Save our industries and save our jobs."

SCLC Secretary Arthur Rorris commended the Maritime Union of Australia for its campaign and encouraged all unionists and unemployed people to join the Embassy.

"The future for workers on the south

coast of New South Wales is bleak, with the massive downturn at Bluescope and the decelerating mining industry, while the Federal Government is acting like everything is rosy," Rorris said.

"Employment is the single most important issue in Australia. Employment creates taxpayers. Tax pays for health, education and services. Health, education and services are what differentiates Australia from the developing world, fosters the notion of the 'Fair Go' and makes this country great."

Week 3

Week three was Queensland's turn and they used their time to highlight the importance of the merchant shipping fleet, as well as commemorating the *Kirki* incident which saw 17,000 tonnes of crude oil spill from a foreign oil tanker off the pristine WA coast in 1991.

Queensland Assistant Branch Secretary Paul Gallagher said the delegation took great pride in setting up early every morning at the Jobs Embassy.

Gallagher noted: "Front-and-centre, straight opposite Parliament House, highly visible and staring down our adversaries - letting them know we are 'Here To stay'.

"We combined our efforts all week with our sacked seafarers participating in the Senate Inquiry into Flag of Convenience

shipping and exposing the *MV Portland* scandal."

Queenslanders held rallies with the AMWU protesting the death of the shipbuilding industry, meat workers from the AMIEU protesting over live exports destroying their industry and with CSIRO staff who are suffering from huge Government funding cuts.

"We obviously made a huge impact on the Parliament, with many politicians from all persuasions coming out and speaking in support," Gallagher said.

"Obviously the Liberals spent the week hiding. For us the biggest statement came when Throsby MP Stephen Jones left the Embassy to unfurl the 'red ensign' across his chest in the Lower House, taunting the Coalition and accusing them of being un-Australian.

"Among all the tension, it created an almighty ruckus with both sides exploding and nearly causing the Speaker to smash his gavel to pieces. GOLD!" (Read more about Queensland's week in Ann Gray's report in the Women section.)

Weeks 4 & 5

The reigns of the Embassy were handed over to close friends at the CFMEU during week four, with the MUA members preoccupied with National Conference on the Gold Coast.

Week five was all about Newcastle and the

wider Hunter region. A bus load of workers, led by Newcastle Trades Hall, joined the Embassy after five hours on the road and a 1am start.

Shadow Employment Minister Brendan O'Connor joined the speakers, who were emceed by Hunter Unions Secretary Daniel Wallace.

O'Connor said the Government had an antipathy towards working men and women and their industries.

"This is systematic. This is an intentional systematic undermining of the maritime industry, of employment conditions and if it can happen to the maritime industry and union, it can happen to anybody in this country," he said.

Meanwhile Wallace spoke about the Government's inaction on local procurement and local content policy.

"The silence by the Turnbull Government, on the thousands of jobs being haemorrhaged in manufacturing and mining, is atrocious," Wallace said.

"Local procurement should be a no-brainer. But the Government - at the behest of big, usually overseas, business - is turning its back on workers, local business and the wider-community.

"Well, if Malcolm Turnbull and Michaelia Cash think they can walk away from Australian workers without a fight, they're more delusional than I thought."

MUA Newcastle Secretary Glen Williams said the Government's actions were most recently on show in Newcastle, when the NSW Police removed the Australian crewmembers from the domestic ship *CSL Melbourne*, after the Federal Transport Department granted the company a special license to flout Australian employment and shipping laws.

"Allowing Australian seafarers be replaced by \$2-an-hour workers, on exclusively domestic routes, like the *CSL Melbourne* which traversed between Gladstone and Newcastle, is the tip of the iceberg," Williams said.

"If a special licence can be used in shipping, who is to say the Government won't allow other industries to exploit legal loopholes to bring in an overseas workforce, not subject to Australian wages and conditions."

Also joining the effort were Hunter ALP politicians Jill Hall, Joel Fitzgibbon, Pat Conroy and Sharon Claydon, who showed up to support the Hunter region protesters and the Jobs Embassy more broadly.

"This Liberal Government has done nothing to support the jobs of today or prepare for the jobs of the future. The maritime, mining and manufacturing sectors have been particularly hard hit with thousands of jobs lost in the Hunter,"



The Queensland contingency with ACTU President Ged Kearney

Claydon said.

"Manufacturing is our region's third largest employer, but this Government has done nothing to support the industry. There were more than 1000 highly-skilled men and women working in the shipbuilding industry in 2013; now there's just a handful, as the Liberal Government sends more and more jobs offshore. Likewise, this Government has abandoned Australian seafarers, replacing them with foreign crews instead."

Pat Conroy summed up: "Malcolm Turnbull leads a Government that has all but abandoned science, research, innovation and industry. It abolished Labor's \$1 billion jobs plan, which would have provided regions like ours with an opportunity to build world-class Innovation Precincts.

"When it comes to jobs, this Government's record is abysmal. But when it comes to Hunter jobs, it is absolutely shameful. I'll be standing shoulder-to-shoulder with Hunter workers to spread the word that our community is being irreparably damaged by Malcolm Turnbull and his Government."

Joel Fitzgibbon said: "Many workers who have lost their jobs in the Hunter are 50 years of age or more and have spent most of their working lives in the mines. They don't have skills readily transferable to other occupations, and this Government has failed to deliver any support for today or direction for these workers' future. Malcolm Turnbull expects Australians to work until they're 70, but can't deliver the jobs."

And Jill Hall added: "People need job security for their families to pay their bills and mortgages. But the Turnbull government has no plan for jobs in the Hunter, just job losses and uncertainty. Even the public sector is feeling the pain, with services such as Medicare offices forced to close down. The Turnbull government needs to work harder and stand up for local jobs, not cut them."

An international guest in the form of RMT Southampton Shipping Branch chairman Mick Stubbs took to the podium to describe the situation in the UK, but not before he was introduced by the ever-humorous Newcastle Deputy Branch Secretary Dennis Outram.

'Slick the Oily Surfer'

Day 17 of Jobs Embassy was marred by loss of the last Australian fuel tanker - the *British Fidelity*.

The original stunt of 'Slick the Oily Surfer' was still carried out - only speakers talked about the need for job protection, as well as the need to protect the environment from dodgy foreign ships of shame.

As a result, the two 'Slicks' (sourced from Southern New South Wales Branch as nobody from Newcastle volunteered) were joined by high profile speakers: ALP Shadow Environment Minister Mark Butler, AMWU Assistant National Secretary Glenn Thompson and cross-bench Senators Jacqui Lambie, Glenn Lazarus and John Madigan.

Assistant National Secretary Ian Bray said it was a disgrace that the Government



The Newcastle contingency



AMWU mourning the death of ship building under the Turnbull regime

was enabling companies to undermine Australian workers.

Senator Jacqui Lambie spoke as one of the members of the recent Fuel Security Senate Inquiry. She estimated Australia only had 9-11 days of fuel in reserve.

"I'd like to see what happens to the country if that stops flowing, so they can have a reality check," Lambie said.

"I've had a gut full, just like Senator Madigan has, just like Senator Lazarus has of your jobs going."

Former Senator John Madigan delivered an impassioned speech, declaring self-regulation of business did not work.

"Not everything is about money," Madigan said. "The greatest gift we can give is the dignity of a job."

"Often you hear the Government's rhetoric about there being a deficit. Well the greatest deficit in Australia today is an integrity deficit - and our greatest export is our jobs."

Meanwhile former Queensland Senator Glenn Lazarus took aim at the current guard: "We have a Prime Minister who wants to carry on about an 'Ideas Boom'. Well I have an idea for you Malcolm; how about you start providing Aussie jobs and not send them overseas?"

"The manufacturing industry is almost gone, and our shipping industry will be if we allow it to go by the wayside."

The AMWU's Glenn Thompson made an impromptu but powerful speech about the state of manufacturing. In recent days Australians had discovered a contract to build submarines had been offered to France, in a bidding process which had excluded Australian manufacturers.

Prior to the 'Slick' event, another group of AMWU workers had used the Jobs Embassy to highlight the declining steel industry in Whyalla and they were joined by South Australian MP Nick Champion in a media door-stop.

Also that morning, the two Slicks - Mick Cross and Blair Walsh - were joined by a busload of MUA members and trade unionists from the Shell Harbour workers and the South Coast Labour Council. ALP MPs Stephen Jones and Sharon Bird joined the group to talk about Labor's plan for the region.

Port Adelaide representative Mark Butler rounded off the afternoon's speeches by highlighting the importance of a strong domestic shipping fleet.

"If there's a single country in the world, with the fourth biggest shipping task in the world, where 99 per cent of our goods go on ships, for an island continent in a pretty touchy part of the world, which needs a domestic shipping industry, it's Australia," Butler said.

"Australian crew members are the best trained seamen in the world. They know Australian waters better than anyone. They care about our beautiful environmental assets like the Great Barrier Reef like no one else on the face of this earth and they've been replaced by foreign crews paid \$2-an-hour, working ridiculous shifts and are simply unable to do their work in the same way an Australian shipping crew can do."

Week 6

South Australia came to Canberra to ask questions of Malcolm Turnbull, in anticipation of a Federal Budget weighted in

favour of the 'top end of town'.

During South Australia's Embassy tenure, the Senate rejected the reintroduction of the Australian Building and Corruption Commission.

The week saw the Jobs Embassy host the ACTU 'Questions For Malcolm' event, where MUA members figured prominently, South Australian Branch Secretary Jamie Newlyn said.

The questions created a social media storm, amassing more than 15,000 tweets under #questionsformalcolm and included the following:

- What about our jobs?
- What about our pensions?
- What about tax dodgers?
- What about Federal ICAC?

Newlyn said the Embassy also stood in solidarity with New Zealand citizens protesting changes to immigration law.

"In a moving event, Kiwi comrades campaigning around Australia invited us to join their campaign to repeal Section 501 which sees New Zealand citizens subjected to immigration detention and deportation for no other reason or conviction but for failing a character test," he said.

The Tasmanian Branch, which because of an early election couldn't host its week, also joined the SA contingency.

Budget Week

The final week, which also coincided with Budget Week, was taken over by the Sydney Branch, which used the opportunity to set up the Cayman Islands Embassy - to highlight the growing inequality that had occurred during the Abbott-Turnbull reign.

The idea was to juxtapose between the tax avoiding, multi-millionaires and corporations, and the working men and women who pay their fair share, Bray said.

"This Budget must address some of the things that have been exposed through the Senate Inquiry into Tax Avoidance and the release of the Panama Papers," he said.

"Every day we're being told we need to tighten our belts because of the current economic climate, and it's always things like health and education which bear the brunt of the cuts."

"Meanwhile some of Australia's most well-known companies and individuals are paying very little, and in some cases zero, tax."

"Our argument is very simple: eliminate the tax loopholes being exploited by multi-nationals such as Chevron and Alcoa and we won't need to make cuts to wages, to health, to education."

In its usual style, the Sydney Branch of the Maritime Union of Australia was not going to allow the final week of the Jobs Embassy to fizzle out, particularly on Budget Week.

Notably this Embassy had strong participation from all generations. While MUA Youth were at the forefront, a bus load of retired veterans travelled from Sydney to attend the Embassy for one of the days.

These retired unionists marched onto the Embassy and shared their stories, reminiscing about the days when there were progressive Governments in power.

Sydney Veterans Secretary and former Legal Officer Bill Giddins talked about how cheap his education was when he was at university.

"When I studied law, do you know how much it cost me?" Giddins asked.

"I only had to pay for my text books and my student union fees. But now, we have a Liberal Government trying to introduce \$100,000 fees which will deter many Australians from accessing higher education."

"This is not equitable for our children and their future. We've gone backwards and it's all due to the Turnbull Government."

Later Labor MP Catherine King joined the Embassy to speak to the crowd about Turnbull's attacks on health services.

On Tuesday morning, with that evening's impending Budget on everyone's mind, protestors were invited to wear their tropical best and visit the Cayman Islands Embassy - playfully highlighting that PM Turnbull allegedly invests his money in offshore tax havens.

Tax dodging is a subject familiar to maritime workers, with three out of four companies involved in the *MV Portland* dispute not paying a single cent in tax.

Labor Senator Sam Dastyari - a fierce supporter of tax reform - said Prime Minister Turnbull was responsible for perpetuating economic and social inequality.

"At the heart of this Budget is a complete and utter lie," Senator Dastyari said.



The Cayman Islands Embassy

"You have \$10-30 billion flying out the window through back-door arrangements and tax dodging. Turnbull has created a Budget, a tax policy and a political system to protect the rich."

Australian Council of Trade Unions President Ged Kearney said the limited economic spending of the Turnbull Government showed its total disrespect for children and their futures.

"After this Budget, our kids will not be able to buy a house because he won't tackle negative gearing. Our kids will not be able to get jobs because there is no money being put into industries. There is no jobs plan," Kearney said.

Community and Public Sector Union National Secretary Nadine Flood spoke about Turnbull's attacks on public service workers.

"The top end of town, our biggest corporations, and the top one per cent are paying nothing. 580 corporations paid not one dollar of tax last year; they paid less tax than our members in Centrelink and Medicare, who are delivering public services, earning \$50-60,000 per year," Flood said.

"These are people who are helping vulnerable Australians every day. They pay more tax than these big companies."

Bray wrapped up the rally by 'firing up' the crowd.

"If you are a worker earning under \$80,000 dollars, this Budget delivers absolutely nothing. If you want a future for yourself, and if you want job security and if you want a future for the next generation, this Government is not the Government for you," he said.

In the wake of the Budget, the nation's media gathered outside Parliament House, providing the MUA with the perfect opportunity to 'photo bomb' - capturing the attention of the Australian community.

MUA activists could be spotted in the backdrop of the Charlie Pickering television program, as well as Channel 7's *Sunrise* program door-stop featuring Senator Lambie, Minister for Employment Michaelia Cash and Labor Deputy Tanya Pilbersek.

Later in the day, MUA activists made news headlines by booing Finance Minister Mathias Cormann and successfully disrupting his TV interviews with the chants "Mathias for the Rich!" and "Malcolm Turnbull, we know what you are all about. job cuts, job losses, money for the bosses!"

On Thursday (two days after the Budget), Shadow Employment Minister Brendan O'Connor made another speech at the Embassy.

Meanwhile former Senator Ricky Muir also joined the Embassy and spoke about the Government's attack on our economic conditions.

"I haven't forgotten what it's like to earn penalty rates; I've been very vocal about that," he said.

"The reality is that the Liberal Government thinks about small business. But I would never have money to spend in shops, if I didn't get those penalty rates."

The Australian Services Union also joined the Embassy in the final week to protest the cuts to women's services, homelessness programs, community legal services and mental health.

Others events included *Apheda - Asbestos Not here Not Anywhere*, joined by Indonesian comrades Subono and Darisman who told their stories about the prevalence of asbestos in their home country.

The Teachers' Federation also arrived to support Gonski Report funding and protest the Liberal's half-baked education funding plan.

The Australian Job Embassy was also visited by MPs Gai Brodtman and Kate Ellis.

Sydney Branch Secretary Paul McAleer said the most important thing to take away from the week's events was that the Liberal Party was bad for Australian workers.

"The distinction between the MUA Jobs Embassy and the Cayman Islands tax dodgers embassy here on the lawns of Parliament House in Canberra is the difference between the working class and the ruling class," McAleer said.

"On the one hand, you have the trade union movement, fighting for justice in our workplaces and communities. And on the other, the neo-liberal economic model which seeks to strip the wealth created by workers and off-shored in tax dodgers' banks for the wealthy."

Throughout the final week, the Sydney Branch was supported by the Western Australian, Southern New South Wales and Newcastle Branches. ■



Far left: National Organiser Bernie Farrelly, Deputy National Secretary Will Tracey and Queensland Branch Secretary Bob Carnegie with the gang in Mackay

Left: Billy Bones waiting for Natasha Griggs to act on jobs in the Territory

Bottom from far left:
Ann Gray (r) with ALP's Terri Butler (m)
Tassie branch at the footy
Alexander Smith with Shadow Environment Minister Mark Butler
Brenda Easton with Craig Hopkins in Melbourne
WA Organisers Daniel Falcone and George Gakis
NT Branch Secretary Thomas Mayor in Darwin
Sydney Assistant Branch Secretary Paul Garrett with Kerry Farrell Jnr
WA Branch Secretary Christy Cain with the WA gang

MUA Mobilises to Protect Aussie Jobs

In the recent 2016 Federal Election the MUA was widely commended for executing its most strategic, targeted and focused political campaign in recent history. The union's combined campaign with the CFMEU, TCFUA, ETU and ACTU had at its core the elevation of the message to 'Protect Aussie Jobs' – A message based on taking the most critical issues facing our unemployed seafarers to the national stage, ensuring it resonated with voters and became a key election theme. The union successfully put the attacks on our member's jobs and their livelihoods, caused through deliberate policy decisions and inaction of the Liberal Government, at the front-and-centre of the Federal Election campaign.

The reality of the appalling Liberal Government policies for workers was experienced firsthand by the many thousands of people who lost their jobs after industry shutdowns across the auto, maritime, steel,

and smelter industries. The Abbott-Turnbull Government added insult to injury with their continuous attacks on the trade union movement, most notably the farce that was the Royal Commission that set out to undermine and destroy the leadership of Bill Shorten and Julia Gillard, the MUA and CFMEU. The attempts by Minister for Employment Michaelia Cash, with the full support of her neo-conservative party, to impose the Australian Building and Construction Commission (ABCC) and Registered Organisations bills only highlighted how deep their resentment for unions and Aussie workers ran. These bills, used to trigger a rare double-dissolution election, were met with widespread and vocal criticism not only from the MUA and wider union movement, but from politicians across the floor. In solidarity with the CFMEU the MUA was at the heart of successfully spreading the message that these repeated

attempts to destroy Aussie jobs and rights at work would not be taken lying down.

The nationally coordinated campaign, led at the national level by Deputy National Secretary Will Tracey, Assistant National Secretary Ian Bray and National Women's Liaison Officer Mich-Elle Myers, focused on targeting marginal seats through on-the-ground campaigning across the country. This was reinforced at the branch level through the visionary and uncompromising leadership from branch officials, combined with the unwavering commitment from branch staff, rank-and-file members and hundreds of community volunteers. It was this campaign strength nationally that allowed us to turn our focus on key marginal seats. These seats were Bass, Braddon and Lyons across Tasmania, Solomon in the NT, Leichhardt, Herbert, Dawson and Capricornia in North Queensland, Dobell, Eden-Monaro, Robertson, Macarthur and Gilmore in New

South Wales, Hindmarsh in SA, and Cowan in Western Australia. The union was also active in other seats including, but certainly not limited to, New England, in New South Wales; and Corangamite, Deakin and Dunkley in Victoria. Along with committed teams working across each state to reach voters, the ACTU ramped up its "Build a Better Future" campaign by placing organisers in marginal seats, many of which crossed over with the MUA seats. The work of three MUA activists for the ACTU (Aarin Moon in NSW, Monica Hinkley in Tasmania, and Christine Von Wootton in NT) was a display of unfaltering enthusiasm throughout the campaign.

The campaign was a complex coordination of MUA branches, activists, members and affiliated unions that covered thousands of kilometres and saw the union hold, and participate in, many and varied election activities and events. The MUA got involved in everything from strategic television and radio advertising, state-based CFMEU election launches, voter analysis and persuasion calls, high visibility rallies and

events, public forums, door knocking, phone banking, flyer handouts, manning of pre- and Election Day polling booths, road trips, Politics in the Pub tours, and grass roots community organising in rural and Aboriginal and Torres Strait Island communities. In the meantime, there was the ACTU Secret Army who, with the MUA's support distributed to voters on the eve of the election, one million replica "Medicare" cards, promoting the need to protect our affordable, quality public healthcare system. Significantly, political commentators have identified the Medicare campaign as a game-changer and key to the wins and close results at polling booths across our targeted marginal seats.

Twice weekly co-ordination meetings with the CFMEU almost the entire length of the long election campaign ensured a strategically co-ordinated and well-resourced campaign that integrated the efforts of both Unions. At both a national and state level the unions worked tirelessly together to complement each other's strengths. The election further

cemented the relationship.

The vision, input, energy and efforts from the various branch leaders and rank-and-file activists was widely recognised by the broader trade union movement and the political establishment. The increased capacity generated in each branch for the duration of the campaign and can be utilised in future industrial and political campaigns.

There is no doubt that the union's efforts throughout the campaign helped secure the outstanding results in the targeted marginal seats, and across the board. Thanks to collective hard work, the Labor Party recorded huge swings in electorates that had been written-off by Liberal Party commentators. The union could not have achieved this without national officials, Will Tracey, Ian Bray and Mich-Elle Myers, working in with the inspirational branch leadership to run the critical co-ordination of our branches, activists and members right across the country. The teams on the ground displayed inspiring dedication and hard work every day of the long and gruelling campaign.





Their role as individuals and a collective directly contributed to the union's many successes.

TASMANIA

With the support of Ian and Mich-Elle, Branch Secretary Jason Campbell and Deputy Branch Secretary Alisha Bull, the Tasmanian army of dedicated activists secured a clean sweep of the three targeted seats in the state. Under exceptional leadership, Tasmanian branch staff and comrades from affiliated unions, in particular the CFMEU and the TCFUA, were able to run an efficient and highly effective ground campaign that saw maximum community engagement.

The MUA worked with the CFMEU to map out a highly strategic campaign plan led by Ian Bray & Michael O'Connor: John Setka and Sean Reardon joined forces with Noel Washington and the Tasmanian CFMEU gang

and the campaign was conducted in a well aligned collaboration.

The Tasmanian Branch was able to leverage the work that was undertaken during the Alexander Spirit dispute of 2015, after the crew of the tanker was unfairly 'sacked for being Australian' in Devonport. The erosion of the fuel refining industry led to the loss of their jobs and they were replaced by exploited, foreign workers. This injustice resonated with all facets of the community - from politicians to pensioners. During the Federal Election campaign, every opportunity to continue raising awareness of the issues facing Aussie workers under the Liberal-National Government was seized upon by the dedicated Tasmanian team. Their presence at AFL and local football games and other truly Tasmanian events like Agfest 2016, Tasmania's biggest Agricultural event, demonstrated a deep understanding of the

local community and allowed the team to fine tune the union's message.

The real stars of the Tassie election campaign included sacked seafarer Zach Kinzett from the MV Portland and Simon Wright from the CSL Melbourne, who drove Zach's 'yellow submarine' kombi, decked out in the Protect Aussie Jobs logos, from Shellharbour, NSW to Melbourne Port and boarded the Spirit of Tasmania with National Secretary TCFUA Michele O'Neil, Alisha Bull and Mich-Elle Myers. The gang spoke to the public and members on board the vessel and following their arrival in Devonport Zach and Simon embarked on the epic 'Politics in the Pub' road tour. The Yellow Sub made heads turn as it travelled the windy roads between the north-west and south-east coasts. Along the way, Zach and Simon shared their stories with thousands of people. The message that the cruel Liberal Government showed no

mercy for them and other workers and their families was well received and Tasmanians responded by voting three Labor candidates into the House of Representatives.

In the seat of Bass, held by Liberal MP Andrew Nikolic since 2013, Labor candidate Ross Hart, a lawyer from Launceston, managed to pull a swing of 10.1%. This saw him comfortably win the two-party preferred contest with a final result of 56.1%.

In the seat of Lyons, the union team helped deliver a 3.5% swing to Labor candidate Brian Mitchell. This was enough to knock-off incumbent Liberal MP Eric Hutchison, who had left the voters dissatisfied and frustrated with his out-of-touch Tory antics.

Rounding out the Tasmanian trifecta was the seat of Braddon. First-time Labor candidate Justine Keay managed to secure a 4.8% swing and claim back the seat from the Liberals. The stories from MUA members, particularly from unemployed seafarers, resonated with Justine and she has vowed to take up their cause in Parliament.

The work of the leadership team cannot be overstated. Additional support from ACTU organiser Monica Hinkley also complemented the strategy. The hundreds of members and community volunteers who pledged their time and energy to the union's campaign, was critical in delivering across the board wins for Labor. Members Dale Wright, Robbie Patience, Brett Pendlebury, Mick Geeson, Scott McPherson, Terry O'Sullivan, Simon Wright, Bobby Hall, Bonnie Crow, Ian Hill, Tim Freeman, Steve 'Woody' Woodroff and Chris Green deserve a special mention.

As the front page of the Tasmania's leading newspaper exclaimed the morning of July 3, it was "Adios Amigos" to the Liberals on the Apple Isle.

QUEENSLAND

Up against arguably the most complex and difficult campaign environment, the MUA's unified national team was able to rally the troops on-the-ground and produce Election Day results that exceeded all expectations. The army of activists from all over the state, including MUA members Dave Lyons, Bernie Gallen, Ted McAuley, Glenn Frew, Mike Barber, Ann Gray, Larry Foley, Damien

McGarry, Paddy Neliman, and Terry O'Shane was critical to our successes in the Sunshine State. The dedicated, enthusiastic team meant the message of "Protect Aussie Jobs" could reach across thousands of kilometres to cover four targeted seats. Aboriginal and Torres Strait Islander organiser and MUA Elder Terry O'Shane, clocked up a few extra miles driving through the Far North Queensland seat of Leichhardt delivering the message to 'Put the Liberals Last' through Aboriginal communities.

Deputy National Secretary Will Tracey headed inland with the CFMEU, while Ian and Mich-Elle coordinated the coastal run with the ETU. In tandem, Queensland Branch Secretary Bob Carnegie's exceptional grass-root organising skills were put to work. This provided a conducive environment to run a hard campaign, totally focussed on job security; not only for MUA and maritime workers, but for those in the construction and mining industries that have also faced unfair sackings and job losses at the hands of Liberal policy. When news broke in late-

May that more than 20 people, mostly MUA members, would be losing their jobs at the Hay Point coal terminal in Mackay (seat of Dawson), Ian and Bob did not waste anytime combining the dispute and industrial campaign with the wider-Federal Election campaign. MUA on-the-ground campaigners worked tirelessly to connect with community members to highlight that the Liberals were bad for worker's quality of life. The 'Sacked for being Australian' TV advert began to take on new meaning in the targeted Queensland seats, and the story of the sacked tugboat workers garnered the attention of the mainstream media, including television and newspapers.

MV Portland sacked seafarers and Queensland locals hit the campaign trail talking to average working Australians about their plight, which made a significant impact with swing voters who sympathised with their situation.

A swing of 6.2% to Labor in the seat of Herbert, being contested by Cathy O'Toole against the incumbent Ewen Jones, brought the result to a knife's-edge. Cathy won the initial count by just 8 votes, triggering the automatic recount that applies to margins of less than 100 votes. Almost a month after the election had taken place, Cathy was named the victor winning by just 35 votes.

Another tightly contested Queensland seat was that of Capricornia, where Labor candidate Leisa Neaton put up a good fight, losing to incumbent Liberal MP Michelle



Top from far left: Uncle Terry O'Shane doing the rounds in the remote Aboriginal communities
Arrin Moon and Unions NSW Secretary Mark Morey with the Central Coast mob
Newcastle Branch activists in Armidale
Bernie Gallen and Ted McAuley in Cairns
Queensland Branch activists
Members campaigning in Corangamite
Victorian Branch with Senator Sam Dastyari in front of the Bill Bus
Craig Hopkins, Victorian Deputy Branch Secretary Mark Jones and Zach Kinzett with the Jobs Van

Far left: Members in Melbourne



Landry by just 0.7% in the two-party preferred vote.

Hard right National's MP George Christensen went into the election with a safe seat and arrogance to match. However, the tugboat job losses only served to highlight the unemployment crisis. Christensen had presided over the biggest jump in unemployment of any Queensland electorate. The MUA and other unions managed to leverage this and had Christensen sweating. Although the ALP candidate Frank Gilbert was ultimately unsuccessful he recorded a 4.5% swing in his favour – a reflection of the courageous battle the campaigners fought, in a very conservative region.

In Leichhardt notorious union foe Warren Entsch was left shaken after being confronted by a well-targeted campaign led by the MUA and other unions. Entsch notably authorised campaign material depicting a witch, while his ALP contender Sharryn Howes was the only female candidate running in the electorate. This misogyny was called out in the Sydney Morning Herald. Entsch ended up

maintaining his incumbency but he suffered a severa swing and now only holds the seat by a slim 2.5%.

The Queensland leg of the MUA's campaign was a tough challenge but through strong leadership and determination from volunteers, the Liberal-Nationals were left bruised.

NORTHERN TERRITORY

Northern Territory Branch Secretary Thomas Mayor oversaw the hugely successful execution of a comprehensive election campaign in the seat of Solomon. Of course the support from the national campaign team, led by Will Tracey and a band of committed and hardworking activists was integral to its success. ACTU organiser and MUA member Chrissy Von Wootten was central to ensuring the MUA collaborated effectively with other like-minded unions in the area, namely the CFMEU, CPSU, ETU, AEU and United Voice. The result was a campaign packed with community events highlighting the need to protect the

Australian shipping industry and the jobs that come with it; stand in solidarity with our Indigenous communities; and secure quality, affordable healthcare and education for all.

With immense dedication and hard work, the Northern Territory ground campaigners made sure that voters were certain to punish the Country Liberal Party's Natasha Griggs by sending her packing. Do-little-Griggs, as she was not-so-affectionately named by rank-and-filers, repeatedly condoned the attacks on Australian workers. She did nothing to stop the TIO stadium and port of Darwin being sold. stayed silent when the Abbott/Turnbull Government attempted to deregulate the shipping insudtey and she pushed hard for funding cuts that would have seen the most vulnerable and disadvantaged NT communities left without vital services.

Thomas and others launched, built and led the Aboriginal Union Network, which produced significant dividends in the election and has established an ongoing network for future campaigning and strengthening the relationship between the MUA and

Aboriginal communities in the Territory.

Griggs suffered a stunning fall from grace which can largely be attributed to the union's campaign, which had begin long before the election had been called. Alp candidate Luke Gosling a massive 7.7% swing his way. Billy Bones, a skeleton mascot who had grown old and died waiting for Griggs to act on Australian jobs can now be retired.

NEW SOUTH WALES

Between the Sydney, Southern New South Wales and Newcastle branches, the MUA covered almost every corner of the state. Across the board, our New South Wales branches worked hard to spread the message and make sure the Liberals were put last in the target seats of Dobell, Eden-Monaro, Macarthur, Gilmore and Robertson. Members and branches also activated a handful of other seats as part of the campaign.

Throughout the NSW campaign the CFMEU was right there complementing the MUA's efforts. The ACTU and other affiliated showed force too.

The Sydney Branch campaign was spearheaded by Assistant Branch Secretary Paul Garrett and was successful in unseating a handful of Liberal Party incumbents. The final days of the campaign were particularly important when the branch led the handout of the ACTU's fake Medicare cards. The looming threat to universal healthcare undoubtedly struck a nerve with Sydney voters, which was reflected at the polls.

The branch did not waste anytime when it found out that notorious union-basher and MUA antagonist Michaelia Cash was appearing on the ABC's Q&A. A snap rally was held out the front of the studios at Ultimo and because of the rukkus the show's producers invited a member into the studio audience and to ask a question. As a result member Matt Lawrence was able to ask Cash about her stance on allowing Australian seafarers being replaced by cheap, exploited, developing world workers. Cash, looking flustered, did not provide an appropriate response and tried to blame the former ALP Government for her Government's policies.



Far left: CFMEU and MUA leaders with the ACTU President Ged Kearney at the Sydney leg of the joint Election Campaign launch

Left: ETU and MUA members campaigning in Cairns

Bottom from far left:

Tasmanian Branch officials Jason Campbell & Alisha Bull with Simon Wright, Jacqui Lambie, Zach Kinzett and the TCFUA' Michele O'Neil

Malcolm Turnbull turns up in Queensland to speak to Deputy Branch Secretary Jason Miners and Damien McGarry

MUA women in Hobart

Campaign leader Mich-Elle Myers, National Organiser Bernie Farrelly, candidate Cathy O'Toole and former North Queensland Organiser Glenn Desmond

Our youngest activist in Melbourne Sacked MV Portland workers Warren Hopkins and Dale Eaton

Ted McAulley in Cairns

Deputy National Secretary Will Tracey launching the campaign in Darwin

Outside of the CBD and into the West the MUA made itself present in the seat of Macarthur, where a local doctor Mike Freeland reocrded a 11.7% swing in his favour, giving the racist Liberal MP a taste for being unemployed. Kerry Farrell senior and junior along with the injured Dane Barringer deserve special mentions for their tireless efforts on the Macarthur campaign.

Meanwhile in Newcastle, Branch Secretary Glen Williams and branch campaign manager and member Mal Lingard notched up hundreds of kilometres in their pusuit to knock off incumbent conservatives. Along with a core group of members, seats on the Central Coast and New England were targeted.

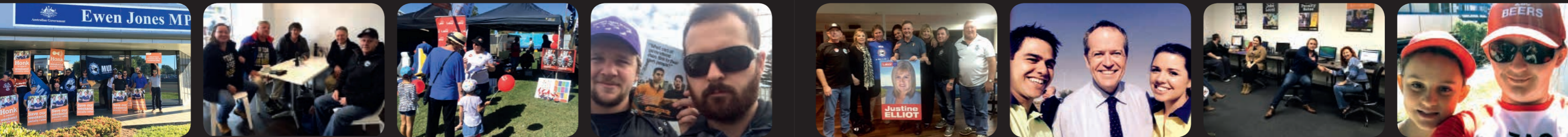
In a joint effort with the meatworker's union the MUA organised to knock of the Deputy Prime Minister, the gaffe-prone National MP Barnaby Joyce. The Murdoch-owned Australian Newspaper unashamedly campaigned on behalf of Joyce by engaging in muckracking against the independent

candidate Tony Windsor. As a result Joyce was ultimately successful in retaining the rural, conservative seat but suffered a 4.7% swing against him.

The foresight of Glen and Mal meant that the branch began its election campaign in March. The extra few months of doorknocking, phone banking, flying and attending high-visibility public events, made a huge difference. This highly visible public campaign saw sacked CSL Melbourne seafarer Craig Brady have an opportunity to question Opposition Leader Bill Shorten about Australian shipping policy at a forum in Woy Woy. Craig's question and Bill's considered and encouraging response helped to create further community awareness and visibility around the union's issues.

On the Central Coast there were two targetted that both the ACTU and MUA were active in. Aarin Moon from the lines was seconded onto the ACTU campaign in Dobell and Robertson. The former of which was returned to Labor with a notable fall





from grace by Liberal MP Karen McNamara. Glen and Aarin and his army of efficient activists helped Emma McBride win back the historically Labor-leaning seat of Dobell. A swing of 4.7% saw Labor secure a comfortable win in the face of dirty tactics and online smear campaigns from McNamara's team. Seafarer and Sydney Youth Committee chair Ryan McGibbon-Thompson was particularly active in ousting McNamara.

Liberal MP Lucy Wicks went into the election with a 3% margin in her favour in the seat of Robertson. The efforts of the Newcastle branch in campaigning for NSW Central Coast local and Labor candidate Anne Charlton saw this margin reduced to 1.1%.

Down the coast, the Southern New South Wales Branch was active in Gilmore and the bellweather seat of Eden-Monaro. The branch ran a comprehensive and community-led campaign. Branch Secretary

Garry Keane rallied a fearless team of comrades including, but not limited to, Mick Cross, Riley Chapman-Politis, Blair Walsh, Gary McCarthy, Lance Lucas and Andrew Olsen. Joined by ACTU and like-minded union affiliates, the gang dedicated their time by hitting the streets and the phones, speaking to voters about Labor's guarantees for job security, fair work conditions, Medicare and Gonski.

The message highlighted the Coalition Government's inaction on protecting Aussie jobs. When Employment Minister Michaelia Cash visited Nowra, union activists boldly asked her, why she was destroying job prospects. Education and Safety Officer Mick Cross, attracted local headlines when he loudly proclaimed Cash to be the "Dash for Cash" Minister after she dodged protestors by hiding in a shop and running to her ComCar.

For more than four decades, the party that has won the seat of Eden-Monaro

has gone on to claim national victory. In 2016, this trend was bucked when Labor candidate Mike Kelly, won back the seat for the ALP after deposing Peter Handy, who has subsequently been appointed as a senior Turnbull advisor. The favourable swing of 5.7% to the Labor Party was enough to return the seat to Mike, who had previously held it from 2007 until 2013.

While the seat of Gilmore was retained by Liberal MP Ann Sudmalis, dubbed DUD-malis, it came down to the wire. A swing to Labor candidate Fiona Phillips of 3.1% meant the Liberals held the seat with a margin of just 0.7%. Dud-malis will certainly have her work cut out for her as she attempts to win back the faith of the voters in the face of ongoing MUA campaigning and protest!

VICTORIA

It had been a tough 12 months for the Victorian Branch, which had to endure

the unfair sackings of seafarers on the MV Portland under extreme and distressing circumstances. With the knowledge of the Australian Maritime Safety Authority and Michaelia Cash's Office, members aboard the vessel were roused at 1am night and forcibly removed from the ship, only to be replaced with exploited foreign workers earning as little as \$2-an-hour. Thankfully, the true solidarity of the branch, its members, affiliated unions and the community did not take this news lying down. A fighting spirit was maintained and carried through to the election campaign.

Branch Secretary Joe Italia and Deputy Branch Secretary Mark Jones, with their unwavering team of activists, were supported along the way by the CFMEU and Victorian Trades Hall Council. This committed group were out in force persuading undecided voters to 'Put the Liberals Last'. An highlight was ALP Senator Sam Dastyari being given a big and warm welcome to the state by activists who bid him a safe journey as he embarked on the Bill Bus for its journey on a Toll ship across the Bass Strait to Tasmania. Before sailing off, members were able to speak with him at length about the state of Australian shipping and what a Labor Government would do for the industry and for jobs in general. The video filmed by Sam, which featured our seafarers, was hugely popular on social media and was useful in further spreading the union's message.

Activists in Victoria were successful in causing some upset in Liberal territory with reasonable swings being recorded in favour of the Labor candidates in Corangamite, Deakin and Dunkley.

SOUTH AUSTRALIA

Determined to apply pressure on the Coalition Government, South Australian Branch Secretary Jamie Newlyn led his comrades on a crusade to have voters 'Put the Liberals Last' by applying their efforts mainly into the Steve Georganas-contested seat of Hindmarsh. Working alongside the CFMEU and ACTU, members and volunteers used every means available to show the voting public why it was time to elect a Government that genuinely had their best interests at

heart. SA Branch had a whopping total of 65 members active in the "Build a Better Future" campaign, with special mentions aimed at Matt Burnell, Karen Sewell, Luke Clothier, Nick Pedler, Chad Winding, Alex Smith and Adrian Manus. Admirably, members in Whyalla were active around the closure of the steelworks and threw their support behind the many AWU members who lost their jobs, in an act of solidarity.

Alex, a recently sacked seafarer from the British Fidelity, did not skip a beat when he was callously questioned by Liberal MP Matt Williams at a polling booth, who asked, "don't you have anything better to do?". Alex was quick to respond that nothing was more important to him than highlighting the great injustices he and his fellow workers had suffered at the hands of Liberal policy, and that fighting to protect Aussie jobs was exactly where he wanted to be.

Despite polling reports suggesting it wasn't possible, Labor candidate Steve Georganas claimed victory with a swing of 2.4% in his favour.

WESTERN AUSTRALIA

The election campaign was not an easy ride for the WA branch. Working in collaboration with the ACTU's Build a Better Future campaigners for a full year leading up to election day, a team of dedicated members and activists ran a comprehensive ground campaign targeting the key marginal seat of Cowan that was being coordinated by the CFMEU. With a focus on having conversations directly with voters, an incredible turnout of 71 volunteers working at polling booths on election day showed the level of commitment from the branch.

The MUA and CFMEU remained solid and united in WA, working closely together to ensure that the union movement was engaged in activity covering the width and breadth of the state. To kick off the campaign, the CFMEU hosted MUA officials and members at its launch event. Deputy National Secretary Will Tracey attended and WA Branch Secretary Christy Cain made a passionate speech about supporting the ALP to win the election even after the disappointing upset in the seat of Fremantle.

Top from far left:

Members rally outside of Ewen Jones's office ALP's Joel Fitzgibbon with Newcastle Campaigner Mal Lingard and branch activists Members talking to members of the public in a stall in Karratha

Sacked seafarers Luke Clothier and Alexander Smith

Queensland campaigners with Shadow Transport Minister Anthony Albanese

WA Youth activists Ryan Furtado and Racheal Carter with Opposition Leader Bill Shorten

SA Branch members taking part in phone polling

Queensland ITF inspector Sarah Maguire does her bit for the campaign

Bottom: Members take part in a Hay Point tug rally

He was joined on stage by Mick Buchan, CFMEU WA branch secretary, WA Labor Senators Sue Lines and Glen Sterle, and Dave Noonan, Assistant National Secretary of the CFMEU. Working from this display of solidarity early on in the fight, the MUA and CFMEU ensured that every rally and event had a joint union presence.

The commitment and dedication of the WA team helped Labor win the seat of Cowan. This was the only seat won in WA that was previously held by a Liberal incumbent and is a credit to the mature decision by the WA Branch leadership to divert significant resources to Cowan and support the CFMEU led campaign. A dsizable swing of 6.7% in Labor's favour saw Ann Aly become Australia's first female, Muslim Federal House of Representative MP. Although a marginal seat it has generally swayed to the right, thus making the win a truly a commendable and historic result.

SOCIAL MEDIA AND THE ONLINE BLITZ

Overseen by Assistant National Secretary Ian Bray and National Women's Liaison Officer Mich-Elle Myers, the MUA embarked on a social media campaign for the history books. Using Facebook, Instagram and Twitter as the





key components, the union was able to reach millions of people right around the country with campaign messaging and content. The addition of the Protect Aussie Jobs website, SMS video messaging, and e-bulletins meant the union could spread the word even further.

Strategic use of online advertising meant our “Sacked for being Australian” TV ad was watched by nearly 700,000 on Facebook alone in the key marginal seats targeted by the MUA. Backed up by prime time TV and radio advertisements, the plight of Australian seafaring was resonating in communities Australia-wide. By the time Zach, Dale and Warren went on tour to spread the word of how bad the Liberals were for jobs, people knew their story from online and wanted to meet them. This gave us a greater opportunity to connect with community members and secure Labor votes.

Ian and Mich-Elle were encouraged and inspired by the collective efforts and support of the union movement who posted and reposted our content without prompting. By sharing the content it meant those not au fait with union issues were able to connect.

The sacked seafarers of Simon Wright and Dale Eaton again generously donated their time recording for the robocall. With the support of the ACTU and CFMEU those messages were sent to one million voters in some of the targetted seats – 89% of those calls were listened to.

In the final 24 hours of the campaign, once the TV and radio media blackout had been imposed, the social media team, coordinated by Mich-Elle, undertook an online blitz, posting one item every hour for 24 hours across Twitter, Facebook and Instagram. The efforts of the team of Ashleigh Telford, Mahla Conomos, Lauren Palmer and Michelle Summers meant that hundreds of thousands of people in the union and wider community were reached in those integral final hours before polls opened.

SOLIDARITY AND WORKING WITH THE ACTU

From the outset of the campaign, Sally McManus, Vice President of the ACTU,



Top from far left: ATSI chair Paddy Neliman with ATSI Coordinator Uncle Terry O’Shane with Palm Island locals NT Branch Secretary Thomas Mayor

Ian Bray, ALP candidate Sharryn Howes, CPSU Secretary Nadine Flood, Dale Eaton, Mich-Elle Myers, Simon Blacklow

Tasmanian activists busy at a stall

Left: Assistant National Secretary Ian Bray holding up the local paper the day after the election

worked closely with the MUA to ensure the coordination of the union’s actions were in line with the ACTU “Build a Better Future” campaign. By having a direct line to Deputy National Secretary Will Tracey, Sally enabled the union to keep focussed on key issues, while reaching the maximum possible number of people with the MUA’s and ACTU’s messaging.

The ACTU Voter ID calls were an important organising and member activating tool from the outset. The results of the calls allowed the union movement to better target messages and map the swinging electorates efficiently. Major issues, such as job security, worker’s rights, accesible education and affordable healthcare were identified through over-the-phone conversations.

Through this collaboration and the MUA achieved unbelievable results with the ‘Put the Liberals Last’ message’. A god indicator of the union’s efforts was the fact that by the time the election had occurred, there were only 30 members of the MUA who had not been contacted by a union volunteer. This is a more incredible feat when the nature of the

industries MUA members are engaged in is taken into account.

The outstanding result – 10 of the 15 seats targeted by the Union during the campaign were won – would not have been possible without the tireless dedication of the persuasion calls team. They group played a pivotal role and the will be commended for their stellar effort.

CONCLUSION

The union’s activism throughout the election campaign was outstanding. Members stepped up and put their heart and souls into making a difference which was reflected in the results. Although Turnbull and his team of Coalition members were ultimately succesful, their majority in the House of Representatives is only one seat and the Government has a very hostile Senate to contend with. Without the grass roots activism of MUA and the trade union movement that majority would have likely been higher and the potential for a mandate on many anti-worker policies would have been sealed.

Temporary Licences, Security Guards, Police & Aust’s Last Tanker

The past 12 months have seen seafarers from four Australian coastal ships consigned to the scrapheap.

Rather than act within the spirit of the 2012 Coastal Trading Act, the Federal Government has instead decided to allow successful companies exemptions to Australian regulations by granting Temporary Licences.

It began when the crew of the *MV Portland* – a bulk carrier owned by American-based Aluminium miner Alcoa – found out through a regional newspaper that the ship would be sold and the route taken over by a foreign ship with a foreign crew.

This triggered a 60-day dispute, which came to a head when at 1am on January 13 up to 30 security guards boarded the vessel and forcibly removed the remaining crew members and escorted a foreign crew onto the ship.

It was later revealed that Federal Employment Minister Michaelia Cash was made aware of what would be dubbed ‘the Portland raid’ prior to it taking place.

Commenting in a press conference the following day, National Secretary Paddy Crumlin asked: “Has Australia learnt nothing since the infamous waterfront dispute in 1998? When did it suddenly become ok to again send in security guards in the dead of night to forcibly remove a workforce? This sort of thing shouldn’t happen to anyone in their workplace.”

Crumlin was one of the first crew to sail



VTHC Secretary Luke Hilikari speaking at the Melbourne rally

aboard the vessel, which became a pilot for the new qualification – the ‘integrated rating’ – combining the skills of deck and engine seafarers, developed in consultation with unions and industry to make Australian shipping more globally competitive.

“There was a time when business, Government and workers represented by their unions would work together in a mutually beneficial manner,” he said.

“Now we have crew members being stood over, while asleep in their bunks, and intimidated into leaving their ship in the middle of the night, as was shown on the *MV Portland*.

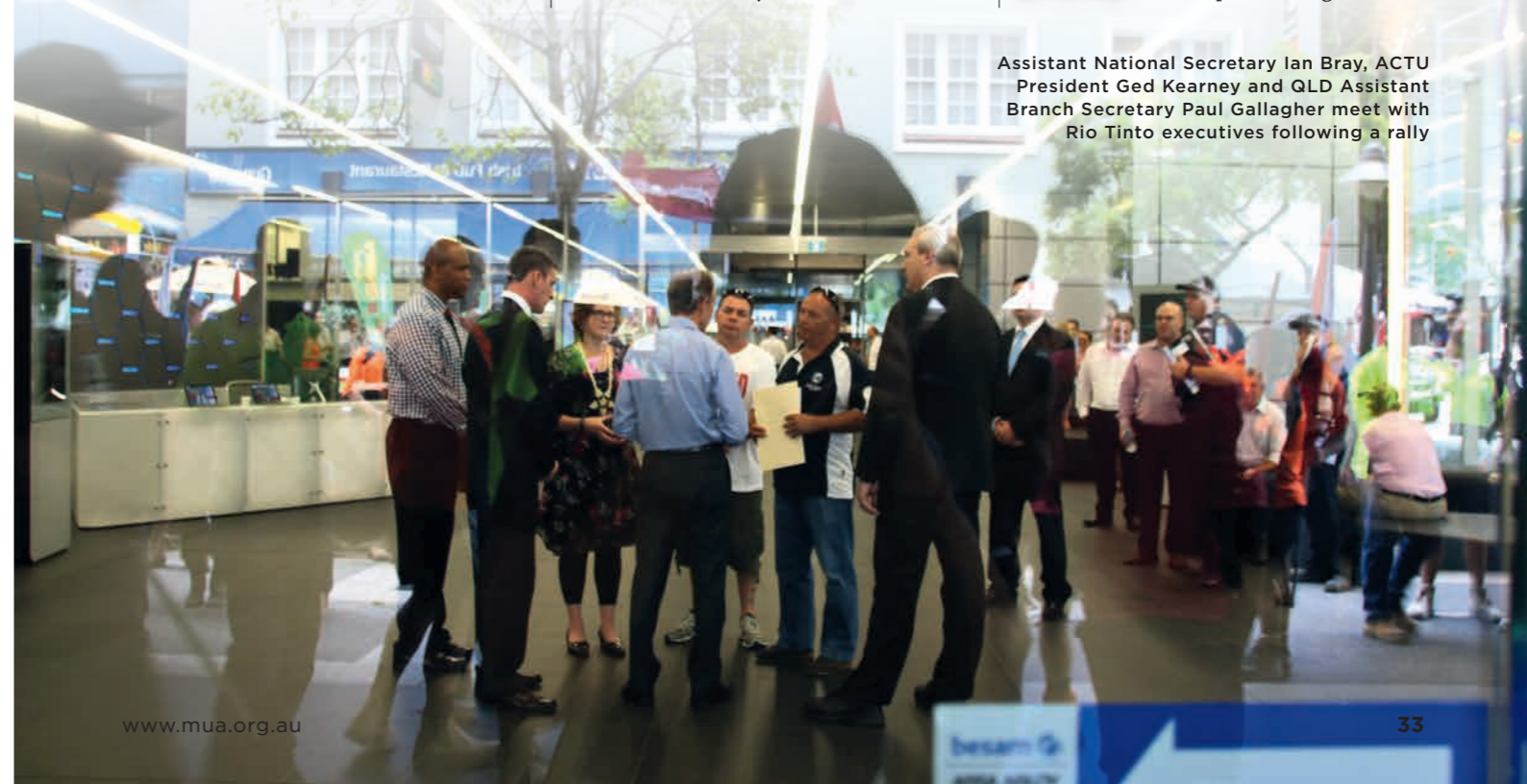
“When as a country did we decide we would

tolerate such corporate recalcitrance?”

During the ordeal, a campaign to reinvigorate the general MUA shipping campaign was hatched and, as a result, the *MV Portland* crew became the poster children for the intransigence of big business, in concert with the Turnbull Federal Government.

The Victorian town of Portland and its tight-knit community also became integral to the campaign, with numerous rallies staged in the district.

At one rally, Assistant National Secretary Ian Bray declared being able to replace Australian seafarers with workers paid as little as \$2-an-hour on a ship should ring alarm



Assistant National Secretary Ian Bray, ACTU President Ged Kearney and QLD Assistant Branch Secretary Paul Gallagher meet with Rio Tinto executives following a rally

contribute to the budget deficit as less net tax will be collected.

"The Senate obviously recognised this and refused to pass the amendments to the Coastal Trading Act, sending a message to the Government that a race-to-the-bottom was not the answer to reviving the coastal shipping trade.

"It is prudent and good practice to engage all stakeholders when it comes to formulating policy, regardless of who is leading Government. Therefore the union is happy that the new Minister has agreed to invite us to the table."

The Government and the MUA both agreed that the industry needs reforming.

"Complete deregulation - which would open up the coast to foreign, flag-of-convenience ships registered in developing world countries like Panama - is not a solution to the waning industry," Crumlin said.

"As was highlighted in the recent Senate Inquiry, flag-of-convenience shipping, as well as being a way to circumvent labour, environmental and safety regulation is a form of tax avoidance.

"The Panama papers have begun to expose worldwide business practices in tax minimisation and avoidance, something foreign shipping companies have been engaging in for decades.

"Australian shipping companies, working under Australian national regulation, contribute positively to the economic balance, in paying tax and adhering to other local regulations including wage law.

"This needs to be nurtured in the national interest, and this needs to be remembered in the Government's re-evaluation of shipping laws.

"The MUA is invested in working collaboratively in creating a viable shipping policy." ■



National Secretary Paddy Crumlin, Victorian Deputy Secretary Mark Jones, Assistant National Secretary Ian Bray and National Women's Liaison Officer Mich-Elle Myers with the MV Portland crew



The Portland crew on board the ship; staunch as ever

Shortly after crew members were marched down the gangway of the CSL Melbourne, they rallied outside Pacific Aluminium's Tomago smelter



Assistant National Secretary Warren Smith speaks in front of the sacked Sydney contingent

Union Prevailed After 102 Days

More than 100 days after 97 wharfies were sacked in the dead of night, an agreement between the workers and container terminal operator Hutchison was achieved.

A new agreement was supported overwhelmingly in both Sydney and Brisbane in November, which saw every worker go back through the gate if they wished.

As part of the agreement, the union won an extremely handsome redundancy package, which was offered on a purely voluntary basis and included the right to return.

MUA National Secretary Paddy Crumlin, who led the talks with the company in the Fair Work Commission, said the new agreement was testament to a more functional and mature approach to industrial relations than the company's initial attempts to restructure its operations.

"Workers are essential to the productivity and good health of any successful enterprise, and have a social and legal right to be treated with respect and decency - regardless of commercial cycles," Crumlin said.

"Large multi-national companies have a particular responsibility, due to their scale and inherent power, to have special regard to the treatment of their workers, and should meet the highest standards of those moral responsibilities.

"What started out as a shabby, mean-spirited and heart-breaking attack on an innocent workforce by Hutchison has been translated through the slow building of respect and proper involvement of those workers and the Fair Work Commission

under Deputy President Anna Booth," he said - referring to the fact the 97 wharfies were originally sacked by text and email a couple of minutes shy of midnight.

"It became notorious internationally for how not to restructure a business," Crumlin declared.

"It hopefully sends a strong signal to other big maritime multi-nationals in the maritime industry in this country at the moment - like BHP, Alcoa and Chevron - that they are diminished and devalued by the workplace policies of subterfuge and industrial and legal harassment of their workers as a preferred course of action. And that workers will not stop fighting for their rights and the genuine respect from these companies for those rights."

Crumlin thanked members of the ITF family and also the International Dockworkers Council (IDC) unions for their



Hannah Matthewson leads the Brisbane wharfies

demonstrations of solidarity for the sacked workers over the three-month struggle. The global campaign saw action from hundreds of thousands of transport workers worldwide.

MUA Assistant National Secretary Warren Smith said it was a momentous occasion, that could not have been achieved without the resilience and struggle of all Hutchison workers. This dispute was won through a range of tactics and forms of struggle. Fundamental however were the actions outside the gates at the terminals.

"The agreement is a major victory for the MUA and all Hutchison workers," Smith said.

"The key components of the former agreement have been retained. The new agreement has cemented the best safety clauses in the industry - in fact any industry. This agreement is a step forward for workers and delivers a victory for common sense over anti-worker ideology."

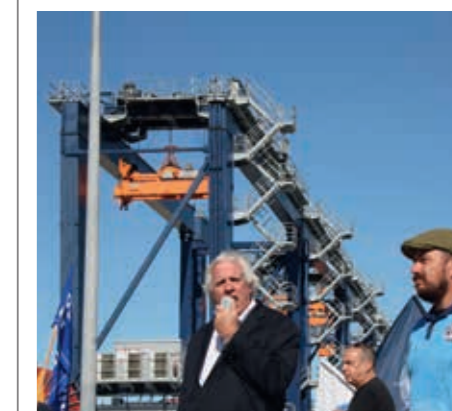
Smith also highlighted the success of the corporate campaign against Vodafone, which is owned by Hutchison.

"The targeting of Vodafone stores by maritime workers, and the hijacking of their 'Big Little Protest' - turning it into our protest against the thuggery and corporate belligerence - was important and is an on-going and important part of campaign methodology," he said.

"This achievement is also a testament to the character of all the Hutchison workers who have braved wind, hail and shine at the two community pickets in Brisbane and Sydney and remained united - determined to beat an injustice which was not acceptable in a modern workplace or society.

"There has been a host of industrial issues at Hutchison since the dispute has been finalised, of which the union is fighting and beating back the never-ending raft of HR driven madness emanating from the management at Hutchison," Smith said.

"Our unity and resolve to maintain a strong union site, and keep on struggling, will see us through - whatever the company wants to throw at us." ■



National Secretary Paddy Crumlin with Sydney Branch Secretary Paul McAleer

The High Cost of Cheap Shipping

A series of important recommendations have been put forward by the Senate Inquiry into Flag-of-Convenience Shipping, after the MUA and the ITF were successful in having the issue investigated.

The full report is not yet available, but the Second Interim Report was issued on May 3, shortly before the Federal Election was called.

MUA National Secretary Paddy Crumlin said many of the things highlighted in the report were issues about which the MUA and ITF had long been warning the Government.

"We're a maritime nation," Crumlin said when appearing in the Inquiry. "But we haven't got any leadership and we've got to win it back, Senators. That's all I'm appealing to. This is not an industrial issue or a political issue; this is a national interest. And we are Australians, regardless of whether everybody loves us."

The ITF invited to Australia retired US Rear Admiral Robert Reilly, who spoke about the importance of a merchant navy as a complement to the other arms of defence and national security in the United States.

"Our merchant maritime community, which we call the fourth arm of defence, is absolutely critical for us to respond in terms of national crises and disaster," the Admiral emphasised.

This sentiment was confirmed by the Government's own Department of Border Protection, which voiced its concerns about an increase in dependence on FOC in their submission to the Inquiry.

This is an excerpt from their submission: "The Department notes that while a significant proportion of legitimate sea trade is conducted by ships with FOC registration, there are features of FOC registration, regulation and practice that organised crime syndicates or terrorist groups may seek to exploit.

"These features are: A lack of transparency of the identity of shipowners

and consequent impediment to holding the owner to account for a ship's actions; and insufficient flag state regulatory enforcement and adherence to standards.

"The regulatory, registration and compliance practices of the so-called FOC states have the potential to create vulnerabilities for Australia's enforcement of laws in its maritime domain.

"These vulnerabilities add to the attractiveness of FOC shipping to entities such as organised crime syndicates and other entities seeking to illegally exploit natural resources both within and outside the AEEZ (Australian Exclusive Economic Zone)."

North American Seafarer International Union Executive President Dave Heindel contributed to the ITF submission with his intimate knowledge of the *Jones Act*, saying it was a policy Australia should consider.

"The United States' cabotage law (the *Jones Act*) has enjoyed strong bipartisan support since its enactment in 1920. Top US military leaders also have consistently backed that law throughout its history," Heindel wrote.

"Cabotage laws make sense on every level, and that's why dozens of countries around the world have their own versions of the *Jones Act*," noted Heindel, who also chairs the Seafarers' Section of the International Transport Workers' Federation.

"They help boost national security and economic security, while sustaining good jobs and an important part of the industrial base."

Heindel cited a relatively recent, independent study by highly regarded international professional services firm PricewaterhouseCoopers which concluded the *Jones Act* helps maintain nearly 500,000 American jobs, while contributing billions of dollars annually to the US economy. Some of those jobs are shipboard billets, but many others are in the yards themselves.

"Those shipyard jobs are important for our national security," he observed.



Retired Rear Admiral Robert Reilly appearing at the Senate Inquiry

"Without those jobs, our capacity to build ships for the military would be severely weakened and might disappear altogether. Similarly, the *Jones Act* helps maintain a pool of civilian seafarers who are available to sail on military support ships in times of need."

Those points have been echoed in recent weeks by four-star US General Paul Selva, commanding officer of the powerful United States Transportation Command; Rear Admiral T.K. Shannon, commanding officer of the US Navy's Military Sealift Command; and other prominent US leaders.

"The bottom line is: it makes sense for industrialised nations to have strong cabotage laws - and that certainly includes Australia," Heindel concluded.

"Vessels sailing in domestic trades also tend to be safer and better for the environment, because they have to comply with stricter rules and regulations. The owners and operators and mariners are all accountable."

ITF Australia coordinator Dean Summers was the ITF's key witness and he spoke about his experiences in dealing with FOC vessel managers, captains and owners for more than a decade.

Some of his evidence was based on the horrendous treatment of foreign seafarers in Australian waters. He cited the case of the *Sage Sagittarius*, where three people were killed or died under suspicious circumstances; no one was charged and a proper police investigation was never carried out, despite the majority of the events occurring in Australian waters.

"It's not easy to - for a seafarer - for a man to fall over the side of a ship. There was something much more on that day. There was a threat and there was a very, very real and present threat to those seafarers," Summers told the Inquiry.

He also told the Inquiry that replacing



"The Australian industry has suffered even more cutbacks and more ships have gone off the Australian coast, only to be replaced, as we've said, by Flag-Of-Convenience ships - and it doesn't talk to the quality of the machinery, the quality of the ships."

Australian ships with FOC vessels would be a detriment to the Australian environment, national security and economy.

Summers added: "The Australian industry has suffered even more cutbacks and more ships have gone off the Australian coast, only to be replaced, as

we've said, by Flag-Of-Convenience ships - and it doesn't talk to the quality of the machinery, the quality of the ships. It talks to the registration; it talks to the capacity to hide completely the ownership behind these ships.

"We can't compete on zero wages. We

can't compete on zero taxation. The FOC ships pay nothing into this country - they pay zero. In fact, when they leave the ports, they leave us with a bill."

It was not only the tax avoidance occurring at the corporate level by the FOC operators, Summers emphasised. It was also the income tax loss from individuals that Australia would have to foot the bill for, in addition to the extra burden coming from a reliance on social security as a result of 1000 seafarers being unemployed.

MV Portland crew member Zach Kinzett made this statement at the Inquiry, which coincided with the first day of the Jobs Embassy.

"Ultimately, we are just Australian workers in an Australian industry. We have worked this dangerous and security-sensitive job for 27 years with professionalism and distinction. We have families and mortgages. We pay tax and contribute to local businesses," Kinzett said.

Following the Federal Election on July 2, the new Parliament agreed to continue the Senate inquiry.

With the retirement of NSW Liberal Senator Bill Heffernan, this inquiry is now headed by Queensland LNP Senator Barry O'Sullivan.

Senator O'Sullivan, a former police detective, and deputy chair, ALP WA Senator Glenn Sterle, are both strong supporters on the inquiry. ■

"The bottom line is: it makes sense for industrialised nations to have strong cabotage laws - and that certainly includes Australia ... Vessels sailing in domestic trades also tend to be safer and better for the environment, because they have to comply with stricter rules and regulations. The owners and operators and mariners are all accountable."

National Assistance Helpline

1800 554 654




A 24 Hour, 7 days a week national helpline to support workers and their families with mental health, substance abuse and other issues



MUA NT Branch Secretary Thomas Mayor at National Conference

Unions Celebrate Larrakia Win In Talks With Japanese Gas Giant

In February Northern Territory unions celebrated the Larrakia People being formally included in employment talks over a multi-billion dollar gas project being built on their traditional lands.

Japanese energy giant INPEX has agreed to enter tripartite talks with the Larrakia Nation Aboriginal Corporation (LNAC) and the Larrakia Development Corporation (LDC) over post-construction work once the \$34 billion plant is complete.

It is estimated the operational phase of the INPEX gas plant could be up to 50 years. INPEX said discussions will include commercial business opportunities, training and skills development, employment, as well as cultural and heritage matters.

MUA NT branch secretary Thomas Mayor said this was a big win for local Darwin people and told the ABC: "When the gas plant is

built, Larrakia people want fair access to well paid jobs on the ships and the offshore and onshore facilities, not just for themselves, but for the Darwin locals that live with them in the community.

"We are tired of being paid lip service from large foreign companies. Locals, their kids and grandkids over 40-50 years of this gas plant can only be guaranteed fair access to training and employment through a binding and non-ambiguous Agreement.

"The MUA put the national spotlight on the issue last September, when it protested against the company failing to live up to promises about spreading the benefits of its gas project with the traditional land owners.

"This success for the Larrakia People is a result of community agitation and the MUA protest that attracted national attention to

the issue.

"The win comes as the Federal Government handed down the annual Closing The Gap report, showing indigenous disadvantage is still firmly entrenched.

"Any lift in indigenous employment will help local communities with better health and poverty outcomes.

"The MUA has questioned the company's decision to block union involvement in the training, jobs and careers campaign for Aboriginal and Torres Strait Islander peoples.

"Who is INPEX to tell Aboriginal People who they can and cannot get advice and support from?

"Unions will be watching closely to ensure there is real progress and an agreement is more than words on paper - but binding towards a better future for local people." ■



Queensland Secretaries Jason Miners and Bob Carnegie address a meeting of Hay Point tug workers

The Big Australian Screws The Little Worker

The largest mining company on the planet has sought to undermine Australian workers by encouraging towing companies to utilise partnership agreements.

In a petty and short-sighted move, BHP-Billiton has shown its contempt for Australian workers by trying to undermine Fair Work-sanctioned collective agreements in Port Hedland WA and Hay Point in Queensland - by handing the lucrative towage contracts to notorious union-buster Rivtow Marine.

The tax avoiding multi-billion dollar company - which faces culpability questions regarding a dam disaster in Brazil which killed up to 17 people - engaged Rivtow Marine at the end of last year in Port Hedland, dumping its previous operator Teekay.

Teekay had just concluded collective bargaining with workers from three unions - Maritime Union of Australia, Australian Maritime Officers Union and Australian Institute of Marine Power Engineers.

MUA Deputy National Secretary Will Tracey said BHP's decision was driven by ideology and not by sensible business considerations.

"BHP Billiton has built its fortunes on the back of hard working Aussies, and it's a bloody disgrace that they are dismissing a fairly negotiated enterprise agreement," Tracey said.

"The company is a multi-billion dollar enterprise and it's appalling that this same

company now plans to justify throwing another 230 workers on the scrap heap."

MUA Assistant National Secretary Ian Bray said there was no reason or acceptable rationale to obliterate legally negotiated employee terms and conditions by the most profitable company in Australia's mining history.

"A political motivation must be acknowledged," Bray said.

"I strongly suggest BHP reconsider its actions and show a bit of loyalty to the Australian people, who have ensured the company has been such a successful venture for more than 100 years."

More recently, Rivtow was the successful tenderer for the BHP Billiton-Mitsubishi Alliance (BMA) contract.

The MUA is calling for the contract to be reviewed, claiming the partnership agreement was a form of sham contracting intended to undermine workers' rights and safety.

The union is calling for legislative change to stop the the contracts spreading into other industries.

Bray said partnership agreements were steadily creeping into traditionally blue collar industries, as a tool to undermine workers.

"Partnerships were originally set up for doctors, dentists and professional practitioners. They were not supposed to be utilised to strip away the fundamental right for workers to get together and collectively bargain," Bray said.

"The agreements are a legal loophole

and will be used to drive down wages and conditions. They put all the risks and liabilities on workers, and it is little more than sham contracting.

"Widely accepted conditions - such as workers' compensation, sick leave, annual leave and unfair dismissal protections - will not be offered to workers under partnership agreements.

"The fact that a company has been chosen because of its propensity to screw its workers should ring alarm bells to State and Federal legislators."

MUA Queensland Branch Secretary Bob Carnegie said the workers who were being replaced had been model employees.

"Some of the crew members had worked on these tugs for more than 25 years," Carnegie declared. "And every single one of them had been loyal, diligent and hardworking - and for what?"

"To be rewarded with the sack. Is this the kind of corporate behavior we're going to tolerate and allow to become more commonplace?"

"Is this the kind of intransigence the Federal Government is going to encourage by one of the world's biggest companies?"

"Well I hope not. And I urge BHP and its partners to reconsider the precedent they're setting, in a time where industrial relations is at the forefront."

Bray has been lobbying all parties at state and federal level to force changes to the rules surrounding partnership agreements, including the passing of multiple resolutions at ALP State Conferences. ■

Maritime Unions Victorious in High Court Ruling

Unions emerged victorious in the High Court following a long-running battle against the Abbott/Turnbull Government's efforts to exempt workers on vessels in the multi-billion dollar offshore oil and gas industry from domestic visa requirements.

The exemption was overturned by the High Court on August 31 following a case lodged by the Maritime Union of Australia (MUA) and Australian Maritime Officers Union (AMOU).

Speaking outside the High Court in Canberra following the victory, MUA Deputy National Secretary Will Tracey said: "Today is a fantastic day that again has reinforced and confirmed our right to work in our industry."

"The High Court has backed in working rights for seafarers today and should also send a signal to the Australian Government - Michaelia Cash and Peter Dutton in particular - that they should listen to the will of the Senate, the Courts and the people."

MUA National Secretary Paddy Crumlin said the High Court saw through the blatant skulduggery and legislative trickery the Abbott/Turnbull Government had used to ignore the Senate and the Federal Court.

"Unions watched the matter very closely because it was a blatant attack on Australians' rights to work in their own country," Crumlin said.

"Bringing in often exploited foreign workers is a dangerous attack on the rights and safe working conditions of seafarers, regardless of their nationality."

"The MUA and the ITF welcome

the decision which helps rehabilitate Australia's international reputation for adversarial and destructive attacks on the trade union movement.

"The offshore industry in any country's territory must be the domain of the national workforce as it involves the development of that country's sovereign and public wealth."

ITF Maritime Coordinator Jacqueline Smith said: "It is clear that the failed legislation and subsequent circumvention by the Australian government that was rejected by the High Court today was partly driven by international hydrocarbon players including Chevron and Allseas."

"This is a great victory for the protection of workers rights in the offshore industry all over the world."

AMOU President Tim Higgs said: "The Government has hugely overreached with these tricky legislative instruments. The Minister's attempts to bypass existing laws and give unfettered work rights to non-Australian workers was always a terrible idea."

Background

In 2012, the Federal Court of Australia handed down a decision in *Allseas Construction SA v Minister for Immigration and Citizenship* [2012] FCA 529 that highlighted the issue of non-citizens being able to work on Australian offshore vessels without visas when vessels were located outside the Migration Zone.

The then-Labor Government protected

Australian jobs in the offshore oil and gas sector by responding to the 2012 Allseas case with a Bill that extended the Migration Zone to address a flaw in Australia's migration law.

Within six months of its election the Liberal National Government introduced a Bill to repeal the *Migration Amendment (Offshore Resources Activity) Act 2013* (ORA ACT) that was passed by the ALP-led Parliament in 2013.

It also introduced a Regulation under the ORA Act that specified an inappropriate visa class as a work visa to conform with the ORA Act (the Maritime Crew Visa, which is a transit visa for visiting international seafarers, not a work visa).

When the Senate rightly disallowed the regulation specifying that visa, introduced a Ministerial Determination ('Immi 14/077') effectively making the ORA Act null and void in complete disregard to the wishes of the Parliament. The MUA and AMOU challenged Ministerial Determination ('Immi 14/007') in the Federal Court with Justice Buchanan validating the use by the Government of Ministerial Determination Immi 14/007 in a judgment delivered on 15 September 2014.

The MUA and AMOU successfully appealed the decision to the Full Court of the Federal Court.

Following the Full Federal Court decision, within 24 hours introduced another determination ('Immi 15/073') and subsequently ('Immi 15/140') to again allow cheap foreign labour in the offshore oil and gas sector. ■



Public Inquiry Needed Into LNG Export Rorts

The long-running campaign to get oil and gas giants operating in Australia to pay their fair share of taxes and royalties has stepped up a gear amid revelations our national government will only collect a fraction of what it should over coming decades.

The Tax Justice Network - of which both the MUA and ITF are members - is calling for a public inquiry into the Petroleum Rent Resource Tax (PRRT).

This follows the release of modeling which predicts that by 2021, Australia will eclipse the Persian Gulf state of Qatar to become the world's biggest exporter of liquefied natural gas.

In that year, when both countries are forecast to pump and ship roughly 100 billion cubic metres of LNG each, Qatar's government will receive \$26.6 billion in royalties from the multinational companies exploiting its offshore gasfields.

According to Treasury estimates, Australia will receive just \$800 million for the same volume of gas leaving its shores.

The TJN through its spokesman Jason Ward has sent a letter to Prime Minister Malcolm Turnbull and Treasurer Scott Morrison.

"The [Tax Justice Network] has major concerns about forecasts of declining or stagnant government revenue from the PRRT coinciding with Australia becoming the world's largest exporter of liquefied natural gas (LNG)," the letter says.

"LNG will soon compete with iron ore to be Australia's largest export. However, various analyses show that the primary resource tax on this export, the PRRT, will not collect any new revenue for decades to come.

"Concerns were raised about the effectiveness of the PRRT in the Henry Tax Review. Since then the scope of the PRRT has been expanded to cover all oil and gas, onshore and offshore, including CSG.

"Despite the expanded scope, it appears that other changes

to the PRRT system have further reduced current and future government revenues.

"The PRRT system, based on voluntary compliance and self-reporting, operates with limited transparency and inadequate oversight. Australians need greater public confidence that they will benefit fairly from the exploitation of our natural resources.

"An immediate parliamentary inquiry into the PRRT would help clarify these issues and inform policy development to close off any gaps in the future PRRT tax base.

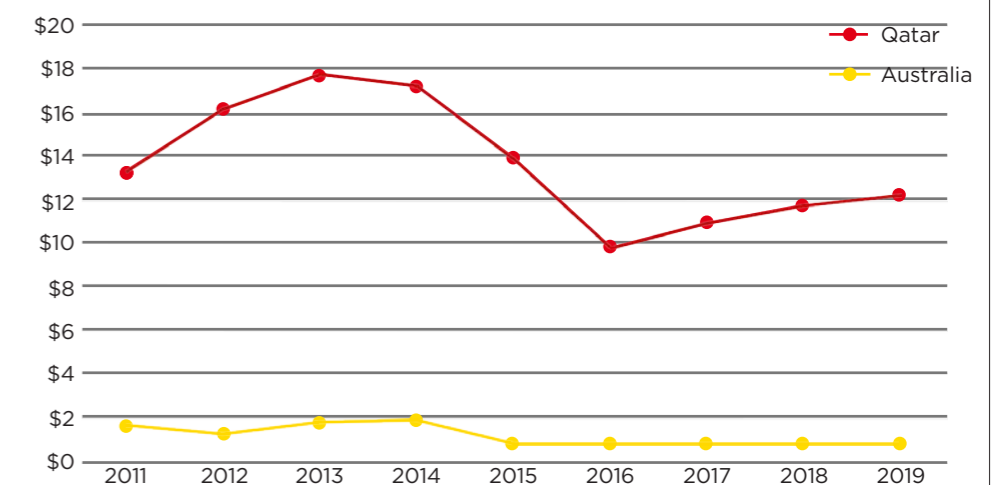
"A robust tax base is essential to fund education, health care and other government services and restore the Budget over time. ■

While the Turnbull Government is yet to make a substantive response, the push for an inquiry found an unlikely ally in Liberal WA Treasurer Mike Nahan.

Nahan is reportedly annoyed that billions of dollars spent by his state on infrastructure supporting LNG projects will not flow back to the state through the federally-imposed petroleum resource rent tax.

"WA would support further scrutiny into whether taxpayers are receiving a sufficient return on government support for offshore LNG projects," said Mr Nahan, who also holds the energy portfolio in the Barnett Government. ■

Qatar Royalties vs Australian PRRT revenue (billion AUD)



The solution

If the PRRT was working the way it was originally intended, it would generate an additional \$480 billion in government revenues over the next two decades.

That amount would cover roughly 80% of the current annual national education budget over the next 20 years. This revenue, which could fund our public schools, hospitals and infrastructure, is being lost.

The MUA must lead the way in demanding an immediate Parliamentary Inquiry into the PRRT to ensure that Australians receive a fair share from the exploitation of our natural resources.





Mich-Elle Myers & Ann Gray with ACTU President Ged Kearney at the Jobs Embassy

Canberra from a Woman Seafarer's Perspective

By Ann Gray - Queensland seafarer and Women's Committee Member

From February 22-25, it was Queensland's turn to man/woman the Jobs Embassy. Can I also give a huge thanks to Mich-Elle Myers who had been in Canberra for three weeks previously and showed us all the ropes. Well done Mich-Elle: a great effort.

Our group included current working seafarers (a rarity nowadays), our Assistant Branch Secretary Paul Gallagher, unemployed seafarers and stevedores and veterans - what a great bunch to have the honour of working with. We were all assigned various tasks and did them with vigour. Each day, the timing for putting up and pulling down the tents and banners improved significantly.

The banners themselves were fantastic, both with their logos and size. The boys took it in turns to stand in front of the embassy with posters proclaiming "Toot if you agree with Aussie Jobs for Aussie Workers". Great stuff.

We had Senators Kim Carr, Glen Lazarus, Nick Xenophon and John Madigan, as well as MPs Bob Katter and Wayne Swan turn up to watch. Ian Bray came from Sydney and the crowd got bigger.

The Meat Workers showed up with some fantastic cuts of meat and a huge BBQ. They were visited by Glen Lazarus, who had a photo taken cooking their Wagyu export

steak. Other unions in attendance included the AMWU, the ASU and I saw a CFMEU flag too.

Also there were Warren Hopkins and Liam Conaghan from the MV Portland, who did a successful press conference with Anthony Albanese. Craig Brady and Luke Clothier from the CSL Melbourne were also there to lend support.

There was a protest group from the CSIRO (right next to us) who have lost hundreds of jobs and they were addressed by Stephen Jones MP, who later put up the Red Ensign in the Parliament. Great show, Stephen Jones. Paddy Crumlin addressed the crowd on Wednesday. ACTU President Ged Kearney attended, as well as Greens Deputy Leader Larissa Waters. All-in-all it was a great show of solidarity in front of Parliament.

On Wednesday night we had the pleasure of attending a Cuban Embassy event, at which both Paddy Crumlin and Paul McAleer were recognised for their support of the Cuban people. Probably the only bad taste was the fact Teresa Gambaro and Julie Bishop from the Coalition were there. One of the highlights - both for Mich-Elle and myself - was meeting Charlie Tseo (renowned heart surgeon) and his wife Genevieve; what fantastic down-to-earth people they are.

On Thursday, our last day, good fortune

played into our hands when an accident triggered a traffic jam in front of the embassy. ALP Senator Doug Cameron jumped out of his car and came to talk to us, providing huge photo opportunities with a great labor man.

Then about five minutes later came Clive Palmer - what an opportunist he is. There he was standing with some of the boys holding our union placard as a photo was taken - complete hypocrisy, when those poor workers at his mine are yet to be paid their dues. It turned out to be a great morning apart from him. We also received toots from Opposition Leader Bill Shorten and many of the Labor Ministers.

Comrades, what solidarity was shown to us - absolutely brilliant! We were all very tired, but euphoric, at having done our bit for the Jobs Embassy.

And one last mention. On Wednesday we were visited by Jane from 'Vintage Reds'. What a fantastic name. She was a former organiser with Doug Cameron and had her photo taken with Paddy Crumlin and the rest of the group. So you see, old unionists never die - they just get older and drink more red.

Oh and I forgot to mention: none of the Queensland group are ever going to have BBQ'd sausages again . . . well at least for three months. You can only eat so many sausages! ■

Australian Women Say 'NO' To Turnbull

By Mich-Elle Myers - National Women's Liaison Officer and Election Campaign Coordinator

Never ones to shirk from a fight, MUA women were at the forefront of the election campaign from the beginning.

Some of the women heavily involved in the campaign included Queensland's Anne Gray, Tasmania's Monica Hinkley, Northern Territory's Chrissy Von Wooten, Tasmania Branch Deputy Secretary Alisha Bull and MUA National Women's Liaison Officer Mich-Elle Myers, who also had the responsibility for overseeing much of the campaign.

Sydney Branch's Louise Ryall, did not let being a new mum in the way of confronting

Malcolm Turnbull on the hustings. Her run-in made television news headlines. Ryall was also used to star in a campaign video.

Wharfie Sue Virago ran as a Greens candidate in the seat of Blaxland achieving a 4% swing for the Greens.

Myers said that women were particularly vulnerable to the cuts being proposed by the Turnbull Government which was enough motivation to make sure women were out in force getting their message out.

"The vicious attacks on jobs, along with \$115 million cuts to homeless shelters and changes to Medicare would have disproportionately hurt women," she said.

"As a result women unionists, including a sizable percentage of MUA women were involved in door knocking, phone banking and attending and organising campaign events.

"Despite not being able to get Labor over the line, if it was not for the work of these strong women Turnbull would have had a stronger majority."

The election has also seen some fresh, female faces in the Senate and House of Representatives join the ALP ranks. Notably the MUA helped Braddon's Justine Keay, Cowan's Anne Aly and Herbert's Cathy O'Toole get across the line.



National Women's Liaison Officer Mich-Elle Myers speaks at National Conference

ACTU Wave Hill Walk Off Celebrations, Executive and Conference

The ACTU Executive met in Darwin in mid August ahead of a celebration of the 50th anniversary of the Wave Hill Walk Off, roughly nine hours drive from the coast. ACTU President Ged Kearney said Australia is at a point where it has to confront the continuing systematic abuses against Aboriginal and Torres Strait Islander people.

"In the space of just a few days, we in the union movement will look forward and we will look back," Kearney said.

"We will look back to a time when unions stood shoulder to shoulder with the Gurindji people and Aboriginal and Torres Strait Islander people from all nations – in an era of profound social conflict for Australia."

"And we will look forward to continuing that legacy of solidarity as we support and

stand with today's Indigenous leaders to face up to many of the same challenges that present themselves to Aboriginal and Torres Strait Islander workers even today." ACTU National Indigenous Officer Kara Keys also connected the significance of the 1966 Wave Hill struggle for workplace rights, with the challenges still being faced by Aboriginal and Torres Strait workers today, particularly unions' fight against the Community Development Program (CDP).

"While the federally mandated maximum wage that oppressed the workers at Wave Hill is gone, the CDP remains," Ms Keys said.

"A program which indentures remote Indigenous workers into forced labour, offers no wage, no federal OHS and Workers' compensation protection, no superannuation and no conditions of employment."

The MUA was represented by Indigenous members Thomas Mayor, Terry O'Shane, Paddy Neliman, Stephen Oxley, David Stolpnes and Andrew Sutton along with Deputy National Secretary Will Tracey, National Women's Liaison Officer Mich-Elle Myers, branch officials and rank and file representatives from each Branch.

The week commenced with a speech from Vincent Lingiari's granddaughter Rosie Smiler who explained that in her community of Kalkarindji there is still much hardship and suffering today.

Mayor, who stood with Rosie during the speeches, then challenged the union leaders who had travelled to Darwin to act on the issues raised.

Mayor said that throughout the three days, the MUA's delegation were active participants in driving a progressive agenda. ■



Gurindji Freedom Day 50th Anniversary

A solid delegation of MUA rank and file then attended the Gurindji Freedom Day 50th Anniversary commemorating the historic Wave Hill Walk-Off.

"The Wave Hill Walk Off, led by the courageous Vincent Lingiari, was one of the longest strikes in Australian history and should be admired and celebrated by all Australians for the bravery and determination of the Gurindji people who fought until they won their land back," Mayor said.

"The union movement's support during the long struggle for equality and land rights is still remembered."

Mayor and the family of the late Darwin wharfie Brian Manning organised a replica Bedford truck that led the march. The Bedford truck is an iconic symbol of the union's support in the Gurindji's long struggle.

Mayor said that today, the drive from Darwin to Gurindji country takes around nine hours but that it would have taken significantly longer in Brian Manning's day as he delivered much needed support.

Mayor said that before departing Gurindji country, Gurindji Corporation Chairman Justin Paddy thanked the MUA for being involved and welcomed the union and its members back for future anniversaries. ■



Wharfies Walk for Suicide Prevention

MUA Sydney Branch members Steven Heighes, David McElhinney and Darren Brown have done our union proud, completing a 14 day walk from the Gold Coast to Sydney on Friday, October 28.

The DP World wharfies walked over 60km a day, challenging themselves both physically and mentally, raising needed funds and awareness for Suicide Prevention Australia.

“Six years ago, I was in a dark place” said Heighes.

“Heaps of people helped me on the road to recovery, so it was time I gave a little back.

“As suicide affects us all, we wanted to stand up and make a real change.”

Visiting major cities and small country towns across QLD and NSW, the MUA wharfies had conversations with community members about mental health – breaking the stigma around suicide which is the biggest killer of Australian men aged 25 – 44 years.

Heighes says the role of education in the fight against depression is crucial, and can start at a young age.

“We walked past a school in Stroud, which is the middle of nowhere,” he said.

“Next thing we know, we are speaking to a school assembly of 20 kids, talking about suicide and mental illness.

“Those kids will go home and tell their parents, and that’s how the message gets out.”

The Sydney Branch sponsored the wharfies who helped raised over \$50,000 for this important cause.

Branch Secretary Paul McAleer, Assistant Branch Secretary Paul Garrett, MUA Youth Activist Kerry Farrell and Harbour City Ferries worker Eben Kelk joined the last leg of the trip walking 40km from Avalon to Martin Place on Friday.

“The Sydney Branch has been actively involved in campaigns regarding awareness for suicide prevention for many years now” McAleer said.

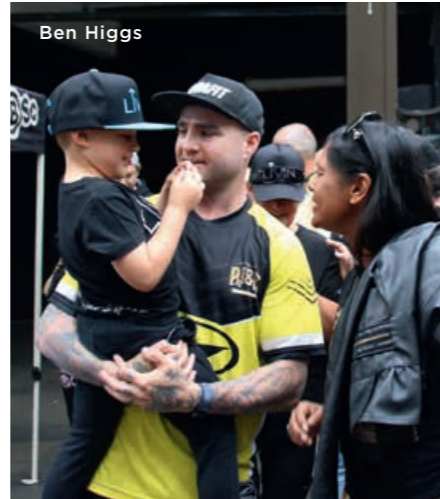
“Suicide and mental illness is a scourge negatively impacting our communities and destroying families and the lives of those affected.”

“As maritime workers and trade unionists, we recognise and understand the importance of highlighting these often ignored issues and doing what we can to try and overcome them.”

The walkers were greeted at the Martin Place finish line by a strong turnout of MUA members.

The walk demonstrates the true spirit of our union.

“I always maintain that the best thing about being a maritime worker is that we help others because we can, not because we have to,” Garrett said.



Ben Higgs

“When someone is down on their luck, start a conversation with them and ask them how they are doing and then listen.

“It just might be that conversation saves a life”.

A big thank you to everyone who donated and attended the event including: MUA Youth, MUA Veterans, Sydney Ferries, Svitzer, DP World and the CFMEU NSW Construction and General Branch.

You can still donate to the campaign, by clicking here: <https://www.everydayhero.com.au/event/walkitoff>

If you or somebody you know needs help, please contact Hunterlink on (02) 4929 - 6625 ■



Sean Howell, Ben Higgs, Darren Brown, Jason Webb, David McElhinney and Steven Heighes with a representative for Suicide Prevention Australia



Sean Howell and Steven Heighes



From left: Sean Howell, Paul McAleer, Jason Webb, Paul Garrett, Darren Brown, Steven Heighes, David McElhinney and Ben Higgs

MUA Youth Raft Into Action At National Conference

Seafarer and MUA WA Youth Committee chair Phil Swanston reports on National Conference

The Conference this year was an absolute ripper. The calibre of local and international speakers was amazing. Everyone in attendance would have left energised, re-inspired and ready to take on the challenges ahead.

It is good to see the changes within the union in sending a direct reflection of the membership to the Conference. The MUA was hailed as a progressive world leader in the union movement and the international connections that have been made will help our union for many years to come.

The MUA Youth Movement attended in force, with 19 delegates from WA. It was inspiring to see so many young unionists stand up and voice their opinions at a Conference level and play a part in the direction the union is taking. Something the movement has been focusing on lately is actions and rallies. Some strong connections were forged, both nationally and internationally, for the Youth and this will serve us well in our upcoming battles.

On the first day of Conference the Youth Movement organised an action in Surfers Paradise. In the lead up to this, a lot of time and planning was put in to make sure it was a successful event. Upon four fully loaded buses we practised some 'sea shanties' with an *MV Portland* theme, while we were en route.

Once in Surfers, we handed out flyers and talked to the general public about the plight of our industries. We then congregated in a central location on Cavill Avenue, where we inflated a small ship life raft. Upon seeing the raft, a crowd began to gather and a few members jumped into the craft and the 'sea shanties' started - with WA Assistant Branch Secretary Danny Cain playing the guitar.

In-between songs we read out important information regarding the Australian shipping campaign. The crowd was big and we managed to get our story out to a good number of people. We finished off with some good, old fashioned chanting.



The group that took part in the Youth action at Surfers Paradise



WA Assistant Branch Secretary Danny Cain on the guitar

The action couldn't have gone better and it was the kick-off to the Conference that everyone needed. You could see in the faces of the membership that this was not something that would be forgotten. We tried out a new technique; we used meaningful engaging conversation while handing out the flyers. Then we used the life raft and 'sea shanties' to get attention.

Once we had maximum attention, we divulged the information concerning us. We then finished the action with some heartfelt, loud and proud chanting. The technique

worked well and the public seemed to enjoy it as much as we did.

Thanks need to go to everyone involved in organising the action: Hannah Mathewson, national Youth chair, the helpers on the day and the whole WA branch Youth executive.

These Conferences aren't just about having a good time. While that's part of it, I can tell you every young member in attendance at that Conference left with something that will help them and the union in the future.

Know the past, own the future: MUA Youth

Oz Youth in Canada: Struggles Are The Same

The MUA sent two delegates last year to the ILWU Young Worker's Conference in Vancouver, Rachael Carter from WA and Codey Bruekers from Queensland. This is Codey's report.

The conference was a big 'eye opener'. There were 140 plus delegates from different areas, both international and within the same Canadian province of British Columbia. Three days of nothing but history, both locally and internationally, and more informative issues of current happenings that affect all young, new and also old members was amazing.

The three days were dedicated to helping motivate and inspire a whole new generation of workers and was well received by the attendees, many of which were 'first timers'. Everyone was welcomed whole-heartedly into a union environment that we, as a collective, sometimes take for granted.

The presentations were marvelous: engaging and informing us about what continues to happen in our industries. As some might know, Canadians have had the luck of not having to deal with a Government set against them and their livelihoods. After talking to a fair few of the Youth Members, they could not fathom what has happened to our union in the past and present with issues like Hutchison - but many have the feeling it



MUA's Codey Bruekers and Racheal Carter at the ILWU Young Worker's Conference

is only a matter of time.

I was very blessed to join the ILWU in their Young Worker's Conference and would highly encourage anyone, if the opportunity arises, to meet and talk to these young members. They taught me to appreciate that, no matter where you are from, the struggles are not just in your own backyard but in everyone's.

Youth Election Campaign Message Goes Viral

MUA Youth had so many campaign highlights, it would be too hard to list them all, including appearing on National TV to discuss the plight of Australian Shipping.

Young members hit the ground running this election in taking their message to new and young voters.

Political messaging for young audiences is often hard to communicate but being young themselves the youth knew how to breakthrough.

They were highly active in their local communities and beyond during the election campaign, participating and were present at all of the MUA campaign events and activities.

Youth from the WA Branch produced a massively successful 'Lib Life' Gangsta video with appearances from ScoMo, Cash, Turbull, Abbott et al.

Unfortunately, the Turnbull Government was ultimately successful and has opened the door for \$100 thousand degrees, cuts to TAFE's, fewer apprenticeships.

But the youth are more engaged than ever and can use the capacity built during the election campaign to engage in other union and community campaigns. ■



SA Branch Secretary Jamie Newlyn

MUA Says No To SA Nuclear Dump

The MUA is gearing up for a fight in South Australia over potential plans by the South Australian Labor Government to store nuclear waste in the state.

The MUA SA Branch has led the union movement campaign and was the first union to sign up to the No Dump Alliance.

The SA Branch was a key organiser of the October 15 rally on the steps of Parliament House that drew a crowd of several thousand in opposition to the nuclear dump proposal.

The MUA continues to play a leadership role in the campaign which has included presentations to the Citizen Jury from SA Branch Organiser Campbell Duignan.

ITF Australian Coordinator Dean Summers also presented as an expert witness to the citizens jury discussing the inherent risks of transporting Nuclear Waste product across the globe by sea.

The ALP Conference ultimately resolved to hold a Special Convention once the

Citizens Jury and public consultations have concluded which is likely to be the first quarter of 2017.

“As late as Thursday 3 November news outlets reported that the firms engaged to provide the economic forecasts to the Nuclear Fuel Cycle Royal Commission were in fact biased towards the nuclear waste industry progressing,” SA Branch Secretary Jamie Newlyn said.

“This reinforces the MUA’s strong stand and association with the No Dump Alliance and others opposed to nuclear waste dumps.”

The No Dump Alliance presented a letter to all convention delegates at ALP State Conference. MUA SA Branch Secretary Jamie Newlyn is one of the signatories.

“Many concerned citizens, including ALP members, and those of us gathered here today support the Federal ALP policy of opposition to international radioactive waste import and dumping,” the letter says.

“We also support the current South

Australian law which bans national and international nuclear waste storage facilities in South Australia.

“We urge the SA Labor Party not to advance plans to import nuclear waste into South Australia.

“The proposed plan is high risk and would have profound impacts for all South Australians for all time.

“The Royal Commission Report dramatically overstates the benefits of nuclear waste dumps while downplaying the risks.

“These Report failings are still not being adequately addressed despite big questions being asked by the South Australia community.

“Nuclear waste is not a business opportunity; it is a perpetual risk and burden.

“Accordingly, we urge you not to make any further financial or political commitment to advancing international radioactive waste plans for South Australia. ■



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Patrick's EA Nears Completion After 18 Months Of Hard-Fought Negotiations

Whe Patrick Terminal Enterprise Agreement (EA) is finally nearing completion following an arduous 18-month campaign.

At the time of writing, MUA Deputy National Secretary Will Tracey said voting on the new agreement would likely begin in mid-November following several preventable errors on Patrick's behalf.

"This was a campaign that involved 28 days of stoppages across the four

terminals and many bans of various types," he said.

"We had Patrick put out a non-union agreement that was rejected by 98 per cent of the workforce after a focused campaign by the MUA and the suspension of our industrial action by the Fair Work Commission which we overturned on appeal.

"There has been more than 45 days in Fair Work before Deputy President Booth and concerted campaign in the media by Patrick to discredit the MUA and our

membership.

"Amongst all this the business was being sold to Qube and our old Patrick nemesis Chris Corrigan.

"The leadership in each of the Branches and both the Part A and Part B committees is to be congratulated.

"The unwavering solidarity of the rank and file in the line of fire during a long drawn out campaign with the hostile tactics of the employer being carried out almost daily is nothing short of inspirational." ■

Members March To Malcolm Turnbull's Office

MUA members from across NSW rallied against Prime Minister Malcolm Turnbull, escalating the campaign against the Liberal Government.

The rally kicked off at Edgecliff station, where MUA members marched to Turnbull's nearby office, in Sydney's posh electorate of Wentworth.

The crowd - overflowing onto the streets - heard about the Government's attacks on Australian seafarers and the shipping industry. Zach Kinzett from the *MV Portland*, told of being forcibly removed from his place of work by 30 security guards.

MUA youth were at the forefront of this action, organising video projections detailing the plight of Australian seafarers.

"On behalf of the youth, we are going to keep fighting every single day," former chair of Sydney Youth Committee Ryan McGibbon Thompson declared. "We owe it to all the future seafarers who want to work on our coasts, and to ourselves, to keep on fighting every day.

"We can't let people like Turnbull, (Michaelia) Cash and (Eric) Abetz stop us. We'll keep fighting - and I promise we will be back on those ships."

The protestors were also showing solidarity to other workers who have been marginalised by the Turnbull Government's refusal to support local industries.

"Workers are in a constant battle with

this Liberal government, who are complicit in destroying our jobs - and they aren't even ashamed about it," former seafarer and current Safety and Education Officer Mick Cross said.

"They aren't just doing this to seafarers. They are doing it to meat workers in Townsville and to steel workers in Whyalla and Port Kembla."

This protest was a Call To Action, as the Liberal Government continues its anti-worker regime and actively diminishing

living standards by undermining penalty rates, refusing to support the Gonski scheme and making cuts to Medicare.

Sydney Branch Secretary Paul McAleer emphasised the union was at Turnbull's electorate office to send him a direct message.

While Turnbull did not greet the protesters, many passers-by honked their horns in support, highlighting that job security was a key issue at this year's election. ■



Sydney Branch Secretary Paul McAleer on the megaphone

Our Coast. Our Jobs. Our Future.



NSW Premier Breaks Promise To Stockton Ferry Workers & Commuters

NSW Premier Mike Baird has broken his promise to consult with ferry workers before putting the iconic Stockton Ferry service out to private tender.

The Premier assured workers at a rally late last year that they and their union, the MUA, would be consulted with about their future.

They heard nothing - until April, when they

were told the public ferry service was being put out to tender, and they would be forcibly transferred to the new private operator.

"This was a slap in the face to workers," MUA Newcastle Branch Secretary Glen Williams said.

"Many of them have dedicated their lives to this ferry service - some giving more than 30 years to delivering an efficient, top shelf

public transport option to the people of northern Newcastle.

"Mike Baird gave a commitment to workers - face-to-face - that there would be full consultation with them and the local community. But there has been absolutely nothing.

"To be treated in this way is appalling. It's just another broken promise from Mike Baird."

The MUA is calling for a 12-month freeze on any decisions, to allow proper consultation to take place, and a State Government guarantee no services will be cut.

The Stockton Ferry provides a vital link between northern Newcastle and the City.

"Our concerns are not only about privatisation, but also the forced transfer of the workforce to any new private operator," Williams said.

"In peak times the ferry is very well used. But in winter time it may not be, and that may bring into question the future of the ferry service if it is run by a private operator answering to its shareholders, instead of public needs." ■



MUA members were out in numbers to protests against the sell-off



MUA Veterans Secretary Fred Krausert speaks at the rally



RTBU members joined the MUA at the rally

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IDC & ITF Meet To Defend Dockers' Rights

Representatives of the International Dockworkers' Council (IDC) and International Transport Workers' Federation (ITF) met in Barcelona in Spain in February to explore how to work together to defend dockers' jobs and rights.

The one-day meeting agreed the following statement of intent:

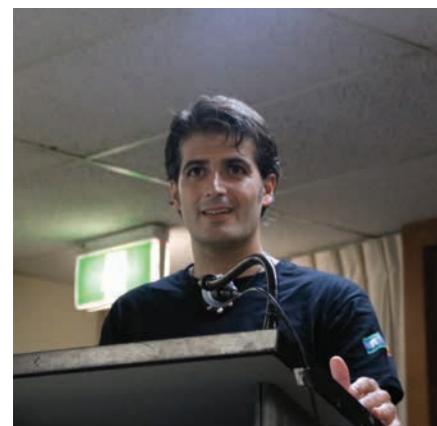
Representatives of the International Dockworkers' Council (IDC) and International Transport Workers' Federation (ITF) meeting in Barcelona today 5th February 2016 have agreed to find ways of working more closely together with the aim of strengthening solidarity between dockworkers globally and supporting each other in fighting back against attacks on their working terms and conditions, and job security.

These common challenges faced by our members are the result of significant changes in maritime transport, and some employers and governments pursuing a neo-liberal agenda characterised by union busting - including through automation, the casualisation of jobs and deregulation of labour standards and protections. Collective agreements are increasingly being violated and we are concerned over health and safety conditions in ports, as well as attempts to limit dockworkers' ability to exercise their trade union rights.

We have established a joint committee to develop a strategy and plan actions urgently to tackle the key challenges and issues faced by dockworkers globally.

In particular, our organisations will cooperate on:

- Campaigning and solidarity support to secure and maintain dockworkers' rights internationally, especially in the global terminal operating companies (GNTs); and
- Managing the impact of automation, securing lashing work and respect for dockworkers' jurisdiction.



IDC General Coordinator Jodi Aragunde speaking at the Queensland State Conference

We anticipate an active and fruitful collaboration between our two organisations to build dockworkers' power around the world.

Paddy Crumlin, ITF president and chair of its dockers' section, commented: "This has been a landmark event. Both organisations are now best placed to promote and defend the rights of international dockworkers."

Jordi Aragunde, IDC general coordinator, added: "Today's meeting was designed to further our joint efforts to aid and represent dockers worldwide. It is a pleasure to see it

result in such concrete outcomes."

Torben Seebold, ITF vice chair and ETF (European Transport Workers' Federation) dockers' section vice chair, added: "Dockers do hard and often dangerous work, which is rarely given the recognition it deserves. The ITF and IDC are committed to changing that."

IDC European zone coordinator Anthony Tetard concluded: "Dockers face common challenges, which demand a united response. Today we have agreed one." ■



ITF and ETF Dockers' Vice Chair Torben Seebold speaking at the MUA Quadrennial National Conference

ITF Praises 'Panama Papers' Exposure Of injustice & Wrongdoing

The International Transport Workers' Federation (ITF) has welcomed revelations of tax avoidance and related activities in the leaked *Panama Papers*, and hopes the exposure will lead to a change in the current climate of tacit approval for this kind of socially damaging behaviour.

"Let's look at oil and gas multinational Chevron," ITF President and MUA National Secretary Paddy Crumlin commented. "The ITF produced a report last year highlighting the amount of tax revenue which could be lost in Australia through the company's complex profit-shifting and tax avoidance schemes."

"The amount is shocking. What the revelations in the *Panama Papers* have brought to the public's attention is that this kind of activity - which directly disadvantages ordinary hard working people - is happening all over the world, while governments sit back and fail to take responsibility for the loopholes that allow it to continue.

"If Chevron and other multi-nationals paid the tax they should be paying, austerity wouldn't be an issue. We wouldn't be seeing cuts in funding for education, public transport and healthcare.

"Cover up, silence, secrecy, zero accountability. Those are what these leaks have exposed. For those who have campaigned against flags-of-convenience (FOCs) in shipping, these new facts - shocking though they are - will not come as a total surprise.

"Since 1948 our organisation has fought against FOCs. Panama was the first of these. It's now the biggest. The whole FOC system is based on a culture of secrecy and lack of accountability. It is a global system of pushing money around, using brass-plate companies and tax havens, money laundering and tax evasion. Those who can afford the most are paying the least. The innocent are going unprotected; the guilty are going scot free." ■

ITF Youth In Palestine: The Next Steps

MUA Sydney Branch Seafarer and Youth Committee member Dan Crumlin was selected to go on a solidarity mission to Palestine to meet with local ITF affiliated unions. This is his report.

After meeting with our Palestinian comrades, there are several practical steps that we as young workers can take within our own unions to put in place resolutions of support, working alongside the ITF with the regional team and other affiliates in the region to assist in whatever way possible.

For us in Australia, these steps will include a report back at our next National Youth Committee Teleconference, with the view to having the Committee endorse the key points the young workers communicated to us during our mission.

These steps include, but are not limited to:

- An exchange program for young workers in Palestine and Australia - giving young workers from both countries the experience and training they will need as the next generation of trade unionist.
- Financial assistance through an annual fundraiser that can go towards

their own office space, as well as office equipment.

- Any other ways we can share information and assist each other with organising and training of young workers in both countries.

We will also speak to other Youth Committees that are ITF affiliates in Australia - such as the TWU, RBTU & AWU - in the hope of getting them on-board with this very important initiative.

With the organising capacity of the ITF and the enthusiasm & motivation of young workers in all regions, we can all work and fight together in ensuring young workers everywhere are treated with the dignity and respect they deserve - no matter what country they come from.

Our brothers and sisters are indicative of Palestine's strength, despite the difficult circumstances they face, and serve as a beacon of hope and inspiration for all unions.

I cannot think of a worker anywhere in the world who is currently facing the challenges that our comrades in Palestine face on a daily basis, under the Israeli occupation.

It is incumbent on us as trade unionists to do whatever we can, as fellow workers, to assist them in their struggle, as one worker's struggle is the struggle of all workers.

**In Unity,
Dan Crumlin
MUA delegate.** ■



Dan Crumlin is given a tour of the occupied territory



The full delegation

ITF: Raid On CSL Melbourne A 'National Error'

Commenting on the raid on the *CSL Melbourne* in Newcastle in February, ITF seafarers' section chair Dave Heindel declared: "This raid was an error of truly national dimensions. The Australian Government seems hell-bent on stripping away the very protections that make Australia the nation it is; and in doing so, it is becoming an international embarrassment in an industry seeking higher standards of governance and accountability."

Heindel noted: "Coming on the heels of the 'dawn raid' removal of the crew of the *MV Portland* a week earlier,

this is another example of the Australian Government shooting itself in the foot.

"It is beginning to look almost like it wants to punish the Australian people, by removing their jobs and national shipping industry in favour of dodging tax and national labour standards."

The *CSL Melbourne* is the latest victim of the undermining of Australia's cabotage protection laws. The ITF has repeatedly made the case for keeping such legislation. As the ITF cabotage taskforce has stated, 47 countries have some form of cabotage law because it is good for their economies. With a thriving maritime industry, people work in good quality

jobs, consume goods and boost the economy.

Failing to protect cabotage undermines sovereignty and has national security implications. It also has serious economic implications for maritime regions and communities.

Heindel was at the time leading the seafarers group at the high level meeting at the ILO in Geneva, consolidating the ground-breaking Maritime Labour Convention 2008 for international seafarers.

"This latest debacle from the Australian shipping industry will not be lost on anyone there," he said. ■

AMAS Supports the MUA

We the members of the Allied Merchant Seaman's Association (AMAS) of WA are shocked and horrified with the demise of Australian shipping. Is this Federal Government blind and stupid?

Australian ships and Australian manning keep Australian jobs and dollars here, not lost overseas to multi-national companies who exploit everyone they touch.

The Australian tanker fleet is gone. What about the national security this Government is so paranoid about? Most of our oil refineries have been shut down and Australia relies on all fuels being brought in and supplied to every port in Australia. So much for the big achiever, or is it the big deceiver?

Last but not least are the Port Hedland tugs, with all union labour sacked and replaced by whom? We wonder what you would call these people? And the only reason their jobs have gone is that they are union-minded labour. We condemn these deceivers that pretend to be Australian or act on behalf of Australia.

The Maritime Union will survive and we will support the rights for all union members to be gainfully employed in Australian shipping.

Sincerely,
Barry Shaw
AMAS

Vale Pat Geraghty

Pat Geraghty is a real leader and the hero of all. He is the witness to how Australian maritime workers help the independence of Indonesia.

Good Bye Pat. Rest in peace in a place that all of us will stay.

Hanafi Rustandi
Former President of Indonesia's KPI

AMMA 3 Thanks

I am writing to you in regard to the ongoing AMMA 3 EBA negotiations. I am the shipboard delegate on the *Pacific Rover*.

I would like to take the opportunity to reinforce our commitment, to the delegates and the rank & file, in our pursuit of a fair and just outcome for the integrated ratings, cooks and caterers.

We the MUA realise the importance of retaining our conditions and, by being united by a cause and being led by a diligent negotiating committee, we can, I'm sure, achieve a favorable outcome.

Yours Fraternally,
Laurie Oretton # 2915
On behalf of the MUA crew aboard the
Pacific Rover

Vale Pat Geraghty

With Pat's passing we witnessed the signing-off of a remarkable man, passionate about his family, devoted to the struggle to make the world a better place. An Internationalist, socialist and advocate for the working class, he despised racism and epitomised how a good and meaningful life should be lived - and as always led by example.

Pat believed passionately in on-going efforts towards the consolidation of the seven seagoing unions, as difficult as that proved to be. He was the father of the MIDC concept in the shipping Industry, which bought time for the Industry through retraining and changed shipboard management practices, which it was envisioned would lead to a more efficient and productive Industry.

He was a true giant upon whose shoulders others will continue to walk for a long time.

Vale Pat Geraghty: gone but never forgotten.

A truly remarkable human being.

Mick Carr

Retired Nat President/Qld Branch Secretary



Vale Pat Geraghty

Pat was a remarkable person and, of course, will be greatly missed. We are reassured, in our grief at his passing, that he lived a life that brought hope, opportunity, peace, support and decency to maritime and other workers in this country and across the world.

He lived his life around a determination that if you can make a contribution for the common good of anyone, then do it. He worked for the common good with his inimitable and indomitable humour, wisdom, compassion, humility and persistent courage and raw toughness in the face of many adversities.

He earned, without expectation, the respect and admiration of national and international political, human rights, corporate and trade union leaders at the highest level, while holding others' belief and faith in him and his work from the working women and men that he unerringly and uncompromisingly represented.

At a time of deep and adversarial division nationally and internationally, Pat's constant commitment to peace, justice and opportunity and support for all - regardless of person, place and circumstance - will continue to stand as a beacon for hope and focused action for those that wish to tread the same pathway, and also those that are in such dire need of the leadership that delivers on that hope to so many.

Pat has completed a long journey and, on behalf of the MUA, we wish his loving family all of the relief, our deepest sympathies and condolences, that we can bring at this time of their grief. We hope deeply, in some small way, our heartfelt thoughts reassure them of the great love and belief we had in Pat - and all he strove for on their, and our behalf.

Vale Patrick Geraghty: family man, seafarer, trade unionist and leader, socialist and man of peace.

Goodbye friend and comrade.

In unity,
Paddy Crumlin

The Men Who Changed the World A Poem by Colin Hooper

Upon this Earth there are some men that few of us do know, except by the name as Sailors of the Sea,

Yet way back in the days of old when all knew the Earth was flat, these were the men who changed what we could see,

Perhaps a Wind or mighty Storm did blow them out to Sea, and when they did not topple from the edge,

Returned to tell the Town's folk of the wonders they had seen, and a few among them made themselves a pledge.

They would build a better ship design to take them further out, to explore the nether regions of this Earth And despite the men in Churches screaming 'Damn this blasphemy', and comedians who doubled up with mirth,

They got ships built with money from the ones who sought to gain, a profit from whatever lay beyond,

And so began the greedy practice of what still exists today, the merchant using money as a wand,

To create the means of access to the wealth he wants to own, to become the biggest Frog within his pond.

The Merchants soon got richer and they built much bigger ships, to sail much further out across the Sea,

Then with new lands discovered shipping companies were formed, and the Merchants rolled in Gold and laughed with glee,

But any thought of sharing just a small part of this wealth, was something that had not been done before,

For the Merchant as the Master had the laws upon his side, so most likely paid much better to his Whore,

Like now things were not equal and the rich as is their way approached the ones in power to write the laws,

Which gave unto the Captains that the merchant had employed, the power of life or death if he saw cause.

So the Sailors in their wisdom avoided signing onto ships, where Captains liked to use the threat of death,

So the Merchants sent some gangs to search among the pubs, and the Sailors soon had something else to dread,

For many woke the next morning from a night out on the booze, aboard a listed Ship with lump on head.

Scary tales about Keel-hauling and of time spent in the Brig, of the lashings while some Captains laughed with glee,

Of Captains quoting chapters from the Bible in their hand, as the body of the hanged slid into the Sea,

Now Sailors learned quite quickly that Unity is Strength, for at times your life depended on your mate,

So Unity and Teamwork was how a Ship got through a storm, and freed them from what might have been their fate.

This trust formed an alliance and a bond as time went by, until eventually the Merchants saw a need,

To negotiate with Seamen for a better way of life, but of course behind it all there was their greed.

It was Seamen who quite early learned the ways of other folk, their customs and their way of doing things,

And they took back home these teachings and the skills out in the field, and how people governed all without a King.

They brought back Oils and Spices and the way to tan a hide, and they sadly both took and brought disease.

But they are the ones that brought us all the knowledge in the World, so what about a 'Thank you' if you please.

As time went by and business grew and men built ships of War, the Seamen carried out their daily toil,

The Merchants grew much bigger still to trade with other Lands, and built the Ships designed to carry Oil,

Throughout the Wars that men began to take what others had, the Shipping firms did rub their hands with glee,

Then Convoys travelled around the Globe with Arms and Goods for War, and many of these ships were lost at Sea,

Submarines and Planes and Warships did their best to keep them safe, but Torpedoes, Bombs and Shells all took their toll.

And thousands of the brotherhood of good and faithful friends, slipped quietly beneath the waves with no tales told,

Of their courage or their passion to deliver to the Troops, the cargo on the deck and down below,

Whether sweating in the Tropics stripped right down to the waist, or freezing in the North Sea Ice and Snow.

These men received no medals or awards, or loud acclaim, during Wartime nor a pension at the end,

Their names were not recorded at a War memorial; they were just like cash the Governments could spend.

The next time you are gathered in the dark before dawn, waiting quietly on the Bugles mournful sound,

Spare a thought for Merchant Seamen lost in unarmed Cargo Ships, for they're never spared a mention with that sound.

Today they still are with us manning strange and massive ships, using skills that have evolved to suit the times,

While the Merchants and the Bankers still continue with the war, against united men with Bloody fines,

Now the Cargo Ships are massive and the Crews cut down in size, for machines now do the work of many men,

But the fines imposed on owners if the Ship delays the Port, means the Crew and Watersiders have the Ken,

To deliver Ships in safely to be tied up to the Wharf, and then ensure it slips lines on time,

In contrast to the tonnage that these mighty ships now haul, the pittance that these men are paid is fine,

But still the fight continues with the smaller Coastal ship, and the ones that carry Coal, Cement and Oil,

For the Masters and their friends in the place that makes the Laws, still replace their crews with ones from foreign shores,

Then remove the work conditions won by Seamen throughout the years, and then pay them as before less than their Whores.

May the spirits of the Sailors who rest in peace beneath the waves, guide their brothers ever straight along the path,

To where the Master and the Servant shall be seen to be as one, and there is no longer any need for Greed or Graft.

The Fight Goes On.

MUA TRAINING PROGRAM

MUA approach to training and development

The MUA training program helps delegates, HSRs and active members develop skills, knowledge and strategies to improve the working lives of all our members.

Courses are held in all branches and major ports. Training is delivered by delegates and includes presentations from MUA veterans on MUA history and culture.

To register, contact your local MUA branch. Courses are open to delegates, health and safety representatives and any active members. Get involved!



Level 1 (2 days)

This two-day course provides delegates with essential information about performing their role in the workplace.

It can be undertaken by newer delegates in their first 6-12 months of involvement, or as a refresher for delegates who have not attended union training for some time. It is also open to active members who would like to become more involved.

The course covers the following topics:

- building a strong and effective union at work
- role and rights of MUA delegates
- the structure and democracy of the union
- our history and culture
- solving problems in the workplace
- essential legal and technical information, including key aspects of the Fair Work Act
- communication skills
- introduction to the ITF: MUA members in a global context

Level 2 (2 days)

This two-day course is for delegates with 12 months or more experience. It consolidates and extends skills covered in the Level 1 course.

Topics include:

- advanced communication strategies
- in-depth discussion of the Fair Work Act
- public speaking skills
- leading and organising union activities in the workplace
- workplace committees
- identifying and mentoring delegates
- ITF workshop
- negotiation skills

Level 3 Delegates - Leadership Development Program (4 days)

This advanced course is aimed at MUA experienced delegates, workplace leaders and up-and-coming new delegates. This course goes beyond the level 1 or 2 programs. There is a youth-focus, but it is not limited to young workers. Admission is by expression of interest. Two three-day workshops will be held during 2016.

Skills Development Program for Women Members & Delegates

This initiative aims to equip women delegates with the skills, knowledge and confidence to play an active role in the union, both at a local and national level. Contact your branch for more information.

Skills Development Program for Aboriginal and Torres Strait Islander Delegates & Members

MUA is holding a dedicated three-day development program to help equip our Aboriginal and Torres Strait Islander delegates to play a vocal and active role in the representative structures of our union, and in the industry more broadly. The content and location of this program will be developed with the MUA's Aboriginal and Torres Strait Islander Committee and key ATSI leaders within our union. Contact your branch for more information.

Seagoing Delegates (3 days)

This new course is for MUA delegates at sea. It deals with the specific challenges and issues faced by delegates in this unique environment. The training has been developed in conjunction with experienced seafaring delegates and covers topics such as:

- effective on-board union organisation
- problem solving and negotiation skills
- history of the union at sea
- safety in the marine/offshore jurisdiction
- political awareness



MUA Trainer Kieran Crumlin leading training at St Georges Basin

TRAINING: A DELEGATE'S INSIGHT

Dave Ball is a wharfie from Geelong, in 2015 he trekked to St Georges Basin to take part in Delegates 3 Leadership Development Training.

Why did you decide to take part in MUA Training?

As a delegate you are required to deal with a broad variety of issues and situations. To deal with them and achieve some level of success you need knowledge, resources and skills. The MUA training was an opportunity to develop some of those areas.

What were some of the most important things you took away from the training?

The areas I mentioned above but also an understanding of the history of the union and unionism. Also learning about the past and present leadership of the MUA and the struggle that people lived through so that we can enjoy the conditions we do.

Why do you think union-based training is important?

Union-based (MUA) training allows our story to be told whilst delivering the skills and knowledge relevant to our industry. Being in a room full of wharfies, seafarers and the many other areas our union covers, reminds you that workplaces are similar everywhere. It also provides you with contacts and builds relationships that are essential for solidarity on the waterfront to exist.

What would you say to encourage others to take MUA training?

MUA training helps explain why certain behavior in the workplace is expected. For example, when a workmate gets injured at work and needs a chop out or why a certain condition exists and the struggle people went through to achieve it.

I think that's the main point. When you arrive in an industry that the MUA covers you have arrived in a special place that only exists because of unionism and solidarity. Through MUA training you quickly learn that its a unique industry and the fight to protect it is ongoing and that everyone needs to play a role.



Dave Ball (far right) takes part in training at the basin



MUA members sharpen their negotiation skills in Port Adelaide

W.G. McNally Jones Staff

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SA Branch Secretary Jamie Newlyn leading the SA Branch Delegation



Artwork being completed by MUA women



May Day Focus On Dumping Turnbull Government

Sydney march with Assistant Branch Secretary Joe Deakin on the megaphone



Darwin MUA May Day contingent

Large numbers turned out in Fremantle for the WA event



South Australia Branch marched to the beat of a drum



Queensland Branch blue shirts dominated the Brisbane march



Digital disruption and the union response

Issues to consider following the ACTU Digital Disruption Conference.
By Rod Pickette, National Policy Adviser

Recently the ACTU held an important conference entitled *Australia Disrupted – Australian Unions in a Disrupted World*. It raised important questions relevant to the strategic direction of the union movement confronted by rapid and potentially disruptive technological change.

There is little dispute that unions will need the capability to respond to the increasing pace of technological change. The pace and scale of technological change will further disrupt accepted employment relationships, occupations as we know them and the way they are rewarded, the nature and patterns of work, job security, career paths and potentially living standards. It will impact on power relationships and where strategic power lies in production processes.

What strategies will the Australian union movement, and individual unions like the MUA, need to adopt to build stronger, more effective trade unions as well as organising and campaigning networks and capability that can fight and win industrial, social and political justice at work and in the community, in this changing world?

Modelling conducted for the Council of Economic Development of Australia (CEDA) in its July 2015 report entitled *Australia's Future Workforce* suggests that:

- Almost five million Australian jobs, around 40% of the workforce, face a high probability of being replaced in the next decade or two;
- A further 18.4% of the workforce has a medium probability of having their roles eliminated; and
- Almost 70% of existing jobs in Australia face a high or medium probability of being made redundant.

The report said that computerisation will reshape the labour market in two key ways. It will:

- Directly substitute for labour. Recent technological breakthroughs mean that computers and robotics can potentially replace labour in routine operations in diverse settings, such as autonomous mining operations. Additionally, machine-learning algorithms will encroach on roles previously perceived as skilled jobs, while also increasing productivity and decreasing employment requirements for many roles that were also previously untouched by information and communication technologies (ICT), such as in the health sector; and
- Disrupt the way work is conducted,

expanding competition and reducing costs to consumers but also reducing the income of workers. Jobs that involve low levels of social interaction, low levels of creativity, or low levels of mobility and dexterity are more likely to be replaced by automation.

An article in the July/August 2015 edition of *The Atlantic* showed the evidence

The changing nature of workforce skills ... means that the future of non-mining trade-exposed sectors and the implications of our proximity to Asia are becoming increasingly relevant to policy, especially for unions organising in the supply chain.

that technology could exert a slow but continual downward pressure on the value and availability of work, that is, on wages and on the share of prime-age workers with full-time jobs. Cities like Wollongong already experience this phenomena. The article suggested that this is the result of three factors:

- The current dominance of capital over labour - represented for example by the declining share of national income going to wages and the increase in inequality e.g. research by the Australia Institute that shows that the wealth of the seven richest people in Australia is greater than the nation's bottom 1.73 million households combined.
- The hollowing out of traditional manufacturing jobs. Over the last 50 years, there have been large changes in the skill composition of employment, with consistent growth in employment of high-skill workers, a large decline in the share of middle-skill workers and a smaller decline in low-skill workers.
- The dexterity of information technology – the convergence of computing power with increased diffusion of applications means that labour creation from technological advance is no longer keeping pace with labour destruction.

So what are the types of technologies that are driving this change? The Australian Council of Learned Academies (ACOLA) in its September 2015 report entitled *Technology and Australia's Future* identified the following technologies as being likely to have the greatest potential to impact on Australia over the next 10-20 years:

- Information and communications technology (ICT).
- Advanced material manufacturing, including 3D printing.
- Transport, including autonomous vehicles.
- Biotechnology, including solutions for diseases, climate change, fuel alternatives, and food security.
- Energy including alternative energy technology, better storage and smart grid control.
- Sensors and monitoring, including new nano-technology based sensor systems.

While the total number of jobs in Australia has almost doubled since 1978, and even the number of full-time jobs has increased by 82% there has at the same time major job losses occurred in manufacturing, even though Australian manufacturing output was still increasing up to 2008 and is still 20% higher than it was 25 years ago, compared with the 18% decline in employment. The net result is that total manufacturing output had not fallen significantly until 2012, but manufacturing employment has dramatically fallen over a long period since at least 2002. It is the nature of that manufacturing output that is critical to the demand for services MUA members provide – shipping and stevedoring.

The changing nature of workforce skills, combined with the end of the resources boom, the decline in traditional manufacturing employment, and reversal of Australia's terms of trade means that the future of non-mining trade-exposed sectors and the implications of our proximity to Asia are becoming increasingly relevant to policy, especially for unions organising in the supply chain.

Dr Roy Green at the University of Technology of Sydney suggests it is time for a new social contract that recognises the importance of industry development policy like restimulation of advanced manufacturing. This type of manufacturing is cost effective in higher wage developed nations, but for supply chain unions like MUA it has the side effect of reducing demand for, and boom time growth in, long and bulky

supply chains.

The age of “new” manufacturing will lead to a relative decline in E-W and N-S trade and more intra-national and intra-regional trade which is already being witnessed in SE Asia. This has implications for shipping, ports and stevedoring, on top of the pre-disposition of these industries to adopt labour reducing automation technologies (note Qube's plans for the Port Botany to Moorebank corridor, especially now it has a 50% stake in Patrick Terminals).

Shipping could also potentially become more significantly automated. The European Union is already funding a 3.5 million-euro (\$4.8 million) study called the Maritime Unmanned Navigation through Intelligence in Networks project. The researchers are preparing the prototype unmanned ship for simulated sea trials to assess the costs and benefits. At home the Australian Maritime College (AMC) is involved in research on handling unmanned ships. In addition AP Moller-Maersk is studying the deployment of drones on board ships and in ports for the resupply of less bulky items to ships, such as spare-parts, medicines and mail and possibly to undertake hull inspections.

Along the supply chain, driverless trains and trucks are already operating routinely in surface mining and firms like Wal-Mart, Deutsche-DHL and Australia Post are trialling drone parcel delivery from suburb stationed courier trucks to the home. Deutsche-DHL is also trialling driverless courier vehicles and use of artificial intelligence (e.g. wearing of smart glasses in warehouses said to increase productivity by up to 25%). We already know of the trends in port automation, which could extend to the shuttle trains delivering containers to and from inland intermodal terminals like Qube/Aurizon's future Moorebank facility in Sydney.

How is the union responding so far to the challenge of technology and its impact on the union and its membership? In the tradition of the union, it is responding in a multi layered way.

National Conference in February/ March 2016 unanimously endorsed the commencement of merger talks with the CFMEU as part of a plan to continue to build effective organising and campaigning capability as well as strengthening policy and political influence.

The union remains committed to reinvigorating the Australian Transport Unions Federation (ATUF) – as are the other partners, the TWU and RTBU.

In February 2016, National Officials attended an ACTU Leaders Forum that followed up the ACTU's *Australia Disrupted* Conference. The Leaders Forum aimed to set the union movement on a pathway to

As a working class organisation we have a responsibility to advocate these new methods of struggle ... to agitate for change for the working class as a whole

reinvention and reinvigoration. It endorsed an ACTU Framework for Growth and Innovation, with taskforces established to focus on:

- Organising for growth.
- A new union agenda - work and security in the digital century.
- Building policy and strategy.
- Building organisational adaptability.
- Developing and adopting alternative membership models.
- Redesigning the movement to be the social movement workers will need in the future.

Participation in this process ensures the union is well placed to draw on the leading edge strategies to continue building its relevancy and power and to take advantage of digital technologies.

The union's National Conference also considered proposals to:

- Negotiate reduced working hours and ensure that the available work is spread over the greatest number of workers who can nevertheless continue to command a “living” wage. Increased production and productivity itself mean that shorter hours is an important social response in developed capitalist societies.
- Adopt mitigation strategies in confronting new technologies.
- Build community alliances, one element of which involves consideration of an associate membership opportunity.
- Examining new organising and representation opportunities such as in marine tourism, fishing, pearling and diving.

There are four key challenges for the union in responding to the way technology will impact on the workforce covered by the union.

One is how to extend coverage to, and organisation in, the new or evolving occupations such as in the control centres of the new logistics technology and to retain the ability to organise such workers, even if located offshore. We should not allow these new occupational roles to be deemed “management” or “white collar” and leave them unorganised or in the “professional” or white collar unions. These jobs are in our industry and should remain organised by the union. This may require rules changes.

Second, how we adapt our bargaining strategies and the capacity to remain the

interface between management and workers for the delivery of labour standards in the face of digital disruption to the traditional employer-employee relationship. The digital platforms for engagement of an increasingly contingent workforce are isolating workers from this traditional relationship, while the corporates are breaking down performance of work into increasingly smaller and disconnected chunks e.g. outsourcing, and use of partnerships as was attempted in towage.

Third how to use the vocational Training Packages to properly capture the emerging skills and competencies in the new jobs in revised or new qualifications or skill sets, and to have those qualifications or skill sets recognised in EBAs that lock in the connection between required job competencies, pay scales and coverage aimed at preventing the deskilling of the workforce. Putting it another way we must upskill the MUA covered workforce to solidify their centrality in the production process and to ensure all workers are organised in our industry based union.

Fourth, how to capture the power of digitalised production processes to democratise workplaces, increase worker power at the point of production and to better service the needs of society. Creative approaches to the investment of workers capital, to “socialise” managerial authority and decision making and to ownership of the production process are important elements of our strategic mission that require a rethink in the digital age.

As a working class organisation we have a responsibility to advocate these new methods of struggle, in the union, in the labour movement, in in the community, and to agitate for change for the working class as a whole, requiring better economic literacy, discipline, intellectual rigor and unity.

All these will be important challenges to the union as the pace and intensity of digital disruption confronts our workplaces and our industries. This is the new mitigation strategy we need to be considering. There are clear threats, but there are even bigger opportunities to use technology, to use our skills and our organisational capacity, overlaid with our historic role to control the power of capital and ensure workers' rights and decent work remain central to our mission in the digital age.

Not Here. Not Anywhere.

Union Aid Abroad-APHEDA has launched its new campaign to end the manufacture, mining and use of asbestos globally.

We know asbestos kills. Everyday thousands of people are still exposed to deadly asbestos.

While some people profit, other people die. The World Health Organisation says the most efficient way to eliminate asbestos-related diseases is to stop the use of all types of asbestos.

As long as Asbestos is being used anywhere, it remains a risk - everywhere.

Union Aid Abroad-APHEDA is building a movement of people in Australia, to join with movements of people in countries in South East Asia, in their efforts to see asbestos banned and eradicated.

Union Aid Abroad-APHEDA, with the support of the Sydney May Day Committee and the Sydney Branch of the MUA, recently welcomed friends from Indonesia.

When Indonesian asbestos factory worker Bono took the stage at the Sydney May Day event he declared forthrightly: "We're here because we share one common enemy. Our enemy is capitalism."

Bono is the general secretary of SERBUK, an Indonesian trade union based in West Java. It was only after working in an asbestos roof sheeting factory for 17 years that Bono learned asbestos was in fact dangerous.

"We never knew. The factory owners told us it was safe," he said.

Asbestos was finally banned in Australia after a protracted struggle led by workers, their communities and their unions. The struggle continues: the Asbestos Diseases Foundation of Australia estimates in excess of 600 people died directly from asbestos poisoning in 2015, and that Australian asbestos deaths may not peak until 2030.

Devastatingly, the efforts at eradicating this poison from our communities are



MUA members gave the 'Asbestos: Not Here. Not Anywhere.' campaign a ringing endorsement

being undermined by illegal imports from economies in South East Asia, where the asbestos industry is booming.

As long as the countries surrounding us are producing everyday materials containing this poison, new asbestos will continue to arrive in Australia. As long as asbestos is being used in Australia, it will continue to kill working people and their families.

'Asbestos. Not Here. Not Anywhere.' is about linking the work of campaigns across the globe to see asbestos bans country-by-country and globally.

We can only fully eradicate asbestos if we work together - workers, communities and unions - fighting the industry on the ground in the countries where it's being used. It is for this reason that the Sydney May Day Committee, with the support of the Sydney MUA, invited Bono to Australia.

At a Sydney Branch meeting of the MUA, Bono described the experience of confronting the asbestos factory owner in his office with a sheet of asbestos produced in the factory.

"The boss kept telling us that asbestos was safe, that there was nothing to worry about," Bono recalled. "So I took a hand full of the dust from the floor and blew it toward his face - he panicked and ran out of the room". It was that moment he knew his employer was lying.

Bono's union SERBUK and activist OHS organisation LION were together spearheading the effort to get asbestos importation and production banned in Indonesia - the world's third largest consumer of asbestos after China and India.

Darisman, an organiser from LION who accompanied Bono on his Australia visit, described the extent of the industry in Indonesia.

"According to our mapping to date,

there are at least 26 factories in Indonesia producing commodities containing asbestos, which employ in excess of 100 people each," Darisman said.

"We believe there are at least 7000 people working in factories that produce materials containing asbestos. And the factories are just the start."

SERBUK and LION are together trying to build union support for the campaign in each of the 26 factories.

They believe that unless there is an organised working class base leading the campaign, then a ban could potentially leave those most exposed to the poison also out of a job.

"Firstly, there must be provisions put in place for compensation for workers who get sick," Darisman said. "And we know from international experience that there are going to be many, many workers and their families who will get sick."

"Secondly, there must be support for the factories to be refitted to produce non-asbestos commodities, or support for the workers to re-train."

APHEDA is asking unionists in Australia to fund - and be ready to take action in - this important international work.

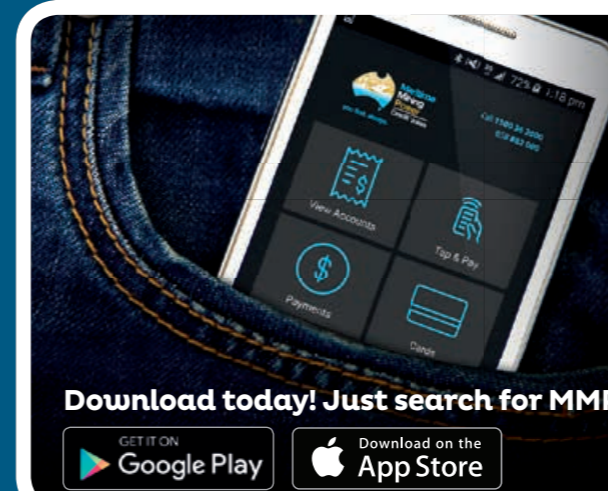
Emily Mayo, APHEDA's campaigns coordinator, laid open the invitation in saying the international asbestos industry was organised, wealthy and ruthless.

"We can defeat this industry, but only if we're organised, and we act together," she emphasised. "APHEDA can help build resources, bring in expertise and build collective power that stretches across all of the countries in which this poison is being used. Join APHEDA. Join the campaign".

To find out more, or to join APHEDA, go to apheda.org.au



Bono and Darisman were in Sydney for the May Day rally

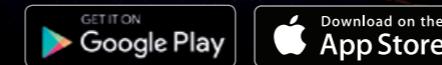


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“What sort of government does *this* to their own people?”

SACKED
FOR BEING
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Seafarers Zach and Dale were sacked when the government told their employer they could replace them with exploited foreign workers earning as little as \$2.00 per hour.

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