

WA Rank & File Voice



TOUCH ONE - TOUCH ALL

Newspaper of the Maritime Union of Australia - Western Australian Branch Number 23 December 2011

Your thoughts
on foreign
labour
Pages 10-12

A womens'
report that has
to be read
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The impact
when Aussies
are ignored
Pages 19-20



**MUA WA
fights for
Aussie
jobs**

KEEPING THEM HONEST!



What a bloody disgrace

Woodside's Scott Reef Project

The following is an extract of an email sent to the MUA from one of our member's on Woodside's Scott Reef Project. The principal contractors were Geokinetics and Mermaid Marine – the same two contractors facing lawsuits after recent fatalities on a Project in the Gulf of Mexico.

“Unsafe working conditions

“We worked until the wind was over 24knots or the swell was 1.5 metres inside the reef, which is no good for a boat only 7metres long and not very stable. On the days when the wind was around 30knots and the skippers tried to call off production we would

be asked several times over if we were certain that the weather was too poor to work in, placing unreasonable pressure on the skippers and forcing many to keep working in weather they shouldn't be. This was not even reviewed after the incident in the gulf of Mexico involving the same company.

Green deckhands

Many of the deckhands brought out by Geokinetics didn't have any training or experience on water. Some hadn't even been out in a dinghy before they got to Scott Reef. As far as I'm concerned, minimum requirements for that job should have involved deckhands having spent some time working on water, STCW95 and Elements of Shipboard Safety. The job was 400km off shore.

Inexperienced management

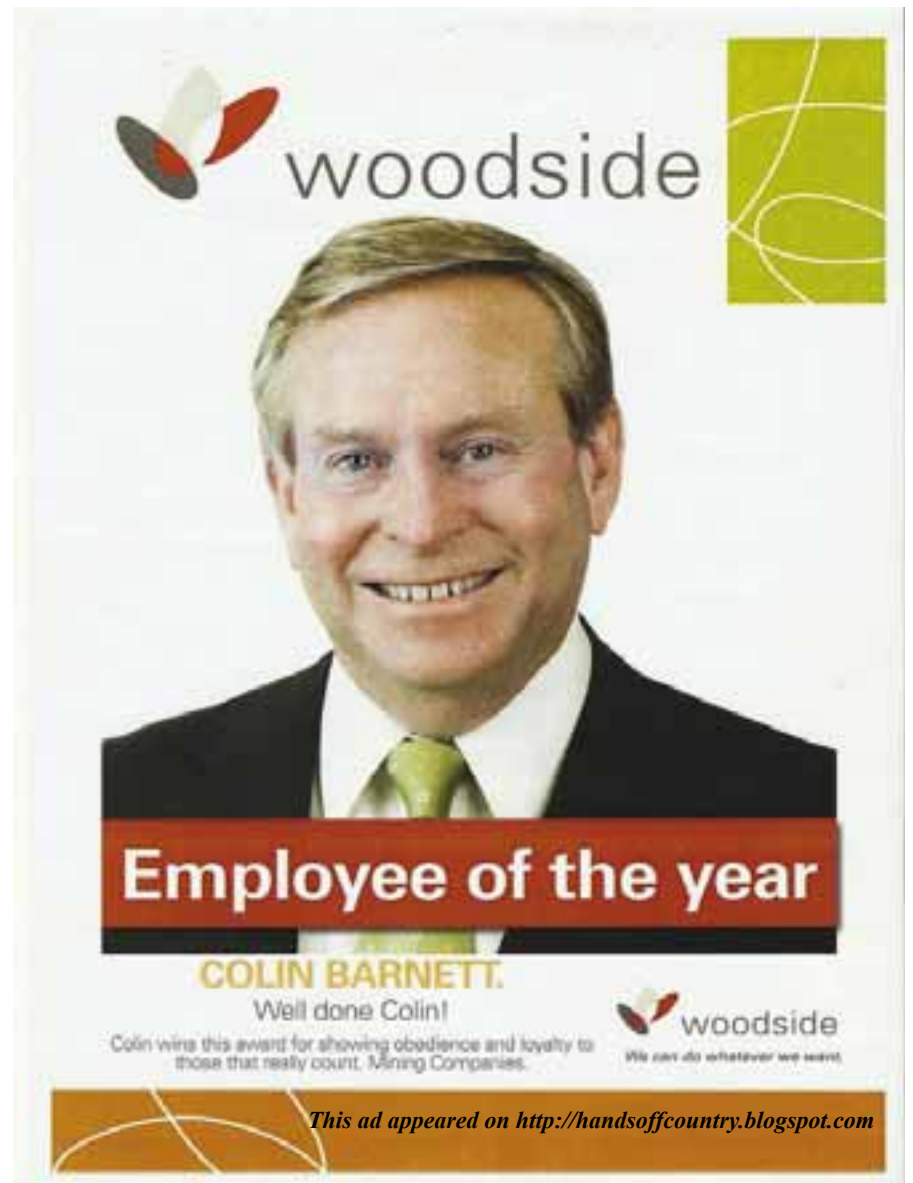
Not only were a lot of the deckhands inexperienced but even the management knew very little about the ocean and how dangerous it can be to work on. It was their job to give us directions and many of their managers didn't have a clue about what they were doing or understood their obligations to provide us with a safe place of work.

Unsafe vessels

On some of the boats, the ropes and winching gear for the guns were sub-standard and very dangerous. There were a number of incidents where people nearly got seriously injured. Very few of these were reported.

Foreign labour

Geokinetics employed people from Indonesia, Brazil, Bangladesh and the UK, all of whom were employed on business visas (651 visas).



Geokinetics were only paying Australian Skippers \$372 a day (with no leave day) and the Aussie deckhands were on \$352 a day (with no leave days). The workers from Bangladesh and Indonesia were getting paid just \$75 per day. The Aussies were getting ripped off, but were well paid in comparison with the foreign workers.”

This is what you get on a Woodside Job – Their Safety Philosophy – straight from their website is: “We believe that the health and safety of our people comes first in all our decisions and actions. Our health and safety

aspiration is ‘no-one gets hurt, no incidents’ and we seek to be recognised by our people and peers as an industry leader in the management of health and safety. This includes ensuring the integrity of our assets throughout their lifecycle so that they operate without jeopardising our people's health and safety and our asset's value.”

The MUA membership will judge Woodside on their actions – not their words.

Doug Heath
MUA Organiser - Pilbara

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Publication details

This paper is yours, so send your letters, articles and photos for publication.

Please include your phone number (which will not be printed) and union number.

Contact the editor Brad Elborough by email on muawapaper@hotmail.com.

Contributions can also be left with the branch office. The articles in this publication represent the views of the author and are not necessarily those of the WA branch of the MUA.

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Great effort Al – you will be missed comrade

MEMBERS who have dealt with Al Wattam in his three years as an Organiser with the Maritime Union of Australia would undoubtedly agree that you wouldn't want a better bloke in your corner when you were having a blue with the boss. Al wasn't known to take a backward step.

Al has gone back to sea after serving the MUA as an organiser for the last three years. In his time as an Official, Al worked tirelessly to ensure that his workplaces – both wharf and offshore were properly organised with good delegate structures and rank and file input into the running of the Union.

When Tidewater was putting vessels on the coast that were more suited to the backwaters of Somalia than the Australian oil and gas industry, Al was in there fighting to ensure the vessels were brought up to standard.



When they tried to pull a foreign labour stunt on Chevron's Gorgon Project, Al was in there boots and all, defending the rights of Australian seafarers. Al certainly showed the Yanks

from Tidewater that they can't bring their “smash and grab” industrial relations policies into our country and get away with it.

In the Hatchman's dispute with POAGS in Fremantle, Al worked tirelessly around the clock in fighting to ensure there was no compromise to the health and safety of our POAGS membership. One of the reasons why we are in a strong bargaining position on the wharfs in Fremantle is Al's take no prisoner style of organising and his efforts to ensure the interests of the rank and file always came first. Al busted a gut to get on the job day in day out and would never miss a return phone call or email.

Woe betide any recalcitrant boss at the receiving end of Al's sharp wit and dry humour. Smart arse bosses usually found themselves at the receiving end of a Garry Glitter joke

and left stuttering for words.

In organising the members, Al wasn't backward in telling the members to have a go. Members were never left wondering with Al, and he was quick to tell members to aim up when dealing with issues on the job. The same way Al has always dealt with issues whether at sea or on the wharf. Never one to defend bludgers or blokes shirking work, Al would make sure that if we are going to expect good pay and conditions, we aren't going to take the piss on the job.

Big Al isn't going too far – he will continue to make a fantastic contribution to the MUA as an active MUA rank and file member.

Thanks for all of your efforts comrade – you will be missed.

MUA WA Branch



Report by Christy Cain, Branch Secretary

MEMBERS, isn't it amazing how this outfit (Chevron) can get its spin doctors to distort the facts on its un-Australian, anti-union approach in this country on what is probably the biggest resource project in the world.

Chevron decides to put in place a five-year non-union work choice agreement on Barrow Island regarding the wharfies work and their coverage.

This agreement was done prior to any workers being on the job!

Its intention is clear - to minimise the participation of the MUA in any areas and where we have coverage.

It's got me stuffed how it's OK for wharfies to load and discharge the same cargo (ships and barges) at the AMC, but once it gets to the island, its says we don't cover it.

This agreement runs out in 2014. We have approached Chevron on several occasions, only to be given lip service. We intend to cover all stevedoring on the island and we won't go away until that is done.

In respect to training, Chevron has once again done nothing.

Billions of dollars worth of work is being sent overseas instead of training young Australians.

Wake Up Chevron
Shame on You

WA Branch leads the way

There is nothing better than to be a part of the "Fighting from the Front" slogan that we use in our union.

These words have never been so true in this branch. We have taken it right up to these employers and shown each and every one of them how a real Rank and File union works.

We don't, as you may gather, care about who we blue with. If it's for our members, we have no apologies to make.

As I look back over the past few years, we have something very special, something that is driving workers to our union, and makes them very proud to be a member.

We are, without doubt, the most pro-active organisation in this country. Bosses hate us, members love us and employers fear us. In my view, a job well done.

Dare to Struggle
Dare to Win

Offshore oil and gas ramps up

Members in the offshore oil and gas all need to understand that these jobs are built on MUA wages and conditions.

We have to get to every stop work meeting that's possible and debate all issues in our industry.

Remember! Please don't forget that if companies like Chevron and Allseas get their way, you would be working for a bowl of rice, that's if you could get a job.

It is unions like ours that keep these parasites at bay. So get to your stop work meetings and get organised, as there are plenty of disputes heading our way... if I am any sort of judge.

Play your part!

Read what the MUA members and supporters think of companies using foreign workers to do Australian jobs... Pages 10-11-12.



One big `Thank you'

Brothers and Sisters, once again I would like to wish you all a Merry Christmas and a fighting New Year.

Also to my staff and loyal officials, who make this branch tick and no doubt lead from the front.

Stay safe and please express to all your partners and to your family that I and the membership appreciate all the hard work that you all have done over the year.

Merry Christmas to you all and, as always, a Fighting New Year
Well Done





Report by Adrian Evans, Branch Deputy-Secretary

Battles still to come despite some wins

Chevron rally and campaign

THESE multinationals never cease to amaze me.

Flushed with billions of dollars made from our resources, they continue their push for even bigger profits at the expense of everyday working families and the communities they are part of.

Big resource companies like Chevron have a business model to subcontract work to companies who then subcontract further down the line.

They micromanage the subcontractors, forcing them to deliver on their right wing "profit at all cost" agenda, including casualisation, lack of training, exploitation of foreign workers etc.

These things combine to undermine job security and employment conditions of Australian workers and take away a fair employment landscape for our kids into the future.

When these things get exposed they take no responsibility and blame the subcontractors.

People can clearly see the hypocrisy of their current campaign about "supporting the communities they are part of" while they continue to do the opposite.

What about your corporate and moral responsibilities Chevron?

The ALP's proposal to apply a "super profits tax" to the resources that belong to the Australian people is openly opposed by the big resource companies.

This tax on the sale of our resources delivers a 3 per cent increase in superannuation for all Australians and a 2 per cent decrease to corporate tax for Australian businesses, that is truly supporting the Australian community.

The resource companies promise the world to get their projects underway, but then fail to deliver on those promises once the project is underway.

Where is the on-the-job skills training, the traineeships and apprenticeships, ensuring we have the skills for the future?

Where are the jobs for indigenous people?

Where is the commitment to local content?

Where is the commitment to safety?

Where is the commitment to the environment?

The silence is deafening.



STANDING FIRM:
On the DP picket line.

2011 - Year of the Wharfie progress update

PATRICK TERMINAL

After 13 months of negotiation and six months of dispute, we have reached agreement in principle with the company which has been unanimously endorsed by the membership.

At the time of writing, we were in the middle of drafting. Once completed, the document will be put out for formal endorsement, assuming the company doesn't renege on the deal.

There are some 75 matters agreed to in principle at a national level and 23 local matters for Fremantle. Some are simple drafting of changes and some are major improvements in terms and conditions. The key outcomes are

- 24.25% wage increase over 4 years and 8 months with 5% backpay to Nov 11, plus an additional 3% in superannuation over the term of the EA;
- safety facilitators on every vessel, which is a very important outcome given the fatalities on the waterfront in recent times;
- improved training and maintenance arrangements;
- permanent jobs, upgrades, a minimum permanent/PGE ratio and a 25% casual loading;
- PGE's to get full permanent entitlements, no more pro rata;
- Vastly improved selection criteria;
- 8 hour minimums;
- 6 month labour reviews with relevant data provided;
- dispute resolution with ac-

cess to independent umpire;

- a swab test D&A policy;
- commitment to indigenous and womens' employment'
- jobshare style graduated retirement clause;
- 3 and 1 roster with no ow-ings;
- long service leave at 10 years;
- enhanced redundancy entitlements;
- MUA delegates charter, plus monthly delos meetings... and much more.

It is a tremendous outcome delivered by a strategic and disciplined campaign involving rank and file participation.

On the basis of this outcome, the MUA offered a 4.66 year agreement (approx 3.5 from implementation) which delivers certainty to the members as well as the company.

The committee need to be congratulated for their efforts, in particular Gary Bickley, Clayton Gunning, Phil McCorriston and Al Stead, who were required to spend a heap of time away from home negotiating the national outcomes.

Well done to the entire Patrick membership.

PATRICK BULK AND GENERAL

The members are losing patience with this mob, but resolution looks to be close.

In December 2010, the company agreed that there are a number of claims that will be the same as the terminal outcomes. Given that 16 of the 21 outstand-

ing claims have been agreed with the terminals, it would appear that a settlement is in sight.

There is a high level meeting scheduled for November 23 (updates in the next edition) with Asciano CEO John Mullen, Paddy Crumlin, Ian Bray, Garry Keane and myself. We expect to reach an agreement in principle at those negotiations, although nothing is ever certain.

What is certain is that the rank and file remain determined to get a proper outcome in this agreement.

Watch this space

DP WORLD

This agreement expired on June 30, 2011 and the members ran out of patience in September when the WA Branch lodged the first of the five national ballots for protected action.

The ballots were declared in October with Fremantle delivering a 92.8 per cent return on the ballot with 98+ per cent endorsement for each type of action.

In a show of strength and discontent with the companies disrespect toward their claims, the rest of the country delivered similar ballot results.

DP World Fremantle attempted to derail the protected action by engineering a dispute around implementation of change.

It then used that dispute in a desperate attempt to prevent protected action occurring, but lost in that attempt at FWA.

Fremantle went on to effectively take 72 hours of action over five days and implement bans designed to get the

company back to the table in a meaningful way.

Other ports implemented bans and took 24 hour stoppages.

This EA also looks to be close to resolution, but that will largely depend on company's preparedness to move on our claims. Most are non cost and whether DP accept it or not, all of the remaining claims are important to the rank and file, who we are elected to represent.

ABS

The ABS negotiations are moving along OK with positive movement in some of our key claims, including pro rata permanency.

CBH is part owner of this company and it appears as though some of the CBH ideology is creeping in and the feedback from the members is that they won't cop it.

Hopefully sanity prevails and we can resolve this without a blue.

MERCANTILE

Mercantile had been operating in the port under a non-union agreement, paying much less than unionised operators.

We now have an agreement in principle that sets the benchmark in the port. The big boys in the game should take note that this agreement was settled through negotiation and without requiring a protected action ballot... a sensible approach that provides a decent outcome for the members and allows the company to get on with business of making money.

The key outcomes here are three grade structure with benchmark rates, 25 per cent casual loading above perm rate and casual pooling.

See Matt Elliot's report (page 14) for full details.

Happy festive season

As this is the last paper before Christmas, I would like to take the opportunity to wish all MUA members a very happy and safe festive season.

Take some time to relax, enjoy and recharge for another year of campaigns to protect and continue to improve your industry.

The employers never give up attacking workers and the rank and file will never give up repelling them.

MUA – Here to stay



Report by Will Tracey, Assistant Branch Secretary

Aussie resources ...local jobs

Our jobs, our industry, our future

WE currently face perhaps the biggest challenge to confront both our union and our future.

The Chevron Gorgon Project has forced your union to focus on what is important and discuss what we want out of the world's biggest construction job.

This is not just an MUA issue, nor is it even just a union issue. It is a community issue and the conduct of Chevron and the contractors it employs on this job go to the heart of who and what we are.

As large multinational firms come to this country to draw massive profits from the exploitation of our natural resources, we need to question what it is we get out of our birthright that these vast reserves of natural resources are.

Is it sold to the cheapest bidder, or those companies already with the most wealth, without any thought of what benefits flow back to the communities from which that wealth is drawn?

Are we able to create opportunities for our communities and children, or do we get sucked in to the multi-million dollar ad campaign that extols the virtue of the Chevron spend?

Can we look behind the façade and demand that our government stand up for those it governs?

We need to demand that we see opportunities created for our young and that money is invested in our hospitals and schools as this wealth is exploited for the financial gain of overseas investors and shareholders.

It is not that we oppose the mining of our mineral wealth, or that we stand in the way of opening up the regions. We don't!

What we do demand is that we all share from the mining of that wealth and that jobs, training and opportunity are created for those who live in the communities which sit on that wealth.

We demand that the state's public facilities are invested in and that something is left behind after the mining boom is over. We also demand that it is done in an environmentally sustainable way.

We will let Chevron sell our resources, however we won't let it sell our future.

There is a lot wrong about what is happening and the reality is that if we do nothing about it, then who will... our current political leaders?

Those companies who beg for the scraps as the vast majority of the \$45 billion to be spent on this project is spent overseas?

Our media, who are currently being rolled in cash as Chevron ups its advertising budget to convince the community that it is doing the right thing this time around, while it exploits our resources?

We need these jobs and opportunities for our children. We need the jobs for those who are working here and now. We want investment in training and we demand money flows back to communities to provide better services for all.

This wealth is all of ours and we should be proud that it is us who will fight for what is right. United we stand.

On this project we now have foreign owned contractors who shamelessly exploit our visa system to get the job done cheaply without using the Australian labour that is available.

They undermine the integrity of the current visa system as they exploit those desperate workers who come out just to do their best for their own families, all the while,

undermining Australian wages and conditions through loop holes that see a systemic rorting of a system that can undermine a way of life for many Australian workers and their families.

We see thousands of tonnes of fabrication work going overseas while our own fabrication shops sit half empty and Kwinana runs close to a 25 per cent youth unemployment rate.

There should be jobs and apprenticeships for our young that would set them up for life. And we see engineering and other design high-end jobs being exported as the work goes overseas.

The world's largest construction job should and could create these jobs locally. There just appears to be no appetite from Chevron to invest as it should and no willingness from our current state government to make that happen.

This is a critical time for our great union and it's membership. We have one opportunity to make sure that this once in a lifetime resource boom doesn't pass us by.

This is a chance to show that we do care about what we get out of the world's largest construc-

tion job by Chevron. We need to stand up to this massive foreign multi-national and demand that we don't just get token consideration from this company.

We must be the ones who hold it accountable to all West Australians and create opportunities for all, not just the elite few.

This rally on November 29 must be the start of our campaign to get a fair share from the world's largest construction job.

This is not the entire campaign, but the beginning of a long hard fought campaign that will expose this project for what it is – a long on sell for West Australians and their families, but very short on actual delivery.

We encourage every member, their friends and families to get behind the launch of this campaign on November 29.

We can't let Chevron and its contractors continue the lie and we must expose it at every turn.

There is too much at stake not to get involved ... your jobs, your industry, your future.

Chevron can sell our resources, but we can't let it sell our future!

The MUA is there for its members

MUA Mermaid Marine wharfies and WA Branch Secretary Chris Cain at the Mermaid Marine supply Base.

Union solidarity has delivered members an increase in wages and allowances of 40 per cent over three years.

Dare to struggle, dare to win



RETIRED MUA MEMBERS' REPORT

ON Thursday, September 1, 85 happy members were bussed from South Fremantle Football Club and the George and Dragon Tavern, Safety Bay to the Rockingham R.S.L club at Point Peron.

Once again the members of the RSL club welcomed us to their premises with open arms. The catering was brilliant; the food was five stars.

The very good dance music by our very own good twosome had the dance floor continually full. Our members really enjoy this couple's music - thanks Bruce and Robin.

Our hard working secretary, Jim Bray, reminds members that membership fees are due in January. Membership fees will remain at \$10 per member.

Seeing as the monthly meeting of the old W.W.F at the South Fremantle club has been cancelled because of costs and reduced membership, your dues for the MUA retired member will have to be posted to our Secretary/Treasurer, one Jim Brady, at the union rooms.

Before closing, it was good to have M.U.A branch secretary, Chris Cain, telling our members in his very good report, the fight the union is facing in the coming years.

So, until seeing you at the MUA's Life Member's Christmas Function, keep happy and healthy.

President and committee of MUA's Retired Membership



Phone: 0427 303 005 Email: doug.heath@mua.org.au



Report by Doug Heath Organiser, North West

Another militant year **2011**

WITHOUT doubt, 2011 will be looked at as another important chapter in the history of militant struggle by the MUA WA Branch.

There have been a number of significant outcomes in the negotiation of new enterprise agreements across the breadth of the maritime industry – but many challenges remain.

Good outcomes for MUA members in the dredging industry

The MUA has successfully negotiated a new enterprise agreement for the dredging sector with Van Oord being the first of the dredging companies to sign.

This agreement has provided for an uplift in wages and allowances of well over 40 per cent.

While it doesn't quite equate to Alan Joyce's (Qantas CEO) pay increase of 71 per cent, it provides our members with rates and conditions that are as good as any in the maritime industry.

By the end of the four year enterprise agreement, the general purpose hand (deckhand classification) will be paid a base rate of \$143,000 with an additional \$35,000 per annum being paid into a Redundancy Trust Fund (Protect). This provides a total remuneration of about \$178,000 per annum.

Other key outcomes in the new Agreement are Dispute Settlement Procedures that provide for status quo and arbitration, delegate's rights provisions, 24/7 income protection insurance (also run by Protect) and an employer contribution equal to 4 per cent of gross payroll into METL each year.

All overtime is to be paid at double time rates and members will now be working four week swings (with any overcycle commencing on the 29th day at double time rates).

Protect – income protection and security of payments

It is the first time that members will have the security of having some form of income protection whilst working in the dredging sector.

Members who are injured or become sick outside of their rostered swings are covered for \$1200 per week income protection for a period of two years. There are also payments to members who are injured and become partially or totally incapacitated, capital benefits in the event of a fatality and family cover for some emergency dental work.

Protect is administering the



To all members, and particularly those activists who have busted a gut in their fight to improve our pay and conditions, have a good Xmas break and a militant New Year.

insurance on behalf of the MUA.

The establishment of a Redundancy Trust Fund also benefits members by ensuring that all severance payments that are owed at the end of the job are actually paid.

The severance payments are paid to Protect on a monthly basis with guaranteed payments to members at the end of the project.

We don't want to ever have to go through the same fiasco that we have recently endured on Rio Tinto's Cape Lambert Project with Ocean Offshore Engineering (OOE).

OOE has scarpred off the project owing hundreds of thousands of dollars in unpaid severance payments. Its excuse that it won't pay our members until it gets paid by its client just doesn't cut it.

This mob came over to the west with a vessel that didn't have an Asbestos Free Certificate and has now left the west owing substantial monies to our members.

It will be nice to see the back of OOE, but it looks as though we may have to drag its sorry arse through the Federal Magistrates Court for recovery of monies before we are done with them it.

More wage rip offs

Another company who has been caught out not paying members their due entitlements is Sea West. The company was caught out by the MUA owing hundreds of thousands of dollars of unpaid superannuation and travel allowances.

It is a complete farce when in the midst of a resources boom, contractors engaged on the FMG upgrade works in Port Hedland can default on their statutory obligations to pay workers what they are owed.

What made things worse was finding out later that Sea West has spent over \$2 mil-

lion purchasing the Line Boat Operations in Port Hedland from Svitzer.

I wonder what Andrew Forrest thinks about a situation where contractors on an FMG Project rip off our members.

Given FMG's treatment of the Yindjibarndi people in the Pilbara, he may not be too concerned. For the full story about Forrest's treatment of the Yindjibarndi people, members are encouraged to log on to:

<http://yindjibarndi.org.au/yindjibarndi>

Agreement sorted for Pilbara inshore

Thanks to the effort of Will Tracey and MUA activists, we have finalised the Bhagwan Inshore Enterprise Agreement.

The outcomes of this agreement will set the benchmark for the rest of the inshore sector in the Pilbara and provide members with good pay and conditions and companies with a level playing field.

Twelve months ago, our members with Bhagwan were being paid \$96,000 per year with no conditions. The rates are now up to \$120,000 with the standard enterprise bargaining conditions of employment being put in place.

The Agreement was negotiated despite the desperate efforts of the Australian Mines and Metals Association to lock in diabolical conditions of employment that would have formalised unsafe working practices.

This so-called employer representative of the oil and gas industry was arguing for conditions that would have allowed our members to work 18 hour days.

Their desperate efforts to drag the pay and conditions of Australian seafarers down to third world conditions has overtaken any common sense they may have once had. No wonder BHP

and Rio Tinto dumped them.

It is a reflection on the low standard of AMMA when the likes of Rio Tinto consider AMMA's policies to be too right wing and extreme!

AMMA's main focus at the moment seems to be its continued propaganda in advocating the Federal Government further relax 457 visa requirements to allow more foreign workers to take Australian jobs. This is the fight the MUA is taking up with a vengeance.

Our fight against the exploitation of foreign labour

There is absolutely no doubt that the most important battle we have on our hands right now is to stop the efforts of AMMA and the multinational mining, oil and gas companies using cheap imported labour to smash our hard won pay and conditions.

The MUA has uncovered numerous rorts and rackets in respect to the exploitation of foreign labour and the abuse of proper visas by dodgy companies.

In one of the worst cases of exploitation, Geokinetics has been caught out employing skip-pers at Scotts Reef on a rate of \$75 per day. There are no conditions and no superannuation.

Straight out exploitation of workers from Brazil and Indonesia. These workers are employed on 651 Business Visas and have been told to describe themselves as "businessmen" when fronted by officials from the Department of Immigration.

All this is happening right under Woodside's nose... as if it doesn't know what is going on!!!!

In other examples of the rip-offs going on, dredging employers are paying their expatriate masters and engineers about 25 per cent of the equivalent rates and conditions paid to Australian workers under their enterprise agreements.

The MUA has copies of contracts where workers have been forced to sign dodgy contracts that do not comply with the lawful obligation of the employer to pay Australian pay and conditions.

All of these workers are engaged on Chevron, Rio Tinto, BHP, FMG and Roy Hill Projects.

Another prominent fan for the use of foreign labour is Gina Rinehart. Rather than providing training to young Australians, Rinehart runs around spruiking about labour shortages whenever she has a spare moment of relief from her full-time job of count-

ing her billions.

The Highland Navigator has been another battleground over the use and exploitation of foreign labour where Chevron contractor Allseas has brought in 'foreign businessmen on 651 visas' to operate cranes in place of MUA crane operators.

Chevron's claims about promoting Australian jobs, caring about the environment and looking after locals, are nothing but bullshit. Anyone who has any doubts about the ethics of Chevron should log onto the following web site:

<http://au.news.yahoo.com/sunday-night/features/article/-/10403960/bad-oil-the-amazons-toxic-mess>

On the Highland Navigator, ROV workers from Eastern Europe are running around on substandard rates of pay, wages paid in Euros and have been employed without Sea Care Workers Compensation or Superannuation.

There are also questions about the taxation arrangements for both the companies and individuals concerned.

Chevron has representatives on the vessel, but has done nothing to sort the mess out. If by some chance it does get a guilty conscience, it should investigate why there is so much hydraulic oil pissing out of the vessel's crane and ask why the foreign crane operators have operated a crane that has not been 'Green Stickered' or certified as complying with the standards required by Cranesafe.

It is about time the Department of Immigration got off its arse and started investigating the scams going on over the use of foreign labour on resource projects in WA.

Rather than resource companies bleating about how unfair it is for Australian workers to have the right to take legal protected action every three or four years, they should be opening their books to the Department of Immigration and Workplace Ombudsman so the rorts and rackets can be properly dealt with.

Any multinational mining or oil and gas company found guilty of having illegal workers on their projects, or have workers (directly or indirectly) employed on rates and conditions below Australian standards, should be permanently banned from having any more foreign workers.

Our fight to keep Australian maritime jobs being performed by highly skilled MUA labour will never stop.

This is the battle we will take into 2012.

In Unity



Water, water ... but not a drop to drink everywhere

WOULD you drink, shower or brush your teeth with this water? And wouldn't you think that an employer who had a care for the welfare of its employees would be concerned?

Cold, dirty stinking, smelly water for 65 days and what is GO Offshore's reaction? According to it, the MUA was exaggerating this and an ongoing failure to recognise both the health hazards and third world conditions.

It's very difficult to hold this employer up as an employer of choice and I won't be in the future.

Don't tolerate this. If the water on your vessel looks like this, **don't cop it - jack it instead.**



WOULD YOU DRINK THIS? Workers are expected to drink and bathe in this water

Worksafe successfully prosecuted a worker when a load fell off a crane. The rigger/supervisor was fined \$1250, plus costs.

The company he worked for failed to provide him with the correct rigging gear he needed and he did the job with the gear he had. It fell to the ground.

Fortunately no one was injured, but that didn't stop the regulator from pursuing and prosecuting the individual under Section 20 of the OSH Act 1984.

This case opens a Pandora's Box for workers. No matter what goes wrong on the job, **YOU** may be prosecuted if it goes pear-shaped, even if your employer doesn't give you the equipment to do the job safely.

The lesson to learn here is simple... **if it is unsafe, don't do it.**

If no-one dies, it will cost you a bit of money. If someone dies, it may cost you a lot more than that.

After all, it is your fault!!

Another asbestos lie

Over the centuries, governments and employers have managed to lie to workers about the dangers of working with asbestos and the maritime and stevedore industries have over the past 50 years contributed to the number of persons who have died as a consequence of exposure to asbestos products.

Old habit die hard and you may not be pleased to know that some companies in today's maritime industry are still trying to pull the wool.

As a result of recent action by the MUA, vessels constructed before 1984 that contain asbestos are heavily regulated by Asbestos Management Plans and as much as possible is done to minimise the exposure to workers.

The union is demanding that China built vessels be exposed to greater scrutiny because just about every one that has been constructed there actually contains asbestos gaskets in spite of the

vessel. The union put that bullshit to bed and told the employers that it wasn't worth the paper it is written on.

The latest tactic they are using is that when asbestos is found and removed before the vessel comes to Australia, they carry out air monitoring during the removal process and then, because no fibres were detected during the removal process, claim the vessel is asbestos free.

This is garbage.

It only means that no asbestos was detected at the time of removal. If any company representative tells you they have

a certificate proving the vessel is free of asbestos, tell them where to stick it.

Activist training 2012

A Delegate/Activist (1) training course has been set for January 17-18, 2012 at the MUA WA Branch Union's rooms.

Anyone interested in attending this training course should contact me on 0408 058 219.

Further specific intensive training courses are being planned and we hope to provide delegates with training and skills in negotiations, enterprise bargaining and campaigns. In Unity

Hermod toilets and liver disease

If you are on the Hermod, or any other vessel which is spewing raw shit around and haven't been able to avoid being exposed to that hazard, it might be of value for you to know a few facts about the exposure.

1. You don't know if you have contracted Hepatitis A or B until it's too late;

2. The average time for diagnosis of liver failure to death is around 8 weeks;

3. The average waiting list for a liver transplant is around a year, if you're lucky;

4. By the time we arrange a lawyer for you, you will probably be dead, but we will fight the employers on behalf of your spouse and family;

5. All of this is avoidable if the ship owners are prepared to spend the same amount of money on upgrading the sewerage system as they do spending on their state of the art equipment to exploit.

What to look for? These are the main symptoms:

- Jaundice
- Sudden loss of appetite
- Light coloration of stools
- Bloating and distention
- Excessive thirst and excessive and frequent urination

The union is in contact with senior Heeremer Australia Managers demanding they do something to resolve the problem and all members need to be active.

Fining the worker

A recent case in the court in Western Australia has very important and serious consequences for all workers.



For advice and representation on a wide range of legal matters including:

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On board and ready to take up the fight

COMING to work for the MUA is a daunting prospect.

The MUA has a reputation in the wider Union movement as being the most disciplined and staunch of unions in the country and the WA Branch in particular has the reputation of leading the way in looking after its members' interests.

In the short time that I have been with the union, I have found this to be true, that the officials and staff are some of the hardest working people I have had the privilege to work with, as are the members, who are staunch in ensuring they stand up for their hard won rights.

Not coming from maritime industries, I have been taken to a number of places to see how things work.

I hope to do more of this in the coming months, so expect me to be asking a lot of questions. I want to know what the go is with each of the sites that we cover, so that I am able to understand what you do and represent you the best I can.

Who I am

Before coming to the MUA, I was employed by the National Tertiary Education Union as an Division Indus-

trial Organiser, working out of the WA Division office and at various different universities around Perth.

There I worked mostly on industrial work, looking after grievances, disputes on breaches of the different agreements and other matters that cropped up for members.

When I first started working with the NTEU, I was given the job to drive around Carolyn Allport, the founding president of the NTEU, while she visited the different sites we had coverage of, to talk to members and meet with management. It was a couple of months out from her retirement, and being new to working in the union movement, I asked her what advice she could give someone who was just starting.

She told me, "Two things... members come first and be brave."

This is some of the best advice I have been given. As an organiser, I know that a union has to be about its members, that the membership the organisation exists for.

Here, in the MUA, I have discovered that the members are the staunchest, most disciplined and active I have had the good fortune to work for.

The Members understand solidarity and the need to have one another's

back. And this is why it is my privilege to be working for you.

Taking up the fight

As for bravery, the MUA is at the front line of being attacked by the bosses and governments.

The MUA is an organisation that understands the principles of struggle, that this is a constant and to be able to survive the constant attacks on the conditions and pay that have been won over the years... it means that there has to be a willingness to be militant, to be vilified by governments and employers, to constantly be harassed and dragged through the courts for standing up for our members and to be staunch in the face of this.

Whether people realise it or not, as an outsider coming into this, it is brave and I do not know of many other organisations or members that are willing to put themselves out there so consistently for each other.

Bringing experience

Prior to working for the NTEU, I was a workplace delegate for the NTEU at UWA for six years. Here I worked as a projects officer, which meant I did everything and anything that needed to be done.

I have found that this wide experience has helped me be able to work across a whole lot of different things, especially when I was working at UWA. I have had to do everything from cook a sausage sizzle lunch for 5000, through to put on concerts and other large scale public events.

A lot of this work was on campaigns on a great number of different issues, putting them together from the ideas stage through to organising protests and rallies, getting information out to members and the public and keeping the momentum going until we had achieved what it was that we had set out to do.

This has been everything to repeal of anti-student union legislation, through to anti-nuclear and other environmental campaigns.

I have also worked in a wide range of jobs - from working both front of house and backstage in theatres, sales, late night console jockey in service stations, pubs and clubs and just some plain random jobs that someone has to do.

Some of these skills have already come in handy. As you all should know by now, there is a rally on the November 29 to support local jobs for Aussie resources. The MUA, as well as other unions are concerned about the way that different companies, especially those involved in the Gorgon Project run by Chevron, have been ignoring local workers and trying to undercut Australian working conditions by bringing in foreign workers on much

lower rates of pay and with incredibly poor conditions.

This is a disgrace.

First and foremost, for companies claiming to be investing in Australia, not employing or training local people for these jobs that are taking Australian resources, is in the simplest terms disrespectful. They are our resources and we should have the first chance to have ourselves, our children, and given the lifespan of some of these projects, our children's children, employed in these projects.

Another factor that I find disgraceful is that they are using the desperation of these foreign workers, from places like Russia, Spain, the Ukraine. They come from places where the economy has collapsed and do not have the protections that the MUA has worked so hard for.

This exploitation of people desperate to work is the real indication of how much these companies care about communities and the countries they operate in. It is nothing more than blatant attempt to undercut the pay and conditions of members.

This is the thin end of the wedge. If we do not stand up now to keep companies like Chevron, and their joint venture partners, honest, to stop them from undercutting Australians to protect their profits, we face the real prospect of losing all the hard fought working conditions many people take for granted.

Plenty of room for improvement

Already, in the short time that I have been with the MUA I have seen how profits are put before people, that safety is viewed as an impediment to speed and the people are treated like machines, without any regard to their lives.

This is why, over the past few weeks, you have been visited by people from the MUA WA Branch office and receiving messages by post, email and text to come to the Rally (November 29). It is not just a one-off, this is long term fight, not just for ourselves, but for everyone.

And it is a fight that we are not going to lose, as we are staunch and we stand up for what is right.

Again, the MUA is leading the way, and this is why I ask all of you to not only attend the Rally, but become informed, tell your friends and families and get them to attend.

If we have to go again, to make the government and Chevron listen, to be there the next time and the time after that, we will be there.

That is, after all, what struggle is all about... never giving up, staying vigilant and fighting for what is fair and what is right.

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Report by Keith McCorriston, ITF Inspector

Crew unite for fair pay

ITF takes dramatic action to support unpaid seafarers

THE International Transport Workers Federation's (ITF) Australian Inspectorate has demanded that the owners of the 60,000 tonne Liberian registered tanker (Khorfakkan) pay its crew before it loads an Australian cargo.

Dramatic claims that the crew hasn't been paid for the past four months have been levelled against Dubai based company FAL Bunkering Co Ltd.

The Flag of Convenience, Khorfakkan, was due to load a cargo from a Floating Storage and Offloading (FSO) facility on the Northwest Shelf of Western Australia on November 9 before action was taken by the ITF-affiliated Maritime Union of Australia crew aboard the FSO Dampier Spirit.

This is yet another reminder of how dodgy the Flag of Convenience system can be and how ruthless those operators are towards their workers.

These operators think that because their ship doesn't actually come into an Australian port they won't be held to account for mistreating crew in our waters.

The ITF is in contact with the crew off the Dampier Spirit and will be speaking to the Facility operators, Teekay.

Since the initial discovery, the ITF has had remarkable success through the strong action of the MUA crew on board the FSO.

The MUA crew have said that they



SPIRITS LOW: Aboard the Dampier Spirit.

want all wages and allotments for the FOC crew to be settled before any cargo is loaded or unloaded.

Following this action, the charterers have cancelled the contract for an entire cargo of hydrocarbon from the Australian manned FSO Dampier Spirit off the NW shelf because of a wage dispute for the Filipinos.

THE TRUTH

If the workers take a notion,
They can stop all speeding trains,
Every ship upon the ocean,
They can tie with might chains.
Every wheel in the creation,
Every mine and every mill,
Fleets and armies of the nation,
Will at their command stand still.



- Joe Hill

Despite this action, the operators out of Dubai still refuse to pay four months outstanding wages to the crew.

The company wants the crew to sail to Singapore from Dampier anchorage, but the crew has now refused to weigh anchor until they get their wages – holding up any movement of the ship.

After six days at anchor, the crew have decided to sail to Singapore on the basis all outstanding wages are met and arrangements for ITF Singapore to visit the

vessel and witness payments.

Some \$36,000 had been received and confirmed as paid allotments to the families.

Unfortunately, these promises can never be guaranteed, as history show "rogue" owners and operators are hidden by the FOC.

The vessel was due into Singapore November 17 and was due to be met by ITF affiliated unions from the SMOU/SOS/ITF.

MUA/ITF members take the plunge Anaconda 2011

The MUA/ITF teams travelled to Augusta for the annual Adventure Race which attracted around 1700 entrants on the weekend of November 6, 2011. The Adventure race is recognised as the biggest in the world for its type of event.

The race is made up with a 13.5km run, 1.9km swim, 13km paddle and 35km mountain bike, finished off by a 2km trot the finish line (some walked). This year we had one individual, two corporate teams and a number of juniors participating for the first time.

The junior event attracted 653 entrants.

The weekend was a huge success and the community supporting the event was overwhelmed with the number of entrants.

Phil McCorriston (Patricks) achieved a personal best in the individual event by finishing in 27th position with a time under 5 hours. Anyone who can do the race under 5 hours is up there with the best.



MUA No.1 team could only manage the journey in just less than 6 hours. MUA No.2 team got lost somewhere on the bike leg and the announcer made some comment that MUA No.2 team were late because they had been on strike.

MUA individual: Phillip McCorriston;

MUA team 1. Frank Heedes, Keith McCorriston, Wayne Grima and Dave Boldy;

MUA team 2. Aaron Davies, Gary Bickley, Clayton Gunning and Andy Dijkstra;

MUA Juniors: Bailey Fitzpatrick (Marathon Man), Abby McCorriston and Cameron Bickley. Our juniors did us all proud and to covered the 4km course with ease.

Special mention and thanks to the wives for putting up with 22 in one house.

Everyone did very well, even Frank with the hole in his foot. Yeah, there are always hard luck stories. This year's best hard luck story was "I missed the buoy and had to change course and go around it" and "I was going downhill real fast and Grima passed me without saying hello". Sorry guys, no prize for second!

Many thanks to all who assisted and participated, including the sponsorship and donations from the WA Branch, ITF Australia and Sealanes.

Anyone interested in being involved next year, please let me know and get out and start training!

<http://rapidascent.com.au>

At a press conference yesterday NAB's head of personal banking, Lisa Gray, stopped short of promising to always be the cheapest major bank for mortgages.

"Over the last 28 months, 2.5 years, we've had the lowest standard variable rate," Ms Gray said.

NAB customers have saved [up to] \$1400 over that time compared to a customer at ANZ, Westpac or CBA. [Our] commitment is to continue to be open, transparent and fairer.

ME Bank has been lower than the major banks every month, every year for the last 10 years. Now that's fairer banking.

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Taking the fight to

To the people running the multi-nationals,

I am a worker of maritime industry and a proud member of the MUA and I am voicing my outrage at these companies bringing in labour from other countries and trying to sneak work from under our noses.

This is Australia and our work is our work, not anybody else's. You can't honestly think you can sneak foreign workers into our industry and that we will not notice and just let it happen. I've got news for you wankers - it's not going to happen and it never will.

You, the multi-billion dollar companies should be ashamed of yourselves at scrimping on a few dollars for wages. Our maritime industry is the best in the world and you should appreciate that.

The MUA of Australia will fight to the bitter end about this as we are united.

So to Allseas, Chevron, Woodside and any other company even contemplating this bullshit, don't... because you are wasting your time.

The MUA of Australia will never give up its fight to stop this happening in our waters... here in Western Australia.

The members of the MUA are here, in your face, growing in numbers and growing in support, making our message loud and clear.

No foreign labour.

MUA Rank and File support MUA WA Branch in its struggle to make sure there is no foreign labour used on our resource maritime projects in place of Australian crew.

It should be within your best interest to support Australian jobs in Australian waters and further more on Australian soils.

So nothing has been learned from the import of cheap foreign labour in the US, Europe and UK ruining lives, reducing living standards for all, but the big end of town, overloading public services and infrastructure.

1. Cheap foreign labour equals reduced tax take for the Federal Government and reduced spending within Australia.

2. Multi-national companies get enough of a break, tax breaks/deductions, government incentives, low royalties in comparison to the end product price. The only way to ensure that Australian resources are spread throughout the country and not squandered overseas is to pay Australian workers a fair wage.

3. We will not vote for any party who supports cheap foreign labour in any industry.

4. You have brought current labour shortages on yourselves with a reluctance to train spanning many years and now when the boot's on the other foot, you want to cry poor. Tough!

I live, work and play in this great country and I will not stand idly by when mine, my children's and my mates standard of living is being attacked by foreign interests.

Shame Woodside shame.

Iain Moffat



FIGHTING FROM THE FRONT: Chris Cain, centre, the MUA and its members will not sit back quietly while foreign workers take Australian jobs.

It was only a matter of time before the MUA members got ticked off with these big companies hiring foreign labour to do Australian jobs. The Rank and File has chosen just a handful of letters the members have written to the bosses of these companies, making their position clear.

We refer to the recent discovery on board the Highland Navigator of unauthorised, illegal, unqualified, foreign labour hired by Allseas, a sub-contractor for Chevron.

The MUA condemns procurement of this foreign labour hired by Allseas on the multi-billion dollar Gorgon Gas Construction Project in Australia's North West.

All MUA members are opposed to Flag of Convenience (FOC) merchant ships trading and operating in Australian waters under the 457 Visa scheme in place of Australian manned vessels.

Australian seamen and women, officers, engineers, crane drivers and other professional contractors are amongst the most highly trained in the world. We are certified, qualified, professionals and therefore should be employed in what is Australia's biggest infrastructure construction project.

Devious cost-cutting measures by unscrupulous multinationals, employing foreign labour not under agreed awards puts the welfare of all Australian workers in jeopardy.

Exploitation of foreign labour workers on 651 tourist visas, declassified 457 Visas and other immigration rorting schemes is contrary to immigration law and in breach of the code of conduct adhered to by OH&S Australia.

The MUA is committed to future enhancement of job security for Australian workers. We will not idly stand by while the rights of all Australians are systematically undermined by corporate greed. We reserve the right to be employed in Australia under recognised Australian standards wages and conditions.

*Scott McCann
Delegate Pacific Valour*

This email puts all of you on notice that the MUA won't stand for your attempts to bring foreign labour into our country

on tourist visas and then put them to work.

We are experiencing one of the biggest resource booms in modern times and it is unbelievable that you are trying to underpay foreign workers to inflate your ridiculous profits - absolutely disgraceful!

The resources in this country belong to its people. Your companies are already exploiting it to breaking point and now you want to even take the work off us too...

It won't happen because we won't let it happen!

Andries Combrinck

Australia has provided you with a unique gift.

Through our abundant supply of wonderful resources, we have given you the opportunity to rape our land and take what should be kept for Australia and its future. Unfortunately we have bad decision makers (Government) who don't give Aussies the say they deserve.

Upon hearing of your thoughts on trying to exploit the Aussie workers to benefit your back pocket, it's clear to see you lack insight into what a real Aussie worker is.

This land we call Australia is the greatest country in the World. It's the greatest because of the blood, sweat and tears that have been spilled and the hard work that has gone in. This will not stop and what a fight it will be if you try to take, once again what is rightfully ours (our jobs).

We will stand united and fight together for our past, present and the future Aussie workers of this great land.

Justin McLarty

How dare you and your companies come to our country, suck out our resources, make billions of dollars out of it and have the audacity to bring in cheap foreign labour! The billions you are already making aren't enough for you and your greedy share holders?

We have professional and

skilled maritime personal available to do what needs to be done.

Australian work should be for Australian people and on top of that you should be training future Australian seafarers to give back to the country, especially with all these big gas projects coming up that will be putting a lot of money in your bank account!

I am the wife of a seafarer, I take pride in my husband's work and if you continue to try to rout the system and rip Australians off of their birth right to be able to work in their own country, I will be addressing both my kids' schools, my workplace, my sons' sporting team and my local community at meetings. I don't know how you people sleep at night. Are your children and families aware that you are stripping the local Australian people of their basic right to be able to work in their own country?

*Thi le Nguyen Wilson,
the wife of a proud Seafarer*

To whom this may concern... yes you, Willem, Chris, Peter, Ian, Mike, Paul and staff at Chevron, Woodside and Allseas. What planet do you people come from? This is Australia, the resources you are making yourselves fat on are Australian resources. The people who have toiled for years to make you fat are Australians.

Now you want to bring in foreign workers that don't know what safe work practices are, have never seen a JSA, Take 5, or any other safety process, that you will pay under the award wages.

If you're not shy about fucking Australians around, God only knows how you will treat them in the name of profit.

If you want to take on all the unions in this country please have a go. This is what unionism in Australia needs as it will cause all of us to amalgamate as a force like you have never seen.

*Peter Hawley
MUA all the way*

What a reckless foolish short term idea this is to use cheap labour. We all know that the safety record for these workers is below the Australian standard and the long term damage you will do 1000s of jobs and follow on industries is not worth thinking about. Don't destroy our way of life and my children's for your pockets.

Mick Young

Dear fascists, it is all well for your company to come and rape our country, make your millions/billions of dollars of profit and then take your money out of the country.

If that isn't enough, you now want to take jobs away from the Aussie battlers as well by using foreign labour at half the costs.

You preach you all want to help the country and the people when the truth is you're only out to maximize your own profits.

You say you're all for the environment but none of you are interested in it at all, only as a media front.

You would rather pay bribes to the opposition to get out of paying a carbon tax.

Chevron, you're a joke. You dug a big trench right through the middle of a reef to put your new wharf, I bet the greens didn't know about that!

The first week on the project a vessel sunk spilling 1200 litres of diesel into a class A 1 reserve, bet that doesn't go on your report.

The only people keeping all you crooks honest are the workers and it is quite clear that the companies will do anything to bend the rules to suit themselves and get out of a few bucks.

Now that you have been exposed, how are you going to make it up to the Australian workers that are out of a job? The only people that look after the workers are the workers. If you don't want to share the country's wealth to the people



the big companies...

then pack up and fuck off.

Workers united will never be defeated.

SABO

Wake up! Can you hear the Australian people!

No to foreign labour.

I can't believe that you are considering bringing in foreign labour to replace Australians within our glorious country.

As a passionate Australian, I condemn the use of foreign labour which brings about the demise of Australian conditions and jobs and you have not considered the rights of the younger generation who also seek employment with in the Australian offshore industry.

Safety! Step back 5 by 5. The catch cry that we have all heard before, you would rather foreign unskilled labour over a labour force that is not only highly trained and skilled but has years of experience, stop cards, JSAs, JRAs, PTW, tool box meetings and HSE meetings.

The KIRKI disaster is a perfect example of Australian seafarers saving the day and I'm proud to say I was a part of that.

Before you make a bad mistake, think twice, think smart, think Australian!

Concerned Australian

M Hughes

employing people who are little more than backpackers that you do not care about the people who work for you.

Geoff Dunston

MUA member #9021990

I condemn Chevron, Allseas and Woodside in their attempt to bypass Australian labour laws and use tourists to do the work of Australians. Your companies already reap huge profits at the expense of our non-renewable natural resources. The fact that you attempt to use foreign labour reeks of pure greed.

You will be exposed if you keep attempting to use overseas labour. The Australian public will not tolerate it. As a rank and file member of the MUA we will not bend, we will not compromise jobs that are rightfully ours, ever!

Sam Kelly #9001205

To whom it may concern, it is utterly disgraceful that companies operating in Australia, on Australian soil, in Australian waters on some of the biggest projects this country has ever seen, would even think of bringing in foreign labour when we have so many experienced and ever so keen Australians at the ready to undertake the work required to complete these projects. One project currently under-

pockets and sit back in ignorance as Australian families struggle to make ends meet.

Where are your morals and values?

We care for the future of our maritime industry. We care for our young!

Kevin Prince

To let you know, we, the working men and women of the MUA, are outraged that you think you can undermine our jobs, and our children's jobs by bringing in foreign labour to do our work.

Don't think we will sit idly by and not do everything in our power to stop this.

Not only are you undermining our younger generations future, but also exploiting the foreign workers by not paying them the equivalent wages.

All you care about are the profits you can make for foreign multinational companies, not the moral duty you have to the working class of the nation that owns these resources.

We are not a union that talks, we are a fighting union that acts and acts decisively!

Touch one, touch all.

MUA here to stay.

Glen Mitchell

on local communities in which the company operates. There is a belief that returns, both socially and financially to the community, are part of a long term approach to shareholder wealth, a tangible benefit perhaps one might say.

What are the chances of further implementing strategies, policies, programs and the like to ensure Woodside strictly adheres to its 'Policies and Procedures' as stated on the website.

Would it be fair to deduce that in providing the community with short and long term financial returns, an integral, honest, reliable, and fair company to work for or have in the community would then have a tangible effect in that the community thrives and succeeds?

This could no doubt be done by listening to the community and delivering on your commitments, identifying social impacts and working with the community to minimise those impacts, contributing to the building of thriving communities, respecting the culture of host countries and communities, investing in projects that are of mutual benefit to Woodside and the community, planning for the day Woodside leaves the community to ensure the transition is positive. With Woodside being an Australian company, it should look after

laws for their issue.

3) without providing some regulatory guarantee that they are not breaching HS&E regulations and principles, and are not a potential threat (possible Terrorist or radical element) to the Australian workforce and the environment without the required Governmental screenings and qualification processes.

I feel these issues would create a more decisive solution if they were confronted legally and politically as what we can do is limited.

Peter Gunn

I am a ROV pilot, Aussie resident Land MUA member who was meant to be starting with Allseas/Chevron for the Gorgon Project onboard the Highland Navigator.

All of a sudden, they went cold.....not replying to emails etc.

Now this explains why.

I am disgusted this can happen in our country.

Chris Cormack

It is with great concern that I have followed the media reports of visa rorting by Allseas.

Right wing supporters of the industrial giants have been highly critical of the MUA for making what they have termed outrageous and libellous claims, with some even calling for the deregistration

I think equally appalling is the fact that visas can be done on line?

With boat people coming to our country at an alarming rate, at least I have the only little comfort, that they will be detained and checked. With this current debacle, these foreign workers come to our shores, work illegally and take the positions of already trained, competent and available workers.

If terrorism is a real threat that is so commonly pushed down our throats, why does the government allow this abuse of the visa system?

If ever there was a back door to infiltration of our country, this is a perfect, government sanctioned, example.

As a Labor voter, I expect that this government will protect its people from such blatant rorting of the system and protect my job and my industry. It's not like there is 100 per cent employment in this country.

Until now this issue has been in the shadows, but I can assure you it is well and truly lit and I for one expect and demand it be addressed and brought to an end.

Les Hulm

To all multinational companies, this is a message in regards to your attempts to rort Australia by employing foreign labour in the offshore industries within our national boundaries.

I appreciate you may be able to easily push your agenda in third world countries by bribing the right officials and buying votes for influencing governments and politicians with your already bursting profit margins (record gains every year with CEO's earning millions without risking anything).

I have worked hard my whole life to provide for myself and my family, I have worked jobs I didn't really enjoy, but because my family needs schooling, food, electricity and other essentials for living in a modern country.

It seems that too much money is never enough for your companies and you have no concept of what it's like to be the guy on the ground actually doing the work.

Being away from my family who I love very much, for their benefit is a sweet and sour scenario but it is common amongst Australians that this is required to give our families the life they deserve.

For the people who are trying to take my job, the well-being of my family and a lot of Australian families so you can buy another mansion or Ferrari, I ask you to reconsider.

What measures would you go to give your family a happy and secure future? How hard would you fight for your rights to a fair go?

Trent Russ

To the overpaid, uncaring exploiters of Australia, with the world on the brink of another global recession, have you no respect?

Do you not think that you should in some way support the Australian economy by at least only using Australian labour whenever/where ever possible?

Shame, shame, shame. Jobs in Australian waters for Australian workers.

M. Young

Continued, Page 12

'Australians for Australian wages and conditions'

MUA Crew - Lady Caroline

As an Australian employee, I disagree with the use of foreign labour on the Highland Navigator or any other work place in Australia.

As an Australian worker, I refuse to tolerate the loss of jobs and express disapproval of Allseas, Chevron and Woodside for using foreign labour to pilfering our jobs and the future for our children in this country I call home, Australia.

We have many members on the beach that have been waiting on employment for months. These are Australian people, supporting Australian families.

Touch one, touch all

In Unity

Jacqueline Nance

As a member of the MUA, I have to say it is totally reprehensible that you are attempting to undermine our principles of safety and welfare of members on the job by employing cheap and inexperienced labour from overseas in order to save a few dollars for your shareholders.

As it stands, the profits from these undertakings on the N-W shelf are enormous and obviously benefit your shareholders, most of whom reside outside Australia.

I realise that as multinational organisations you have little but contempt for trade unions, in particular the MUA, however we do have specific occupational health and safety rules that we follow and in undermining this it shows little regard for your current labour force whether unionised or not.

In these days of profit driven management I have no doubt that as individuals we barely register on your scale of interest.

It is obvious by your actions in

way off the North West coast of Australia next to an island where a gas plant is under construction has been underway for 18 Months and has by far been the most intense, diverse project of such a large magnitude.

The main work that has been completed so far has been by Australian MUA members and contrary to the information we were given in the inductions that there would be five deaths with the companies running this project, there has not been any major incidents happen!

The MUA members have helped the companies meet all targets, with a unblemished impeccable safety standard the whole way through it.

Why would you want to change that?

Jason Squires

Consider your morals, consider your values, consider yourselves a pack of scabby dog maggots!

I am sending you this email because of my concern of the recent unveiling of you scabby multinational capitalists exploiting foreign labour within our Maritime Industry here in Australia.

You pay them peanuts to work here with knowledge that they are taking the work off our fellow Maritime Union members.

You have no consideration that there are young Australians sitting on the beach waiting for a chance to be trained and to work within a growing industry.

We have made our way here in Australia. We care for our young and we care for their future.

You have been exposed.

You are responsible for exploiting foreign labour and paying them peanuts so you can line "your"

I am writing to you to show my concern over your company's apparent policy to undermine Australian jobs in the offshore oil and gas industry, by importing foreign workers into Australia. I have been a member of the Maritime Union of Australia for nearly 40 years and it's to the policies and direction of this union that I have spent all my working career.

This apparent strategy for short term gain by importing foreign workers into Australia is undermining the future of Australian seafarers...and will not be tolerated.

My career is coming to an end and the future of Australian seafarers and of the younger generation must be guaranteed for a strong nation. Globally we have seen first hand what this strategy has led to - the destruction of seafarers jobs.

Neil Macfarlane

Subsea crane operator

DSV GEOSEA

With numerous resource projects planned for development over the next 10 years, would it not make sense to train the local community?

Which brings me to ask what is Woodside going to do for the local community in Australia in the areas where projects are planned or in operation?

A look at the August ABS unemployment figures indicated an increase in unemployment levels. It is too fair to judge what the levels in differing skills sectors will be in years to come, but given there are opportunities to train local people so that the community gets some benefit... why not train local people for the local jobs?

Glancing over your company's website there is a strong emphasis

fellow Australians. The failure to do so would be a failure of its own policies. It would be a failure of Woodside being committed to 'a high level of corporate governance and fostering a culture that values ethical behaviour, integrity and respect.

Woodside can hold its head up for ensuring local participation. But for how long? Will future projects in Australia have local participation and to what degree?

Mat Jackaman

I am writing on behalf of my family and other Australian workers that you are putting out of work by the use of foreign workers.

We as Australians demand that you employ Australians on all your Australian based projects. You are endangering our precious ecology by using poorly trained cheap imported labour instead of the highly trained MUA workforce available to you.

This is something I am sure will backfire on you through the power of social media when the world realises how you are endangering our coast line and pristine marine environment.

Peter Bourke

Why are these employers allowed to employ this workforce:

1) without the Australian Maritime Security screenings and MSIC Cards which all Australian seafarers are required by law to hold and will need to revalidate very shortly (December), in order to attain local employment in the Australian shipping industry.

2) with the issue of non approved Governmental visas and 457 Visas that don't abide by the

of the union when (if) the claims were found to be false.

We have all waited for the denial and/or explanation from Allseas, but it is all strangely quiet. I am led to believe that following an attendance from the Dept of Immigration, some 15 Allseas employees have agreed to leave the country "voluntarily".

So I think it is fair for a reasonable person to assume that the allegations made were correct, and there has been a deliberate and systematic rorting of the Australian Immigration Dept's regulations by Allseas. I sincerely hope that the Immigration Dept treats any further visa applications made by Allseas, and/or their agents, with the suspicion and contempt they well and truly deserve.

Chevron, Woodside, and the rest of the industrial giants spend large amounts of money trying to convince the Australian public what great corporate citizens they are.

We all know first hand the level of control these companies can exert over their contractors when they want to, and nobody within the industry believes that it is beyond the power of the Woodside's and Chevrons of this world to rid the industry of systematic visa rorting.

M Crisp - Seafarer

I feel somewhat appalled that for the first time in my life I feel the need to contact a parliamentarian to display my fear and anger about overseas shipping companies blatantly thumbing their noses at our immigration law and jeopardising the jobs of Australian seafarers.

I fail to distinguish between illegal boat people and shipping companies plying our coast with foreign workers on tourist visas.



From page 11

I have been a long standing member of the MUA in the UK and MUA and have served 42yrs in the merchant navy as did my father and uncle before me.

They served in the WWII, I served in the Falklands war in 1982 with a medal to show. Foreign labour did not serve in these ships, over 150,000 seamen died under the red duster in British and Aussie vessels so that we may serve in them today and so that young Australian's are able to work our coast now and in to the future.

These men did not give up their lives for foreign labour, I call on you to end this un-Australian despicable practice and reinstate Australians, to Australian jobs.

S Clarke

Your company has been given the right to exploit our resources.

Don't risk those rights by being greedy. Be smart and we will all prosper.

Use only Australian made labour and products.

ALLEN KIRK

The MUA crew onboard the Carlisle wish to voice their disgust at companies outsourcing our jobs to foreign labour.

It is a sad state of business when the operators are so greedy on profit that they are prepared to sell the countries employment out for shareholders' votes. We are not sure if the people making these decisions are Australians or greedy profit grabbing executives that will do anything for profit.

You obviously have no education on Australian maritime history as you only have to go back to the 1998 Patrick's dispute on the Australian waterfront to see how organised, unified and militant the Maritime Union of Australia is and how if you touch one, you touch all.

If you don't like the way we do and protect our jobs and industry that we are all very proud of then Go Elsewhere.

MUA Crew Carlisle

As an Australian citizen, I am disgusted that you employ foreign labour in place of Australian labour. Maybe we should bring in foreign managers to do the same as you are doing to us, would you work for their wages.

Steve Gerhard

To the Chevron bosses, namely Paul McGrath - WTF?

How can you, as a Australian, think that's its OK to put foreign labour into work when there is Australians that could be earning a Dollar.

I know it comes down to making a Buck for the Company, but Paul remember where you come from.

You're a traitor to this country and should be publicly shamed for this act.

Your parents must be so proud of you if they haven't died of Shame already hearing the words on every MUA member's lips, "There goes Paul McGrath the man who tried to sack an Australian workforce to save a few bucks."

"There goes Paul McGrath the man who will cause catastrophe on Ningaloo Reef because the foreign workers he brought in to replace the highest trained seafarers in the World without know what they were doing or more to the truth didn't care."

"There goes Paul McGrath the man responsible for trying to make 10,000 KIDS without working parents as he got rid of them to make a few bucks, what a champ ... more like, what a chump!

Paul maybe you might come to your senses before this goes too far, but in dealing with people like you before this is highly unlikely.

So it's up to us to change your perspective on how you go about your day to day life because if you stuff with my livelihood expect it back from me and 10,000 of my brothers and sisters I call the MUA.

"Consider yourself on notice Paul McGrath"

And remember this chant because rest assured you'll be hearing it a lot in the coming days.

"MUA, here to stay."

We're workers, united - we'll never be defeated!

Avan Fiorenza #9026249

I am writing about my concern as a grandfather and union member regarding the

beginning of the employment of foreign labour on the Australian coast.

In the long term, this will eventually result in the unemployment for all Australians on the coast.

It is only short term greed for the selected shareholders of the companies involved on the Gorgon Project and these companies should think more about the future of Australian citizens. The wealth of Australia's natural resources should be shared around the whole of the economy instead of a select few.

Over the last 20 years, Australia has lost many of its skills and labour to overseas interest and eventually this has to stop or there will be nothing left for our future generations.

Russell (Slim) Cook

The last four months I have not been able to find work offshore. I have been working offshore for over 20 years have most tickets you need to work in the industry, good work and safety culture.

If we let these companies employ foreign labour there will be a lot more Australian offshore workers out of work.

Don Pascoe

Make it clear that the MUA Rank and File support the MUA WA Branch's unbending and uncompromising position about no foreign labour being used on resource maritime projects, in place of Aus4.

Make it clear that the MUA Rank and File support the MUA WA Branch's unbending and uncompromising position about no foreign labour being used on resource maritime projects, in place of Australian crew 4.

Make it clear that the MUA Rank and File support the MUA WA Branch's unbending and uncompromising position about no foreign labour being used on resource maritime projects, in place of Australian crew.

*M.U.A crew Le Sphinx
Dare to struggle, dare to win*

I have a young family which I am planning on buying a new home for next year. Not only am I concerned about my family, but also my comrades' jobs and their families.

I don't think anybody has the right to take that away from us. Your companies are working in our country. These are our jobs.

I am writing to you to express my concern and condemn your plans on foreign labour.

Roy Anderson

Attention: Allseas, Chevron and Woodside. Stop for a minute and remember who and where you are

Australians are ready and able to do the work. Australian ships should = Australian workers; Australian coast should = Australian workers; Australian workers will = strong Australia.

Big business should wise up to the fact that their bottom line is not more important than our country. Australian workers united will never be defeated.

As an MUA Rank and File member I support the WA Branch's unbending and uncompromising position about no foreign labour being used on resource maritime projects, in place of Australian crew. Dare to struggle, dare to win.

Deana

I am writing this email on behalf of myself and ALL MUA members.

I protest and condemn the use of cheap foreign labour in order to replace MUA workers on current and future Maritime projects within this country.

The concerned CEO's on massive salaries should bury their collective heads in utter shame at the very thought of ever introducing cheap, unsafe foreign labour to replace every Australians right to work in his/ her own country, all in order to penny pinch at the great expense of Australian jobs and livelihoods.

I hereby join my union shoulder to shoulder in complete and unrelenting support to never accept the use and exploitation of scab labour on the vast shores of our land.

We will never give up the fight concerning this most important issue.

Touch one, touch all

Tom Boord

North Rankin B Jacket launch Biggest launch in the Southern Hemisphere to date



WOODSIDE is currently undertaking the \$5 billion North Rankin Redevelopment project at the North West Shelf. The project involves the addition of the new North Rankin B platform next to the existing North Rankin A facility to enable the recovery of low pressure gas from the North Rankin and Perseus fields and extend field life, Martin Lambert said.

The platform jacket for North Rankin B was launched last month and the facility is due to start up in 2013.

The Greater Western Flank and North Rankin Redevelopment projects combined have given the North West Shelf some additional gas for sale," Lambert said. "So we're out in the market now, selling additional gas over the period 2015 to 2025 or thereabouts."

Since it started up in 1989, the North West Shelf has produced more than 180 million mt of LNG, shipped in 3,100 cargoes. The project is the world's third-largest LNG producer and currently has a capacity of 16.3 million mt/year.



Report by Peter Quinn, Industrial Officer

MUA members showing support for each other

IT is now four months since I started with the union and during that time I have had the privilege of working for the best union in the country.

I am not referring simply to the quality of my colleagues at the MUA office, but the manner in which the rank and file of this union interact with their officials.

Time and time again I see examples of members looking after other members, sometimes in the most pragmatic ways possible and other times with great care and compassion.

I have heard members say that the MUA really is more like a family in this regard.

In my original discussions with Chris Cain and the union's senior officials, we talked about the role as centring around that of an industrial officer, but as the activity of the union has picked up in the second half of this year, we have also found that there has been a need of me to become involved in organising the Maritime Branch of the ALP, taking on activity around the anti-Chevron Rally on November 29 and involving the union more in the local Fremantle community.

To that end we have initiated meetings with the Mayor of Fremantle and also with several of the councillors, to discuss the MUA's future involvement in the development of the city and its planning priorities.

We have also made contact with the Labour Club at Notre Dame University with the aim of developing some common activities during 2012.

At a recent meeting, hosted by the City of Fremantle, the MUA was involved in discussions around a wind farm at Rous Head and North Mole. We expressed the view that the union could support this development in the event there were no negative health and safety issues for members.

There are several positives to such a project, one being that the area will be declared an industrial zone and will represent an expansion of the area covered by our members.

There is a long way to go with this, but it serves

an example of how community organising can be of benefit.

Since my start with the union we have been involved in numerous successful protected action ballots, unfair dismissal applications and breaches of agreements.

Many of these haven't progressed to hearing, but it is a measure of the union's determination to take on the excesses of some of the worst employers in the industry on members' behalf.

In this field of activity there is still a lot to do, but in conjunction with our legal representatives, Luke Edmonds and Kate Dempster, we will continue to maintain a high level of vigilance and action in a range of courts and tribunals.

The rally

Chevron and the Gorgon joint venture partners are managing the world's largest construction project, worth billions of dollars.

The profits will be of gargantuan proportions with most of it repatriated to overseas owners.

The employment and training of Australian workers has emerged as a major issue for the MUA and several other unions, especially the Metal Workers Union and the CFMEU, both of which are also arguing for increases in local manufactured and fabricated content. The MUA supports this too.

This all seems quite easy to understand and implement as it is also called for in the Barrow Island Act. But it is not so easy, apparently.

Some weeks ago a ship operated by an overseas company brought foreign workers into Australia with crews holding incorrect visas.

The union was alerted and took action to protest this illegal behaviour. The Federal Immigration Minister's office was alerted and in time action was taken.

In the meantime, some of the crew were repatriated to Singapore (not their home) where they re-applied for

the same incorrect visa and returned to Australia, all with the connivance of the employer.

Chevron now knows that this activity has been exposed and as the project manager it is obliged to fix it. That means getting rid of contractors who have breached Australian immigration laws, rather than seeking to mediate on their behalf with the Immigration Department, ensure that all contractors employ Australian labour as the first priority with 457 visa holders only employed in the case of genuine and verifiable labour shortages and that all 457 applications are accompanied with clear employer obligations about the training and up-skilling of Australian workers.

There is no doubt that Chevron, and for that matter other multinational oil and gas companies such as Woodside, are on continuous notice that the MUA will continue to be vigilant and active on this. There will be no let up until they change.

Another element to the Gorgon Project is the much reported environmental problems on and around the Island.

In May this year the BKM 102 hit a submerged object and was deliberately run up on the Island spilling oil over the water and beach.

Also, in the weekend media recently it was reported that there were many endangered and protected native animals killed by Chevron's operations on Barrow Island.

2012

During 2012, the MUA will undertake consolidation and planning relating to forthcoming enterprise agreements in which we plan to rectify some of the problems encountered in the application of current agreements.

In several cases we have encountered deliberate manipulation of EBA clauses by employers.

Our objective in this review will be to put this type of behaviour beyond doubt.

We've been looking after Australia's *transport* industry people for almost as long as you have!

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Bruce Mackin, National Relationship Manager, MUA Health Plan



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www.rthealthfund.com.au/mua.html





Phone: 0432 216 478 Email: matthew.elliott@mua.org.au



Report by Matthew Elliot, Organiser

What a massive year

It has nearly been a year since I first started with the MUA WA Branch and what a year it has been.

So much has happen - pickets running 24 hours a day, stopping trucks from breaking a picket line, protected action, managers coming and going.

I have watched dedicated and prepared unionist, Christy Cain, Adrian Evans and Will Tracey work almost 24/7 to see the best outcomes for members.

With the executive leadership, particularly Adrian Evans, MUA members have secured their first union agreement in a company called Mercantile in the Port of Geraldton. At this stage

this agreement is second only to the OMSA agreement in WA and becoming a bench mark for this port and beyond. Members should be very proud of this agreement and the future it now holds for their families.

I have helped secure union agreements for the first time in three different workplaces... something I am very proud off.

In just under 12 months I hope to have completed four, maybe seven (see how we go) agreements.

I would like to thank the members and the MUA WA Branch for their support and trust during these processes.

It is an honour because what we

secure in agreements effects all areas of a member's life - where they live, where they holiday and how they retire - something I remember every time I sit and listen to an employer say we can't afford it we will go broke.

I am sitting in an airport waiting for a plane to Geraldton again to attempt to fix a cluster fuck the Port Authority has created.

I may not be a lawyer or accountant as so often they boast, but I am a working class man and I do believe in honesty and when any employer puts in writing offers to settle then does a complete back flip in drafting, I see this as dishonest and picking a fight.

I hope to report in the next edition a very successful industrial campaign to bring the port back to where they started.

I am learning more and more about the seafaring side of the MUA and I thank all members for their support and patience with me during this learning curve. It amazes me the number of asbestos vessels still being built and being brought into Australia to be a workplace. It is a fucken disgrace.

I would like to welcome Arnold Lee to the office, particularly "my" office, and wish him well in struggle.

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Mining and Maritime Conference

IN early October, myself and two of our rank and file delegates, Craig Booth and Matt Moss, attended the Maritime and Mining conference held in Durban, South Africa.

The Maritime and Mining initiative is a concept that was developed to improve international solidarity amongst global trade unions affiliated with both the maritime and mining industries and secure worker's rights across the sectors.

Along with other Australian unions, such as the CFMEU, and the AWU, the MUA sent a delegation of about 25 organisers, officials and rank and file delegates to attend this year's conference.

The conference was hosted by the local unions, The South African Transport and Allied Workers Union (SATAWU), National Union of Mineworkers (NUM) and CEPPAWWU.

Over two days, representatives from around the world spoke to the delegation about the struggles they were encountering in their own parts of the world. Comrades spoke both of some heroic successes and some tragic losses that inspired and educated the delegation.

The African Chair of the ITF from Zimbabwe spoke of his overwhelming gratitude to our South African comrades for refusing to unload the shipment of Chinese arms destined for the murderous regime of Robert Mugabe. This story truly depicts the power of trade unionism and international solidarity.

While national governments around the world and other governing bodies stood by, wharfies on the docks of South African ports refused to unload weapons destined to be used against fellow workers and innocent civilians on the streets of Zimbabwe. This was only one of the many stories of success courtesy of the international union movement.

Following the conference, a smaller delegation of MUA officials and delegates went to Cape Town to follow up on projects that the Tas Bull Foundation had engaged in during a previous visit in 2006.

We travelled to a school in a troubled area of Cape Town, in which the Tas Bull Foundation had previously sent two 20ft containers filled with books and



ADDING SUPPORT: Danny Cain, left, Craig Booth, centre and Matt Moss at the Tas Bull Memorial Aid Project.

other materials. The containers were now being used as classrooms and a sick room.

As part of the Tas Bull delegation, our remaining days in Cape Town were spent visiting orphanages, after school centres and schools. The delegation visited ONS PLEK which is a shelter for young girls who have had to leave their homes because of extreme poverty, sexual abuse or for any other reason.

It was shocking to see that some girls as young as 13 were nursing their own babies. We had a whip round and donated some money directly to ONS PLEK in an attempt to assist in whatever way we

could. We also advised Pam (the founder of the shelter) that we would do our best to assist financially moving forward.

The South African experience will be one that will not be forgotten by all who attended and we have all committed to participating in raising funds for the Tas Bull Foundation so it can help give financial assistance to worthy causes such as ONS PLEK.

In WA, we have set up our own Tas Bull committee and have some ideas that once off the ground, will provide much needed support. We urge all members to donate and get behind supporting a worthy cause.

Plenty of work still to be done before Bunbury sees results

POAGS Bunbury

POAGS Bunbury EBA negotiations have been on-going for over 6 months.

With both national and local negotiations seemingly going nowhere, members endorsed two consecutive 24-hour stoppages along with

different work bans in order to get POAGS to come to the table with a genuine offer.

With the proposition of protected action in both

Fremantle and Port Hedland to come, POAGS national senior management requested a meeting with MUA national secretary Paddy Crumlin on

November 14. The outcome of this meeting is yet to be seen, but members shouldn't hold their breath; there is a lot more bargaining to be done before this EBA campaign is complete.

Bunbury members are keen to get back to the negotiating table and secure a solid outcome for this EBA with one of the main claims being parity pay with Fremantle.

All members need to get behind this campaign and support it 100 per cent if we are to get the outcome we deserve.



FROM THE MEMBERS



KEN TRAVERS MLC
3/129 GRAND BOULEVARD (BEHIND ANZ BANK)
JOONDALUP WA 6107
Phone: (08) 9300 3422
Fax: (08) 9300 3424

Mr Chris Cain
State Secretary
Maritime Union of Australia
Level 2
2-4 Kwong Alley
NORTH FREMANTLE WA 6159

Dear Chris

I have just finished reading the September Issue of WA Rank and File Voice and want to let you know I found it both informative and inspirational.

It is great to see what can be achieved when workers join together in solidarity. The newspaper makes it clear that it is not just about wages and conditions but also workplace health and safety and much more.

The benefits you and your members have won are impressive.

What impressed me most was the sense of a family that everyone is there to help each other when times are tough both at work and at home.

The campaign for WA jobs from WA resources is one WA Labor stands with you on. We have campaigned strongly in Parliament to make Mr Barnett realise that mining, oil and gas projects in WA need to be more than just extra revenue for Government coffers.

We need to be ensuring that our young people are learning skills that can be used well beyond the current boom.

Once the construction stage of these projects is over WA will need to ensure we have a highly skilled workforce able to participate in a global economy.

Mr Barnett was quick to sign an agreement to support China's investment in WA. He just forgot to ensure WA workers benefit.

The Liberal and National Parties refused to support Labor's *Skilled Local Jobs Bill 2011* that would have made work provisions mandatory in all State Agreements signed with proponents undertaking major projects.

I look forward to working with the Union and its members over the coming months on this important campaign.

As your newspaper shows, you have a fantastic track record of engaging your members and working constructively to achieve an outcome.

It is clear that the Howard Government's attempts to destroy the MUA have only made it stronger. MUA, here to stay.

In unity

KEN TRAVERS MLC
SHADOW MINISTER FOR TRANSPORT

30 September 2011

Hi Chris and Doug, I'm just sending you guys this email to say thank you for going into bat for me and the other guys that were shafted by Van Oord.

To know that you guys have our backs and are out there sticking up for our rights, makes me proud to be a member for the best union in the land.

I know what you did was part of your job, but it still shows that you practice what you preach - Touch One Touch All.

Also, congratulations on getting a great outcome with the new EBA, I can only guess how much of a head fuck it would have been dealing with Kemps and the Dutch clown possie.

So, again thanks from myself and my young family and if there is anything I can do to help you guys or the MUA out in the future, just ask.

I go to the SWM at Port Kembla when I'm not away, but I'm sure there will be a time or place where I can shout you a few drinks.

In Unity

Lee Seddon

Dear Christy, on behalf of everyone over here, thanks again for all your and the branch's dedication in getting us this phenomenal EBA!

I can assure you it will not go unnoticed and I will be encouraging all members to give something back in appreciation for the hard work you have all put in!

Thanks again and In Unity,

Marc (Darky) Virgona

Hello Chris, on behalf of Troy Simmons and myself on board bkm 102, just letting you know how appreciative we are for what you achieved for us in regards to staying on board the vessel in bad weather - good result.

Yours in unity

Michael Henderson

To our officials and members.

Now that the job has finished, we would like to thank everyone for their input and support.

To Chris, Doug and Noel, we know that you have a big job on and we really appreciate your efforts.

To the Members on the project, thanks to you all as well.

On the subject of conditions on the projects, let's not erode them. Equal time has been hard fought for and safety is paramount. Let's go home safe to our families and spend equal time with them.

The Crew Victoria

Dear Tamara, just a quick message to thank you, the MUA and Chris Cain for your solidarity by facilitating the MUA venue for the Perth leg of the Guatemalan tour.

Ovidio Orellana addressed Unions WA on Tuesday, August 16, addressed a public meeting and met with CFMEU officials during his time in WA.

The assessment of the tour is very positive. It helped in raising awareness and solidarity

with Guatemala. It also raised an amount of money which is going to be published soon.

The money is going to be used to feed the hundreds of volunteers who will help on polling day during the general elections to be held in Guatemala on September 11.

In solidarity,

Vinnie Molina, CFMEU WA, organiser.

G'day Chris, I think a little feedback is important to the officials.

I/we have been in discussions with Tidewater. Danny Cain has been representing the rank and file along with elected members of the consultative committee.

He has put himself at the fore front of discussions and at all times put the members first.

It was a hard slot to take over having Allen Watten represent the boys, but Danny has slipped in to the job and taken on the role first class.

In Unity

Alan Smith 2960

Hi Chris, I just wanted to say thanks for everything you have done for the union and keep the good work up!

I believe in what you do is for the best interests of our union and I am one of your loyal followers... just sometimes I can't see the vision you have and especially the big picture that you seem to have in your head so easily.

I wish I could help you more, but I trust in your decisions and there are a lot of people who do admire your work and support you.

There are people out here who have your back. I personally thank you and hope you and your family have a safe and wonderful Xmas and a happy New Year.

Kind Regards

MUA Here To Stay and proud to be a member.

David Dixon

Operators in Western Australia's North West could be in for a rough cyclone season after the Bureau of Meteorology said there was a 60 per cent chance that the number of cyclones for the season could exceed the average of five.

I think they should call the first one Cyclone Cain. It has already blown through Van Oord offices in Brisbane, flattening everyone in its place.

Again lads, (Chris, Doug, Rick and Gerry), thanks for a top effort in seeing this through.

Dare to struggle dare to win

Lee Seddon

Comrades, for the MUA seafarers and wharves alike, I am writing this letter today in support of the newer more quiet less active members of the MUA.

When I first signed up and got away on my first ship four years ago, I was instantly put on the coat from the older members because I was an ex fisherman and knew nothing about the union movement, Labor Party, shipping, offshore etc etc..

It was only dredging and it was in a harbour, but it was MUA.

I had to teach myself everything when I first joined that ship, from union ways and policies, rolling funds, stop work meetings, data bases etc etc.

I consider myself a good bloke and get along with everyone, but to be put in a corner for simply not knowing something I have never heard of and trust me was very keen to learn, was very dis-heartening.

Shit, on occasions, I have had to pull myself up for doing it in the heat of the moment since becoming a staunch member.

I understand you have to earn respect as

Comrades, I joined the SUA in 1978-9. Thanks to some great unionists, Chuck Engleson, Lou Waldron (Dec) and others in the early days and later on Harry and Alen McCorriston.

I learnt very quickly that unity is the key to fighting the aggressive ship owners.

In the past 5-6 years that unity has returned. Thanks must go to Chris Cain, Will Tracey and the crew in the Fremantle office.

Chris said to me long before he took office that the three most important things to get the union back on track was to give the union back to the members, create a strong delo base and get our unity back. He has done that in spades.

Take the Youth Movement, two young Mermaid Marine members had the spine to stand up in front of a room full of delos and federal officials and put their case forward.

Chris got up and said 'let's get this movement up'. Will took it from there and it is almost worldwide.

That all happened in our Fremantle union rooms.

About 18 months ago, a bloke arrived in Karratha called Doug Heath. He knew very little about the offshore industry and knew no one.

I've worked for MMA for 14 odd years this time and I've never seen the MUA members more united.

The sheer hard work this bloke puts in is unbelievable. On more than one occasion I've sent Doug an email at 0400 hrs and at 0430 hrs I've got a reply. He just doesn't seem to sleep; it doesn't matter what day of the week it is.

MMA has had a free reign up here for years, but that has changed through the same tactic Chris used, strong delo base and through very hard work Doug has united the workers.

I've seen Doug have win after win up here and the so-called offshore operators that are bobbing up are doing their homework before taking him on.

The work load Doug has is far too big for one organiser, from Onslow (how big is that going to get) as far north to Wyndham.

I hope you are reading this Paddy. The WA Branch is leading the way; I think it's time that we sent a message to the federal office through our stoppies.

Rosco McQueen 4224 M.U.A. Delo MMA.

that's what life is about, but how do you expect the new members to come to stop work meetings, become delegates, contact the union, fight for conditions, support what the passed away/retired/older standing members and officials have fought so hard for over such a long time when all they are going to get is deemed a scab, construction worker, fisherman, miner or pastry chef and not a seafarer?

In my eyes, you are a seafarer the day you get away to sea, with becoming an experienced seafarer and proud MUA member in due time.

The MUA is about unity, not division and the Rank and File must unite. It doesn't matter where we come from, we are all one union.

EVERYONE started somewhere.

I am now a proud delegate/activist and Labor Party member, who dedicates so much of my own time to the MUA, and love every minute of it.

Four years ago, before I joined the MUA, I didn't even know who ran this country, or what a union was!

The deck boy/roster/white card days are over and the IR/data base/work choice days

FROM THE MEMBERS



Members can email correspondence to muawpaper@hotmail.com. Please include phone number and member number

are here - deal with it and move on..

We only whinged about the GST for a few days after Johnnie bought it in, and it's not going to bloody change.

We have some of the biggest battles facing the MUA that are upon us. Could you imagine a MUA member sitting at home watching fellow MUA members on the 5 o'clock news link arms, get chased by Rottweilers, lock horns with police and fly banners in 1998? Well in 2011, its happening...

So walk out on deck, ring up on break, knock on cabin doors and how about we all start teaching the new members what the true meaning of the MUA is, then we will start getting members active, involved

and respecting what everyone in the MUA has fought so hard for.

And for the new members, its ok to ask dumb questions; yes I found out the hard way by older members laughing in my face, but as an MUA member, we're tougher than that. Laugh back and say 'well teach me comrade.'

I only learned this saying a few years ago, and reality is.... it's true.... United we stand, Divided we fall...

Walk away from this letter laughing or shaking your head and YOU have just divided the MUA and what it stands for.

Jason Squires, WA Branch # 9029498

(Written for Vic Williams Memorial)
This is my poem 'The Working Class Hero' which I wrote for Vic's 19th birthday. My family was deeply involved in the early history of the CP of WA and my father, Thomas Senior, was the presenter of the programme 'A Communist Speaks' during WWII.

In honouring Vic, we are paying tribute to the thousands of comrades who gave their lives to working for a better world.

Best wishes

Don B-Wignall

The Working Class Hero

No marble monument
Marks his mound
And yet I know him well,
He is the working class hero.

He is still around whenever
Grinding exploitation is found
And workers' sweat abounds
He is the working class hero.

Loathe to the tug forelock
But quick to knot the fist
He'll rise when justice is at risk
He is the working class hero.

Long schooled in uniting
The workers of the world
He knows collectiveness is strength
He is the working class hero.

"When Adam delved
And Eve span,
Who was then the gentleman?" (1)
Asked the working class hero.

"White man worker
Can never be free,
While his black brother
Is in slavery." (2)
Sang the working class hero.

"They lie the men that tell us,
For reasons of their own,
That want is here a stranger,
And misery unknown" (3)
Wrote the working class hero.

Whenever hunger's found,
And in our world
It still abounds,
He'll be there, the working class hero.

Such a man was Comrade Vic,
On the wharf, his poetry was a message stick,
His long life of struggle,
Proved him a brick.
Her was a great working class hero!

Note: This poem is included in the anthology
Awake@Sing!
Donovan Blundell-Wignall 2004.

(1) John Ball (Priest) – Peasants Revolt.
(2) Paul, Robeson – Ballad for Americans.
(3) Henry Lawson – Faces in the Street.

May Day 2004
(Vic marched through Fremantle
at the age of 90+)



Tony Abbott. All Opposition. No Leader.

- ✗ Tony Abbott thinks climate change is "ABSOLUTE CRAP".
- ✗ Now he wants to let 1000 BIG POLLUTERS off the hook.
- ✗ And instead SLUG HOUSEHOLDS \$720 a year on average to pay polluters.
- ✗ Tony Abbott JUST CAN'T BE TRUSTED with our environment or economy.



End of rewarding career

Retirement Farewell Lynn Ireland

AFTER 33 years (18.7.1978 – 16.11.2011) involved with the (now) Maritime Mining Power Credit Union it is time for me to move to my retirement, although leaving the branch that has been such an important part of my life is not that easy.

My history with the maritime industry goes back a long way. My father-in-law Phil Ireland was a wharfie for 30 years and during this time he was totally committed to the union movement in Fremantle. He was a long standing union official and was eventually elected President of the Fremantle Branch.

In 1970 the Waterside Workers Credit Union opened the doors alongside the WWF in High Street, Fremantle. Marie Reid was the inaugural officer in charge of the branch and in 1978 I was appointed to assist her. During 1978 Marie retired and I was offered the full time position. Having a young family, I chose not to take a full time position and Rosalie Evans was offered and accepted a shared position. In 1989 Rosalie transferred to the WWF as the office manager and I took on the full time position with the Waterside Workers of Australia Credit Union.

In 1990 the Waterside Workers Federation amalgamated with the Seafarers Union to become the Maritime Union of Australia. The credit union became the Maritime Workers of Australia Credit Union.

1998 was a defining year; in April the stevedoring industry experienced an historic and acrimonious dispute with Patricks Stevedores who locked the wharfies out of the workplace forcing the union to take radical action on behalf its members. During this time the credit union supported the MUA members by offering financial assistance. Branch staff also assisted with sausage sizzles, hampers for the affected families, and regular attendance at the picket line (my family was sure that I would be arrested!).

The MUA moved to North Fremantle in July of that year and the credit union moved to the ground floor of the same building. The ensuing 13 years have proven to be extremely successful for the credit union and I have no doubt the expansion of the membership in WA will continue.

The members in the Fremantle branch of the MMPCU have been the driving force behind my passion and longevity with this wonderful credit union. I have strived to provide exceptional service with the support of my management, but I have always retained a personal touch despite the changes brought about to modern-day banking operations.

I know without a doubt the staff of the Fremantle Branch of the Maritime Mining and Power Credit Union will continue to deliver what I consider to be excellent service and a benchmark in the banking industry.

My career for the most part has been very rewarding. The people I have met during that time have contributed to those rewards and I sincerely thank them all for the important part they have played. Thank you also to the MUA for the incredible support provided to me over the years.

I wish you all the very best for the future.

Lynn Ireland



VALE - Ms Akhona Felicity Geneza

by Tonia Kerns - (Womens' Committee member MUA WA Branch)

ON June 9, 2010, in South Africa, they laid to rest a young female pioneer of the South African Maritime Industry. Akhona was a 19 year old cadet who, it is now believed, had been raped and thrown over the side of the vessel Safmarine Kariba, a British registered box ship operated by Safmarine - a Maersk owned company.

Over the past few weeks I have done some research, trying to find out just what happened in this mysterious and unexplained death of this young woman.

I found a number of blogs from the South African unions, the ITF, news reports and statements from her father and friends. Akhona's father states that he recalls a conversation he had with his daughter where she tells him of the chef officer making sexual advances and how the chief officer had warned the crew not to touch her, as she is his "wife". Akhona found the need to tell her father the names of other crew members onboard who were able to confirm this.

Also, I found a statement from one of Akhona's fellow cadets in which she

WOMENS' REPORT

makes claims of abuse of power by senior officers at sea. "who threatened cadets' careers if they did not perform sexual acts."

It is widely reported that Ms Geveza was raped by a Ukrainian officer on the vessel and that person is known to Safmarine, Maersk and the Croatian police.

Another interesting report I found included a statement from Safmarine where a Mr Jan de Vrij of Safmarine Legal, a company also believed to be owned by Maersk, states that the company concurred with the findings of a "preliminary" Croatian police investigation. The finding was that Ms Akhona Geveza had committed suicide near Rijeka, where her body was found, as having jumped overboard from the box ship, Safmarine Kariba.

However, in the same article Safmarine states it has seen a need to protect the safety and well-being of those serving on vessels and will implement the following:

1. Cadets to have 24 hour access to Internet and personal emails.
2. Training by industrial psychologist on how to cope with conflict and harassment which will include access to a third party employee assistance programme.
3. Cadets will only sail on the European to South Africa routes.

I have also done a search online into the conduct of the Croatian police, and found pages and pages of corruption and incompetence, allegations against the police and the government in Croatia.

It's a small wonder that Safmarine (Maersk) would be happy with the Police investigation that ignores the many inconsistencies, gives little or no explanation as to the circumstances of why and how her body came to be in the sea and lets them off the hook from digging deeper into those irregularities and the actions of the Ukrainian officer and other officers on the vessel.

I'm truly saddened that the only out-

come after 17 months is the acceptance of what appears to be a very poor and superficial investigation.

We, the MUA WA Branch Womens' Committee stand in support with our South African sister union and the ITF in urging for further investigation and demand urgent action by the British Government and the South African Maritime Safety Authority (SAMSA) and the UK MAIB (Maritime Accident and Investigation Branch) to carry out a comprehensive review of all of the evidence and circumstances of this tragic case.

Further, the MUA WA Branch Womens' Committee sends our deepest sympathy and condolences to the Geveza family. We understand that Akhona was your only child and the main provider for your family. We earnestly seek that justice can and will be done and hope you may soon get some closure and peace.

For further information on this terrible case of official neglect, go to <http://www.cruiselawnews.com/tags/safmarine/>

NOTE: Safmarine established a scholarship in the memory of Akhona.



A tale of two premiers



Jai Wilson, Coordinator, Western Australian Manufacturing Alliance.

We've all seen the Industry Super Fund advertisements asking us to 'compare the pair' analysing how subtle differences between Industry and Retail super funds add up to big differences over a lifetime. These advertisements demonstrate the value in looking behind the rhetoric and evaluating which product delivers better returns over the long run. So let's use the same approach when we analyse the performance of politicians in how they deliver on promises to secure economic benefits for their communities from the exploitation of natural resources.

Take Colin Barnett, Premier of Western Australia and Danny Williams, Premier of the Province of Newfoundland and Labrador in Canada.

Both are conservative politicians: Barnett from the ironically named

Liberal Party, Western Australia Branch, and Williams from the curiously named Progressive Conservative Party of Newfoundland and Labrador. Both head the Executive branch of government of constitutional monarchies in former colonies of the former British Empire. Both make parochial statements about standing up for the businesses, jobs and legislative independence of their corners of the Commonwealth against any perceived incursion, including from their respective federal governments. Both are Premiers of states with oil and gas resources which attracted the interest of multi-national energy company Chevron and its associates.

This is where the similarities end. Premier Williams has had considerably more success at delivering economic benefits to his community than Premier Barnett has to his, as their respective dealings with Chevron demonstrate.

In 2003, Chevron published an

environmental, social and economic review of its proposal for the Gorgon Gas development on Barrow Island off Western Australia's North-West coast. In the review, Chevron committed to a policy on Australian industry participation which would ensure "... full, fair and reasonable opportunity for Australian industry to supply goods and services to the project." The report observed that "Australian industry participation will be substantial based on the Gorgon Venture's assessment of available contractors," before concluding that two-thirds of the total cost of the project "could" be spent on goods, services and labour from Australia.

In August 2009, Barnett gave final approval to the Gorgon project on the condition that Chevron and its associates use local labour, suppliers and professional services "... as far as it is reasonable and economically practicable to do so." He then stood proudly before a press conference and made the claim that, as a result of the Agreement, "... the workshops would be full." What Barnett did not foresee was that all of the fabrication work for the project, save for minor works to service vehicles and accommodation facilities would be fabricated off-shore, imported to Western Australia and bolted together. Far from being full, a year after the start of the Gorgon project, Western Australia's workshops are empty and many of the large fabrication yards in Kwinana are down-sizing their workforces. Barnett's faith based approach, relying on Chevron's heavily qualified statements of good intention to fill the workshops, has resulted in Western Australia's fabrication industry missing out on the biggest resource project in Australia's history. Surely there was nothing more Barnett could have done,

you might well ask? Let us compare the pair.

When Chevron and its associates came to Premier Williams seeking to develop the Hebron Oilfield off the East Coast of Newfoundland and Labrador, he saw it as an opportunity to ensure that the project returned full and fair benefits to his Province of just over half a million people. When Chevron again made heavily qualified statements of good intention that: "The Hebron Project is expected to offer significant benefits to the people of Newfoundland and Labrador," Premier Williams did not take them at their word. He took them for all they were worth.

Initial negotiations on developing the Hebron Oilfield broke off in 2006, when Chevron would not agree to Williams' insistence on his Province taking an ownership stake in the project and Williams would not agree to the tax breaks the company was seeking. Firmly and patiently, Williams declined Chevron's offer and told them to come back when they were prepared to accept his terms. By August 2008, Chevron had returned to the negotiation table, agreed to Williams' terms, and signed a project Benefits Agreement for the development of the Hebron Oilfield.

Unlike Barnett's Gorgon Agreement, which suggested that fabrication work might be done in Western Australia where "reasonably and economically practical to do so," Williams' Agreement stipulated that fabrication work "shall take place in the Province." Chevron also agreed to guarantee a minimum of 1.2 million person hours of detailed engineering design work and a minimum of 1 million person hours of project work take place in the Province. Unlike Barnett,

Williams secured a 4.9% ownership stake of the project and the profit it generates. Unlike Barnett, Williams secured an additional "super-royalty," of 6.5% on top of the standard royalty of 30%, to be paid by Chevron when ever the oil price rises above \$50US per barrel. Unlike Barnett, Williams secured \$120 million in research and development to be spent in the Province.

When Chevron subsequently sought a variation to the design of the project, the Agreement Williams negotiated required Chevron to replace the lost fabrication work with other fabrication work of equivalent value. If Chevron had been unable to identify equivalent replacement work they would have been required to make a payment equal in value to the amount of work not replaced. Chevron was also required to fund the travel costs of local contractors and suppliers to visit facilities outside the Province to acquire the knowledge and develop the expertise they needed to complete the work.

Premier Danny Williams succeeded where Premier Colin Barnett failed because he did the hard work necessary to ensure that Chevron and its associates had to deliver more than good intentions. Iron-clad contractual agreements with specific and measurable targets are delivering for Newfoundland and Labrador what Barnett failed to even dream of, let alone win for Western Australia. If Western Australians are going to get full financial benefit from the oil, gas and rocks we own in common we need a government that is prepared to take the hard negotiating positions, not just against Canberra, but against the Chevrons of the world. Barnett's failure to do so adds up, as the advertisement says, to a lifetime of difference.

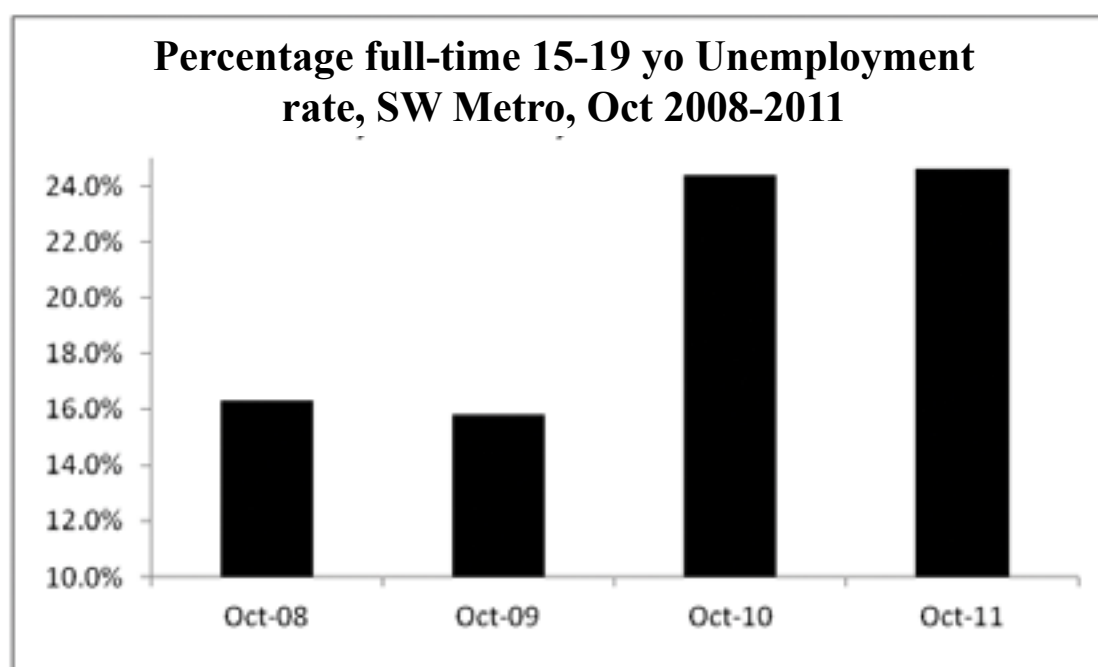
Soaring youth unemployment is the real story behind WA's resource boom

THE lack of investment in training and local job opportunities by the big resource companies is evident in sky-rocketing youth unemployment in a state this is supposedly in the grips of labour shortages.

New figures from the ABS show youth unemployment in WA is steadily increasing. In the South West Metropolitan region the full time youth unemployment rate in October this year was 24.6%. This is up from 16.3% in 2008.

UnionsWA believes these figures can be directly linked to the decline in trainee numbers and apprenticeships in WA. Despite WA's booming resource sector and continual demands by large companies to increase the numbers of skilled migrants, there are fewer and fewer trainee and apprenticeship opportunities available.

Examining the crucial high demand areas of engineering and construction, figures from the National Centre for Vocational Education Research (NCVER) reveal that in WA between 2008 and 2010, the numbers of people training as apprentices or trainees in these occupations declined by over 2,000. This is despite an increase in the numbers of people employed in those areas.



Figures from ABS Labour Force, Detailed Table RM3, Oct 2011

UnionsWA Secretary Simone McGurk said the numbers painted a picture in stark contrast to the glossy advertisements of resource companies attempting to talk up the benefits of the boom for West Australians.

"These statistics plainly show that the big resource companies have no interest in investing in training and

development to enable WA's kids to benefit from our state's resources."

This sentiment is supported by the NCVER report - 'Tradespeople for the resources sector: projections 2010-20' - which states on page 20:

In addition, it is clear that the resources sector is not actually pulling its weight when it comes to training the trades. It employs far

fewer apprentices than would be expected from its share of trade employment. Thus one obvious way of ensuring that skilled labour is not a constraint, however unlikely that is, is for the sector to engage in more training itself.

"While Colin Barnett and Simon O'Brien churn out a steady stream of media releases crowing about

work from the large resource projects being awarded to local companies, the real story is painted in black and white in these shocking youth unemployment figures. In a state where resource companies continually warn of 'skills shortages', the same companies' lack of investment in training and local opportunities means WA kids are missing out," said Ms McGurk.

"Many of the smaller workshops in WA that have always been training grounds for young people in this state are missing out on work that is being sent offshore. As a result, these businesses are struggling and aren't in a position to take on the numbers of apprentices and trainees that they have in the past."

"The Barnett Government needs to step up and ensure more work flows to local businesses so they can continue to be the training grounds for our young people that they have in the past. They also need to ensure that companies exploiting WA's resources are investing in training and development opportunities."

"WA's young people deserve the same opportunities for training and development that their parents and grandparents have enjoyed - especially during such an unprecedented resource boom."



MUA does not agree

DISGRACEFUL BEHAVIOR

WE AGREE

THE Gorgon Project kicked off nearly two years' ago with a major dredging component.

During that dredging project, the major site contractor for those works had a vessel brought into the spread to accommodate its dredging workforce.

At times there were 500-plus workers on that vessel, with 12 chefs and over 30 stewards servicing, to a level of world's best practice, the food and accommodation needs. This accommodation vessel was on the project for over 18 months.

The MUA approached the dredging contractor to see if we could train two young Australians in the roles of apprentice chefs. Why not? We had plenty of work, a decent run and a good team of chefs to pass on their skills.

Applications went out and a number of young West Australians were interviewed.

After the interviews, we were shocked to hear that the contractor could not put on the two apprentice chefs because there was not enough money in the contract to do so.

A multi-billion job and there wasn't enough money to put through two apprentice chefs.

It's a bloody disgrace – and on that, we agree!

By Will Tracey

THE advertisement below is one that Chevron is currently running through all the major newspapers, both at a state and national level.

And if you take it at face value, you could be forgiven for thinking that the billions of dollars being spent on the Gorgon construction Project, and other projects, by Chevron is all being invested in the Australian economy.

You are then encouraged to imagine what flows from that.

If the billions of dollars being spent on these construction projects

were being spent in Australia, then that would be some serious benefits for our economy and communities.

But the ad can be seen as a little misleading, simply because the vast majority of that money earmarked for the world's biggest construction job is being spent overseas, from which very little benefit flows back to the Australian economy.

This behaviour should be seen for what it is – a shameful attempt to portray benefits from a project that just aren't there.

And it is based on a false sell that every dol-

lar being spent on that project is being spent in this country.

Clearly this simply isn't true.

It would be nice if even half of it was being spent here. But that is just not the case.

Chevron should come out and apologise for running ads that appear to paint a false picture about what their project, the world's biggest construction job, is delivering for all West Australians.

Chevron should stop the false selling of the benefits of its Gorgon Project.

On that, we agree.



**NOW IS THE TIME
TO INVEST
IN THE FUTURE.**

WE AGREE.

John Holland Group
James Holland Group

Brian Dillist
Manager, Operations and Compliance
Chevron Australia