



# QUEENSLAND BRANCH NEWS

NEWSLETTER of the QLD Branch of the MARITIME UNION of AUSTRALIA

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*To be truly radical is to make hope possible, rather than despair convincing - Raymond Williams* No. 170 – 1 March 2019

## Transdev Brisbane Ferries Win - Labor to Revive Shipping Industry – DP World: FWC Halts "Unilateral" Axing of Income Protection - Bob's Travels - Unionism in Turkey - Cartoon Corner

### Brisbane Ferry Workers Win a Fair EBA!

MUA BRISBANE FERRY members have reached an in-principle agreement and will be returning to work on Brisbane ferries.



Maritime Union of Australia Queensland Deputy Branch Secretary, Jason Miners said: "This is a great outcome which delivers roster certainty and most importantly a pay rise for these men and women who deliver a great service to the people of Brisbane."

"The MUA, on behalf of its members, would like to thank the public for their support for these workers during these difficult times. This outcome is credited to the workers who stuck together and challenged this injustice placed upon them," he said.

"There's power in a union and the MUA Queensland Branch is particularly proud of its delegates and members who put their trust in their union to deliver the outcome." United we bargain, divided we beg.

### Labor Will Revive Australia's Shipping Industry and Create a Strategic Fleet



**BILL SHORTEN MP**  
LEADER OF THE OPPOSITION

**ANTHONY ALBANESE MP**  
SHADOW MINISTER FOR INFRASTRUCTURE, TRANSPORT AND  
REGIONAL DEVELOPMENT

A SHORTEN LABOR government will enhance Australia's economic sovereignty and national security by creating a Strategic Fleet to secure our access to fuel supplies, even in times of global instability.

Australia relies on shipping to move 99 percent of our imports and exports – it is in Australia's economic, environmental and national security interests to maintain a vibrant maritime industry.

But Australia's own merchant fleet, as well as the skilled workforce it trains and employs is disappearing.

Over the past 30 years, the number of Australian-flagged vessels has shrunk from 100 to now just 14 – and it is in our national interest to change that.

For the past five years the Abbot-Turnbull-Morrison Government has stood idle as large multinationals dumped Australian flagged and crewed vessels so they could hire overseas crews.

This has destroyed the jobs of Australian seafarers and created a situation where none of the vessels our nation relies upon to deliver its essential supplies of crude oil, aviation fuel and diesel are registered in this country or crewed by Australians.

So as a first step, an incoming Labor Government will appoint a Taskforce to guide it on the establishment of the Fleet, which is likely to include up to a dozen vessels including oil tankers, container ships and gas carriers.

The Australian-flagged and crewed vessels will be privately owned and operate on a commercial basis. But they will be available to be requisitioned by the Government in times of national need.

Labor's Strategic Fleet Taskforce will examine the fine details of the establishment of the fleet.

It will include representatives of oil companies, ship owners and operators, industry body Maritime Industry Australia Ltd, maritime unions and the Department of Defence.

Labor will also enforce existing laws around coastal shipping. That means for trading within Australia where domestic freight is moved between Australian ports, we will require firms to seek out an Australian operator. When none are available, foreign flagged vessels can be used so long as they pay Australian-level wages on domestic sectors.

A Strategic Fleet will put an end to this unilateral economic disarmament, while also providing a platform

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

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

for the training of more Australian seafarers.

In addition to creating the Strategic Fleet a Shorten Labor Government will address skills shortages in the Australian maritime sector by re-establishing the Maritime Workforce Development Forum, abolished by the Coalition Government after it took office in 2013.

We would also order the Department of Infrastructure to resume proper oversight of the issuance of temporary licences that allow overseas-flagged and crewed vessels to work around our coasts where no Australian flags are available.

Other first-world nations have established shipping fleets – Australia should too. Over the past 30 years, the number of Australian-flagged vessels has shrunk from 100 to now just 14. Compare that to Norway with 519 vessels carrying the Norwegian flag, the United Kingdom with 1157 flagged vessels and China with 4608 flagged vessels.

The Coalition, as part of its attempts to undermine Australian shipping, has been abusing the system by issuing licences for work that is not temporary and in cases where Australian vessels have been available.

The existence of a vibrant Australian shipping industry serves the nation's economic, environmental and national security interests.

### **Labor to Establish 'Strategic Shipping Fleet' Over Economic and Security Concerns**

Source: <https://www.smh.com.au/politics/federal/labor-to-establish-strategic-shipping-fleet-over-economic-and-security-concerns-20190223-p50zta.html>

A LABOR GOVERNMENT would move to establish a "strategic shipping fleet" in a bid to address economic and security concerns about Australia's high dependence on foreign-flagged vessels.



*Labor wants to boost the number of Australian-flagged vessels.  
Credit: Bloomberg*

If elected in May, Labor would seek to create the fleet to bolster the local maritime workforce and secure critically important supplies in times of crisis.

"It is a national disgrace that an island nation like Australia only has 14 flagged vessels, and it's in our national interest to fix this," Opposition Leader Bill Shorten said in a statement.

"I am determined to revive shipping in this country. I will not let the Liberals and Nationals do to shipping what they have done to the car industry in Australia. It is important for jobs, it is important for our economy, and

it's crucial for our national security. An island nation like Australia should have its own shipping fleet."

Under the policy, to be announced by Mr Shorten and Labor's transport spokesman Anthony Albanese on Sunday, Labor will establish a taskforce to guide the creation of the fleet.

The opposition says the fleet would likely include up to a dozen Australian-flagged and crewed vessels, including oil tankers, container ships and gas carriers. The ships would be privately owned and operated but could be requisitioned by the government in an emergency.

The taskforce to be established will comprise industry representatives, unions and Department of Defence officials.

Mr Shorten and Mr Albanese said the recent decline of Australian shipping had "destroyed the jobs of Australian seafarers and created a situation where none of the vessels our nation relies upon to deliver its essential supplies of crude oil, aviation fuel and diesel are registered in this country or crewed by Australians".

They said the fleet would "put an end to this unilateral economic disarmament, while also providing a platform for the training of more Australia seafarers".

The number of vessels registered in Australia has plummeted from 100 to 14 over recent decades. This number compares to 7914 for Panama, 4608 for China, 1157 for Britain, 629 for Germany and 160 for Bermuda.

Labor also plans to enforce laws favouring Australian-flagged vessels for shipping between Australian ports. Companies will be required to seek out an Australian vessel for their cargo first before opting for foreign vessels.

Labor will order the Department of Infrastructure to strengthen oversight of temporary licences granted to foreign-flagged ships allowing them to work along the Australian coast despite local vessels being available.

### **FWC Halts "Unilateral" Axing of Income Protection**

Source: [www.workplaceexpress.com.au](http://www.workplaceexpress.com.au)

STEVEDORE DP WORLD will have to abandon its plan to end an income protection scheme for its container terminal workers from Friday, after the FWC ruled its agreement with the CFMMEU's MUA division does not permit "unilateral cessation".

Deputy President Anna Booth's ruling halts the company's plan to end the IP scheme from the nominal expiry date of its Fremantle agreement this Thursday, and to provide a 2% pay rise in compensation. She found DP World is obliged under clause 18.11 to continue to provide income protection while the enterprise deal remains in force. The agreement provides that the insurance "is available until 28 February [2019] at which time income protection provision will be reviewed".

"These words do not authorise the unilateral cessation" of IP at that time, Deputy President Booth said, but identify when a review is required. That review, she said, should be "performed jointly" by the company and union.

"I came to that conclusion because the words are situated in a clause in an enterprise agreement that has been made by agreement between DP World and its stevedoring employees and covers the MUA, as it was then called," she said.

"The whole scheme is consistent with a co-designed, co-owned and co-managed arrangement. "It is not available to either party to act unilaterally in relation to the review or its outcome. She observed that both DP World and the MUA "accuse each other of seeking to use income protection insurance as leverage in the current round of enterprise bargaining". She noted that "by the look of the progress" of bargaining, the IP scheme clause might "continue in force for some time to come".

#### **FWC Rejects Employer's Jurisdictional Argument**

Deputy President Booth rejected the company's claim that she lacked jurisdiction to deal with the dispute over the terms of the agreement, arguing that the union had not taken the appropriate steps under the dispute resolution clause.

She accepted that the process, which involved the exchange of emails, "is suboptimal in dispute resolution", but found the union's approach "a practical reaction to the stance DP World was taking".

The deputy president found the union had followed the correct path in connection with its Fremantle agreement, opening the way for her to arbitrate. The IP clause in the agreements for the other three ports (Sydney, Melbourne and Brisbane) is identical.

*Construction, Forestry, Maritime, Mining and Energy Union v DP World Brisbane Pty Ltd, DP World (Fremantle) Ltd, DP World Melbourne Ltd and DP World Sydney Ltd T/A DP World [2019] FWC 1211 (25 February 2019)*

#### **Bob's Travels** by Bob Carnegie

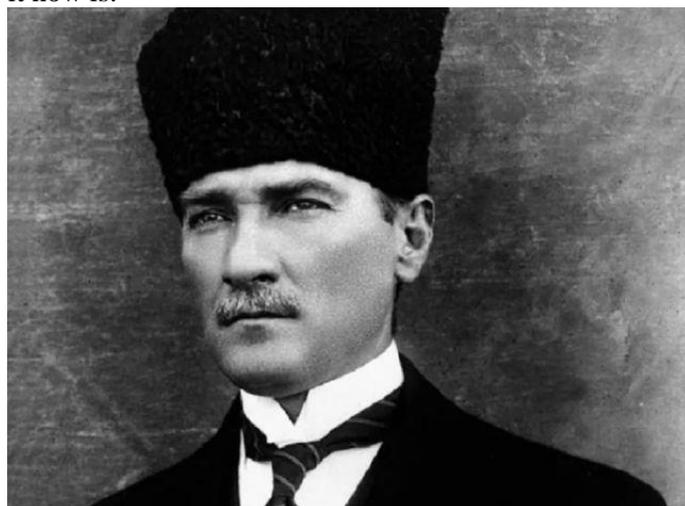
ON FRIDAY 15 February 2019 Melissa, myself and two wonderful mates, Murray and Alan took off for our Turkish adventure. The great majority of the trip was planned by Murray who is a classic's scholar, socialist and a fine union man. Murray has us, for the first week, fundamentally following in the footsteps of Alexander the Great. Alan is also a scholar and a terrific and dedicated socialist.

We arrived in Istanbul on the Saturday afternoon and we booked into our modest but beautifully clean and well appointed hotel only 500 metres from the Hagia Sophia which for nearly 1000 years was the largest church in Christendom.



*Hagia Sophia*

After the fall of Istanbul to the Turks in 1493 it became a mosque. In 1935 Mustafa Kemal Atatürk, the father of modern Turkey, declared it to be a living museum which it now is.



*Mustafa Kemal Ataturk*

The next couple of days were spent sightseeing and museum exploring in this bustling and amazing city of 15 million people on the Bosphorus. It is a safe and exciting city and although we were visiting in the off season, we have been blessed by cold but really nice weather.

On Monday we set off from Istanbul to Assos which was the home, for four years, of one of human history's most important individuals, Aristotle. Aristotle's breadth and depth of knowledge has played an important role in philosophy, ethics, politics, botany and many, many other fields of inquiry. The hotel we stayed in was exceptional as was all our accommodation in Turkey. For those who read this article meals and accommodation were exceptional value in Turkey. What was expensive, surprisingly was fuel which was about \$2 per litre and coffee which was not great.

Our next stop was Selçuk, which was our base to explore the ancient city of Ephesus in which we stayed for 3 nights. Just outside our hotel room was one of the seven wonders of the ancient world, the temple to the ancient God, Artemis who is the god of nature.

We visited several of the ancient sites and were left in amazement by them.



Our next major stop was the beautiful seaside town of Fethiye a large very prosperous town and was a major city in the days of the Lyceum area which was a major civilisation more than 2500 years ago.

The ancient city of Xanthos is mentioned and a poem below with photos of some of the ancient ruins. The city on two separate occasions, 500 years apart, chose mass suicide rather than live under the yoke of firstly, Persian and secondly Roman 500 years later. It

is an eerie city with sheep and goats mingling amongst the ruins. We then went onto the city of Konya which is both the university capital and religious centre of Turkey. We spent a night in Konya.

We travelled onwards into inner Turkey and have spent three days travelling to Cappadocia which is famous for the weird rock formations and thousands of caves which people lived in until the 1950's.



*Melissa and Bob*

There are literally underground towns! We were hoping to go on a balloon ride but the weather was too inclement. I'm writing this article on the way to the Turkish capital Ankara, where we drop off our hire car, spend a couple of days there, then fly to Istanbul, spend a night and then the long trip home.

*Apollo temple at Didyma*  
For those interested, domestic internal flights in Turkey are very cheap. A ticket from Ankara to Istanbul cost us \$23 Aussie dollars. I hope members have found this article of some interest. I'm back on deck at work at 0600 Tuesday recharged after this wonderful holiday. I feel very fortunate.



*Ancient City of Xanthus*



*Temple to Athena at Assos at sunset*



*Aanthus Theatre*



*Cappadocia*

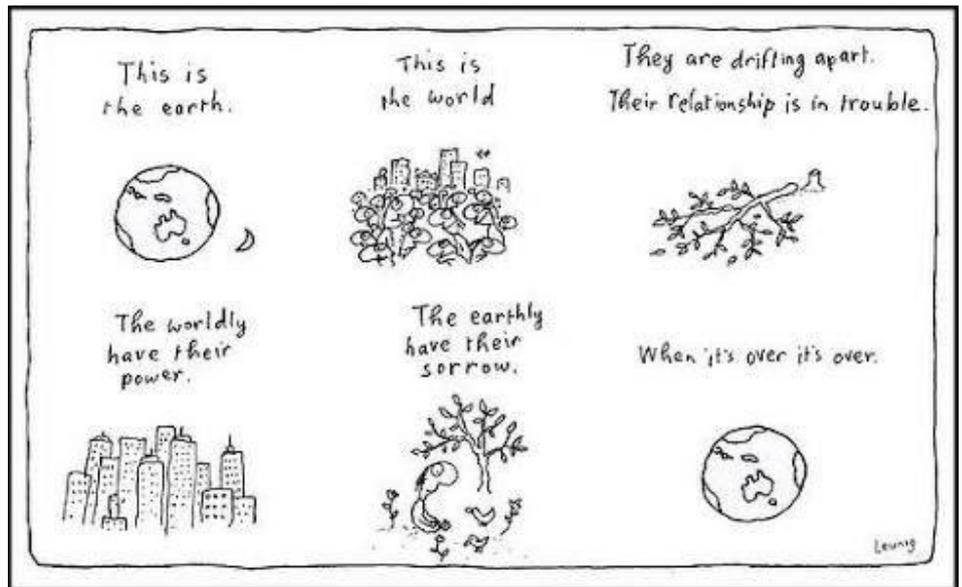
### **The Poem from Xanthus**

THE XANTHOSIAN MEN set fire to their women, children, slaves and treasure upon the acropolis before making their final doomed attack upon the invading Persians. Xanthos was later repopulated but the same gruesome story repeated itself in 42 BC when Brutus attacked the city during the Roman civil wars in order to recruit troops and raise money. Brutus was shocked by the Lycians' suicide and offered his soldiers a reward for each Xanthosian saved. Only 150 citizens were rescued.

*We made our houses graves  
And our graves are homes to us  
Our houses burned down*

And our graves were looted  
 We climbed to the summits  
 We went deep into the earth  
 We were drenched in water  
 They came and got us  
 They burned and destroyed us  
 They plundered us  
 And we,  
 For the sake of our mothers,  
 Our women,  
 And for the sake of our dead,  
 And we,  
 In the name of our honor,  
 And our freedom,  
 We, the people of this land,  
 Who sought mass suicide  
 We left a fire behind us,  
 Never to die out...

## Cartoon Corner



### Unionism in Turkey - Ancient and Modern

THE ANCIENT GREEKS had a city called Miletus in what is now Turkey. The existing ruins - which I was fortunate to visit with Bob Carnegie - are from Roman times, long after the time when Miletus was central to the war between the Greeks and the Persians. The ancient world had now become more like the modern one.

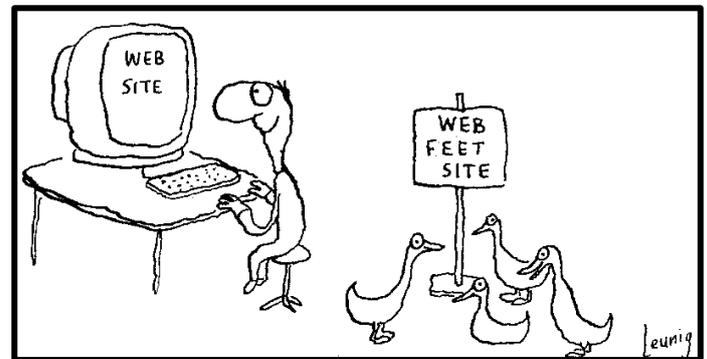
For example, on the walls of the theatre in Miletus is an inscription about a dispute between the workers who built the theatre and the managers. The dispute was settled by the nearby sacred oracle. I bet that, just like an arbitration court decision, the ruling of the oracle would favour the workers only if they had shown enough fight.

This may be evidence of a type of guild unionism, which was the main kind of organising of workers until capitalism made it necessary for us to face up to bosses with powerful industrial unionism. So what is the state of unionism in Turkey today?

I could not look for the answer on Wikipedia. The right-wing government has blocked this and other sources of information. I finally found on the internet an interview with a Turkish university professor. He said that the massive privatisation since the 2008 financial crisis had shrunk union membership drastically. The public sector had been the most organised part of the Turkish working class. Turkey has signed ILO agreements but this is just for show. Labour laws go unenforced and even rallies on May Day are suppressed.

We have seen no sign on the street of active unionism or pro-union political movements. For me, this was a big contrast to my memories of travel in Greece. We have also seen that the pretty good average income in Turkey is misleading. Clearly some parts of the economy are healthy and some people are doing okay but we have also seen a lot of dilapidated areas, including in the still-large rural economy.

For wealth to be distributed more fairly, the country needs more union power.



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# Solidarity!

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