

ACTU warns of dock danger

A MOVE to allow the Filipino crew of a ship berthed in Port Kembla to unload their vessel - at the expense of Australian stevedores - was part of a dangerous trend, a leading union official warned before last night's agreement.

Maritime Union of Australia (MUA) national secretary Paddy Crumlin told a crowd of protesters that transport workers from dockers to train drivers would be facing increasing international competition by workers who were not on a level playing field.

"In this case we have Filipino seafarers who are not subject to the same award entitlements, safety or taxation laws as Australian workers," he said.

Mr Crumlin and ACTU president Sharan Burrow yesterday addressed MUA members and supporters who had staged a three-day protest over the union's claim that Canada Steamship Lines (CSL) was illegally using seafarers for stevedoring - the discharging and unloading of ships.

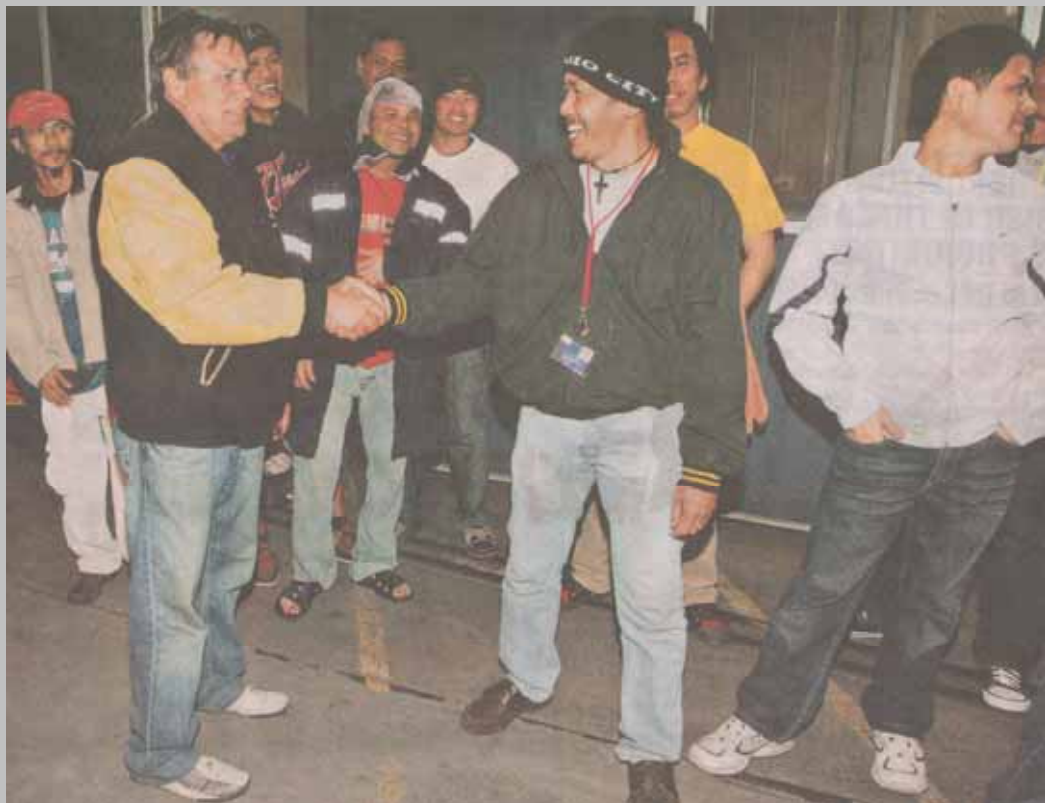
The *Capo Noli*, at the centre of the dispute, is carrying 18,720 tonnes of gypsum bound for a Boral plant near Berrima.

Ms Burrow described the company's initial action as provocative.

Ms Burrow said the international community had looked on this dispute "with horror" because of its ramifications for disputes in other ports.

Managing director of CSL Australia Chris Sorensen said CSL had only chartered the *Capo Noli* to fulfil ongoing contractual needs until that vessel arrived.

"I'm surprised by this action because we operate the *Iron Chieftain* (a selfunloader) in Port Kembla and there are no worries."



Thanks, mate: Crew members of the *Capo noli* shake hands with Mark Armstrong of the MUA after the dispute was resolved last night.