

## IN THE FAIR WORK COMMISSION

Matter No: AM2016/5

s.156 4 yearly review of modern awards

**Seagoing Industry Award 2010**

### WITNESS STATEMENT IN REPLY OF IAN IVES

I, Ian Ives, c/- of 201 Miller Street, North Sydney, NSW 2060, say as follows:

- 1 I am employed by CSL Australia Pty Ltd (CSL) as Director, Transshipping & New Business Development. I have been employed by CSL since June 2006.
- 2 Prior to joining CSL, I was employed by Inco Ships as Operations Manager with responsibility for employment and nautical matters. I joined Inco Ships in 2001 and my main duties as Operations Manager was to ensure the efficient operations and manning of our client's vessels.
- 3 I have 44 years' experience in the maritime industry, including 28 years at sea during which time I sailed on bulk carriers and container ships trading globally. I commenced my seagoing career as a deck cadet with Australian National Line in 1972. My first Master's appointment was in 1990 on the MV River Torrens. During my latter time at sea, I specialised in self-unloading bulk carriers where on occasions electricians were employed as part of the crew.

I hold a Master Class 1 Certificate of Competency. In my current position, I provide global logistics solutions for the transport of bulk cargoes.

### Statement of Henning Christiansen

- 4 I am aware of the application made by the Australian Institute of Marine & Power Engineers (AIMPE) to vary Part A of the *Seagoing Industry Award 2010* to add the classifications of "Electrician/Electro Technical Officer" to the Second Mate/Second Engineer grading in all Part A schedules.
- 5 I have read the unsigned witness statement of Henning Christiansen filed in these proceedings.

Filed by CSL Australia Pty Ltd Respondent	Telephone:	(02) 8267 3800
Address for Service: Hall & Wilcox, Lawyers Level 9, 60 Castlereagh Street Sydney NSW 2000	Facsimile:	(02) 8267 3888
	Email:	kerryn.tredwell@hallandwilcox.com.au

- 6 I agree with Mr Christiansen that, historically, marine electricians (also historically referred to on Australian vessels as 'electricians' or 'electrical engineers') were once considered to be at the same level as second engineers. However, that is not the case in the present day.
- 7 In the mid-1980s, the Maritime Industry Development Committee (**MIDC**) established by the government of the day recommended a range of reforms which were accepted and implemented by the government. The MIDC reforms included the multi-skilling of crews and the reduction in crew levels.
- 8 Post the MIDC reforms, electricians were generally no longer required except on specific vessels as engineers were trained to perform the electrical work previously carried out by electricians. Accordingly, the Chief Engineer, First Engineer, Second Engineer and Third Engineer were qualified to carry out electrical work on a vessel, and that continues today.
- 9 The current requirements for Electro-Technical Officers (as electricians are now called) are set out in Marine Order 72 which is annexure HC3 to Mr Christiansen's statement.
- 10 Schedule 2 of Marine Order 72 sets out the eligibility requirements for an Electro-technical Officer certificate. Those requirements include that the person must:
  - (a) have completed an approved training course that includes a program of workshop skills training (paragraph (b)(i)) which would generally be a trade certificate as an electrical fitter; and
  - (b) have completed at least 6 months documented qualifying seagoing service on vessels of a specified type,in addition to other basic training required to be completed by every crew member on a ship (such as completing a basic safety training course and holding a certificate of medical fitness).
- 11 Accordingly, to comply with Marine Order 72, a marine electrician must now, in addition to their electrical fitter trade certificate, have the necessary seagoing service set out above.
- 12 The next grade listed in Marine Order 72 is the Engineer Watchkeeper. Pursuant to the eligibility requirements in Schedule 2 of Marine Order 72, a trainee Engineer Watchkeeper must (among other things):



progress to be an electrical engineer. This distinction is not relevant to Part A of the Seagoing Industry Award 2010.



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Captain Ian Ives