



Providing information by email to our members and fellow unionists

ILWU Canada **Waterfront eNews**

Official e-newsletter publication of the International Longshore & Warehouse Union Canada

Jan 10 , 2017

Greetings Brothers and Sisters,

On Thursday, January 12th there will be a Transport Workers Day of Action. ILWU Canada along with other unions in the maritime industry will be protesting the attacks on our industry from corporations and our own government. Protests will be taking place at key locations across the country. We have picked three locations in BC.

Please read the letter from ILWU Canada President Rob Ashton explaining the Day of Action. We would like to see a large turnout at each location. We must stand up and fight back.

In this issue:

- 1) Day of Action letter and brochure
- 2) New Silk Road connects London
- 3) Automation update - Truck Platooning
- 4) AltaGas to build Propane export terminal on Ridley Island. ILWU Local 523 will be representing the workers when the terminal is complete.
- 5) Part-time work on the rise.
- 6) Latest industry articles put together by [WESTAC](#).
- 7) Join the [Fight for \\$15](#). Sign the petition [today](#). Over 47,000 people have signed up already.

In solidarity

Bob Dhaliwal

Secretary Treasurer



INTERNATIONAL LONGSHORE & WAREHOUSE UNION CANADA

Tel: 604-254-8141 • Fax: 604-254-8183 • E-mail: officers@ilwu.ca

TO ALL ILWU CANADA LOCALS & AFFILIATES
400, 500, 502, 505, 508, 514, 517, 519, 520, 522
523, 333, GSU, RWDSU, RWU BC

January 9, 2017

Dear Officers & Executives;

As most of you are aware ILWU Canada has been working with the Seafarers International Union of Canada and the International Longshore Association on a nation wide campaign to protect our jobs. Under the Comprehensive Economic Trade Agreement (CETA), our Cabotage (domestic shipping) laws are under attack like never before.

While defending against the attacks on our Seafarers in the ILWU the Emerson Report has become just as big a threat to our way of life. The Emerson Report calls for the destruction of our marine jobs, and the privatization of our Ports. This struggle to save Canadian job, YOUR JOBS, is a struggle our Union has not and will not turn its back on.

We are fighting to save our future, and the future of our Nation. I ask that you fight for your jobs, your Union like never before done in our generation.

We need you to rally your members, make them aware and have them join us on our

Day of Action, January 12, 2017

Event rally locations:

Vancouver: 9:45 am

Denman St. and Beach Ave. (English Bay), 9:45 – 11:30 am
Marching to 106 – 1030 Denman St., office of Dr. Hedy Fry, Vanc. Centre Liberal, MP

Victoria: 10:00 am

Ogden Point, 152 Dallas Road

Prince Rupert: 10:00 am

Transport Canada office, 309 – 2nd Avenue West

In strength and solidarity,

Rob Ashton
President

**Leave Canadians On Deck —
Agitate, Don't Deregulate!**

**PROTECT CANADA'S
MARITIME JOBS AND
ENVIRONMENT**

**NATIONAL DAY OF ACTION
Stand Up Fight Back**

We're the International Longshore and Warehouse Union Canada, the ILWU Local 400, International Longshore Association and the Seafarers International Union — and we're marching in defence of the maritime jobs and the coastlines now under attack by the federal Liberal Government.

They're out to dismantle cabotage — the legal guarantees that keep maritime work in Canada in the hands of trained and dedicated Canadian workers. We're calling out the Trudeau government for its intention to adopt the Emerson Report on the Canadian Transportation Act — which will dismantle the safety net of regulations that requires people and goods moving between two Canadian locations be transported by Canadian companies with Canadian equipment and Canadian workers.

The Trudeau Liberals are about to adopt a report that will:

- Kill 12,000 good maritime jobs that support families and communities across Canada. They'll lay off every Canadian who works aboard a ship, tug, ferry, barge or dredge;
- Get rid of unionized Canadian seafarers with the ability to speak up and stop environmental degradation when they see it;
- Allow the industry to hire foreign seafarers for as little as \$1.26 per hour — vulnerable, poorly paid foreign workers who fear retribution and blacklisting if they speak up. (And maritime jobs are just the beginning. Job losses will mushroom across air and rail transport in the tens of thousands);
- Further privatize Canada's ports — built with billions of dollars of public infrastructure investment — and slash their payments to surrounding municipalities;
- Let corporate investors drive decisions on opening our Arctic, and coordinate decisions on climate-change action with the United States, a country now poised to dismantle its already minimal environmental commitment.

The solution to this assault on our communities and our coasts is to LEAVE

**CANADIANS ON DECK AND
HANDS OFF OUR DOCKS!**

**YOU CAN HELP SAVE OUR
COAST AND OUR JOBS!**

Send an email to: Prime Minister Justin Trudeau, the Transportation Minister Marc Garneau, the BC Liberal caucus leader Hedy Fry and your MP. Demand they protect good paying Canadian jobs and our environment by rejecting the Emerson Report.

For more information, please contact ILWU Canada. And please let ILWU Canada know when you contact politicians; we're adding up the outrage.

ILWU Canada: 604-254-8141
or officers@ilwu.ca

ILWU Local 400: 604-251-7174
or ilwu400@telus.net

Prime Minister Justin Trudeau:
justin.trudeau@parl.gc.ca or Justin
Trudeau / House of Commons / Ottawa,
Ontario KIA 0A6

Transportation Minister Marc Garneau:
marc.garneau@parl.gc.ca or Marc
Garneau / House of Commons / Ottawa,
Ontario KIA 0A6

BC Liberal Caucus leader Hedy Fry:
hedy.fry@parl.gc.ca or Hedy Fry / House
of Commons / Ottawa, Ontario KIA 0A6

NOTE: Letters to the House of Commons
can be mailed free, no stamp needed

© 2012 ILWU Local 400. All rights reserved. ILWU Local 400 is a registered trademark of the International Longshore and Warehouse Union.

New Silk Road Connects London



China's first freight train to London has set a new precedent for delivering cargo in what is being hailed as the new Silk Road.

The train left Yiwu West Railway Station in Zhejiang province Sunday

(January 1 2017) on a two-and-a-half week trip covering 8,000 miles that will end in the British capital, according to Xinhua, China's state-run news agency.

London is the 15th city in Europe added to freight service between the continent and China. The train is carrying 88 containers of small commodities such as clothing, fabric and bags, that will travel 12,000 kilometers through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France.

The service has the advantage of being cheaper than air freight and faster than sea and after crossing the English Channel it will arrive at the Barking Station's Rail Freight Terminal in London, which is directly connected to the High Speed 1 rail line to the European mainland.

The different railway gauges mean that a single train cannot travel the whole route and the containers need to be reloaded at various points. Xinhua stated: "The freight train will strengthen inter-connectivity with western Europe, promote China-Britain trade, and better serve the Belt and Road Initiative."

The train is part of Chinese President Xi Jinping's vision for "One Belt, One Road", China's infrastructure initiative which was launched in 2013, which Xi hopes will improve China's economic ties with Europe, Asia and the Middle East.

The Chinese government is keen to boost its economy after slowing export and economic growth.

Autonomous Freight for Singapore?



Scania and Toyota Tsusho are developing an autonomous truck platooning system for use on Singapore's public roads which will eventually take over freight transport.

The Ministry of Transport (MOT) and PSA Corporation have signed agreements with the two automotive companies today in order to develop truck platooning, which involves a human-driven lead truck leading a convoy of driverless trucks.

Scania and Toyota were shortlisted based on the quality of their proposals and strong track records in both truck manufacturing and the development of self-driving technology.

Both companies will be working to develop technologies through the Singapore trials, taking place in two phases over a three-year period from January 2017 to December 2019, to enable heavy vehicles to move in leader-follower formation.

The trucks will eventually transport containers from one port terminal to another through a fully automated process that will take over the docking and undocking of cargo.

The PSA is aiming to make the port more competitive through efficient freight movement and will tackle its shortage of manpower through truck platooning, allowing more freight movement to be conducted at night to ease traffic congestion.

Pang Kin Keong, Permanent Secretary for Transport and Chairman of the Committee on Autonomous Road Transport in Singapore (CARTS),

said: "Trucking as we know it today is a highly labour-intensive industry. We face a shortage of truck drivers.

"In this regard, truck platooning technology presents us with an opportunity to boost productivity in both the port sector and the trucking industry. It will also open up opportunities for truck drivers to take on higher-skilled roles as fleet operators and managers."

AltaGas to build propane terminal on Ridley



Fifty to 60 rail cars per day filled with propane would be using the CN rail line to get to the Prince Rupert terminal.

by Shannon Lough - The Northern View

After receiving approval from federal regulators, AltaGas announced its Final Investment Decision for the Ridley Island Propane Export Terminal.

Construction will begin early this year to build the \$500-million propane terminal designed to ship 1.2-million tonnes of propane to Asian markets each year. The propane export terminal on Ridley Island, near Prince Rupert, will be the first on Canada's West Coast.

According to AltaGas's website explaining the project, propane

from British Columbia and Alberta natural gas producers will be transported to the facility using the existing CN rail network. It is estimated that the proposed facility will offload approximately 50 to 60 rail cars per day and deliver by marine transport approximately 20 to 30 cargoes of propane per year to market.

The North Coast location gives the proponent a geographical advantage - shipments to Asia will take 10-days as opposed to the 25-days it takes to ship from the U.S. Gulf Coast.

"Propane exports off of Canada's West Coast pulls together our vision of offering Canadian producers a complete energy value chain," said David Harris, President and CEO of AltaGas in the press release. "Together with our northeast B.C. infrastructure, once the Ridley Export Terminal is built and operating, we will give producers new access to premium Asian markets for their propane."

In December, AltaGas also received regulatory approval to double the size of its natural gas processing Townsend Facility, north of Fort St. John. The Townsend Facility will feed into the North Pine propane facility, near Fort St. John, which will now feed into the Ridley Island Propane Export Terminal.

A final multi-year agreement has also been signed between AltaGas and the Japan-based Astomos Energy Corporation to purchase 50 per cent of the 1.2-million tonnes of propane being exported from Ridley. The two companies had originally signed a memorandum of understanding on May 24, 2016.

"Astomos is one of the largest LPG (liquefied petroleum gas) players in the world providing great access to Asian markets for Western Canadian producers," said Harris. "We look forward to maximizing our relationship with them."

Environmental review began in early 2016 and by the end of the year, after all documentation was submitted, federal approval came from Transport Canada, the Port of Prince Rupert and Ridley Terminals Inc.

Harris said the company has been collaborating closely with First Nations and communities in the area. "We look forward to a long and mutually beneficial relationship with the First Nations in the region."

The project is estimated to bring 200-250 construction jobs while its being built and there will be 40-50 permanent jobs once the terminal is in operation.

Canadian Press

January 6, 2017 Friday 04:14 PM EST

Increase in part-time work creates dark underside to rosy jobs numbers; Shift to part-time work a struggle for many

Ian Bickis, The Canadian Press

CALGARY - Ryan Wells found work last year in what was a big year for job growth, but like most of the gains his job was part-time and he's still struggling.

"I'm one paycheque away from losing my home," says Wells, who found a part-time job a couple of months ago after being out of work for a year.

Wells, 45, says he's thankful for the day or two a week he's getting as a labourer around Drayton Valley, Alta. But it's a far cry from the well-site supervisor job he had worked up to after 25 years in the industry, before oil prices plunged in 2014 and companies started slashing jobs. "What I make in two weeks, I used to make in a day," said Wells.

"A part-time job just simply means I don't blow through my savings quite as fast." There was a net gain of 214,100 jobs last year to make it the strongest overall job growth since 2012, fuelled by the strongest part-time job growth since 2002.

Wells's job was among the 153,700 net new part-time jobs that Statistics Canada said were added last year, while 60,400 full-time positions were created, less than half the number gained in each of the past two years.

The story is much the same for Sean Murray, who at 43 is struggling to pay rent in Red Deer, Alta. and care for his three- and six-year-old kids. "I'm in the same boat as everybody else, I'm just barely scraping by by paying my rent," Murray said.

"I keep getting disconnection notices left and right, right and left. It's

heartbreaking."He lost his full-time oil patch job in December 2015, and since then has cobbled together hours here and there, doing some clean-up work after the Fort McMurray fire and now on a four-day job helping backfill a pipeline dig.

He doesn't know where he'll find work next.

A TD Bank report this week noted the share of full-time jobs in Canada declined through recessions of the 1980s and 1990s and still hasn't recovered from the drop that happened in the 2009 recession.

Overall, the TD chief economist Beata Caranci and senior economist James Marple noted that the rise in part-time work shows the potential for hidden weakness in the job market."The sharp rise in part-time work over the past year suggests that the labour market is not as healthy as the headline numbers suggest," Caranci and Marple wrote in the report.

That's certainly the case for Wells, who despite now having some part-time work says he has already burned through his RRSPs and other savings, and now has his 21 and 22-year-old children back at home after he was no longer able to pay their university tuition.

The whole family is now working, which Wells says is the only reason they haven't lost their house. He's trying to sell it, but hasn't found a buyer.

But with his family together and still in the house, he counts himself fortunate on some fronts compared with others he knows who are also struggling with part-time work."People have just lost all hope. They're losing their families, their homes, everything they've worked hard for."

Western Transportation Advisory Council



[WESTAC](#) is a non-profit society of major transportation organizations in Western Canada represented by business, labour, and government decision-makers. The ILWU is a founding member and holds two positions on the Executive Board, one is ILWU Canada President Rob Ashton and the other through the ILWU Affiliate in Saskatchewan the Grain Services Union General Secretary Hugh Wagner.

Jan 6, 2016

Bulk Products

Colonsay potash mine should be operational this month: Mosaic

January 5th, 2017

Almost exactly a year and a half after shuttering its Colonsay potash mine amid an extremely weak fertilizer market, The Mosaic Company says the sprawling operation east of Saskatoon should be up and running again this month. All of the roughly 330 ...

Loonie has greatest influence on 2017 agriculture outlook

January 4th, 2017

Canadian agriculture benefited from a relatively low dollar throughout 2016 and this trend is expected to continue into 2017, according to J.P. Gervais, Farm Credit Canada's chief agricultural economist. Top drivers "There are certainly ...

Economy/Trade

2017 Will be characterized by uncertainty

January 4th, 2017

Stock markets around the world started trading this week, taking signals from the signposts that closed out 2016. To the surprise of many, the S&P/TSX Composite Index won the annual stock exchange index sweepstakes, beating all the other major ...

Nafta's Promise Is Falling Short, Mexicans Agree

January 5th, 2017

APODACA, Mexico -- In 30 years at Whirlpool, working at the company's manufacturing plant in this industrial Mexican town, José Luis Rico has witnessed some pretty major changes. The work force has grown, churning out refrigerators that look more ...

Why the world looks a bit like it did before World War I | World Economic Forum

[Permalink](#)

January 6th, 2017

In September, the WTO projected that global trade growth would fall to 1.7 percent in 2016, the slowest pace since the 2009 financial crisis. The share of America's population that is foreign-born has decelerated. And the world is seeing more trade ...

Canada defies global protectionist trend: Freeland; International Trade Minister says country's ...

January 6th, 2017

International Trade Minister Chrystia Freeland is bullish about Canada's future despite the growing threat of protectionism in the United States and the world. Ms. Freeland portrayed Canada on ...

The art of the deal for free trade

January 6th, 2017

Robert B. Zoellick was U.S. trade representative from 2001 to 2005 and president of the World Bank from 2007 to 2012. Trade protectionism could be the biggest risk to President-elect Donald Trump's growth-and-greatness agenda. Trump the dealmaker ...

U.S. targets B.C. lumber

January 5th, 2017

The U.S. has announced it will investigate allegations of unfair imports of Canadian lumber, half of which comes from B.C. By Tom Fletcher The U.S. Commerce Department has announced it will investigate allegations of unfair imports of ...

Why trade now matters more than jobs

January 6th, 2017

Forget the job market. What really matters when it comes to the health of the U.S. economy is trade data. Well, perhaps the employment picture shouldn't be ignored entirely, but trade figures may soon be a more important factor to watch, as they ...

Philip Cross: Ignore the pessimists; this looks like the cusp of a new economic miracle

January 3rd, 2017

A narrative is increasingly taking hold that we are condemned to live in a world of slow growth for the foreseeable future. The argument for this began with international bond guru Bill Gross, who saw slow growth as the new normal in the aftermath ...

Canada posts \$526M trade surplus in November, first in two years

[*Permalink*](#)

January 6th, 2017

REUTERS/Chris Helgren Cargo ship lie at anchor in English Bay outside the Port of Vancouver Analysts in a Reuters poll had forecast a C\$1.60 billion deficit. Canada had not recorded a surplus since September 2014. Exports increased ...

Energy

Oil producers plan spending hikes as hope returns to patch

January 6th, 2017

Optimism is creeping into the oil patch. Rising oil and gas prices and a big drop in costs are prompting energy companies to top up capital spending and tempt investors with higher production levels after two years of malaise in the sector. Penn ...

The environment is the secret to preparing for the next 150 years

January 3rd, 2017

During this, Canada's 150th year, maybe it's time we take stock of how we shall navigate and plan for the next century and a half. First, the environment. As we speak, pundits and ministers(...

Three post-truths about global energy and climate change

January 2nd, 2017

One of the unfortunate legacies of 2016 is the frequency of so-called "post-truth" communications. This term has emerged to describe communications in which objective facts are replaced by erroneous assertions aimed at creating emotionbased beliefs. ...

Environment

[The environment is the secret to preparing for the next 150 years](#)

January 3rd, 2017

During this, Canada's 150th year, maybe it's time we take stock of how we shall navigate and plan for the next century and a half. First, the environment. As we speak, pundits and ministers(...

Infrastructure

[Public-private partnerships are risky, but can pay off | Public Leaders Network | The Guardian](#)

[Permalink](#)

January 6th, 2017

As US president-elect Donald Trump looks to private finance to spur \$1tn in US infrastructure investment, he and his team may want to evaluate the benefits - and the challenges - of other countries' public-private partnerships.

Marine

[Dark days could be done for ocean carriers, analysts say | Hellenic Shipping News Worldwide](#)

[Permalink](#)

January 6th, 2017

Far from full sail for major container cargo liners, but far better than 2016. That's the upside view for 2017 from some global transportation analysts and insiders. But while others see the year ahead being only marginally better than the year ...

[Editorial: Terminal deal buoys trade optimism](#)

[Permalink](#)

January 3rd, 2017

still see the province as a good investment bet. In early December, DP World, which owns Prince Rupert's Fairview and Vancouver's Centerm container cargo terminals, announced it was partnering with Canada's second-largest pension ...

[AltaGas to build propane terminal on Ridley](#)

January 4th, 2017

Fifty to 60 rail cars per day filled with propane would be using the CN rail line to get to the Prince Rupert terminal. by Shannon Lough - The Northern View After receiving approval from federal regulators, AltaGas announced its Final ...

Rail

[Holiday Train raises \\$1.2 million to boost food banks](#)

January 3rd, 2017

Canadian Pacific Railway's popular Holiday Train may have spread Christmas cheer across North America

- but it also did some collecting for a good cause, resulting in an estimated \$1.2 million in monetary donations and 250,000 ...

Transportation General

[New silk route: a freight train from China to barking](#)

January 5th, 2017

Jan. 05--CHINESE goods are coming to London by freight train for the first time in history in a 7,400-mile journey along an ancient trading route. A diesel engine has set off from the manufacturing town of Yiwu in east China ...

Trucking

[Trucking HR Canada launches youth in trucking survey](#)

[Permalink](#)

January 4th, 2017

OTTAWA, Ont. - Trucking HR Canada has launched its Youth with Drive survey in an attempt to develop a national employment strategy for youth in the trucking industry. The goal of the survey is...

FIGHT FOR \$15 Minimum Wage



It is time to increase the minimum wage and address income inequality in BC.

At \$10.85/hr BC's minimum wage is one of the lowest in Canada. As the cost of living continues to go up, workers earning minimum wage cannot make ends meet.

BC's minimum wage leaves full-time workers living below the poverty line.

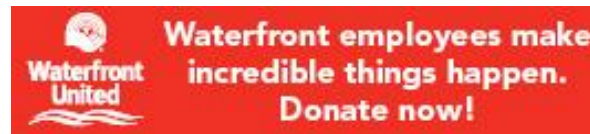
The BC Federation of Labour believes that work should lift you out of poverty. It's time for the BC government to increase the minimum wage so that nobody is left behind.

Help us fight for \$15/hr. It's only fair!

[**Sign the petition!**](#)

[Click the image below to visit the Fight For \\$15 website.](#)

FIGHT FOR 15



Waterfront News

Reminder

The Waterfront News is the newsletter produced by ILWU Canada and mailed to members several times per year. The Dispatcher is the newsletter produced by our International Union and is also mailed to members several times per year. ILWU Canada keeps an address database for both of these, but we only receive addresses from the Locals or the Members directly.



[Copies of past editions of the Waterfront News are available here:](#)

[Copies of past editions of the Dispatcher are available here:](#)

If you are a Member of the ILWU in Canada, or on the A or B boards in any of the Longshore Locals you are entitled to receive one or both of these. If you are not receiving it now you should contact your Local to make sure they have your current address.

You can also send us an e-mail at communicate@ilwu.ca or phone us at 604-254-8141 to update us.



[President Rob Ashton](#)

[First Vice President Shawn Nolan](#)

[Second Vice President Steve Nasby](#)

[Third Vice President Romeo Bordignon](#)

[Secretary Treasurer Bob Dhaliwal](#)