

From: ILWU Canada Communicate@ilwu.ca
Subject: Local 400 gets tentative deal with Seaspan-eNews
Date: May 6, 2016 at 8:27 AM
To: communicate@ilwu.ca



May 6, 2016

ILWU Local 400 concludes bargaining with Seaspan



The Seaspan Negotiating Committee successfully negotiated a Memorandum of Settlement (MOS) with Seaspan yesterday May 4 at around 19:00 with the assistance of the FMCS mediators Kathy Peters and John Rooney. The MOS includes full retroactivity with a 2% wage increase for seven (7) years, the Committee also convinced Seaspan to drop the Pager system in Vancouver harbour and give us a 30 day buffer in your converted OT account, keeping our benefit plan intact, as well as protecting our Duties Other Than and we will have the same language as the CMSG regarding call-outs.

This has been an extremely difficult and expensive negotiations but your committee hung in there and stopped Seaspan from implementing their demands for a complete rewrite of our collective agreement (CA) at Seaspan.

The committee has also saved the local thousands of dollars by negotiating an agreement instead of paying the arbitrator to write up his version of our CA and maintaining control over our CA through binding arbitration. The committee was able to negotiate a deal that you will have the right to vote for ratification of, which under binding arbitration you would have had no right to vote. The committee worked very hard without the ability to threaten to take a strike vote or take job action and that is a testament to the work of the committee.

We will be putting out the MOS for ratification sometime next week and if it is ratified you will most likely receive your retro check in time for the summer. Congratulations and thank you to the Seaspan negotiating committee for their Yeoman's service to our local.

In solidarity

Terry Engler
President
ILWU Local 400

BC Federation of Labour



Friday May 13 12:00am to Saturday May 14 4:00am

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NEWS RELEASE

****For Immediate Release****

May 4, 2016

BC Liberal government still not listening on needed minimum wage hikes

Vancouver – The BC Liberal government is still not listening to British Columbians on minimum wage rates with an increase that leaves working people below the poverty line, says BC Federation of Labour.

"It is clear that our Campaign is having an impact and has forced the government to reconsider BC's minimum wage," said Irene Lanzinger, President of the BC Federation of Labour.

"Unfortunately, the BC Liberals are still not taking the steps needed to lift a person working full-time above the poverty line.

"This is just one more missed opportunity for the Premier and the government to do what's right."

Today's announced changes will see BC's minimum wage increased to \$10.85 per hour in September, and another lift of approximately 30-cents the following year.

The BC Federation of Labour has been campaigning for the government to put a plan in place to reach a \$15 per hour minimum wage, a wage that would put a full-time worker above the poverty line.

In a recent poll conducted by insights West, 83 percent of British Columbians agreed that minimum wage should put a worker above the poverty line. Seventy-six percent supported

raising minimum wage to \$15 per hour.

"The Premier's announcement today is not getting us close to what workers in this province need and deserve," said Lanzinger. "A \$10.85 per hour minimum wage leaves a full-time worker nearly \$5500 below the poverty line. That is simply unacceptable."

"While Clark enjoys significant salary bonuses from her party, workers remain in poverty. She has become more and more disconnected from the people of this province who struggle every day to pay the rent, put food on the table and pay the hydro bill."

Lanzinger also noted that in September, BC will still have the 7th lowest wage in the country behind all three territories, Ontario, Alberta and Manitoba. And by October we will fall behind Prince Edward Island.

The BC Federation of Labour maintains that British Columbia needs a fair minimum wage of \$15 per hour and will continue the Fight for \$15 Campaign.

-30-

Media Contact: Lynn Bueckert, BC Federation of Labour, 604-446-8303, lbueckert@bcfed.ca

 fma

FIGHT FOR 15

LAST
WEEK
THIS MORNING
WITH JOHN HORGAN



For Christy Clark, a nearly \$200,000 salary just isn't enough.

She also collects an additional stipend from the B.C. Liberal Party of up to \$50,000. To date, she has received more than \$300,000 - all over and above her taxpayer-funded salary.

Christy Clark doesn't think any of this is a problem. I disagree.

[Click here to read full story](#)

No new action needed on box weighing, US declares

Will Waters | Thursday, 05 May 2016

Coast Guard tells IMO that existing US laws and regulations for providing verified container weights are equivalent to the requirements in new SOLAS Regulation VI/2

The sometimes confused and inconsistent preparations around the world for new global container-weighing rules have been thrown into further potential uncertainty after the US Coast Guard determined that existing US laws and regulations for providing verified container weights are equivalent to the requirements in the International Maritime Organization (IMO)'s SOLAS Regulation VI/2.

The Coast Guard has written to the IMO outlining its determination that its current regulatory regime "provides for other entities within the container export chain to work in combination with the shipper to determine and verify

container weights, and it provides ships' masters with container weights in order to ensure ships are loaded and operated safely"

It added: "This equivalency acknowledges the dynamic and flexible business relationship between the entities in the export chain, and it provides flexibility for these entities to reach arrangements in order to ensure compliance with the SOLAS amendments that come into effect on 1 July 2016."

Among the accepted methods, the USCG has formally recognised a method proposed by shippers in which "the shipper and carrier reach agreement whereby the shipper verifies the weight of the cargo and packing material, and the container's tare weight is provided and verified by the carrier".

The USCG added: "For the purposes of determining the VGM of a container, any equipment currently being used to comply with Federal or State laws, including the Intermodal Safe Container Transportation Act and the container weight requirements in 29 CFR 1918.85(b), are acceptable for the purpose of complying with SOLAS. The Coast Guard, in the normal course of vessel inspections under its flag state and port state control authorities, will continue to verify that ships' masters receive the VGM of containers in order to ensure that ships are loaded safely and operate within their structural and stability safety limitations."

In March, statements by a senior USCG official that compliance guidelines were not mandatory and did not need to be adhered to in the US, led to concerns among shippers and the IMO that the 170 member-state signatories to Solas [may develop significantly different methods of implementation](#).

However, this latest determination by the USCG has been welcomed by US shipper association National Industrial Transportation League, [Lloyd's List reports](#).

According to retired ILWU Canada Vice President Al Le Monnier the US has never enforced this regulation and is now using it as an excuse to not implement the new IMO Regulation, and probably will still not enforce it. Through the ITF Al worked with the IMO to draft the changes.



The boxship involved in the accident is identified by several sources as the 13_092 TEU Cosco Hope. Four people were reportedly injured during the incident.

Fire erupts after boxship hits gantry crane in Port Said

A fire broke out at Egypt's Port Said last night after a container ship hit a gantry crane while leaving the Suez Canal Container Terminal (SCCT), a source who wished to remain anonymous told World Maritime News.

The crane's boom collapsed onto several containers on the berth around midnight local time, May 2, triggering the fire, media reports state.

Some sources indicate that the fire was caused by the crane boom hitting a fuel tank, while other sources suggest that some of the containers damaged in the accident were carrying flammable cargo.

Around 20 containers were damaged by flames, and four people were reportedly injured during the incident.

[Click here for more at World Maritime News](#)

[Click here to read the latest edition of the BC Forum Advocate.](#)

Forum

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.



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ILWU Canada, 3665 Kingsway, Suite 395, 604-254-8141, Vancouver, BC V5R 5W2 Canada

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