



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

Nov 9, 2016

Greetings Brothers and Sisters,

Last week marked a successful rally against CETA, which will destroy maritime jobs in Canada. Hundreds of members of ILWU locals and affiliates and some members from other unions showed up to support the cause. We made our voices heard in front of the Transport Canada building on Burrard Street. I would like to thank everyone that came out. This is just the start of an ongoing campaign. CETA still must be ratified in the parliaments of Europe so there is still a chance that it will not pass.

Here is a link to a video that explains some of the problems with CETA and other trade deals. Often these deals are more about protecting corporate rights than trade.



November 11th marks **Remembrance Day**. We are reminded to take a moment to reflect on those that gave their lives so that future generations could live free. Lest we forget.

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- 3) A solution to precarious employment
- 4) A tale of two (Hanjin) ships (Peter Lahay interview)

5) Global unions welcome ruling against Uber

6) Latest industry articles put together by [WESTAC](#).

7) Join the [Fight for \\$15](#). Sign the petition today. Over 40,000 people have signed up already.

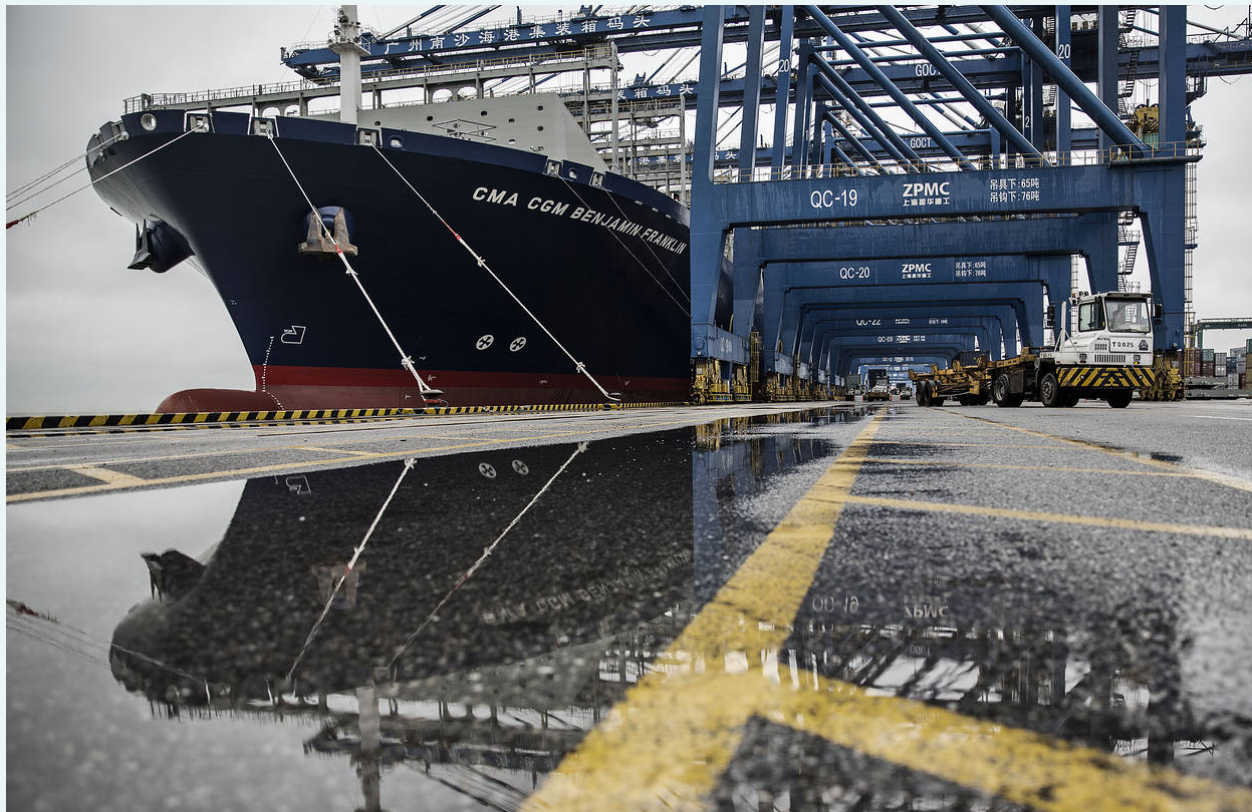
In solidarity

Bob Dhaliwal

Secretary Treasurer

ILWU Canada

More Pain Ahead for Ocean Shipping



The glut of shipping capacity that has driven down ocean freight rates will worsen through 2020, Boston Consulting Group says.

Nov. 2, 2016 10:27 a.m. ET

The overcapacity that has plagued ocean shipping firms in recent years will only grow wider in the coming years, The Boston Consulting Group Inc. said in a report.

The consulting firm said shipping capacity will outstrip demand by between 8.2% and 13.8% in 2020, compared with a 7% gap today. If borne out, that forecast would indicate this year's plunging freight rates and shrinking profits for marine carriers will only grow worse, particularly on major trade lanes across the Pacific and between Asia and Europe.

The shipping industry hasn't adjusted to a slowdown in global trade, with shipyards churning out giant container vessels and carriers holding onto excess capacity even as rates fall. Historically, container shipping demand grew over 5% annually, often outpacing global economic growth. Between 2015 and 2020, BCG estimates container demand will rise between 2.2% and 3.8% annually.

"In spite of this, shipping lines are still continuing to invest in new capacity, in larger vessels because this is the name of the game to keep costs down," said Camille Egloff, a BCG director and co-author of the report.

Container fleets grew rapidly in the first half of the decade, with expansion peaking at 8.6% in 2015. That year, container shipping demand grew just 1.9%, as weak manufacturing activity in Europe led to fewer imports from Asia.

In the fourth quarter of 2015—just as French shipping giant CMA CGM landed the largest container ship ever to visit the U.S. at the Port of Los Angeles—global container trade sank 5.4%. CMA CGM later put off plans to launch regular service of six 18,000-TEU ships between Asia and the U.S.

Investment firm Jefferies said in a research report Monday that it expects spot rates to "decline back below breakeven levels" once this year's peak shipping months, which lead up to the busy holiday shopping season, are over. Many annual contracts on trans-Pacific routes were set below breakeven levels, the

report said.

This week CMA CGM Vice Chairman Rodolphe Saadé told The Wall Street Journal he expects none of the top 20 container shipping companies will turn a profit in 2016.

Carriers will need to streamline their operations, cut costs and improve technology and service, BCG said. But the key will be industry consolidation.

This week, Japan's three largest shipping companies- [Nippon Yusen KK](#), [Mitsui O.S.K. Lines Ltd.](#) and [Kawasaki Kisen Kaisha Ltd.](#)-said they would merge their container-shipping operations, becoming the world's sixth-largest competitor.

The move followed the bankruptcy of South Korea's [Hanjin Shipping Co.](#) in August. The bankruptcy, which took many Hanjin ships off the water, has bumped freight rates higher in recent weeks, but analysts say the effects will be short lived.

Over the past year China's two shipping giants, Cosco Group and China Shipping Group, merged their operations; France's CMA CGM bought Singapore's Neptune Orient Lines Ltd.; and Germany's [Hapag-Lloyd AG](#) said it would merge with Dubai-based United Arab Shipping Co.

Working Poverty on the Rise in Metro Vancouver



Nicola Hill

Thanks to the Labour movement, we've made significant gains in working conditions over the years. On average, unionized employees make higher wages than non-unionized employees, and are more likely to receive health benefits and to have pension plans. But for those people working at or minimally above the minimum wage, whether they are unionized employees or not, we've still got a long way to go.

A recent report co-published by the Canadian Centre for Policy Alternatives, United Way of the Lower Mainland and the BC Poverty Reduction Coalition, *Working Poverty in Metro Vancouver*, shows that over 100,000 working-age people in Metro Vancouver were working but stuck below the poverty line in 2012 (the last year for which statistics are available).

Just over half of the working poor are married or living common law, and 42 per cent have dependent children. The median family income for Metro Vancouver's working poor was a mere \$18,060. When you consider that we live in one of the most expensive cities in the world, let alone in Canada, it's no wonder families are struggling.

Today, the reality in the Lower Mainland is that a job is no longer a guaranteed path out of poverty.

Poverty is a complex social issue. It marginalizes families and gets in the way of meeting basic human needs such as access to nutritious food, stable and safe housing, and clothing, let alone participation in social and cultural activities in our communities. Children living in poverty suffer a number of negative health and social effects including poor nutrition, behavioral problems, and poor social skills. They also tend not to excel in school: it's hard to concentrate when you're hungry.

United Way and Labour have worked together to change lives for the better for more than 30 years. We believe that everyone who lives here should have access to opportunities to build a better life for themselves. As employers, coworkers, neighbours, and service providers, we all share in the responsibility to create neighbourhoods and communities that we are proud to call home. At United Way, we're doing our part by paying our staff and contractors a living wage.

It's time for our policy-makers to do their part too. The Working Poverty report suggests that a \$15 minimum wage, stronger employment standards, more affordable housing, a \$10/day child care program, and better access to education and training for low-income earners are key parts of the solution. It also calls on the provincial government to adopt a comprehensive poverty reduction plan for BC.

As the new Director of the Labour Department at United Way of the Lower Mainland, I am excited about tapping into the power of the collective. As we head into the next provincial election, now is the time to work together, no matter our political stripe, to call for a comprehensive poverty reduction plan.

When we work together, amazing things are possible.

An era of precarious employment calls for a new social architecture

SUNIL JOHAL AND JORDANN THIRGOOD

Special to The Globe and Mail

Published Friday, Oct. 28, 2016 5:00AM EDT

Recently, Finance Minister Bill Morneau and Prime Minister Justin Trudeau elicited strong reactions by suggesting Canadians need to get used to precarious employment because it's the new normal. But the reality could be much worse.

Canada's economy and labour market are in the middle of a tectonic shift. Current trends, such as precarious employment and income inequality, are leaving more workers in part-time, temporary positions with few benefits and low wages. Job precariousness has increased 50 per cent over the past 20 years, and Canada's top 1 per cent captured 37 per cent of overall income growth between 1981 and 2012.

Accelerating these trends is a technological revolution that, while bringing choice and convenience to consumers, is also automating a range of industries, from office administration to manufacturing, and unbundling full-time jobs into smaller, less well-paying tasks. Millions of Canadians could be at risk of losing their jobs to automation and artificial intelligence in coming years, and many others will find themselves

juggling multiple short-term gigs to make ends meet.

The question, then, is what can governments do? One option is to hope existing programs and policies are up to the challenge of supporting workers. That doesn't appear to be the case. Canada's employment insurance scheme is based on an outdated conception of the labour market when most workers held full-time, permanent jobs. In 2016, only 39 per cent of unemployed Canadians are eligible for EI, compared with 82 per cent in 1978. Ineligibility for EI also means being frozen out of a range of skills and training programs, a particular challenge for new labour market entrants such as young people and newcomers to Canada.

To take another example, recent enhancements to the Canada Pension Plan will do nothing to supplement the retirement income of many workers engaged in precarious employment who cannot contribute to the CPP. Again, when it comes to health care, the provision of drug coverage and access to mental health services through extended health benefits is typically tied to a 1960s assumption of secure, full-time employment - more than 80 per cent of jobs classified as precarious in Ontario don't receive these types of benefits. The story in child care and affordable housing is similar - demand outstripping the available affordable supply.

There is another option. Governments could quickly start moving to redesign Canada's social architecture to recognize this new era of "job churn" as Mr. Morneau described it. A forthcoming Mowat Centre report outlines a number of transformative and tactical approaches, ranging from the introduction of universal childcare and a national pharmacare program, to ramping up investments in affordable housing. These choices will be expensive, but the alternative - a growing number of Canadians without benefits or access to services - will be even more costly in the long run.

Canada should also look abroad to learn from other jurisdictions with more responsive approaches to labour market policy. For example, Denmark's "flexicurity" model promotes fluid entry and exit into jobs by providing flexible rules around hiring and firing, up to 90 per cent income replacement for unemployed workers, and high levels of investment in skills and training support. The Danish model provides a nimbler, more supportive and less bureaucratic response than Canada's existing EI and training system, and is more relevant to the realities of today's jobs - quick switches between positions, the need for adequate benefits between jobs and the ability to upgrade or train for new skills effectively.

Other options policy makers should consider include ramping up enforcement of existing employment standards legislation to crack down on firms misclassifying employees as independent contractors, the introduction of portable benefits for "gig economy" workers and the development of a national skills strategy that mobilizes the public and private sectors to align their efforts on training and education.

The economic uncertainty and fear that technological changes such as automation will unleash on Canadians up and down the income ladder means that we may soon see a broad section of the population solidly behind renewed social programs. This will afford governments and political parties a window to consider transformational changes across the policy spectrum. Mr. Morneau and Mr. Trudeau should seize this opportunity to reshape Canada's policies and programs to be more resilient, generous and helpful to Canadians facing a new and uncertain world of work.

[A tale of two \(Hanjin\) ships](#)

Wednesday, October 26, 2016

Hanjin's bankruptcy almost two months ago has caused widespread problems, but even more so for the crews of the ships left in legal limbo in places far from home. [Monday's Vancouver Sun reported that the Hanjin Vienna crew](#), still anchored off of Victoria, has been well taken care of owing to the response by the shipowners, Mission to Seafarers, and the local community.

The crew of the Hanjin Scarlet had not been as fortunate, at least until this week when the ship was finally been given permission to leave its position 40 km outside of Prince Rupert where it had been forced to wait while the ship's legal status is sorted out. Peter Lahay, local representative of the International Transport Workers Federation, has had much experience in this region helping seafarers who were left stranded on boards ships struck by legal and financial issues.

[He was interviewed by CBC's Prince Rupert affiliate where he expressed his concerns after visiting the ship over the weekend \(link to the audio here\).](#)

[The full CBC story on both Hanjin Scarlet and Vienna can be found here.](#) As it shows, the Hanjin Scarlet is now on its way to Vancouver. Operations reports that it will arrive at Centerm tomorrow morning.



The crew of the Hanjin Scarlett container ship has spent weeks stranded in Canadian waters after a Korean shipping giant went bankrupt. (Peter Lahay)



MEDIA RELEASE

News from the International Transport Workers' Federation

Global union organisations welcome UK Uber ruling

The ITUC (International Trade Union Confederation) and ITF (International Transport Workers' Federation) have welcomed the latest ruling that Uber drivers in the UK are workers rather than self-employed freelancers and deserve to receive basic workers' rights: a guaranteed minimum wage, breaks, holiday pay and whistleblower protection.

This latest landmark ruling was delivered by the London Employment Tribunal on Friday, in a case brought by ITF and ITUC member union the GMB. (Visit www.gmb.org.uk/newsroom/GMB-wins-uber-case to see the history of the case and the GMB's response to the win.) It found that Uber drivers in the UK - 30,000 of whom work in London - are workers within the meaning of the Employment Rights Act 1996 and therefore entitled to basic employment rights. It is the latest successful union-led challenge to Uber's claims that its drivers are self-employed contractors, and follows similar cases in Copenhagen, Buenos Aires and New York (see <https://goo.gl/opn7oe>,

<https://goo.gl/E1JhBZ> and <https://goo.gl/INrzTB>.

"ITUC polling shows that 82 percent of people want workers employed by companies like Uber to have the same basic rights and entitlements as other employees. Uber's workers have the weight of public opinion on their side, and its UK workforce now has the protection of the law," ITUC General Secretary Sharan Burrow commented. "We can expect a huge publicity, legal and lobbying effort from Uber to overturn this common sense decision, just as it has done elsewhere when efforts have been made to apply the rule of law to its informal-economy business model."

The United Nations' womens' arm, UN Women, last year called off a proposed partnership with Uber following a storm of criticism about the company's precarious, low-wage employment model. (See <https://goo.gl/4oExwf> and <https://goo.gl/nZ0HLX>.)

Sharan Burrow concluded: "Workers in so-called platform economy companies across the world are demanding their rights, with unions helping them to get organised and take on the legal and political battles for decent incomes and working conditions. Governments need to take a close look at the tax affairs of these companies too, as well as how they use the huge amounts of data they harvest from consumers and their employees."

ITF President Paddy Crumlin stated: "This judgment tears away the mask of driver independence that Uber has so assiduously cultivated. In Copenhagen, in New York, in London, Paris, Brussels and beyond - with more cases certain to come - the challenges are being heard and the courts are making clear that workers deserve workers' rights."

ITF General Secretary Steve Cotton added: "What the travelling public want and deserve are safe, regulated taxi services, whose drivers have the basic rights and protections that make them fit to take to the road. The use of taxi booking apps has been undermining this goal, raising worrying questions of exploitation, deregulation and non-payment of tax. This latest ruling is a significant step forward to forcing these new employers to face up to their responsibilities to their workers and the general public."

Western Transportation Advisory Council

WESTAC 

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.

Bulk Products

3 results

[PotashCorp Shareholders Overwhelmingly Approve Merger of Equals with Agrium](#)

November 3rd, 2016

Symbol: POT Listed: TSX, NYSE SASKATOON, Nov. 3, 2016 /CNW/ - Potash Corporation of Saskatchewan Inc. (PotashCorp) (TSX: POT) (NYSE: POT) announced that its shareholders overwhelmingly voted ...

[Grain terminal project delayed until spring; Paterson Grain says it's still 'bullish' to build Bowden terminal](#)

November 1st, 2016

Paterson Grain is pushing its timeline ahead to the spring of 2017 for the start of construction for its massive Bowden terminal project as it continues to navigate through provincial environmental regulatory issues. The family-owned ...

[Grain Awakening: HOW THE CANADIAN WHEAT BOARD'S DEMISE SPARKED A GRAIN INDUSTRY REVOLUTION](#)

October 29th, 2016

Canada's grain-hauling system has undergone a major transformation, and this year's bumper wheat crop is expected to put it to the test. The Port of Hamilton seems like one sprawling, muddy construction site on a wet and windy day in late October. ...

Economy/Trade

4 results

[Trade, infrastructure investment - Canada must seize this chance](#)

November 3rd, 2016

President and chief executive officer of CN Rail With many around the globe questioning the benefits of trade, immigration and globalization, Canada is uniquely positioned to prove them wrong and rebuild our growth in a sustainable, ...

[The Sprout: Trade deficit widens to record high](#)

[Permalink](#)

November 4th, 2016

Canada's trade deficit has widened to a record high, according to new September data released by Statistics Canada Friday. As The Wall Street Journal reports, the spread is tied to surging imports on the purchase of equipment for an offshore oil ...

[Where Clinton vs. Trump stand on the U.S. economy - and what it means for Canada - Article - BNN](#)

[Permalink](#)

November 1st, 2016

From the Trans-Pacific Partnership to the proposed Keystone XL pipeline project, a number of issues at the forefront of the U.S. presidential election could impact Canada's economy and its relationship with the U.S.

[EU, Canada Sign Landmark Free-Trade Agreement - WSJ](#)

[Permalink](#)

October 30th, 2016

BRUSSELS-The European Union and Canada signed a long-delayed trade deal on Sunday, formally ending a contentious approval process that threatened to derail the bloc's entire trade agenda.

Energy

1 result

[Pipeline support rally held in White City on Monday - Saskatchewan - CBC News](#)

[Permalink](#)

October 31st, 2016

Up to 1000 jobs could be lost next summer if no major pipelines approved in area, says USW 5890 representative

Environment

2 results

[Carbon Capture: the technology we cannot afford to ignore](#)

[Permalink](#)

November 3rd, 2016

We're nearly a year on from the 2015 United Nations (UN) climate change summit in Paris, during which world leaders agreed to work towards limiting greenhouse gas emissions and keeping the global temperature increase to well below 2° Celsius. What ...

[Canada not ready for climate change, report warns; We must act now, study says, or face higher costs to fix damaged buildings, ...](#)

October 30th, 2016

Canada is ill-prepared for the increased flooding and extreme weather that will occur under climate change, and needs to act now or face much higher costs to fix damaged buildings and infrastructure in the future, a new report warns. The ...

Infrastructure

2 results

[Infrastructure bank a keystone in Liberal economic plan - Yahoo Finance](#)

[Canada](#)

[Permalink](#)

November 1st, 2016

OTTAWA - The federal Liberals are banking on the creation of a new, arm's-length lending machine that could leverage billions in public money and turn it into new highways, bridges and transit projects.

[Prologis to Build First Multistory Warehouse in the U.S. - WSJ](#)

[Permalink](#)

November 1st, 2016

Developers are having a harder time finding space for new warehouses in increasingly crowded and expensive U.S. cities. Their answer: build upward.

Innovation & Technology

1 result

[It'll either be Heaven or Hell; Cities currently have a 'one-time chance' to determine their driverless car future, vehicle-sharing expert ...](#)

November 2nd, 2016

Driverless cars will be on our streets sooner than we can imagine and it's up to society to

be ready to avoid traffic and environmental chaos, warns the founder of the world's largest car-sharing company. The choice, says Robin Chase, a ...

Workforce

1 result

[Truck drivers are getting America's biggest pay raises | GantNews.com](#)

[Permalink](#)

November 1st, 2016

Truckers are hitting the pedal on their paychecks. Truck drivers' wages grew 7.8% in October, compared to a year ago - the biggest jump among 60 common professions analyzed by Glassdoor.com, a job-search website. It's also far better than the ...

Marine

3 results

[Coastal protection plan coming soon from Ottawa: Announcement may be connected to Kinder Morgan pipeline decision](#)

November 4th, 2016

The Trudeau government, put on notice by its own advisory panel that it must choose between B.C.'s interests and those of Alberta when deciding whether to approve the Kinder Morgan pipeline expansion, is expected to announce a new coastal protection ...

[More Pain Ahead for Ocean Shipping - WSJ](#)

[Permalink](#)

November 2nd, 2016

The overcapacity that has plagued ocean shipping firms in recent years will only grow wider in the coming years, The Boston Consulting Group Inc. said in a report.

[Port of Vancouver sees major expansion](#)

[Permalink](#)

October 31st, 2016

Unlike the Panama Canal, the Port of Vancouver isn't a global icon of the shipping industry. But, recently, the port is attracting more investment than the famous canal. In 2016, Panama officially unveiled its US\$5...

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.



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