

BCMEA BULLETIN:

RELIABILITY AND PRODUCTIVITY AT WORK



Minister of Labour Appointment of Mediator

The Honourable Lisa Raitt, P.C., M.P. Federal Minister of Labour has appointed The Honourable Ted Hughes, Q.C. and Mr. John Rooney, Senior Mediator, Federal Mediation and Conciliation Services as Mediator(s) in both the BCMEA/ILWU Canada (Longshore) and BCMEA/Foremen (Local 514) negotiations. The Minister has also advised the parties of the following:

“The appointment of mediators is intended to promote successful negotiations and facilitate an early settlement without a work stoppage. In light of the economic importance of the west coast ports and the still tentative nature of the economic recovery, the Government is particularly interested in fostering labour relations stability in the ports at this time”

The BCMEA welcomes Minister Raitt’s appointment of Messieurs Hughes and Rooney and looks forward to working with these Mediators and the ILWU towards an early renewal of the BCMEA & ILWU Canada Longshore and ILWU Local 514 Industry Collective Agreements.

Vancouver 2010 Paralympic Games

March 12 - 21st

Paralympic Torch Relay

- March 9 Lytton & Hope
- March 10 Vancouver Riley Park
- March 11 Vancouver UBC
- March 12 24hour Relay Vancouver

Opening Ceremony 6pm March 12th

Closing Ceremony 7:30pm March 21st

Union Meeting Nights:

Mainland Locals

- Vancouver (500) March 17, 2010
- New West. (502) March 17, 2010

Vancouver Island Local

- Chemainus (508) March 8, 2010

Northern Local

- Prince Rupert (505) March 16, 2010

Please be guided by the provisions of Article 15 in the Collective Agreement respecting working restrictions and conditions on Union Meeting Nights.

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International Women's Day 2010



**YOUR UNION
YOUR FUTURE**

women
transporting the world
8th March 2010

For the past 9 years, International Transport Workers' Federation (ITF) affiliates have participated in the ITF campaign on 8th March International Women's Day, IWD. The ITF Women's Committee is once again calling on affiliates to mark the day to campaign for and secure women transport workers' rights and increase their visibility and participation in the union movement.

The International Women's Day campaign is part of a wider umbrella campaign by the International Trade Union Confederation, ITUC, who on 8th March 2008 launched a two-year Global Campaign for Decent Work, Decent Life for Women.

Industry Calendar of Events:

- | | |
|------------------|---|
| March 12-21 | Vancouver 2010 Paralympic Games |
| April 21 | COS Business of Shipping Course
Prince Rupert, BC |
| April 30 - May 1 | Pacific North West Conference of Traffic
Vancouver BC, (hosted by the VWTC) |
| April 29 & 30 | WESTAC Annual Meeting
Regina Inn Hotel & Conference Centre, SK. |
| May 2 - 8 | North American Occupational Safety & Health Week 2010 |
| May 17 -21 | International Tug & Salvage Conference
Westin Bayshore Vancouver, BC |
| May 26-28 | PORTSECURE 2010, Canada's Annual Port & Maritime Security Expo
Fairmont Pacific Rim in Vancouver, British Columbia. |
| June 3 | APGST Annual General Meeting and Board Meeting |



Canada puts new Arctic shipping rules in place

The StarPhoenix (Saskatoon)

March 1, 2010

The Conservative government took another step Saturday to assert Canada's sovereignty in the Arctic after publishing new rules regulating domestic and foreign ship traffic in northern waters -- a potentially controversial registration system scheduled to come into force on Canada Day.

The planned Northern Canada Vessel Traffic Services Zone, announced late Friday by Transport Minister John Baird, falls short of opposition demands to target all sizes of vessels but could still spark objections from foreign countries -- including the United States -- that view the Northwest Passage as an "international strait" rather than Canadian waters.

The new regime would replace the current NOR-DREG ship registry, a voluntary system for tracking the movement of cargo carriers, cruise ships and other large vessels moving through the Canadian Arctic archipelago.

The record retreat of sea ice in recent years and increasing Arctic marine traffic had prompted repeated calls from a wide range of experts for Canada to strengthen its ship-tracking rules in the North. And in December, a Senate committee urged that all ships -- regardless of size -- be required to register Arctic voyages with Canadian authorities to help prevent pollution, terrorist activity and search-and-rescue failures.

But the government's plan requires mandatory registration only for ships of 300 tonnes or more, for tugs with a two-ship weight of 500 tonnes or more and for any vessel carrying dangerous goods or potential pollutants.

"Mandatory vessel reporting will help keep maritime traffic moving safely and efficiently," Baird said in a statement announcing the new measures.

"Knowing the positions and movements of vessels, for example, will make it easier to respond quickly to an oil spill. This information will become more important as vessel traffic rises due to development in the Arctic."

The announcement noted: "The proposed regulations would apply to both Canadian and foreign vessels, and are consistent with international law regarding ice-covered areas."

When Prime Minister Stephen Harper unveiled plans in 2008 for mandatory Arctic shipping registration, he acknowledged the move could rile other nations. "It'll be interesting to see. I expect that some countries may object," he said during an August 2008 visit to the Arctic.

"I think it ultimately is in everybody's interest to ensure there is some kind of authority in the area, some kind of environmental and commercial authority," he stated. "We have no particular power play here."

Last year, the government also introduced stiffer pollution-prevention regulations for Arctic waters, doubling the offshore distance over which Canadian rules would apply to 370 kilometres.

"These measures will send a clear message to the world: Canada takes responsibility for environmental protection and enforcement in our Arctic waters," Harper said at the time.

In an overview of the new regulations published Saturday in the Canada Gazette, the government acknowledged there was some discussion on mandatory reporting for all vessels, such as small foreign-flag adventure vessels.

While "smaller vessels were considered," they were not included because the regulations are "directed at those vessels that pose the greatest risk to the marine environment."



Daylight Savings Time

Pursuant to the "Daylight Saving Act," Daylight Saving Time commences at 2:00 a.m. on Sunday, March 14, 2009, at which time clocks will be advanced one hour.

Attached is a copy of a Memorandum of Understanding concerning the graveyard shift on that day.



Joint Industry Labour Relations Committee

#20

COMPRISED OF REPRESENTATIVES OF BRITISH COLUMBIA MARITIME EMPLOYERS ASSOCIATION AND INTERNATIONAL LONGSHOREMEN'S & WAREHOUSEMEN'S UNION - CANADIAN AREA

Re: Daylight Saving - Time Changes

When, in accordance with the Daylight Saving Act of British Columbia, clocks are advanced one hour in the Spring of the year and retarded one hour in the Autumn of that year, the change occurring at 2:00 a.m. in both instances, with the specific dates for each year being proclaimed in advance by Order-in-Council, the applicable arrangements under the Collective Agreement shall be as follows:

On the official date that the clocks are advanced the Graveyard Shift shall be one hour less than normal and employees working that shift shall be paid $5\frac{1}{2}$ hours at Graveyard Shift Rates of pay; on the official date that the clocks are retarded the Graveyard Shift shall be one hour more than normal and employees working that shift shall be paid $7\frac{1}{2}$ hours at Graveyard Shift rates of pay.

Should, in accordance with the Daylight Savings Act of British Columbia, advancing or deferring the time by one hour fall within any other shift the above principle will apply to the other shift.

R.V. Wilds
Chairman - Association Representatives
Joint Industry Labour Relations Committee

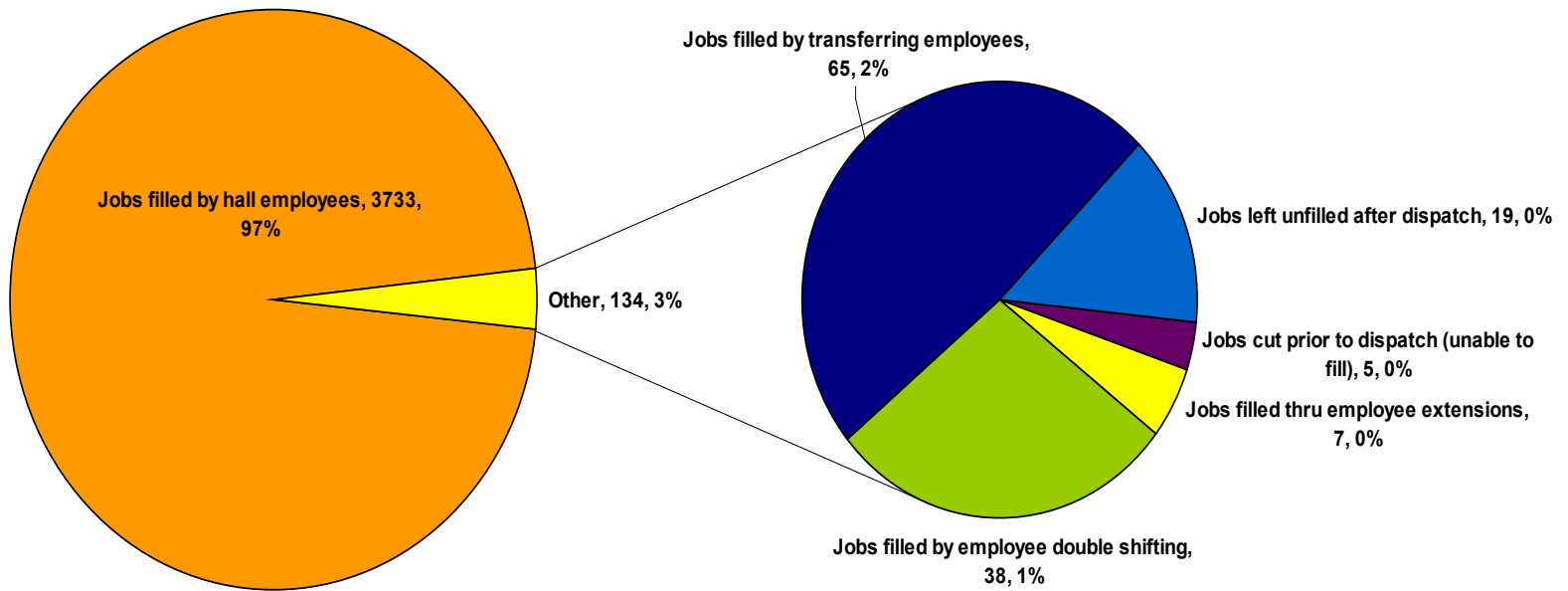
G.S.C. Westrand
Chairman - Union Representatives
Joint Industry Labour Relations Committee

Dispatch Shortage Statistics:

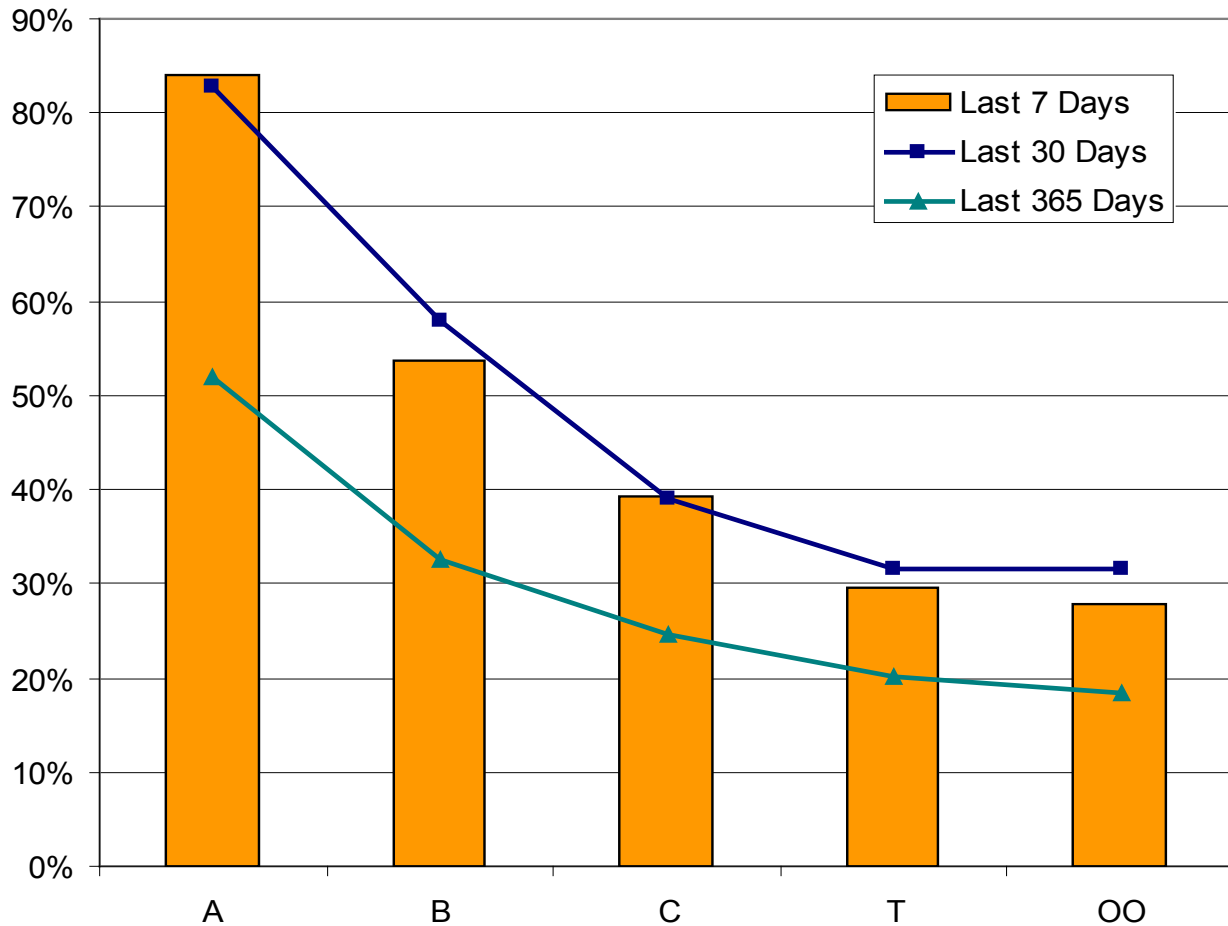
For the Period Sunday February 28, 2010 to Saturday March 6, 2010

JOB	Jobs cut prior to dispatch (unable to fill)	Jobs filled thru employee extensions	Jobs filled by employee double shifting	Jobs filled by local 502 employees	Jobs filled by transferring employees	Jobs left unfilled after dispatch	TOTAL
AUTO MECH					1		1
BULK OPERATOR					8		8
BULLDOZER(SHIP)					1		1
DOCK GANTRY					14		14
ELECTRICIAN	3	2	20			10	35
F.E.L.					2		2
FIRST AID	1						1
H.D. MECHANIC		2			1	4	7
HATCH TENDER					2		2
HEAD CHKR					3		3
LOCIE ENGINEER					4		4
MILLWRIGHT		2	14		10	3	29
PUSHER					2	1	3
RUBBER TIRE GTY					2		2
SHIP LOADER			1		2		3
SWITCHMAN			3		5		8
WELDER	1	1				1	3
WHEAT SPECIALTY					8		8
TOTAL	5	7	38		65	19	134

Explains how shortages were handled by Dispatch



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee

Tuesday, Mar. 23rd 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

Wednesday, Mar. 31st 2010
2:00pm - 4:00pm
Terminal City Club
837 West Hastings Street

Direct Employers Committee

Wednesday, April 7th 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Finance & Audit Committee

Thursday, April 15th 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Your Feedback:



Have something for the BCMEA Bulletin?

Send your comments or contributions to the Bulletin's Editor at editor@bcmea.com or (604) 694-2324.