



Port Receives 2010 GLOBE Award

3/25/2010 11:53:00 AM

Port Metro Vancouver was selected as the 2010 recipient of the ecoFREIGHT Transportation Award at the recent 2010 GLOBE Conference on March 23, 2010. The award recognizes shippers, carriers, and other transportation service providers that include sustainable transportation choices in their environmental strategies, and demonstrate a leadership role in addressing the impact of freight transportation on the environment.

Port Metro Vancouver is committed to conducting operations in a responsible and sustainable manner that safeguards and promotes continual protection of the environment, through a number of initiatives.



PORT METRO
vancouver

The Port is working towards effectively reducing greenhouse gas and other emissions, resulting from transportation activities in Canada, successfully incorporating sustainable transportation choices in environmental strategies, and actively being environmentally conscious and responsible in the production processes through initiatives such as the Air Action Program, Canada Place Shore Power, Differentiated Harbour Dues Program, Environmental Requirements through its Truck Licensing Program, and the Land Side Air Emissions Inventory.

Union Meeting Nights

Mainland Locals

Vancouver (500) May 19, 2010
New West. (502) May 19, 2010

Vancouver Island Local

Chemainus (508) May 10, 2010

Northern Local

Prince Rupert (505) May 18, 2010

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

In this issue:

Profile: Michael Moore.....	2
Industry Calendar.....	3
Mission to Seafarers.....	4
Industry Appointments.....	5
Health & Safety.....	6-9
~Monthly Statistics	
Weekly Statistics:	
~Dispatch Shortages	10
~Vancouver Casual	11
Dispatch	
BCMEA Meeting Dates.....	11



Shipping lines: Michael Moore brings his international perspective to upstart North American container terminal operator GCT Global

By Andrew Petrozzi

For the record, Michael Moore, 53, president and CEO of Vancouver-based GCT Global Container Terminals Inc., has never made a feature film.

But that doesn't mean the international shipping industry veteran isn't occasionally questioned about his documentary-producing namesake when making restaurant or hotel reservations.

The high point so far on that issue of mistaken identity was likely a single-frame cartoon published in the Times of London in March 2006. Moore has hung it on the wall of his downtown office. It features two U.S. Congressional members looking at a newspaper sporting the headline, "We are a friend of the U.S.," says Dubai executive Michael Moore," with the caption reading: "Isn't he the guy who made Fahrenheit 911?"

An outgoing and friendly Moore laughed when he recalled being shown the cartoon, which referred to a comment he made while he was senior vice-president, commercial, for DP World and living in Dubai, United Arab Emirates. He served in that post from 2005 until joining GCT in November 2008.

Born in Roseburg, Oregon, Moore has spent most of the past 15 years of his career overseas after starting with what is now known as Maersk Sealand in 1984. Following Moore's rapid rise through the ranks in the U.S., he and his family moved to Hong Kong in 1995 and would later call Copenhagen, Denmark, and London, U.K., home in his role as vice-president, global sales for Europe and Africa, before decamping to Dubai.

The return to Cascadia has been welcome.

GCT Global Terminals, which is a wholly owned subsidiary of the Ontario Teachers' Pension Plan (OTPP), operates four North American container terminals through three businesses: TSI Terminals Inc.'s Deltaport and Vanterm facilities, New York Container Terminal in New York and Global Terminal & Container Services in New Jersey.



In early 2007, OTPP entered into an agreement with Orient Overseas (International) Ltd. to acquire TSI together with the two terminals in the Port of New York and New Jersey. Moore said he brought a global perspective on clients, markets and operational practices to the new entity, which was named GCT in 2007.

"When I came here we had been acquired, but we were four fundamentally independent businesses. We didn't have a corporate brand and identity," said Moore. The U.S. and Canadian operations now share operational best practices, and Moore has been preparing GCT for growth as a unified company.

From the recently completed third berth at Deltaport to planned expansion at its New Jersey facility this year, GCT is looking to capitalize on its long-term assets. It's also looking to Virginia to get involved in the privatization of assets there as part of its strategy to build on its North American presence.

The global contacts he made during his time in Europe, the Middle East and Asia have helped him expand the business and its outlook.

Creating a small corporate headquarters independent of its Canadian operations and establishing a lean executive staff presence, Moore has allowed GCT's facilities to focus on managing their own activities. In the past, that relationship wasn't as clear. He said the CEO would run the group and the Canadian operations.

According to Moore, GCT's unique management structure, which involves a strong independent board and a single shareholder focused on long-term returns, works well for the business.

Moore admits to being conservative when it comes to spending money, but is “wide open” to how it might be spent. A five-year strategic plan also helped identify potential budget items and allowed the company to focus on its growth ambitions, which are concentrated in North America.

“We’re not big enough to invest in India or Africa or the Caribbean at this stage. We have to build a critical mass in North America and have the right management DNA and talent in place and then we possibly can look at growing in other areas.”

“It adds a lot of value to us, because we don’t have to do quarterly reporting to analysts. I have worked for public and private companies. Private is better in terms of being able to manage the business.”

Port Metro Vancouver CEO Robin Sylvester said Moore has a lot of expertise in the container shipping and terminal operation business and “a really strong international perspective built from personal experience working at a senior level in organizations and locations all around the globe.”

Sylvester added that Moore works to build relationships and understand goals and how they align with what he wants to deliver for the organization he’s leading.

“Michael always has a strong focus on delivery coupled with an understanding of how to get people

to work together to a common goal and how to lead them to achieve positive outcomes.”

Michael Hassing, the newly named CEO of Ports America, sees Moore as a “global citizen who has the wide view and a very deep understanding of the global market.” Added Hassing, “His ability to manage all stakeholders to reach the best possible solution, creating the highest value for all, is among the best I have ever seen.”

From working at small trucking companies in Oregon and Washington as a member of the Teamsters to realizing early visions of travelling the world, Moore said he feels lucky for the opportunities he has had.

While he would have liked to have gotten more serious about his career earlier and learned to listen better when he was younger, he remains focused on readying GCT for international growth.

“You can’t shrink to greatness. You have to grow and give people opportunity,” he said. “I would like to be able to say that we will continue to get larger through conservative and careful growth whether that is internal or external. We don’t have a timeline and we don’t want to do something that is not conservative or fiscally prudent, but we would like to be bigger.”
apetrozzi@biv.com

Industry Calendar of Events

April 29 & 30	WESTAC Annual Meeting Regina Inn Hotel & Conference Centre, SK.
April 30 - May 1	Pacific North West Conference of Traffic & Transportation Clubs Vancouver BC, (hosted by the VWTC)
May 2 - 8	North American Occupational Safety & Health Week 2010
May 4-5	9th Annual Port/Government Interface 2010 Delta Ottawa Hotel & Suites
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



Vancouver's The Mission to Seafarers is a modern and historical treasure

Vancouver Sun April 22, 2010

In what might best be described as a vintage classroom, the Vancouver Heritage Foundation conducts its popular one-day Old School course in the roomy lounge of The Mission to Seafarers, a charming early 20th-century Craftsman cottage on Vancouver's waterfront.

It's here that students quickly discover what makes their city, and its architecture, worth the continuing pursuit of knowledge, and worth preservation, both privately and publicly.

But it's also here, in this rambling bright blue one-and-a-half-storey house smack dab in the middle of the docks, that thousands of sailors arriving on ships from around the world make their way for a little taste of home.

The Mission to the Seafarers is an international organization founded by the Anglican Church in 1856, providing a spiritual and social haven to sailors in close to 300 ports around the world today.

Vancouver's mission was built in 1905 on a sawmill site at the foot of Dunlevy Avenue, constructed of semi-prefabricated wood by B.C. Mills Timber and Trading, and used as the company's head office and as a showpiece for its prefab business.

In the 1930s, it was taken over as headquarters of the Vancouver Harbour Commission and, in 1936, by the National Harbours Board. Three decades ago, the building was sold for \$1 to the Mission, which leases the land from Port Metro Vancouver.

The house, which has undergone some renovation but is largely intact with numerous dormers, lovely original windows and high ceilings, is today surrounded by giant orange cranes, its suburban mien and treed yard more than a little incongruous in the midst of metal and concrete and noise.

The main floor houses a huge central lounge with rooms around the perimeter for offices, a kitchen, kiosk, cyber cafe, dining area, parlour, media and TV room, and a light-filled pew-lined chapel.



An original brick and barrel-ceiling vault leads to the concrete bunker out back, built in the late 1950s. The upstairs, which is off-limits, is private quarters.

Visiting sailors, ferried to and from their ships by shuttle bus, want for nothing: The kiosk sells everything from candy to toiletries, medical supplies and even souvenirs, including T-shirts stamped with the mission's trademark logo, The Flying Angel. There are free magazines and daily newspapers, and in the basement, a rumpus room with another kitchen, meeting rooms and a library full of paperbacks for the taking. There's a pool table, ping-pong, a piano and corners for quiet contemplation.

If the purpose of The Flying Angel Club has changed little over the decades, its clientele has, according to Senior Port Chaplain Nick Parker, a 55-year-old Anglican and ex-naval officer who came to the Mission three years ago after serving in a West Vancouver parish.

When the mission began its operation in the mid-1970s, Parker says it provided a haven for 32,000 seafarers a year, coming into our port from all over the world.

But the shipping industry has changed. Crew sizes, says Parker, have gone from about 50 a ship to an average of less than half that, with some of the bigger ships operating with crews of fewer than 20.

Today about 13,000 sailors visit The Flying Angel Club annually, with about 8,000 seeking out the Dunlevy location and the rest frequenting its sister mission at Deltaport at Roberts Bank. The majority of sailors, says Parker, are Filipino and Chinese, with many others coming from Europe, Russia and Ukraine.

“They come to the mission because it’s a home away from home. A safe environment. If they need to see a doctor, we can arrange that. If they need to call home, if they want to use Skype ... many just come in and open up their laptop on the wireless, and just go to it.”

And while the mission has four chaplains -Anglican, Roman Catholic, Korean Presbyterian and Christian Reformed -there is an ecumenical feel to the place.

In fact, says Parker, the majority of the sailors who drop in most days -about 20 or so -are not looking for spiritual ministrations, and much of the religious ceremony is held, by request, on the ships themselves.

For Parker, this ministry is something of a natural fit. He’s a retired navy man, and is familiar with what

it means to be a sailor, with the hardships of being away from family and working in an often dangerous and isolated job.

It costs \$370,000 annually to operate the mission, says Parker, split equitably among donations, fundraising and church support, but that budget has just been trimmed by \$100,000.

Which is why he’s keen to get out the word about the mission, which he calls the city’s “best-kept secret,” about what the mission means to the city, and about its fundraising efforts, like the bicycle pledge rides to Belcarra (Parker is a devoted cyclist who logs up to 10,000 kilometres a year).

People often forget, he says, that Vancouver’s port is the lifeblood of the community, and that the goods most of us enjoy are brought in by ships staffed by ordinary people who work a long way from home. “I’d like for the general populace to recognize that much of their livelihood ... is directly put on the backs of these people.”

sfralic@vancouver.sun.com

Industry Appointments

SIMON ROBINSON APPOINTED NEW MUSEUM EXECUTIVE DIRECTOR

Craig Beattie, MD, president of the board of trustees of the Vancouver Maritime Museum announced the appointment of Simon Robinson as executive director, effective April 6, 2010.

He is responsible for all aspects of Maritime Museum operations; fundraising, programming, and collections and is an ex officio member of the Museum’s board of trustees. He will build on the Museum’s strength to draw local, national and international visitors from educational, maritime and tourism audiences.

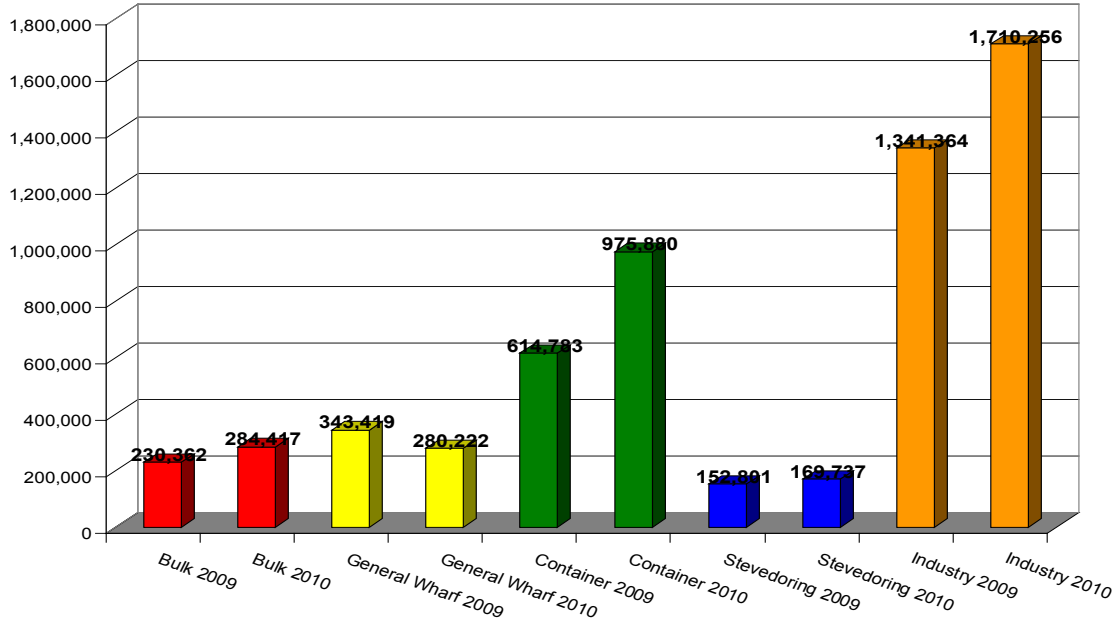
GCT ANNOUNCES NEW VP

Mr. Mike Journeycake has been appointed Senior Vice President, Commercial for Global Container Terminals. Mr. Journeycake brings more than 20 years of international maritime and financial experience to his role and will be responsible for the strategic leadership and direction for GCT’s commercial activities for the USA and Canada.

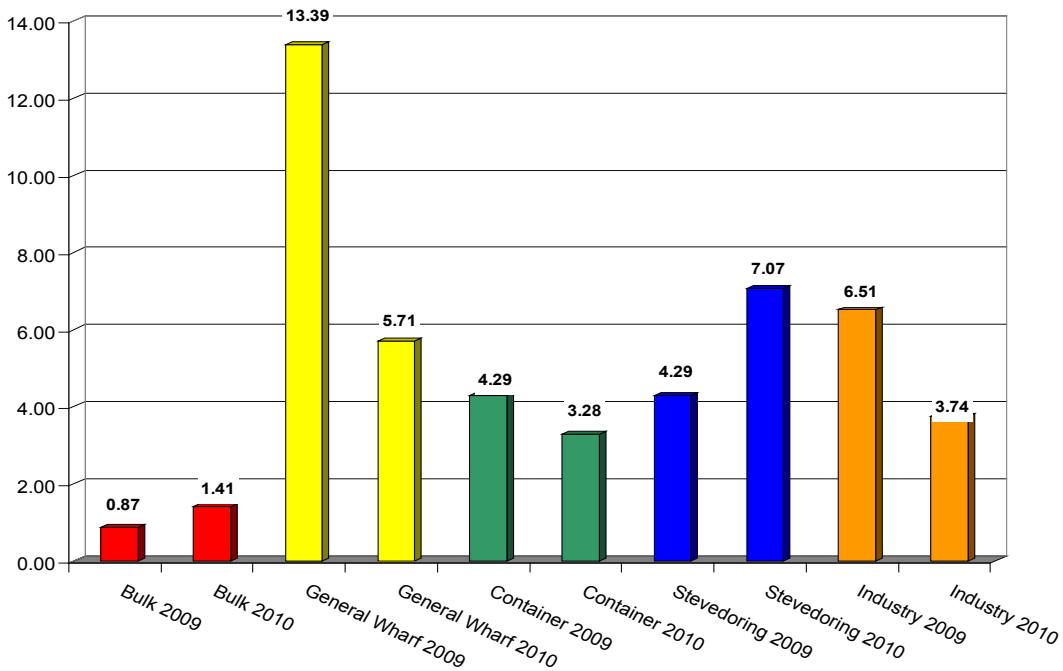
GCT operates four container terminals through three principal businesses in North America, including TSI Terminal Systems Inc. that operates the Deltaport and Vanterm container terminals at Port Metro Vancouver.

Monthly Health & Safety Statistics: March

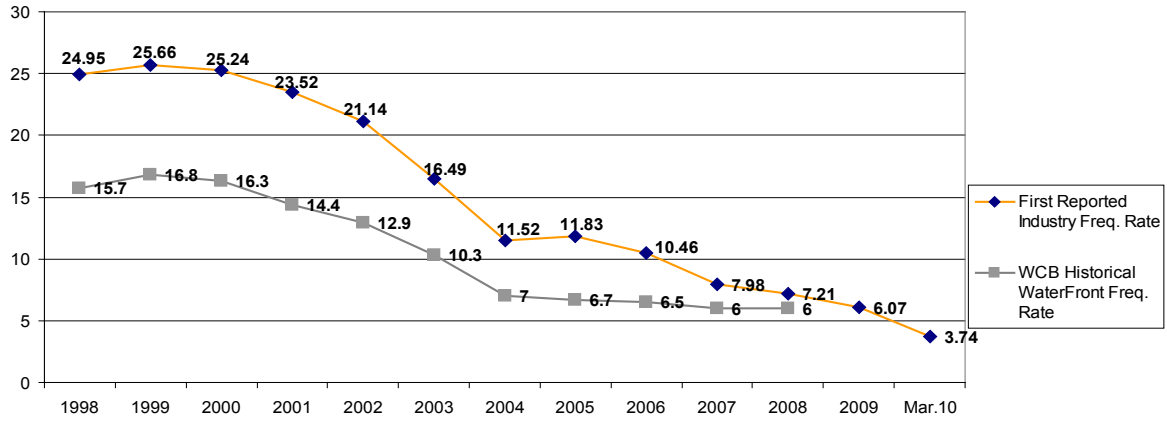
Sectoral Hours Year - March 2009 vs. March 2010



**Sectoral Frequencies Year to Date to March 2009 vs. March 2010
Claims First Report**



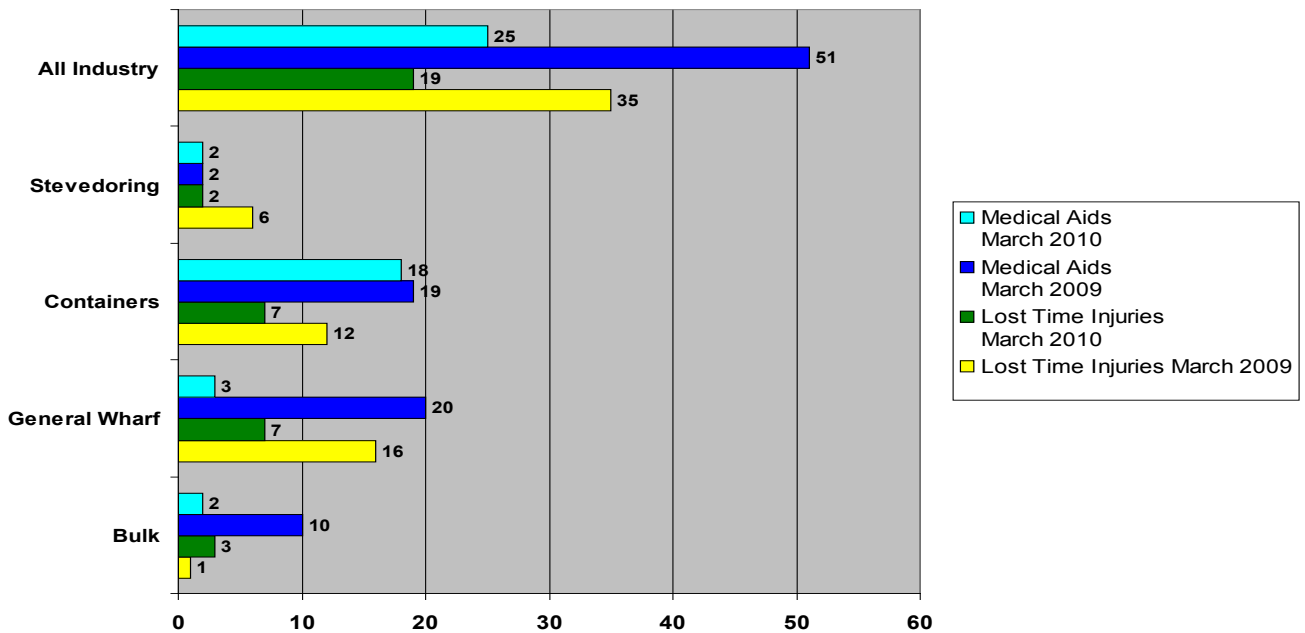
Accident Frequency Year to Date to End of March 2010 Longshore and Foremen



Top line represents LTIs as reported by member companies. Second line represents true frequency rate,
2008 represents full year frequency
2010 represents frequency year to date to March 2010.

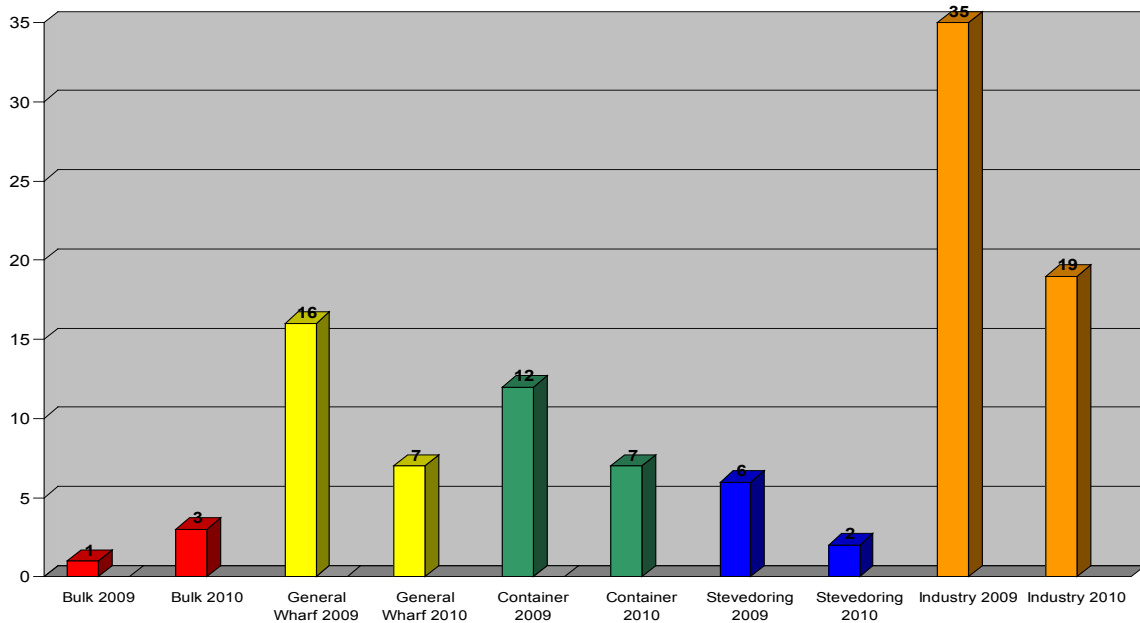
Lost Time Injuries and Medical Aid 2009 - 2010

Claims First Reported

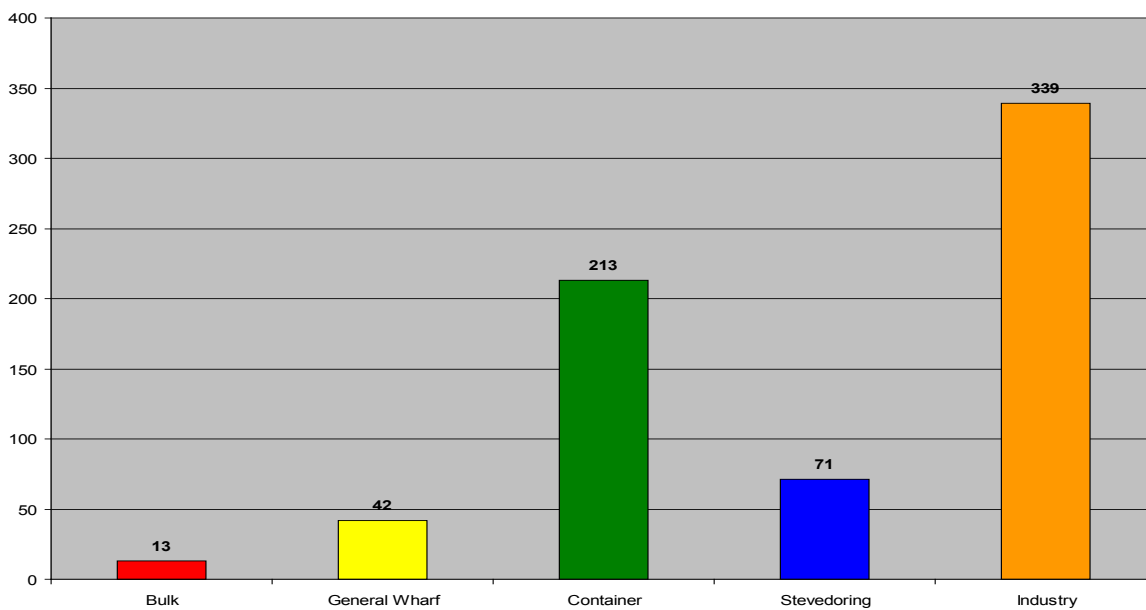


Lost Time Injuries by Sector - March 2009 vs. March 2010

Claims First Reported

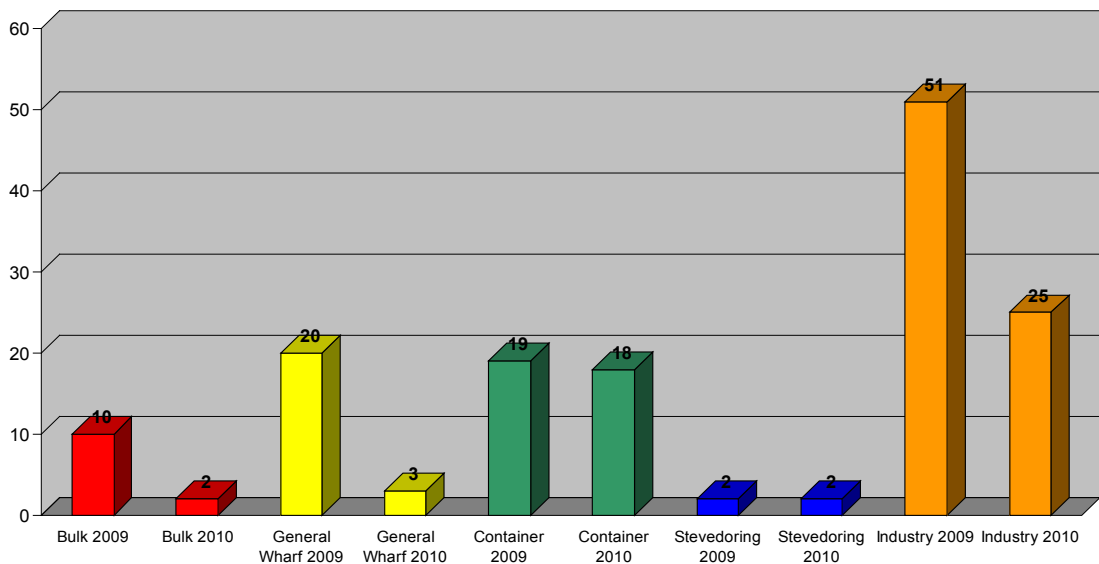


First Aid Incidents - March 2010

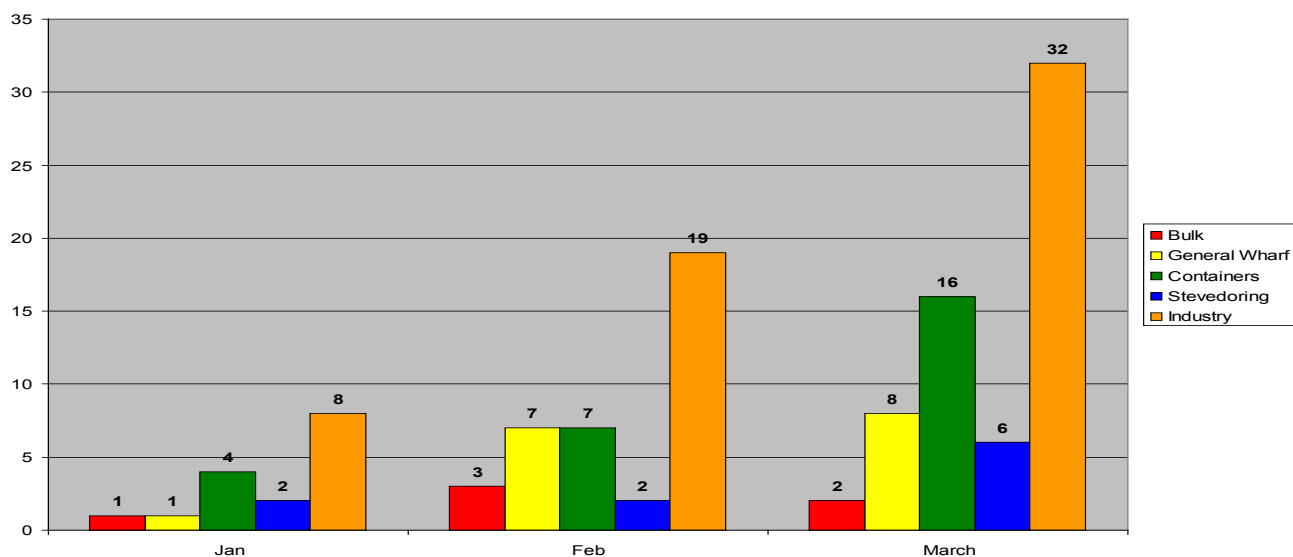


Monthly Health & Safety Statistics: March

**Medical Aids by Sector
March 2009 vs. March 2010**



**YTD Lost Time Injuries by Sector for January - March 2010
Claims First Reported**



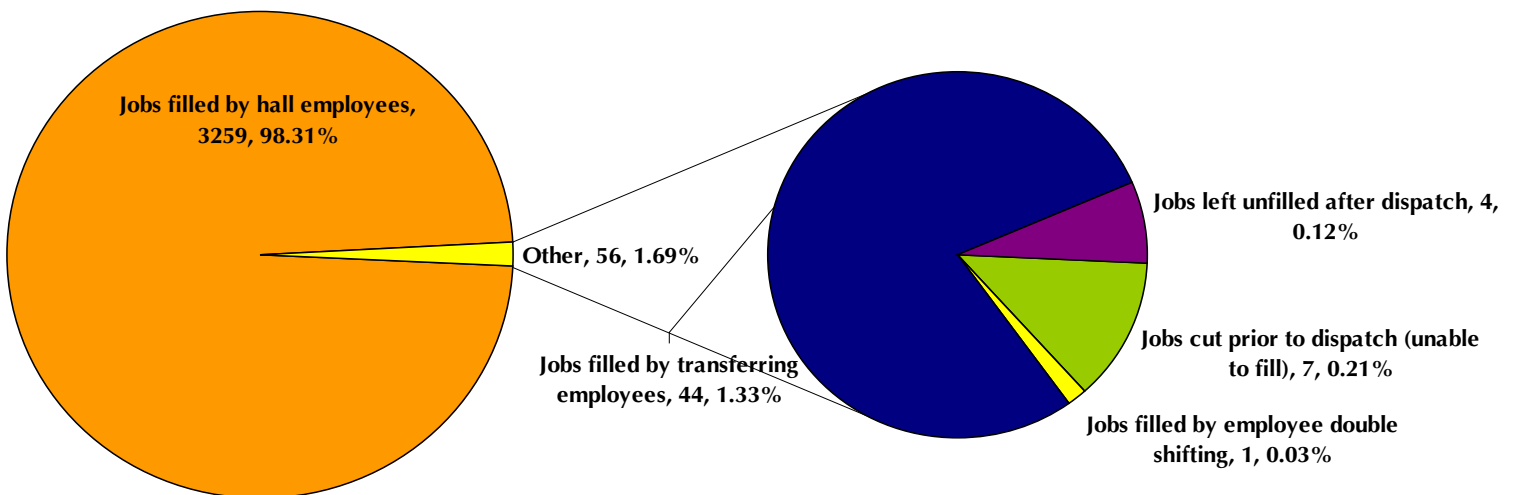
*For more information on the monthly
Health & Safety graphs please contact
Suki Hache, shache@bcmea.com*

Dispatch Shortage Statistics:

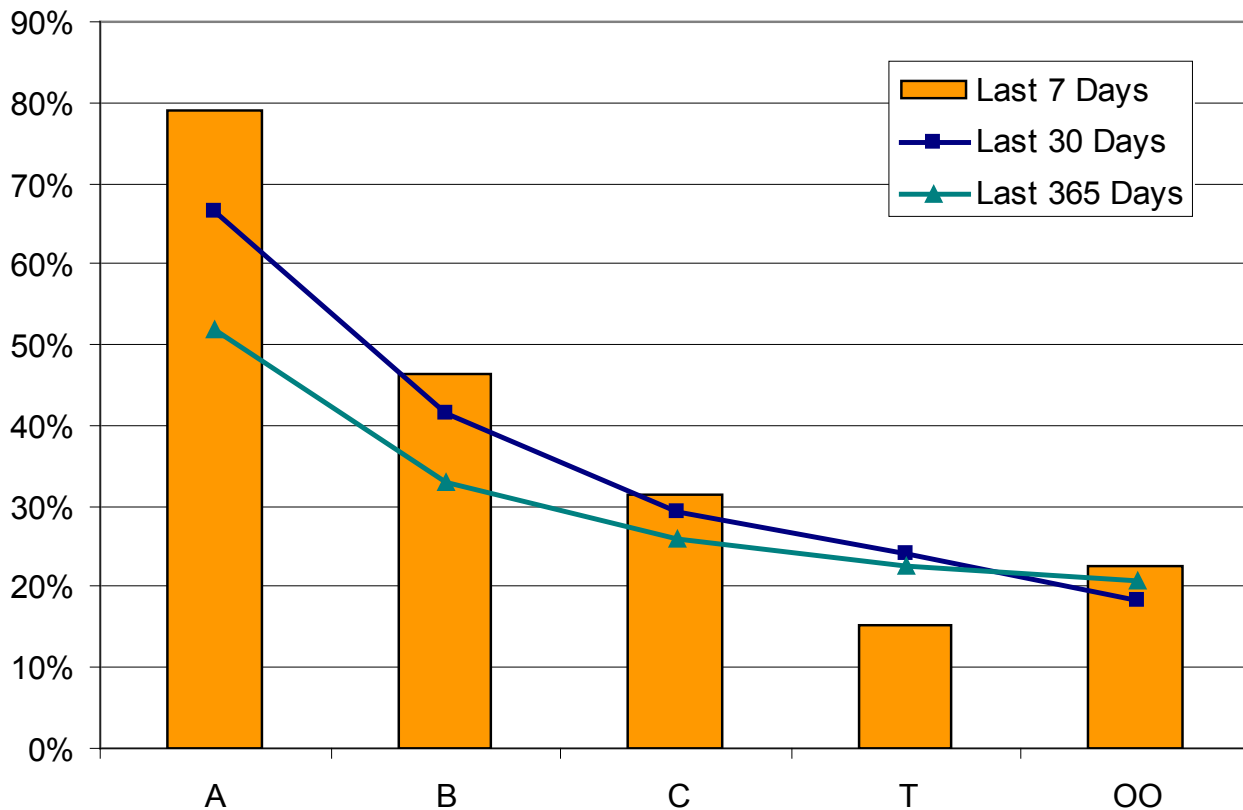
For the Period Sunday April 18, 2010 to Saturday April 24, 2010

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
40 TON & RACK					1		1
BULK OPERATOR					1		1
BULLDOZER					2		2
CARPENTER						1	1
DOCK GANTRY					4		4
ELECTRICIAN					1		1
F.E.L.					1		1
H.D. MECHANIC					2	2	4
HEAD CHKR					4		4
HT SIGNALS	1				1		2
MEN			1		1		2
PLUMBER					1		1
PUSHER					1		1
RACK & S/HOIST					2		2
SHIP LOADER					1		1
SWITCHMAN					1		1
TRACKMAN					1		1
WELDER					1	1	2
WHEAT MACHINE	2				1		3
WHEAT SPECIALTY	4				17		21
TOTAL	7		1		44	4	56

Explains how shortages were handled by Dispatch



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Direct Employers Committee

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

Board of Directors Meeting

Tuesday, May 25th 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway St

Finance & Audit Committee

Friday, June 18th 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

Tuesday, June 29th 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway St

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.