

## Hanjin Gets First 10,000-TEU Ship

Peter T. Leach June 23, 2010  
The Journal of Commerce News Story

Hanjin Shipping took delivery of its first container ship with a capacity of 10,000 20-foot equivalent containers units on Wednesday.



The ship, which was christened the “Hanjin Korea,” is the first of the series of five 10,000-TEU vessels ordered from Samsung Heavy Industries.

The Hanjin Korea is equipped with a fuel-efficient and eco-friendly engine that can reduce both fuel consumption and CO2 emission.

Unlike the company’s other container ships, which are usually named after different cities around the world, the Hanjin Korea is named after the carrier’s home country. The rest of the series are scheduled to be delivered by 2011.

Like most other ships of its size, the Hanjin Korea will be deployed on the Asia-Europe trade. It will join Hanjin’s NE4 service (Asia North Europe Service 4) sometime at the beginning of July, on the following port rotation: Qingdao, Shanghai, Ningbo, Hong Kong, Singapore, Port Said, Rotterdam, Hamburg, Antwerp, Port Said, Singapore, Hong Kong and back to Qingdao.

The Hanjin Korea has a loadable capacity of 9,954 TEUs and a top speed of 25.1 knots, or about 31 miles per hour. It measures 1,145 feet long and 150 feet wide.

### Union Meeting Nights:

#### Mainland Locals

Vancouver (500)	July 14, 2010
New West. (502)	July 14, 2010

#### Vancouver Island Local

Chemainus (508)	No Meeting
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#### Northern Local

Prince Rupert (505)	No Meeting
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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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Dispatch	



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# West Coast shipping and terminal operators ponder impact of new inland port

Improvements to continental shipping corridor could increase efficiency of cargo flow through B.C. ports  
By Andrew Petrozzi BIV

BC port authorities and terminal operators are as yet unsure of CentrePort Canada's value, but they're nonetheless optimistic about the potential of Winnipeg's new inland terminal to increase West Coast cargo volumes.

The 20,000-acre logistics hub in Manitoba will include the James Armstrong Richardson International Airport and rail and road networks connecting national and international trade gateways and corridors serving markets in Asia, Europe and North America.

The initiative involves developing the airport and surrounding lands as a hub for goods travelling to and from Asia and Europe and the distribution of those goods throughout North America by air, rail, road and sea. Manitoba and the federal government's Asia-Pacific Gateway and Corridor Initiative are providing funds for the project.

"I am a supporter of anything that increases the Asia Pacific gateway," said Eric Waltz, president of Global Container Terminals Canada, which operates the Lower Mainland's Deltaport and Vanterm container terminals. "If we're seeing better infrastructure [that] allows the cargo from the Asia Pacific gateway to get inland easier that will create more traffic running through the ports."

Waltz said the inland port combined with a "foreign trade zone" would increase West Coast cargo traffic.

According to the federal government, CentrePort Canada will be home to the Canada-Manitoba CentrePort international business development project. The task force was established to work with CentrePort Canada Inc. to help develop international business at the inland port "by raising awareness of Canada's business-friendly tax and duty deferral advantages, including Canada's foreign trade zone-type programs."

Said Waltz: "To me, it's not just a logistics park. It's the establishment of that foreign trade zone, which I have seen used extremely successfully in the U.S. and internationally to drive commerce."

He hopes CentrePort's success can be used as a model for similar facilities in B.C.

Port Metro Vancouver COO Chris Badger said the potential to develop "free trade zones" related to CentrePort would improve Canadian trade, particularly in manufacturing. It could also help ensure that full containers being shipped east would be returned to the West Coast stuffed with agricultural commodities and other products.

Said Badger, "Any opportunities that come up that allow empty

containers to be stuffed rather than going back to Asia empty is obviously going to be good for Canada and good for the gateway, because it makes it a far more attractive gateway for shipping lines to do business with."

According to Badger, inland ports need to grow as business grows.

"Even with the economic downturn, we're still looking at likely doubling our container throughput within the next 15 years. That starts to put a lot more stress on the salt-water end of the supply chain."

He said as container traffic grows, the distance from the terminal to "off docks" would extend along the supply chain to use whatever available land can meet the need.

"The need for off docks will grow as the capacity of Canada's trade grows and the distance between the port and those off docks will increase over time," Badger said.

Badger doesn't think CentrePort is envisaged to operate like an off-dock facility because it offers other opportunities to improve goods flow.

"The government is taking a holistic approach to the supply chain and recognizing that in order to make it effective and efficient you need to be investing all the way through it."

Two questions will ultimately determine the value of an inland port, according to Bill Wehnert, vice-president of sales and marketing for Fraser Surrey Docks LP, a multi-purpose terminal handling containers as well as break-bulk cargo.

"Does it reduce costs? On the surface, I would say it probably doesn't. Does it increase reliability and consistency? Possibly."

Wehnert also awaits CentrePort's unique selling proposition.

"If it can answer those two fundamental questions, then, yes, it will benefit us, because it will help with reducing costs or creating consistency for the shippers."

If not, Wehnert questioned the value CentrePort adds to the supply chain. "It depends on how they market it and what value points they put out there."

He pointed out that the opportunity to stuff West Coast-bound containers with agricultural goods and products from the Prairies and Ontario is something that might add value.

Requests for comment from DP World Vancouver were not returned.

Barry Bartlett, manager of corporate communications for the Prince Rupert Port Authority, said CentrePort would have little impact on the port's operations.

# MOSH Regulations Update

The new Maritime Occupational Safety & Health Regulations (MOSH) were Gazetted June 3 2010 and were posted to the Gazette Webpage June 23. They come into effect immediately. However, logic indicates time will be provided to align our safety programs to the new regulations and for the regulators to get up to speed. While significant changes to the safety requirements for ship board operations have been introduced, a cursory review indicates Transport Canada heard our concerns and addressed the following issues:

1. Footwear language remains the same – employers are required to ensure wearing but are not required to supply them
2. Average lighting levels on ship interior walkways are set at 50lux with a minimum standard of not less than 30 lx (proposal was 100lx)
3. Manual materials handling equipment does not need to have climate controlled cabs. They do need overhead structures to protect employees from weather that may be harmful
4. Permits are only where necessary to protect employees reducing the administrative burden on employers
5. Removal of the requirement for violence prevention training every three years

A detailed report will be provided to member customers within a month after a thorough analysis by BCMEA staff and the safety experts in the industry. The regulatory impact statement is at the end of the link below.

<http://gazette.gc.ca/rp-pr/p2/2010/2010-06-23/html/sor-dors120-eng.html>

For further details please contact John Beckett - VP Training, Safety, & Recruitment 604-688-1155.

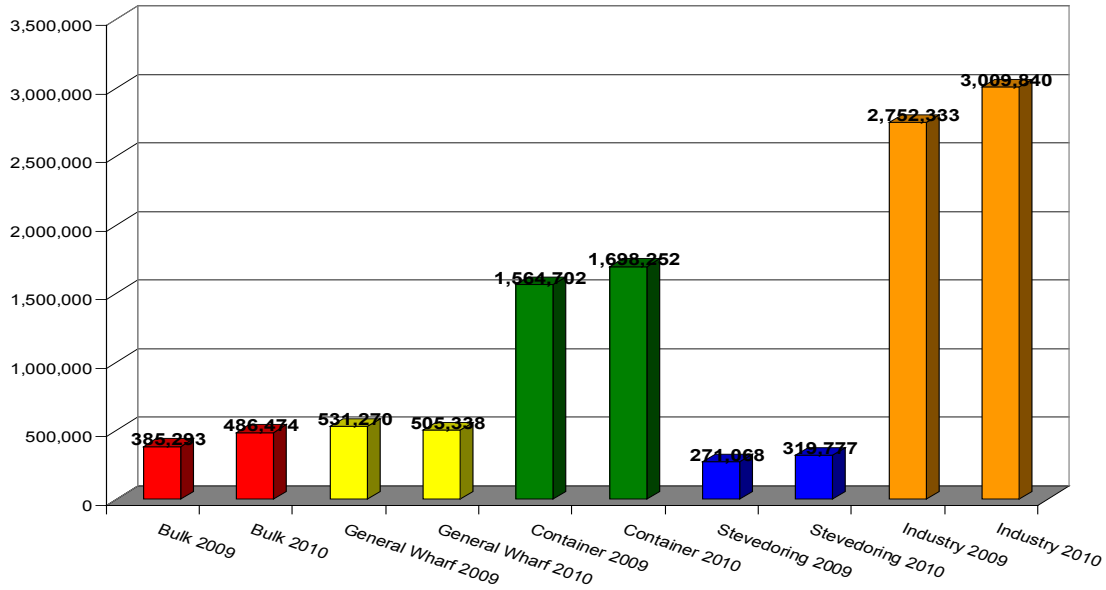
## Industry Calendar of Events:

June 27-July7	<b>PMV Traffic Pattern Change</b> No outbound access via Commissioner/McGill
July 3	<b>PCT 50th Anniversary Open House 11am- 4pm</b>
July 5	<b>Mission to Seafarers Marine Luncheon</b>
July 8	<b>CIFFA Golf Tournament</b>
July 19-23	<b>Certified Port Executive Course</b>
July 31-Aug 4	<b>ACPA Annual Conference &amp; AGM</b> St. John's, Newfoundland
Sept. 9	<b>Plimsoll Golf Tournament</b>
Sept. 14-15	<b>Canadian Maritime Conference</b> Montreal, PQ

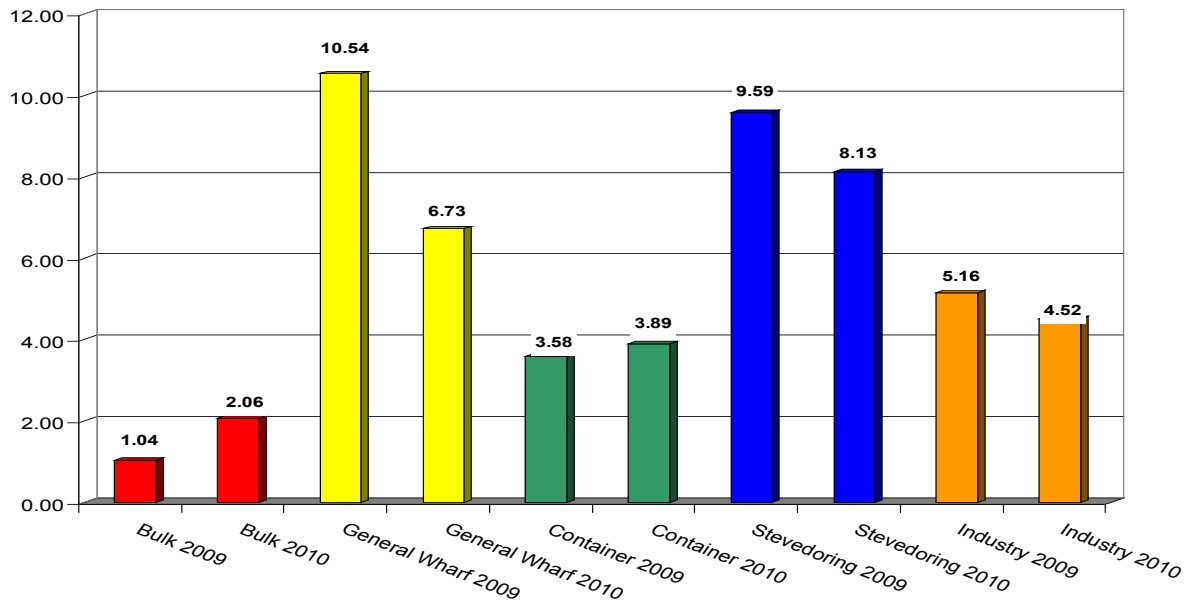


# Monthly Health & Safety Statistics: May

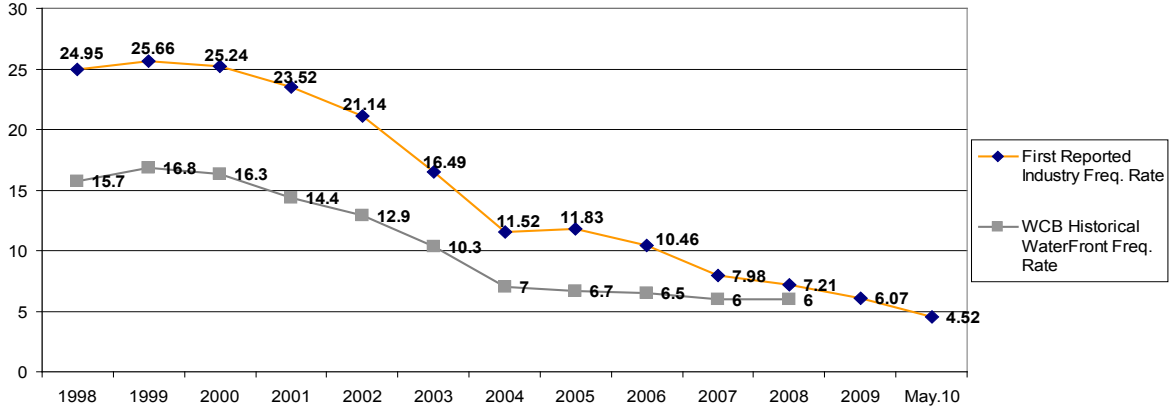
**Sectoral Hours Year - May 2009 vs. May 2010**



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



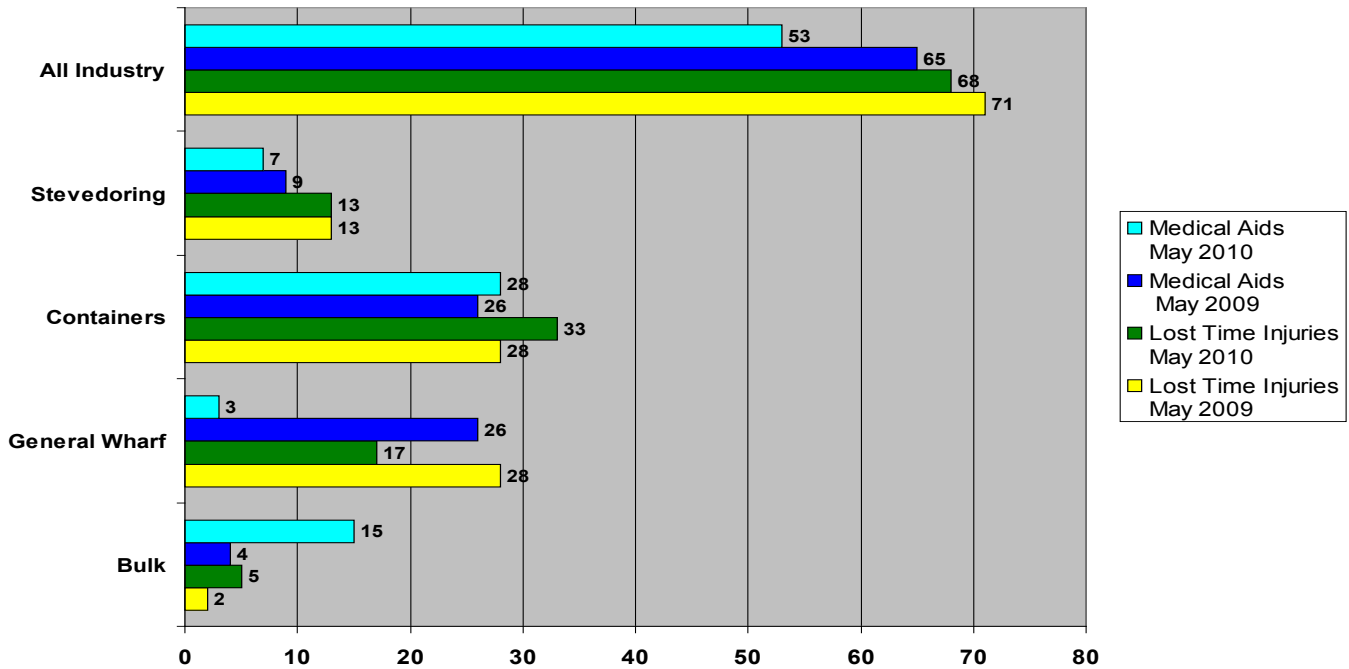
## Accident Frequency Year to Date to End of May 2010 Longshore and Foremen



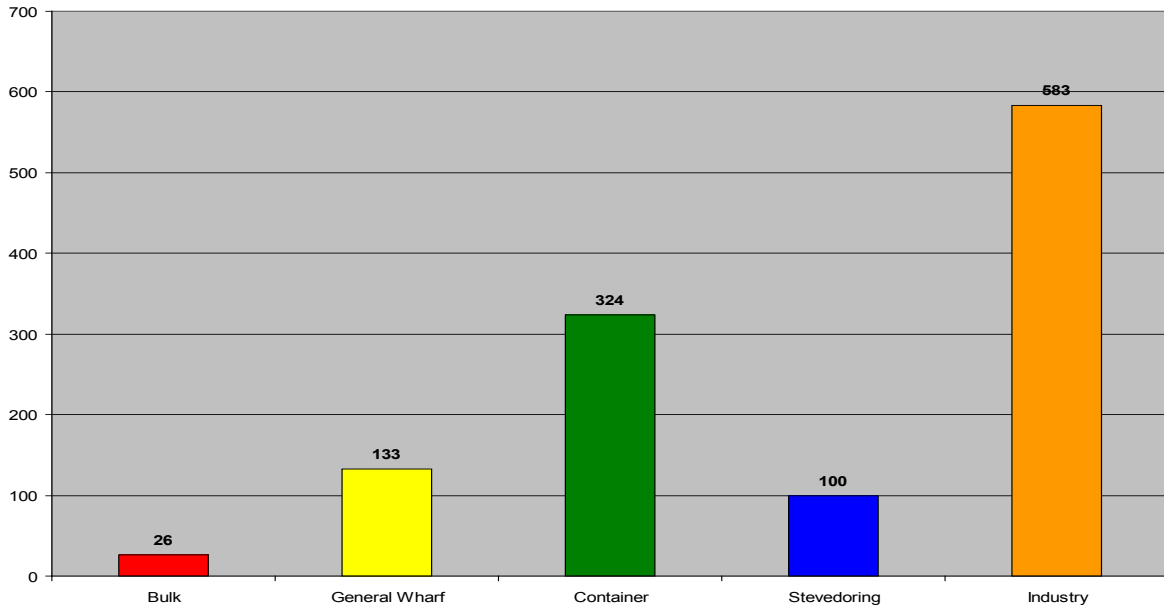
Top line represents LTIs as reported by member companies. Second line represents true frequency rate,  
2008 represents full year frequency  
2010 represents frequency year to date to May 2010.

## Lost Time Injuries and Medical Aid 2009 vs. 2010

### Claims First Reported

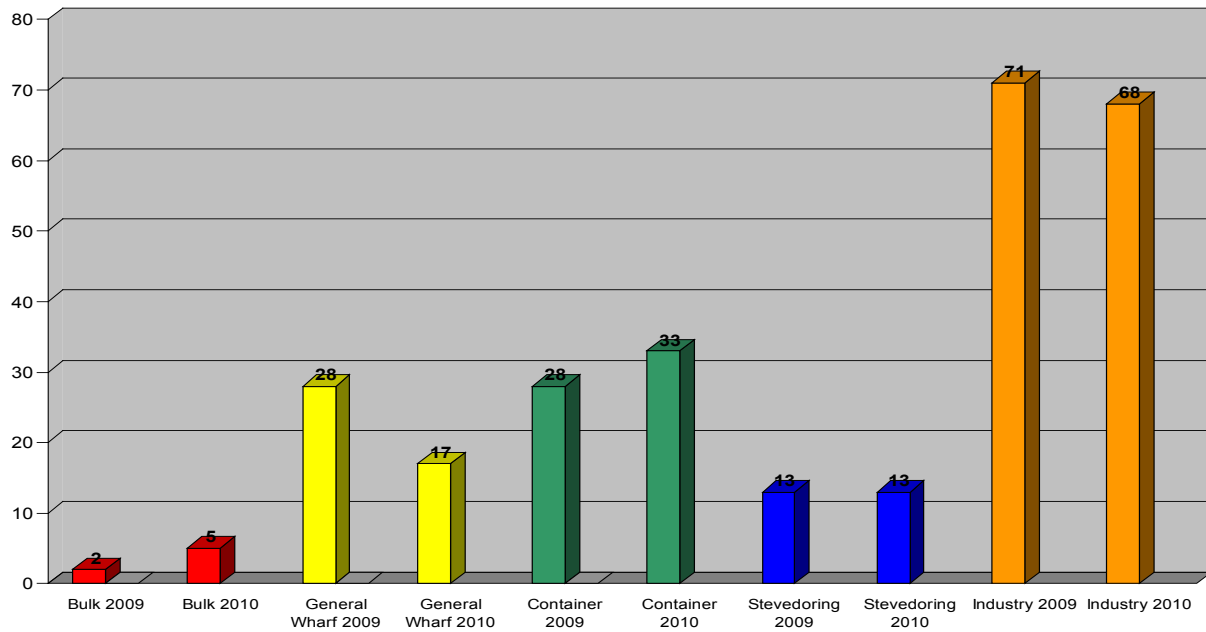


### First Aid Incidents - May 2010



### Lost Time Injuries by Sector - May 2009 vs. May 2010

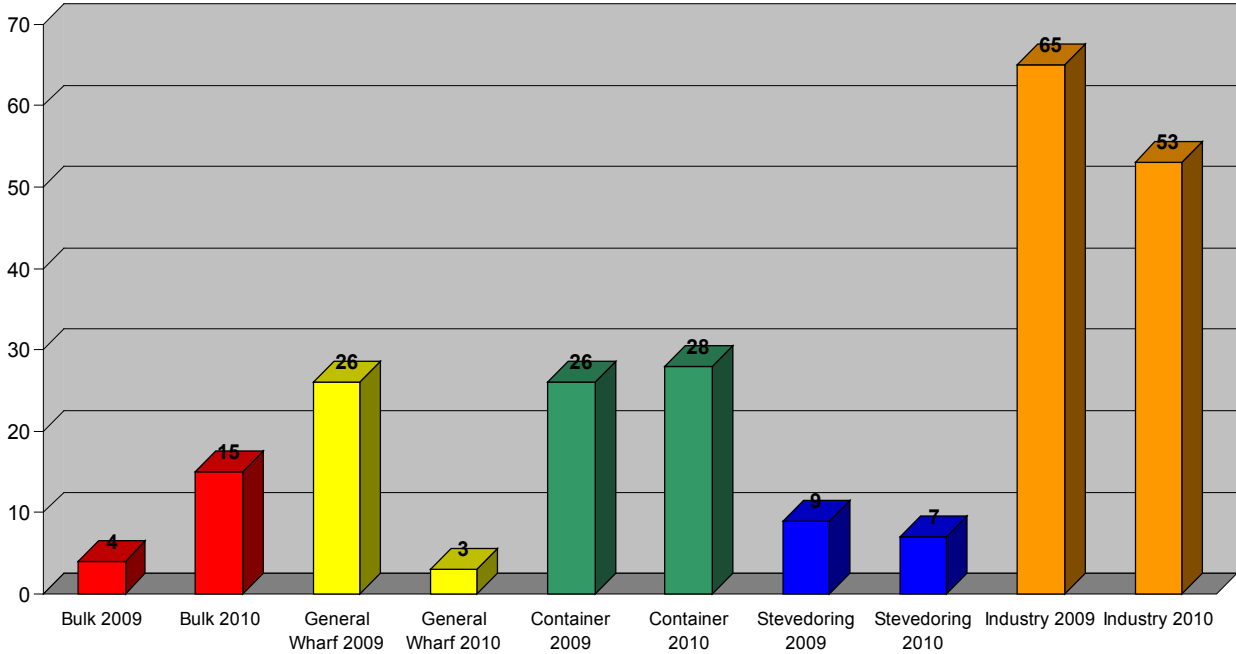
#### Claims First Reported



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# Monthly Health & Safety Statistics: May

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



*For more information on the monthly  
Health & Safety graphs please contact  
Suki Hache, [shache@bcmea.com](mailto:shache@bcmea.com)*



Increase your bottom line.  
Recruit the best workers. Reduce employee turnover.



### Security Industry

Attend a convenient 3-hour workshop for the Security Industry that covers effective recruitment and retention strategies.

You will receive a guide that includes a CD "toolbox" filled with customizable tips, tools, checklists, and sample HR forms.

**\$99 + GST**

May. 4: Vancouver, May. 18: Kamloops,  
Jun. 22: Nanaimo, Aug. 24: Prince George,  
Sep. 22: Burnaby, Oct. 19: Vancouver



### Marine Industry

Attend a convenient 3-hour workshop for the marine industry that covers effective recruitment and retention strategies.

You will receive a guide that includes a CD "toolbox" filled with customizable tips, tools, checklists, and sample HR forms.

**\$99 + GST**

May. 19: Vancouver, Jun. 23: Vancouver,  
Sep. 15: Nanaimo, Oct. 20: Vancouver,  
Nov. 16: Prince Rupert, Nov. 18: Vancouver

For more information or to register, visit:  
<http://www.bcmea.com/hrsme>



We wish to acknowledge funding support from the Government of Canada's Sector Council Program, Asia-Pacific Gateway and Corridor Initiative, and the Canada/British Columbia Strategic Training and Transition Fund.

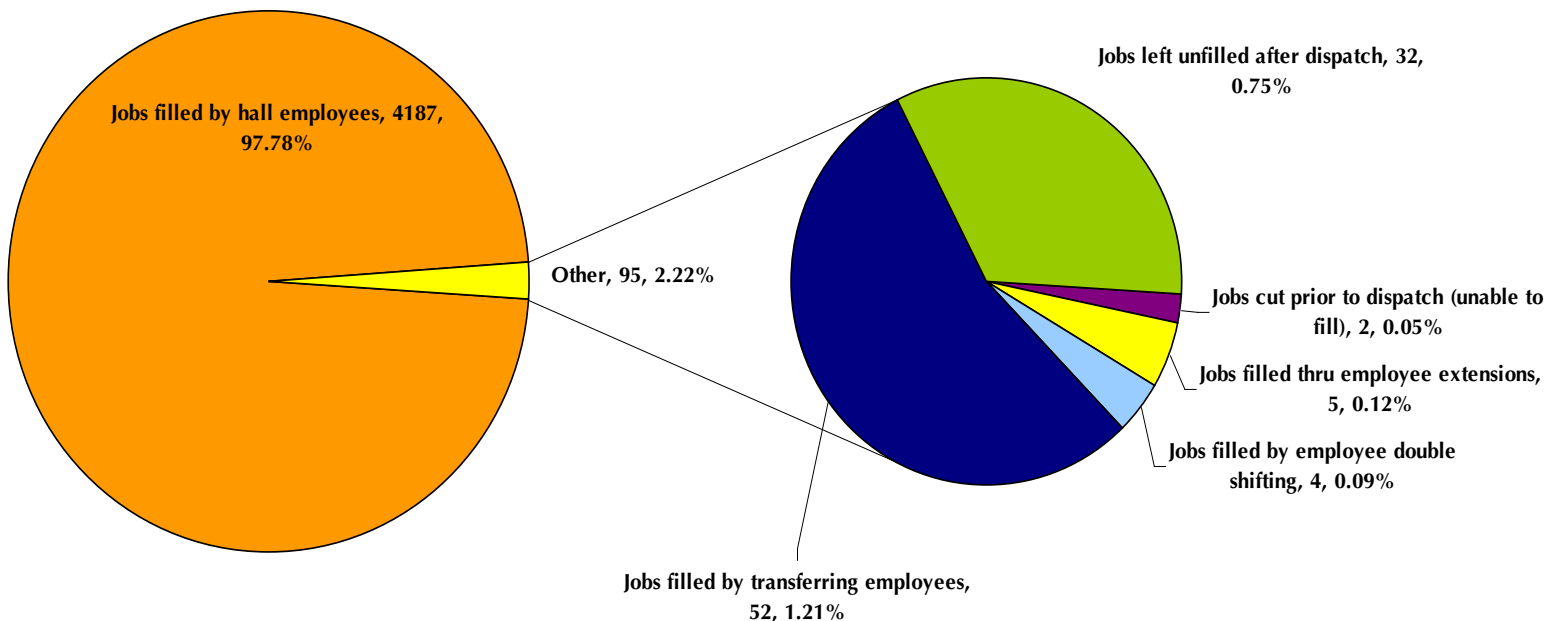


# Dispatch Shortage Statistics:

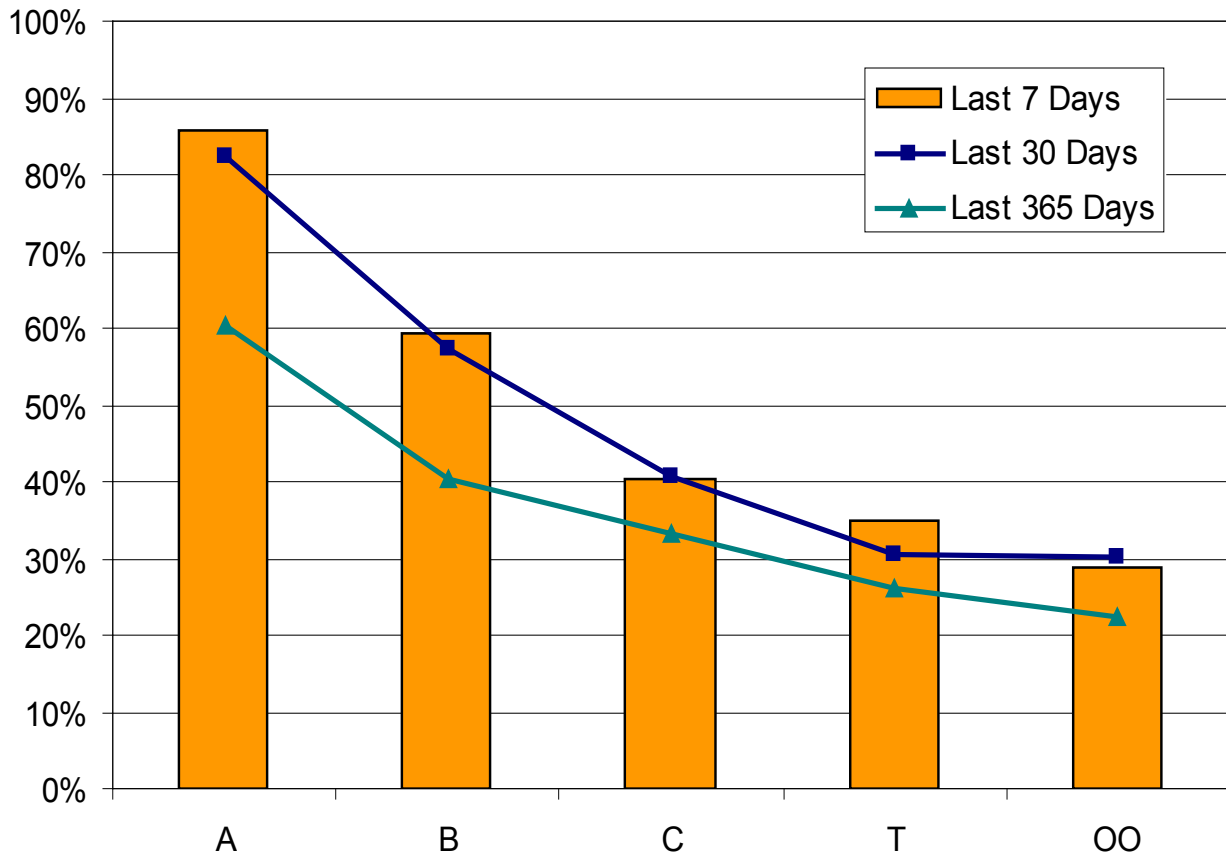
For the Period Sunday June 20, 2010 to Saturday June 26, 2010

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
BOMBARDIER					1		1
BULK OPERATOR		2	2		7		11
BULLDOZER					1		1
CHECKER (DOCK)					2		2
DOCK GANTRY		3			6		9
ELECTRICIAN			1		1	6	8
F.E.L.	1				1		2
FILLIN						1	1
FIRST AID					1		1
H.D. MECHANIC					4	14	18
HATCH TENDER					4		4
HEAD CHKR					2		2
HT SIGNALS					3		3
KINDER MORGAN LIQUID						2	2
LOCIE ENGINEER					3		3
MAINT LABOUR	1						1
MILLWRIGHT						5	5
MOBILE CRANE OP					4		4
PAINTER						4	4
RACK & S/HOIST					2		2
RUBBER TIRE GTY					1		1
SHIP GANTRY					3		3
SWITCHMAN					2		2
WELDER			1				1
WHEAT SPECIALTY					3		3
WINCH DRIVER					1		1
<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>4</b>		<b>52</b>	<b>32</b>	<b>95</b>

*Explains how shortages were handled by Dispatch*



## Vancouver Casual Employee % Dispatched per Dispatch Board



### Future BCMEA Meeting Dates:

**Finance & Audit Committee**  
Tuesday, Sept. 21st 2010  
9:30am - 11:30am  
5th Floor Boardroom  
349 Railway Street

**Direct Employers Committee**  
Wednesday, Sept. 22nd 2010  
9:30AM - 11:30AM  
5th Floor Boardroom  
349 Railway Street

**Board of Directors Meeting**  
Tuesday, Sept. 28th 2010  
9:30am - 11:30am  
5th Floor Boardroom  
349 Railway Street

**Finance & Audit Committee**  
Tuesday, Oct. 19th 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](mailto:editor@bcmea.com) or  
(604) 694-2324.