



Arbitration 2010-03 BCMEA & ILWU

“ The Association was successful in a recent arbitration decision regarding the Association’s right to communicate directly with casuals to inform them of increased work opportunity and to encourage them to make themselves available for increased work opportunity.

Position of Parties

The Union described the issue as a violation of Article 9 entitled Dispatch and Control of the Workforce of the Collective Agreement. The Union claimed the alleged violation arose when on July 29, 2010 the BCMEA used an automated calling service to telephone casuals from Local 500 and Local 502 with a pre-recorded broadcast message which advised of increased work opportunity on the BC Day long weekend and that they should contact the work information number (a pre-recorded message that provided a detailed overview of the work opportunity) for further details.

For its part, the BCMEA stated that the calling of Casuals to advise of increased work opportunity was within its rights and was done to maximize the turn out at Dispatch so there would be no shortage of labour as there had recently been a number of occasions where the Union had been unable to fulfill BCMEA Member Company labour requirements.

Decision

Arbitrator Keras said that there was “no specific Collective Agreement bar was pointed to which prevents the Association from telephoning all casuals of Local 502 and advising them of a heavy work expectation and suggesting or encouraging them to enquire about despatch”.

He also stated that, “The Union has no greater right to talk to casuals than the Association, subject of course to the specific terms of the Collective Agreement, such as Article 9”.

For full documentation please see www.BCMEA.com

Statutory Holiday - Labour Day

This year, Labour Day falls on Monday, September 7, 2009. It is a “Recognized Holiday” in the Collective Agreement, as such work performed on that day is in accordance with the provisions of the Agreement.

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OOCL launches transatlantic service

Wed, 18 Aug 2010

Nine-day link between Antwerp and New York

OOCL is to launch a new weekly transatlantic service between Antwerp and New York.

The Hong Kong-based line said its Atlantic Express Shuttle (AES) would commence from Antwerp on Tuesday, 14 September. Transit time will be nine days.



Maersk goes to Chennai from the Far East

Mon, 23 Aug 2010

New service will accommodate growing demand



Maersk Line is to launch a new Far East-Chennai, India, service to accommodate growing demand in Asia.

From 13 September, the Chennai Express service (CHX) will provide direct coverage between two of the fastest-growing regions in Asia.

Four 2,900teu vessels will call: Shanghai-Yantian-Tanjung Pelepas-Port Kelang-Chennai-Vishakhapatnam-Tanjung Pelepas-Shanghai.

Industry Calendar of Events:

- | | |
|-------------|---|
| Sept. 6 | Labour Day - Stat Holiday |
| Sept. 14-15 | Canadian Maritime Conference
Montreal, PQ |
| Sept. 18 | 3rd Annual Cycling For Seafarers |
| Sept. 19-23 | AAPA 2010 Conference
Halifax, NS |
| Sept. 24 | World Maritime Day - Gala Dinner & Dance
HMCS Discovery, Vancouver BC |
| Sept. 27-28 | East Coast Maritime Conference
Jersey City, NJ |
| Oct. 12-14 | Breakbulk Americas Transportation Conference
Houston, TX |
| Oct. 28 | Business of Shipping Course |





This Memorandum is an **early notice** of upcoming Truck Licensing System changes:

As a leader in sustainability and supply chain efficiency, Port Metro Vancouver is committed to working with its customers, stakeholders and industry to achieve reduced air emissions and further reduce its carbon footprint.

Port Metro Vancouver's Truck Licensing System will reach a new milestone in April 2011, with stronger environmental benchmarks, and new tracking device system requirements.

Thanks to the hard work and dedication of the industry, including trucking companies, truck drivers, and mechanics, we are the first port in North America to set and meet 100% compliance for container truck emissions standards.

Environmental Requirement Update:

A detailed package will be sent out to Port Metro Vancouver Licensed Facilities this fall that will clearly set out the **April 2011** requirements. The information will also be posted on our website at: www.portmetrovancover.com

- Trucks 1998 and older, currently licensed under Port Metro Vancouver's Truck Licensing System will require an approved age exception
- All trucks 2001 and older will be required to pass an annual opacity test
- Trucks 2006 and older, not currently licensed under Port Metro Vancouver's Truck Licensing System, will not be allowed access to Port Metro Vancouver property

Tracking System Requirement Update:

As of **April 2011**, all tractors will be required to be equipped with an OBU (on-board unit) tracking device, inclusive of: RFID Smart Tag, GPS, and Dashboard Communication. The requirement supports Port Metro Vancouver efforts to improve service and streamline processes for trucks working at the Port in many ways, including:

- Automated Security, enhanced check process, shortened wait times
- Tracking of traffic congestion and choke points, incident management and diversion
- Logistics optimization, monitoring of truck turn times, increased accuracy (matching) of container to truck

NOTE: No new TLS Licenses or Permits will be issued until the 2009 Moratorium is lifted.

Maersk Storms to \$2.5 Billion Profit, Raises Forecast

Bruce Barnard August 18, 2010
The Journal of Commerce Online



A.P. Moller-Maersk projects \$4 billion profit in 2010, as container business recovers .

A.P Moller-Maersk stormed back into the black with a \$2.52 billion profit in the first half of 2010 and raised its full-year earnings forecast for the second time in two months on surging ocean container freight rates and higher cargo volume.

The Danish shipping and energy conglomerate, which lost money for the first time in its history last year in compiling a \$540 million loss in the first half of 2009, boosted revenue 20 percent to \$27.4 billion.

The company now projects net earnings in 2010 "will exceed \$4 billion," although the operator of the world's largest container ship line said it remains cautious about the outlook for the fourth quarter.

The rebound was driven mainly by container shipping and related activities which swung to a profit of \$1.23 billion from a \$995 million loss in the first six months of 2009 as revenue climbed to \$12.5 billion from \$9.4 billion.

Oil and gas shared star billing, benefiting from rising crude prices to raise profit to \$909 million from \$504 million in the first half of 2009.

Maersk Line, the world's largest ocean carrier, has been transformed into a much more solid operating unit than it was two years ago after focusing on cutting costs and boosting its competitiveness, said A.P. Moller-Maersk CEO Nils Andersen.

"If we had not done so we would have had a result close to zero," Andersen told investment analysts in a conference call.

"Overall expectations ... are that the result for 2010 will exceed \$4 billion," the Copenhagen-based company said, raising its forecast in early July that profit would exceed the \$3.5 billion earned in 2008.

"Container shipping and related activities are expected to post a positive [second half] result at the level of that in the first half of 2010, however with significant uncertainty especially for the fourth quarter."

Average freight rates, including bunker surcharges, soared 31 percent to \$2,986 per 40-foot container in the first half of 2010 from \$2,288 in the same period in 2009. In the second quarter, freight rates increased 43

percent from year earlier levels.

That gave Maersk an average profit of \$364 per FEU — excluding gains from ship sales — compared with a \$261 loss in the first half of 2009.

Despite the gains from a very weak "absolutely abnormal" 2009, rates remain below levels in 2008, Andersen said. "Rates have reached a reasonable level ... the trick is to make more return than the market average."

Rates will fall back in the fourth quarter when Maersk removes the peak season surcharge, Andersen said.

Maersk Line and sister company Safmarine boosted container traffic 11 percent in the first half to 7.2 million TEUs from 6.6 million TEUs a year ago. But the cargo volume growth slowed to 5 percent in the second quarter, trailing the market average. "We took market share in 2009 and we are losing a little in some trades in 2010," Andersen said.

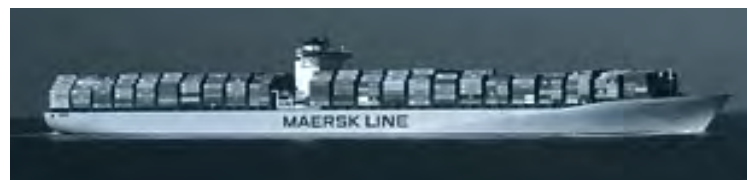
Trans-Pacific volume rose 11 percent amid "substantially improved" capacity utilization. Traffic on the headhaul route from Asia to Europe increased 11 percent in the first half while backhaul volume fell 2 percent. Traffic on the Trans-Atlantic rose 4 percent.

Maersk re-activated 10 laid-up vessels during the first half in response to growing demand, leaving nine ships idled at the end of June compared to nineteen at the end of 2009.

The Damco logistics and forwarding unit boosted first half revenue 31 percent to \$1.3 billion and operating profit rose by \$27 million to \$30 million

APM Terminals, Maersk's global container terminal business, booked a profit of \$528 million against \$211 million a year ago, bolstered by the \$423 million pre-tax proceeds from the sale of a stake in the Yantian International Container Terminal in China.

The company, which trimmed its payroll by 1,150 in the first half, said it launched initiatives to take out an additional \$500 million of costs through 2010.

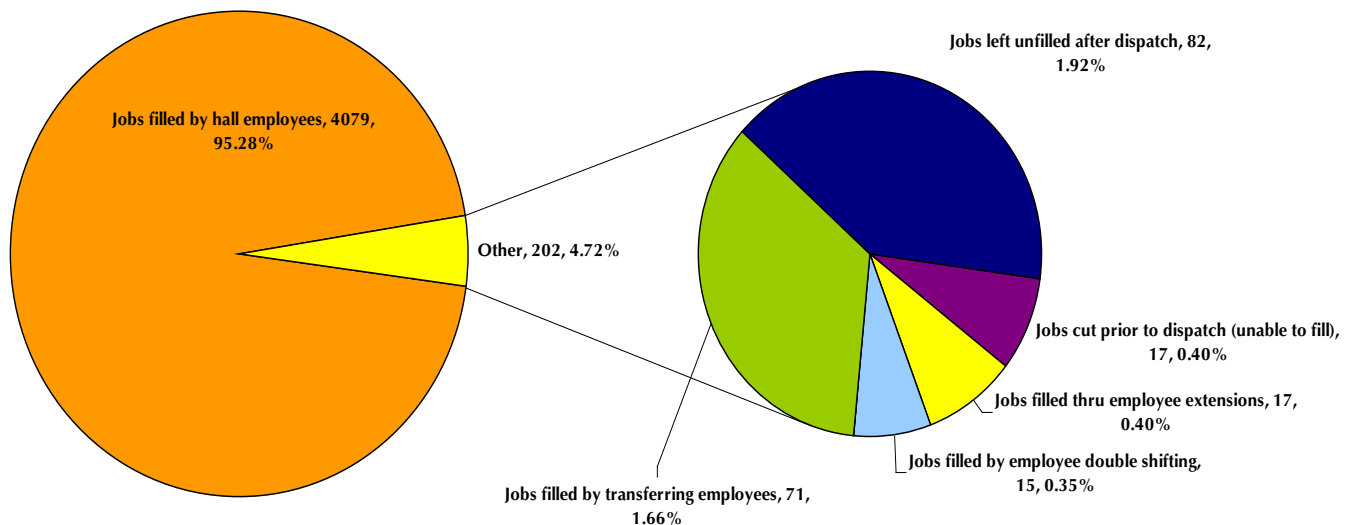


Dispatch Shortage Statistics:

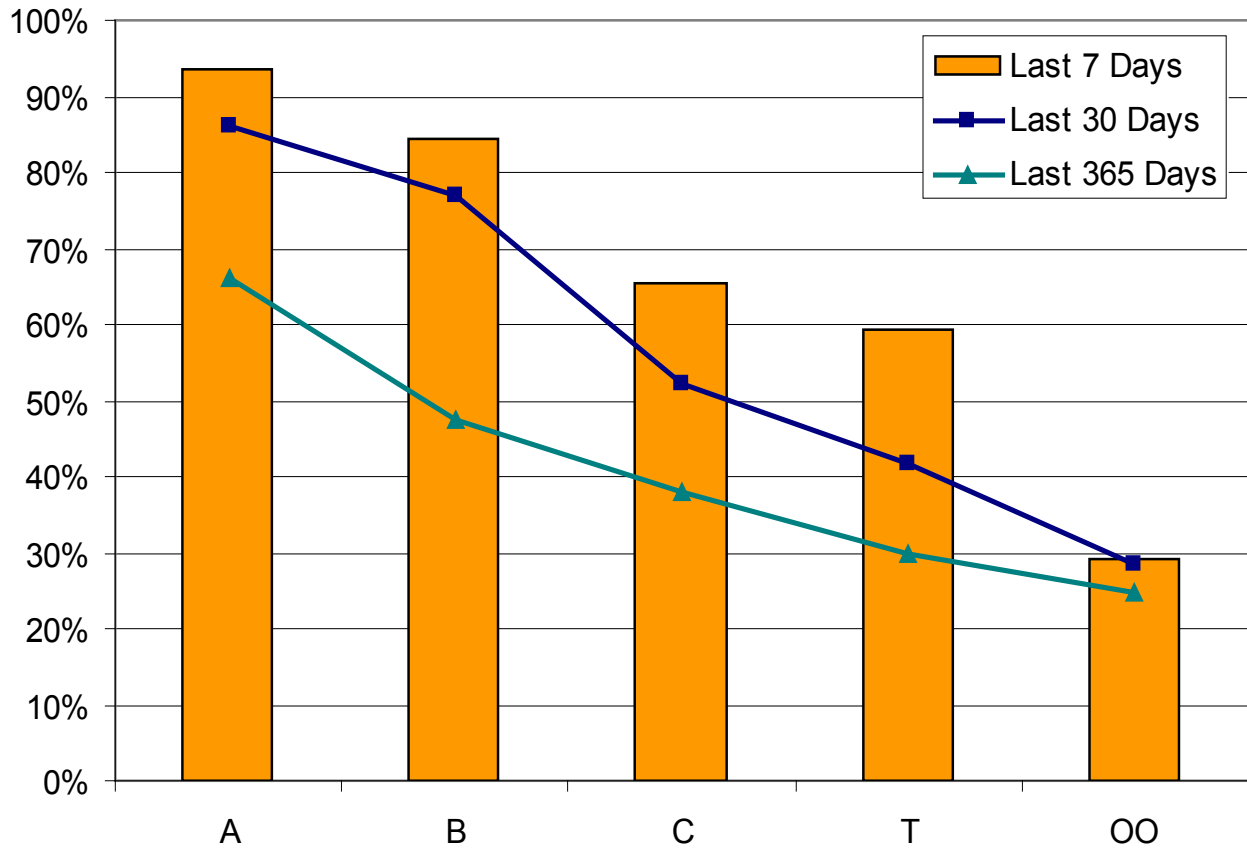
For the Period Sunday August 15, 2010 to Saturday August 21, 2010

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
BULK OPERATOR			1		4		5
BULLDOZER					4	1	5
BULLDOZER(SHIP)					4		4
CHECKER (DOCK)					3		3
CLASS #1 AIR					1		1
DOCK GANTRY		15			10		25
ELECTRICIAN			1		4	3	8
F.E.L.			1		3		4
H.D. MECHANIC	12		2			37	51
HATCH TENDER					8		8
HEAD CHKR		2			3		5
KINDER MORGAN LIQUID					1		1
KOMATSU OP					1	1	2
LABOUR	2					1	3
LOCIE ENGINEER			1		5	1	7
MAINT LABOUR						1	1
MEN						1	1
MEN - BAGGAGE						1	1
MILLWRIGHT	2		8		3	23	36
PUSHER					1		1
RUBBER TIRE GTY					3		3
SWITCHMAN	1				9		10
TRACKMAN						9	9
WELDER			1			3	4
WINCH DRIVER					4		4
TOTAL	17	17	15		71	82	202

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 Steet

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 Steet

Finance & Audit Committee

Tuesday, Oct. 19th 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Steet

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.