

WATERFRONT NEWS

INTERNATIONAL LONGSHOREMEN'S AND WAREHOUSEMEN'S UNION
CANADIAN AREA

AN INJURY TO ONE IS AN INJURY TO ALL

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Canadian Merchant Marine Closer?

Has a door been opened which could lead to the re-establishment of a Canadian merchant marine?

There are grounds for optimism. Last month Maple Leaf Shipping Co. signed an agreement with the Seafarer's International Union (SIU) and the Canadian Merchant Service Guild (CMSC) providing that the present 30 member Japanese crew of the 7,600 ton Douglas Fir will be exchanged for a Canadian crew. Furthermore, the ship will be registered in Canada.

Maple Leaf Shipping is jointly owned by Toko Kaiun of Kobe, Japan, and Gregory Industries of Vancouver. Toko Kaiun supplies the ships and Maple Leaf negotiates cargo contracts.

The Douglas Fir is Japanese-owned and registered in Panama. It carries lumber from Vancouver to Long Beach, Calif., and on return trips carries fuel to B.C. pulp and paper mills.

Maple Leaf is currently negotiating for the building of two 100,000 ton bulk carriers to be used for shipping coal from Vancouver to Japan and Korea. These two ships will also be registered in Canada and employ Canadian crews.

The new agreement between Maple Leaf Shipping and two unions is the end result of direct action taken by the Seamen's Local 400 of the Canadian Brotherhood of Railway, Transport and General Workers (CBRT) and the Canadian Merchant Service Guild. The two unions picketed the Douglas Fir demanding that Canadian crews be employed. The picket line was supported by the Pacific Maritime Council (composed of waterfront unions) and was honoured by the ILWU. The shipowners secured an injunction, which failed to stop the picketing, however. Discussions followed. Finally an agreement was signed but it was limited to the CMSC and the Seafarers' International Union. The latter had not participated in the picketing action. The jurisdictional battle that has subsequently developed between the CBRT and the SIU is now before the Canadian Labour Congress and B.C. Federation of Labour.

At the end of World War II, Canada had the second largest merchant marine in the world. Many of these Canadian ships were owned by Park Shipping Co., a government-owned company.

Despite promises to the contrary given to shipyard workers and the shipbuilding industry, the government of Canada followed a policy of deliberately and systematically dismantling this huge Canadian-owned merchant marine.

The merchant marine, which had 145 deep sea cargo vessels in 1948 employing 6,000 Canadian seamen, was reduced by 1955 to 15 Canadian registered vessels and by 1960 to only one Canadian registered ship!

The situation today is slightly better, but not much.

In 1978 the Canadian-owned deep sea fleet consisted of 185 ships with a total tonnage of 6.8 million. But only 74 of these vessels with a tonnage of 805,755 (12% of the total) were under Canadian registry.

In passing it should also be mentioned that only 57 of these 185 Canadian-owned ships with a tonnage of 669,760 (10% of the total) were built in Canadian yards.

The three major Canadian shipowners are the Canadian Pacific, Papachristidas Maritime and Federal Commerce.

The CPR has 34 ships with a tonnage of 2.1 million, 31% of the total. All of them are under foreign registry and employ foreign crews.

Papachristidas Maritime has 26 ships with a tonnage of 2.1 million, 30% of the total. All of these are also under foreign registry.

Federal Commerce has 24 ships with a tonnage of 1 million, 15% of the total. Three of these ships are registered in Canada and the remaining 21 are under foreign registry.

The reason Canadian shipowners register their ships in foreign lands and fly a foreign flag are twofold — they don't have to pay income tax on their profits and they can hire foreign crews with traditionally lower wages.

We have the anomalous situation where these Canadian shipowners use Canadian ports and all our facilities which are built and maintained by public funds, they make their profits carrying Canadian resources and manufactured goods, yet they do not pay income tax in Canada nor do they hire Canadian crews.

On top of that is the fact that although Canada is seventh in the world on ocean shipping (if we exclude oil) we pay out \$3 billion a year to foreign shipping (which adds greatly to our balance of payments deficit) and all because we have only a midget Canadian registered merchant marine of our own.

Most maritime nations demand that all or part of their imports and exports be carried on their national bottoms. The most widely accepted formula in international shipping is 40/40/20. Under this agreement, the country concerned demands that 40% of both its exports and imports be carried in its own national bottoms. The country with which it is trading also gets 40% of the cargo in its bottoms while the balance of 20% is left for the world shipping market.

But Canada has no such agreement for its deepsea trade for the obvious reason that we have no Canadian deep sea fleet.

The agreement to have the Douglas Fir registered in Canada and manned by a Canadian crew was hailed as "a victory for waterfront unions and for Canada" by Craig Pritchett, president of the Pacific Maritime Council and Canadian Director of the ILWU.

"One of the new factors in the situation," he said, "and it's a positive one for us, is that because of the devaluation of the Canadian dollar in relation to both the American dollar and the Japanese yen, it is now economic for shipping operators to hire Canadian crews and pay the Canadian scale of wages."

There is absolutely no excuse whatsoever for the CPR and other Canadian shipowners to keep their ships under foreign registry. The people of Canada cannot accept their argument that they are justified in placing their ships under foreign registry to escape income taxes. They use our ports, they transport our goods, they make their profits because of access to our port facilities and trade; therefore they should pay income taxes in Canada.

"The people of Canada spent hundreds of millions of dollars to build and maintain ports and other shipping facilities. Now they are used only by foreign registered ships. This situation must be turned around so that the people of Canada get some return on their investment. To do that we must have a merchant fleet of our own, registered in Canada and manned by Canadian crews."

"We already have a coastwide agreement under which preference in our own coastal trade is given to Canadian and British ships. Foreign ships are used only when Canadian ships are not available. We should now extend this policy to deep sea shipping by agreements such as the 40/40/20 arrangement now in common use. But to do that we need a Canadian registered deep sea fleet."

"The Douglas Fir agreement could and

I.L.W.U. Canadian Area Scholarships

The 1979-80 I.L.W.U. scholarships have been awarded to the following recipients:

ENTRANCE SCHOLARSHIPS — \$500.00 EACH

Barbara Oman — Daughter of Ron Oman, Local 508
Jerry Morrison — Son of F. Morrison, Local 514
Chris Zimmer — Son of C. Zimmer, Local 514
Ted Dixon — Son of Mrs. N. Bratton, Local 517

UNDERGRADUATE SCHOLARSHIPS — \$350.00 EACH

Shelley Fralic — Daughter of A. Williamson, Local 514
James Richardson — Son of S.E. Richardson, Local 500
James Fitzsimmons — Son of R. Crateau, Local 500

THOMAS P. MAYES SCHOLARSHIP — \$350.00

Glen Sampson — Son of B. Sampson, Local 500

VOCATIONAL SCHOOL SCHOLARSHIPS — \$400.00 EACH

Maria Pretula — Wife of A. Devaal, Local 500
Shannon Fennell — Daughter of J. Fennell, Local 500
Jeff Fielden — Son of J. Fielden, Local 508

The I.L.W.U. Canadian Area extends to the successful candidates our best wishes and thank all the applicants for their participation.
Following is the information relative to the I.L.W.U. scholarships:

The University of British Columbia Scholarship and Bursaries Department will be publishing a yearly calendar this Spring, outlining Scholarships made available by this Union. All applications for a Scholarship must be made through Byron Hender's office at U.B.C. Phone 228-5111.

Deadline for applications is **July 1st, 1980.**

As long as you are a member or a dependant of a member of the I.L.W.U., you are entitled to make application for one of the following:

#4718 - ENTRANCE SCHOLARSHIPS

Four scholarships of \$500 each are offered to members, and sons and daughter of members, in good standing, of the International Longshoremen's and Warehousemen's Union. They will normally be awarded to the candidates who obtained the highest standing based on high school graduation, and who are commencing a full programme of studies at the University of British Columbia, the University of Victoria, Simon Fraser University, the B.C. Institute of Technology, or a regional college in B.C. The donors reserve the right to withhold awards if the academic standing of the candidates is not sufficiently high or to reallocate the scholarships if winners receive other major awards.

#0530 - UNDERGRADUATE

The International Longshoremen's and Warehousemen's Union Undergraduate Scholarships — Three scholarships of \$350.00 each are offered to members, and sons and daughters of members, in good standing, of the International Longshoremen's and Warehousemen's Union. They are open to students in attendance at the University of B.C., the University of Victoria, Simon Fraser University of Victoria, Simon Fraser University or any regional college, who will continue in a full programme of studies in the next session in an undergraduate faculty. These scholarships will normally be awarded to the candidates with highest standing as determined by the results of the Final Sessions Examinations conducted in April by the named universities. Candidates must notify the University Awards Committee by May 1st of their intention of competing. The donors reserve the right to withhold awards if the academic standing of candidates is not sufficiently high or to re-award scholarships if winners receive other scholarships of substantial value.

#0558 — THOMAS P. MAYES

The Thomas P. Mayes Scholarship — In memory of Thomas P. Mayes, who until his death in 1968, served as secretary of the Union, the International Longshoremen's and Warehousemen's Union offers an undergraduate scholarship of \$350.00 to members, and sons and daughters of members, in good standing. The terms and conditions of award are the same as for the three International Longshoremen's and Warehousemen's Union Undergraduate Scholarship.

VOCATIONAL SCHOOL

The International Longshoremen's and Warehousemen's Union will be awarding two (2) Vocational School Scholarships of \$400.00 each in 1979. Those wishing to make application for one of these scholarships, must notify the I.L.W.U. Canadian Area Executive Board who will determine the successful applicants.

ADDITIONAL ENTRANCE SCHOLARSHIP

One further \$500 Entrance Scholarship will be available this year for an I.L.W.U. member's son or daughter, supplied by the B.C.M.E.A. from a Bursary made to the Vancouver Foundation in memoriam to Wm. Hurford, who for many years was an active Director of Seaboard and Anglo-Canadian shipping. This will be written into the U.B.C. Calendar similar to the I.L.W.U. Entrance Scholarships.

1980 CLC-CARLING O'KEEFE BURSARIES

The Canadian Labour Congress has announced that 24 bursaries will be available for children of trade unionists starting post-secondary education, again in 1980. The awards, two per province or territory, are offered in co-operation with Carling O'Keefe.

The bursaries are \$500 each. Eligible candidates must be sons of daughters, or official wards, of workers, living or dead who are (or were) members in good standing of any union affiliated to, or chartered by the Canadian Labour Congress.

The candidates must be Canadians.

The deadlines for applications is March 31, 1980.

Applicants for the awards must be graduating from a secondary school and intending to continue their education in an approved institution such as a university, technological institute, community college or CEGEP, teachers' college or nursing school.

Application forms are available from any Canadian Labour Congress regional office or from the CLC Education Department, 2841 Riverside Drive, Ottawa, Ontario K1V 8X7. Applications must be post-marked no later than March 31, 1980.

The selection of successful applicants will be made by a committee appointed by the CLC. The decisions of the committee are final.

should be the beginning of a new policy aimed at repatriating Canadian owned ships and bringing them back to Canadian registry where they belong.

"We can no longer tolerate a situation where our Canadian merchant marine is reduced to lake carriers and coastal tugs."

"This has been the policy of the ILWU and it is also the policy of the Canadian Labour Congress. It is a realistic policy that meets Canada's urgent needs."



I.L.W.U. contracts negotiated

LOCAL 500 & B.C.S.S. (NORTHLAND) - JANUARY 31/78 TO DECEMBER 31/80

Vacation pay increased:

- 3 weeks and 3 days — 11 to 14 years
- 4 weeks and 4 days — 20 to 24 years

Rates of pay: (rates were \$7.95 and \$6.77)

	Tradesman	Helper
February 1/78	8.31	7.07
November 1/78	8.61	7.33
February 1/79	8.96	7.63
August 1/79	9.30	7.92
February 1/80	9.65	8.22
August 1/80	10.00	8.52

LOCAL 500 AND BURLINGTON NORTHERN RAILWAY - JANUARY 1/79 TO DECEMBER 31/81

- Same base rate and C.O.L.A. as B.C.M.E.A.-I.L.W.U.
- Inclusion of second meal.
- 3 hours minimum overtime pay increased to 4 hours.
- Vacations increased 1%.
- Supplementary Pension Agreement increased from \$13,000 to \$16,000.
- Skill differentials increased for tradesman and crane operators.

LOCAL 500 - SEASPAN INTERNATIONAL - JANUARY 1/79 TO DECEMBER 31/81

- Same base rate and C.O.L.A. and B.C.M.E.A.-I.L.W.U. agreement.
- Vacation pay increased and formula changed.

LOCAL 517 - SQUAMISH TERMINALS - JANUARY 1/79 TO DECEMBER 31/81

- Posting provisions upgraded.
- Company to pay 60% of Group Life Insurance, M.S.P., Extended Health and Dental. (was 50%)
- Vacations increased for 1 extra week between 7 and 10 years.
- Sick leave increased.
- \$15.00 per day (was \$10.00) for relieving in a higher classification for 5 consecutive days (was 7 consecutive days)
- Salary and wage schedule:

	Jan. 1/79	Jan. 1/80	Jan. 1/81
Traffic Co-ordinator	1520	1600	1700
Clerk III	1100	1200	1300
Clerk II	1020	1100	1200
Clerk I	920	1000	1100
Office Junior	840	900	950

- C.O.L.A. providing 1% increase if C.O.L. increases more than 9% between December 1979 and December 1980 to be paid January 1, 1981.

LOCAL 518 (TESTERS) AND GENERAL TESTING - COMMERCIAL TESTING

Contract extended one year to December 31, 1980.

Previous rates:

Inspector I	9.45
Inspector II	8.90
Sampler I	8.60
Sampler II	8.35

Rates of pay increased across the Board:

	Jan. 1/79	Jul. 1/79	Jan. 1/80	Jul. 1/80
	.90	.20	.60	.40

Improvement to include Welfare and Pension coverage for casuals working 1200 hours in 1979. Employer to pay larger share of Welfare costs.

HOT LIST

ADAMS LABORATORIES - "LONDON DRUGS" RETAIL, WHOLESALE AND DEPARTMENT STORE UNION 580 - Adams Laboratories

Major Issue: First contract, commenced February 22nd, 1979.

NOTICE: The B.C. Federation of Labour has issued a "HOT" declaration in this dispute on products bearing the following labels:

- Adams Label
- London Drug Label which will have noted on it "London Drug Laboratory (Surely)", and
- Various private labels which will have "Manufactured by Adams Laboratories" on the label.

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HUSKY OIL BOYCOTT

Members of the International Woodworkers of America have been involved in a lengthy strike against Husky Industries in Pachuca, Mississippi. The company is refusing to negotiate with the union, and is employing scabs to try to break the local. The parent company, Husky Oil Ltd. (Calgary), denies having any responsibility in this matter.

AFFILIATES ARE THEREFORE REQUESTED TO BOYCOTT THE FOLLOWING:

Charcoal Briquettes: Royal Oak, Cliffchar, Charquettes, Grill Time, Star Grill, Sparky and Sparky Lighter Fluid and Hickory Chips.

Husky House Restaurants.

Husky Service Centres

RADIO SHACK BOYCOTT

200 Members of the United Steelworkers of America are presently on strike against Radio Shack in Barrie, Ontario. Radio Shack has been a classic anti-union employer, having been charged 25 times before the Ontario Labour Relations Board, and losing every case. **AFFILIATES ARE URGED NOT TO PATRONIZE RADIO SHACK.** This is a national boycott instituted by the Canadian Labour Congress.

Boycott J. P. STEVENS PRODUCTS



TOWELS
Fine Arts
Tastemaker
Utica

BLANKETS
Forsmann
Utica

CARPETS
Concorder
Gullisan
Merryweather
Tastemaker

TABLE LINEN
Simex

HOSIERY
Finesse
Hip-Lets
Spirit

DRAPERIES
J.P. Stevens

SHEETS & PILLOWCASES
Beauti-Bleed
Fine Arts
Peanuts
(comic strip figures)
Tastemaker

Utica & Mohawk Designer Labels:
Yves St. Laurent
Angelo Donghia
Suzanne Priehette
Dinah Shore

LOCAL 514 AND WATERFRONT FOREMEN EMPLOYERS ASSOCIATION (W.F.E.A.) - JANUARY 1/79 TO DECEMBER 31/81

- Vacation pay increased by 1%.
- Welfare — employee and employer contribution increased 2¢ in each of the 3 years.
- NEW — M & M Agreement to pay \$16,000.
- Wages:

- Jan. 1/79 — 13.33 per hr.
- Jan. 1/80 — 14.53 per hr.
- Jan. 1/81 — 15.73 per hr.
- Transportation allowances increased.
- C.O.L.A. pay 5¢ for each 1/2 percentage point over 17% increase in Vancouver C.P.I. between December 1978 and November 1980.
- Major changes in scope, hiring and despatch articles to reflect increased job security.

LOCAL 517 - N.H.B. - JUNE 1/78 TO MAY 31/80

Office Group — Has 21 categories ranging from \$10.25 an hour to \$7.04 an hour as of June 1, 1979.

Outside Group — (Maintenance, Ice Plant, Boatmen) has 9 categories ranging from \$10.57 an hour to \$8.13 an hour as of June 1, 1979.

LOCAL 517 - WESTSHORE TERMINAL - FEBRUARY 1/79 TO JANUARY 31, 1982

- Many language changes to reflect office working conditions.
- Meal allowance increased from \$5.00 to \$10.00.
- Portability of benefits from other 517 contracts.
- Pension and welfare benefits same as 502 Westshore contract.
- New technological change clause.
- Monthly wages:

	Feb. 1/79	Feb. 1/80	Feb. 1/81
Accountant	1900	2071	2266
Buyer	1750	1908	2087
Clerk-Janitor	1356	1478	1617

- Top two categories have 33.7 hour work week.
- C.O.L.A. clause pays 1% increase in salary for every full 1% over 17% increase between January 31, 1979 and December 31, 1980.

LOCAL 502 - WESTSHORE TERMINALS - FEBRUARY 1/79 TO JANUARY 31/82

- Revised vacation split schedule.
- New welfare benefits:
 - Orthodontia.
 - 100% of dentures every 5 years.
 - \$50 paid for eye glasses every 2 years.
 - Dental benefits extended to 2 years for those on long term disability (was 1 year).
 - Basic medical and extended health for pensioners.
 - \$1,000 funeral allowance.
- Monthly salary:
 - Feb. 1/79 \$2200
 - Feb. 1/80 \$2400
 - Feb. 1/81 \$2700

- C.O.L.A. clause pays 1% increase in salary for every full 1% over 17% increase between Jan. 31/79 and Dec. 31/80.

- Increase in Pension, Bridge, Severance Benefit.

LOCAL 514 - WESTSHORE TERMINALS - FEBRUARY 1/79 TO JANUARY 31/82

- Foremen's salary is 1/3 more than under 502 Westshore contract.
- New \$100 per month head foreman premium.
- All overtime is double time.
- Pension and welfare benefits same as 502 Westshore contract.

B.C.M.E.A. AND I.L.W.U. LOCALS 500, 502, 503, 504, 505, 506, 508, 515, 519 - JANUARY 1/79 TO DECEMBER 31/81

- Vacations increased 1% in top 4 categories.
- 1¢ increase in welfare contributions from each party in each of the 3 years.
- Increased pension contributions.
- Increased M & M from \$13,000 to \$16,000.
- Changed qualifying formula for M & M coverage.
- Wages:
 - January 1, 1979 — \$10.00 per hour
 - January 1, 1980 — \$10.90 per hour
 - January 1, 1981 — \$11.80 per hour

- Increased tradesman skill differential.
- Increased Vancouver Island fares 20% in each of the 3 years.
- Modified S.U.B. program.
- Changed rate of pay for damaged cargo, explosives and salvage work.

- C.O.L.A. pays 5¢ for each 1/2 percentage point over 16% increase in Vancouver C.P.I. for the 24 months between November 78 and November 80.
- Re-opener on wages if C.O.L. rises over 20% in same period.

Extended health

If you have **medical expenses** in 1979 over \$25.00 and have not yet submitted a claim to the Welfare Plan office for reimbursement, submit the claim immediately after the New Year.

Pharmacare became effective for all residents of British Columbia June 1st, 1977, and covers most prescribed drugs and certain other items. Coverage is 80% after the family deductible of \$100.00 in the calendar year and the deadline for submitting 1979 receipts to Pharmacare is March 31st, 1980.

If your expenses in 1979 exceeded \$100.00 it is imperative that your claim be received in the Employee Services Welfare Plan office prior to the middle of February 1980. The claim will be processed and returned to you in sufficient time should you be eligible for payment from Pharmacare.

Pension Plan

creditable years

It has been brought to the Trustees attention that some members are of the opinion that vacation time and recognized holiday time hours count to attain the required 800 hours in each year to be credited with a year's service.

THIS IS NOT CORRECT INFORMATION. Each person must have **worked 800** hours under an I.L.W.U.-B.C.M.E.A. collective agreement to be credited with a year of service.

Pension Plan changes

Effective November 8, 1979, "No water front service will be recognized in respect of any year following the calendar year in which a union member attains age 65."

Merry Christmas



PENSIONERS

Number	Name	Age	Years of Service	Date of Retirement
VA 05932	J. McGeachan	67-3	14	Jan. 1, 1979
NW 04998	R. Johnson	64-9	14	Jan. 1, 1979
VA 01301	N. Morris	59-5	32	Feb. 1, 1979
VA 06716	R. Gilmore	63-6	18	Feb. 1, 1979
NW 05978	N. Jones (Vestd)	64	24	Feb. 1, 1979
CH 06331	J. August	65	44	Feb. 1, 1979
VA 01774	J. Hawk	65	14	Mar. 1, 1979
VA 02100	C. Fitzpatrick	65	25	Mar. 1, 1979
VA 00853	P. Rempel	65	24	Apr. 1, 1979
CH 01434	L. Honeybourne	64	28	Apr. 1, 1979
VA 00658	N. Wikene	62-4	33	May 1, 1979
VA 06143	F. Neyedli	63	26	Apr. 1, 1979
NW 03028	J. Pavlis	64-11	34	Jun. 1, 1979
VA 02888	S. Maskall	64-11	45	Jun. 1, 1979
VA 03692	J. Simpson	64-7	21	Jul. 1, 1979
VA 03478	S. McFadyen	65	21	Jul. 1, 1979
NW 03869	A. Walker (Vestd)	64	14	Jul. 1, 1979
VA 01224	A. O'Hara	55	32	Jul. 1, 1979
VA 03728	H. Deitchmann	65	16	Aug. 1, 1979
VA 00413	J. Kovich	63-11	45	Aug. 1, 1979
VA 00790	B. Profaizer	63-1	25	Aug. 1, 1979
CH 02113	W. Godkin	65	25	Aug. 1, 1979
VA 03898	G. James	62-4	30	Aug. 1, 1979
VA 05351	T. Wilson	63-11	14	Aug. 1, 1979
NW 12616	G. Jones	65-1	10	Aug. 1, 1979
VA 02541	A. Jansen	62	24	Sept. 1, 1979
VI 04065	W. Jackson	65	32	Sept. 1, 1979
NW 00968	W. Klyne	68-2	22	Sept. 1, 1979
VA 02710	F. Morin	65	19	Sept. 1, 1979
VA 00165	J. Polkinghorne	61	29	Sept. 1, 1979
PA 00697	J. Ashby	65	38	Sept. 1, 1979
VA 05215	A. Peters	63-4	31	Sept. 1, 1979
VA 01701	A. Tapio	59	24	Sept. 1, 1979
VA 07231	T. Toman	65	10	Sept. 1, 1979
NW 04530	A. Ealey	63-4	28	Sept. 1, 1979
NW 01194	H. Henderson	59-8	20	Sept. 1, 1979
VA 01248	S. Irving	64-3	28	Oct. 1, 1979
VA 00076	E. Schultz	65	29	Oct. 1, 1979
VA 02842	F. McRae	65	17	Oct. 1, 1979
VA 03844	J. Colvin	65	20	Oct. 1, 1979
VA 05551	B. Merandi	60-9	22	Oct. 1, 1979
NW 13209	M. Eagle	65-1	11	Nov. 1, 1979
VA 01375	L. Grahame	57-11	28	Dec. 1, 1979
VA 01415	J. Tack	64-2	34	Dec. 1, 1979
CH 01806	G. Oscar	63-3	21	Dec. 1, 1979
VA 01554	T. Borrowman	65	21	Dec. 1, 1979

DECEASED PENSIONERS

Number	Name	Date of Retirement	Age	Date of Death
VA 08704	J. Johnson	Sept., 1958	86-8	Feb. 15, 1979
VA 03932	D. Erhart	Jul., 1972	68-10	Feb. 16, 1979
CH 08244	J. Clarke	Mar., 1959	87-7	Feb. 28, 1979
VA 04783	R. Upton	Jan., 1977	64-2	Mar. 2, 1979
NW 02388	W. Karas	Jul., 1975	68-11	Mar. 6, 1979
VA 08312	F. Hansford	Oct., 1965	78-5	Mar. 25, 1979
NW 02871	H. Charbonneau	Mar., 1976	68	Mar. 27, 1979
VA 06508	C. Hamilton	Dec., 1976	64-5	Apr. 30, 1979
NW 05704	H. Pawliuk	Mar., 1970	74-8	Apr. 29, 1979
VA 01598	D. Neif	Jan., 1968	74-5	May 25, 1979
VA 08735	J. Zorn	Jun., 1957	87-2	Jun. 28, 1979
VA 08302	F. Grayston	Jan., 1962	84-2	Jun. 26, 1979
VA 06392	J. McComb	Aug., 1966	79-6	Jul. 8, 1979
VA 05266	M. Wright	Apr., 1967	85-2	Jul. 1, 1979
VA 02442	V. Rondpre	Jan., 1976	66-4	Jul. 3, 1979
CH 08698	C. Gibson	Aug., 1959	82	Aug. 15, 1979
NW 08266	H. Depree	Apr., 1965	79-5	Aug. 29, 1979
VI 08474	F. Snelling	Sept., 1965	79	Sept. 14, 1979
VA 04278	R. Leinbach	Dec., 1976	64-6	Sept. 18, 1979
VA 04258	W. Alcock	Aug., 1972	72-2	Oct. 4, 1979
NW 00576	O. Marren	Sept., 1971	72-1	Oct. 12, 1979
VA 08373	E. Lewis	Mar., 1959	90-6	Sept. 7, 1979
VA 06087	H. Mithorpe	Oct., 1967	75-8	Sept. 9, 1979
VA 05551	B. Merandi	Oct., 1979	60-8	Oct. 20, 1979
VA 04349	W. Harper	Jul., 1972	72-4	Nov. 2, 1979
VA 01224	A. O'Hara	Jul., 1979	55-4	Nov. 4, 1979

Second Narrows Status Report

The following report on the Second Narrows Bridge was prepared by Western Transportation Advisory Council (WESTAC) which has representatives from the four western provinces, N.H.B., major companies and unions involved in the transportation industry in Western Canada.

Background

While leaving the Port of Vancouver at 8:15 p.m. on Friday, October 12, 1979, the vessel Japan Erica struck CNR's Second Narrows Railway Bridge, severing the only direct rail link between the south and north shore of Burrard Inlet. The bridge is the major access route to eight bulk and semi-bulk terminals.

The bridge is CNR-constructed, owned and maintained. Built at a cost of \$30 million in 1969 to replace an older structure, the bridge-tunnel complex features a 2200 ft., 8-span single line bridge with a central lifting span which can be raised between two towers to permit the passage of deepsea vessels.

Bridge Damage and Repair

The vessel struck the east side of the north tower span, dislodging it from its support pier, thus:

- badly damaging the north tower span
 - twisting the north tower and pulling the adjacent lifting span out of its guides
 - causing minimal damage to the south tower and south tower span.
- Sealed tenders for repair of the bridge, one from Dominion Bridge and the other from Canron Western Bridge Division, were presented to CNR by late Monday, October 15. CNR awarded the repair contract to Canron that evening. In addition, CNR retained the Foundation Engineering Company as management consultants for the repair.

Restoration is expected to cost over \$3 million and take 15 weeks, starting Tuesday, October 16. This gives a targeted completion date of January 29, 1980.

Shipping under the bridge resumed on Wednesday, October 17th, though under special navigational restrictions. This restored shipping access to Pacific Coast Bulk Terminals in Port Moody. Shipping tie-ups to bridge repairs are not expected to exceed 16 hours at a stretch.

Implications for Rail Operations

Normal daily traffic over the bridge is shown in TABLE 1.

Following the bridge accident, rail carriers acted in several ways to handle the traffic which would normally have crossed the bridge. These actions included: detouring traffic to reach the north shore by alternative rail routes (about 35% of bridge traffic); barging railcars across Burrard Inlet between two north shore slips and three south shore slips (20-25%); and diversion away from the north shore to other terminals (30-35%).

The present new operation pattern,

assembled by the WESTAC Secretariat from the latest information available as this STATUS REPORT went to press, is shown in TABLE 2.

This leaves a shortfall of some 100 cars/day, which may decrease as more traffic is handled by barge and BCR. In essence, with the bridge down there is not sufficient capacity to handle all traffic.

Prince Rupert is not an effective relief valve; the Prince Rupert grain terminal is already operating close to full capacity and there is no significant handling capability for other bulk commodities at Rupert.

CNR has issued a formal notice to the effect that, for the affected area, general traffic will be accepted subject to delay, while bulk traffic will be accepted only when special handling arrangements have been finalized.

Implications for Major Bulk Commodities

Sulphur: major sulphur movements have been diverted away from the north shore to Pacific Coast Bulk Terminals in Port Moody.

Coal: Some 80 cars/day have been diverted to Roberts Bank starting October 19. The remaining 120 cars/day of coal must move via BCR. There are no firm decisions yet but the existing coal stockpile at Neptune Terminals will relieve the immediate pressure somewhat.

Potash and Phosrock: barging by Seaspan for CNR will handle 75% of CNR's outbound potash and 100% of the inbound phosrock, but car cycle times for the fleet, which is shipper-owned and of fixed size, will be extended. The characteristics of potash cars in motion preclude the operation of potash unit trains on BCR.

The smaller volumes of CPR potash will move through Pacific Coast Bulk Terminals.

Grain: grain car deliveries by CNR via the BCR will be adequate to provide normal supplies of 100-140 cars per day to Saskatchewan Wheat Pool. This will be achieved by using one of the two additional BCR-routed trains plus fallout on existing trains and seven-day-per-week delivery.

The relatively small volume of north shore destined CPR grain traffic will be diverted to south shore grain terminals.

There is an upcoming problem in handling the added grain traffic for the just-opening Pioneer Grain terminal. There is no clear solution to this problem yet.

Costs of Disruption

CNR has stated that first priority is being given to keeping rail traffic on the move. Cost implications have been a secondary consideration.

According to CNR, it is unlikely that CNR will absorb costs imposed upon shippers and terminals by the disruption.

CNR states that the costs to CNR of detouring traffic will likely be greater than the costs of restoring the bridge. CNR says that as yet it has not come to a conclusion regarding the recovery of a portion of these costs from shippers.

TABLE 1: NORMAL DAILY TRAFFIC

Cars/Day (2-way count)	Rail Carrier	Commodity	N. Shore Terminals Involved
200	CNR	grain	Saskatchewan Wheat Pool
200	CNR	coal	Neptune Terminals
180	CNR	sulphur	Vancouver Wharves
170	CNR	potash and phosrock	Neptune Terminals and Vancouver Wharves
50	CNR	miscellaneous	Various
100	CPR	potash, concentrates, forest products, grain, methanol, miscellaneous	Various
80-160	BNR	miscellaneous	Various

1000 approx.

TABLE 2: NEW OPERATING PATTERN

Cars/Day (2-way count)	Rail Carrier	Routing
300	CNR	Detoured to reach North Shore terminals via British Columbia Railway. Achieved by two additional BCR trains per day each way plus fallout on existing trains. Grain cars can move over this line. Engineering considerations limit unit train operation. May improve beyond 300.
150-160	CNR	Barged across Burrard Inlet by Seaspan International for CNR. May increase marginally as operating experience is gained.
180	CNR	Sulphur traffic diverted to Pacific Coast Bulk Terminals in Port Moody.
80	CNR	Coal traffic diverted to Westshore Terminals at Roberts Bank.
30-50	CPR	Potash traffic diverted to Pacific Coast Bulk Terminals in Port Moody.
80-160	BNR	Barged across Burrard Inlet or diverted to South Shore terminals. Barged across Burrard Inlet or detoured to BCR via Prince George on CNR.