



WATERFRONT NEWS



COMMISSIONER DEMANDS WRITTEN BRIEFS

Longshore Conciliation Drags on

Conciliation proceedings aimed at ending the lengthy longshore contract dispute between the ILWU Canadian Area and the BCMEA continue to drag on.

Following the removal of Conciliation Officer William Lewis from the dispute in May 1986, the Labour Department rather than waiving the balance of the proceedings opted to appoint a Conciliation Commissioner. The Commissioner, Dalton L. Larson, held discussions with the parties for five days ending in late June 1986.

No progress was made during these sessions, with the BCMEA continuing to insist on wage rollbacks, major changes in flexibility, a special bulk section of the agreement and the complete removal of the container clause.

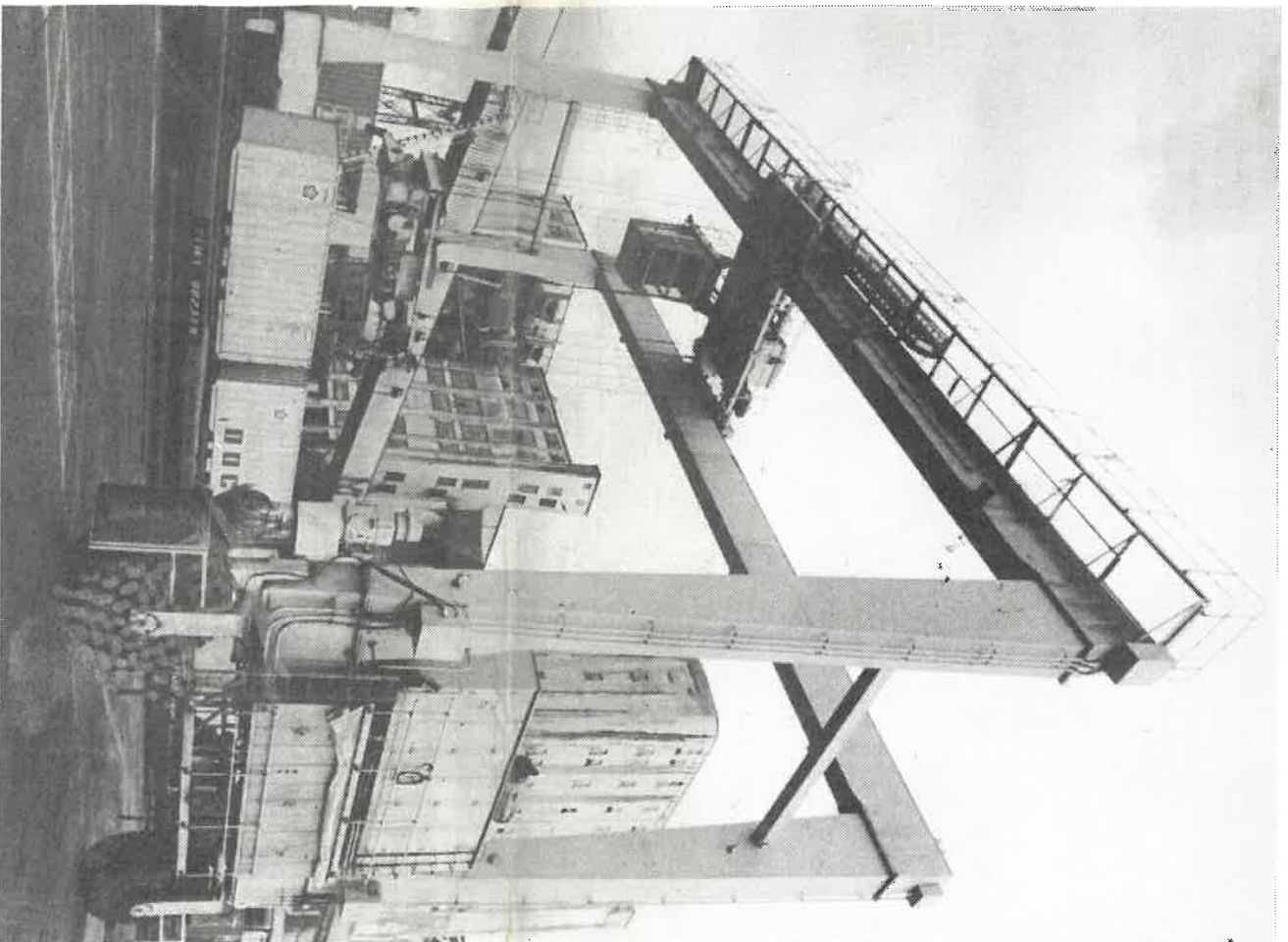
The union demands also remain unchanged and include improvements to qualification procedures for statutory holidays, improved vacation pay, a 10¢ employer increase in contributions to the welfare plan, elimination of the UIC carve out, changes to the M&M Supplementary Pension to cover all members under the same rules, a wage increase and improvements to the Pension Plan.

Commissioner Larson advised the parties that since there was no movement on the major issues he would write his report to the Minister which would contain recommendations for the settlement of the issues in dispute.

Since that time, in an unprecedented move, he has requested the parties to support their demands in written form and provide reasons why they will not accept proposals of the other side. The briefs must contain hard facts and figures in support of the bargaining positions and any allegation of fact shall be taken as proved unless specifically refuted by the other party. The submissions were presented to him on July 25th and the rebuttals in response to the initial briefs on July 30th.

After this procedure if there is any irreconcilable conflict on the facts, hearings may be held whereby evidence will be taken by the Commissioner under oath.

The Commissioner will then write his report to the Minister of Labour which will contain recommendations for the settlement of the outstanding issues. The report is non-binding and seven days after its release by the Minister of Labour to the parties a legal strike/lockout situation will be in effect.

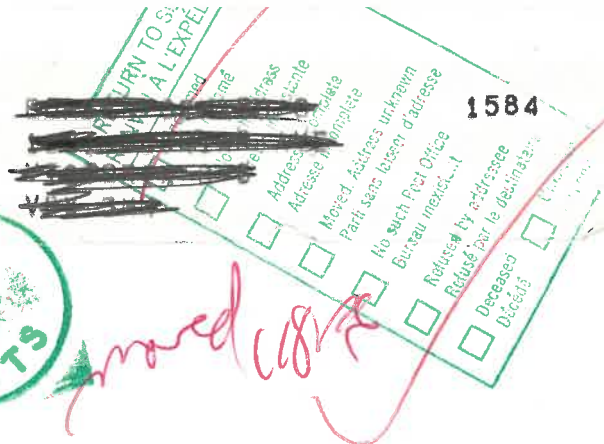


VANTERM PLANS MAJOR CHANGES

Vanterm, the Port of Vancouver's largest container terminal will undergo a major change in the method of handling containers at the site which will double their container storage capacity. The plan includes the purchase of 5 additional rubber tired gantries (RTG's), 18 tractors with 24 accompanying chassis and 5 new rack lift trucks capable of stacking containers four high. RTG's are large mobile gantry cranes capable of straddling 7 sets of railway tracks and stacking containers or moving them to trucks or rail cars anywhere within that range [see RTG photo above]. The contract for RTG's is expected to be awarded in August of 1986 with delivery of the first two units in April of 1987. Two additional units per month will be delivered until the new system is fully operational in mid 1987.

"The terminal's 76 acres can presently store 4,500 TEU's (20 ft. equivalent units) and we expect the change in the system to increase that storage capacity to 9,000 TEU's," stated Empire Stevedoring's Vice President of Terminal Operations Peter Senior. "The increase in storage capacity is absolutely essential to our operation as the terminal's present 76 acres has little room for expansion.

The new equipment is expected to cost approximately 12 million dollars.



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SPECIAL REPORT

from the I.L.W.U. SOVIET DELEGATES



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HYUNDAI-KERKHOFF CONTRACT

ALRT Bridge "Unfair"

The Vancouver, New Westminster Building Trades Council has declared the ALRT Fraser River crossing project "unfair" as the result of the decision by B.C. Transit to award the contract to a partnership between the Korean Hyundai Corporation and Kerkhoff Construction. The "unfair" declaration means that no building trades unions will work on the project. Here are the facts.

The entire construction of the ALRT system to date (\$850 million dollars) was carried out 100% union. The extremely complicated project was completed on time and has been hailed by experts as an outstanding construction achievement. The \$350 million Annacis Island Bridge, also built 100% union, is nearing completion.

In letting contracts for the Fraser River crossing it was clearly the intent of B.C. Transit to award the work to a union contractor. The contract documents make repeated reference to matters which are only relevant to contractors signatory to union agreements. The project is a very complex and difficult one which requires contractors and crews with expertise and experience.

Kerkhoff Construction has never undertaken a job of this size or difficulty and has

encountered difficulty on simpler projects.

The low union bid would have ensured that 95% of equipment and materials would have been Canadian, providing jobs in Canada. Stuart Hodgson, Chief Executive Officer of B.C. Transit has estimated that under the Hyundai-Kerkhoff bid, 30% of equipment and materials will be imported from outside Canada, meaning lost jobs for Canadians. In spite of the risk of using Kerkhoff with their lack of any experience on such jobs and their record of problems with the trade union movement, and in spite of the job loss to Canadians resulting from importation of materials and equipment, B.C. Transit went ahead with the award to Kerkhoff-Hyundai. In making this decision they were clearly carrying out the pro-Kerkhoff, anti-union policies of the Soeted Government.

At stake is the long-term future of the construction industry in Canada. The low-wage Korean Hyundai firm, involved in construction in the far east for many years, wants to become a major construction force in Canada. Already Hyundai-Kerkhoff have bid

see "Hyundai-Kerkhoff" — page 2

EDITORIAL

CIVIC SUPPORT NEEDED

By Harry Rankin

This year's civic election in Vancouver will undoubtedly be the most important in our city's 100 year history. At stake is the simple yet profound issue of whether our city will continue to move forward under the leadership of a progressive labour-backed majority headed by a COPE-Unity slate or whether the city will again fall under the control of the corporate-developer interests headed by an NPA-TEAM slate.

We've had a labour-backed progressive majority on City Council now for four years. It has a record of which it can be proud, unique in Canadian municipal politics. In most if not all other Canadian cities the practice has been to lay off municipal employees, demand concessions from unions, cut city services and raise home taxes drastically. At the same time developers continue to be given concessions and grants.

In Vancouver no municipal employees have been laid off, no services have been cut, no jobs have been contracted out and taxes on homes have been raised only moderately. We have also passed a fair wage law that has infuriated developers and contractors. No concessions have been granted to developers. On top of that Vancouver City Council has been in the forefront of the campaign for peace. It has cooperated with peace groups to give Vancouver the distinction of being recognized as the Peace Capital of Canada.

While the progressive majority has accomplished much, there is still much more that needs to be

done. Even with its limited possibilities the city can do more to create jobs, and COPE has a comprehensive program for Vancouver's contribution to economic recovery and growth. Our existing municipal facilities need to be rebuilt. The North Shore of False Creek should be developed to serve people by concentrating on housing that all incomes can afford, parks and public facilities. Pollution and waste management demand a solution. Vancouver must give leadership to a campaign to defeat free trade and deregulation, both of which could cost us thousands of jobs in Vancouver.

The corporate-developer backers of the NPA-TEAM slate want to turn the clock back. They are determined that they must win a majority so they can cut municipal staff, reduce services, up the taxes on homes, contract out, force down wages and return to the era of giveaways to developers. They are raising literally hundreds of thousands of dollars to elect their clones to council.

But we have one thing going for us that the moneyed crowd does not have. The people are behind us. However it will take the full support of every progressive minded citizen and especially of every trade unionist to win this one. If we keep united, if we chip in with money and help, we can beat them at the polls once again.

Harry Rankin is a candidate for Mayor in the upcoming civic elections in Vancouver. He has the unqualified support of the labour movement.

10 YEAR TERMS

Dock Contracts Awarded

Following years of delays and extensions the stevedore contracts on the Vancouver Port Corporation docks have finally been awarded.

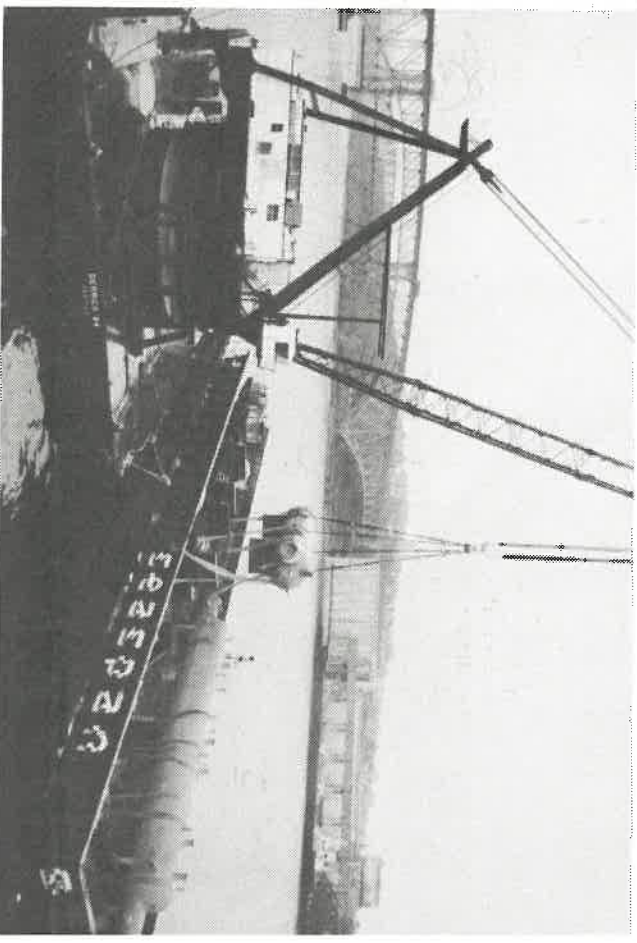
The contracts involving Vanterm, Centerm and Lynnterm had expired on December 31, 1980 with the incumbent contractors receiving five 1 year and one 6 month extension. At a recent press conference held at the Vanterm observation lounge, officials of the Port Corporation announced that new ten year contracts each with a maximum five year extension had been awarded for the operation of the docks. There was no change in the present operators with Empire Stevedoring continuing to operate the Vanterm facility, Canadian Stevedoring at Centerm and Western Stevedoring receiving the nod at Lynnterm.

The new contracts as well as having longer

terms contain a number of fundame changes. The contractors will now set their own tariffs or terminal charges to a maximum limit established by the Port Corporation. This move is intended to create competition between the three major operators. The port will continue to establish a berth and wharfage charge and that along with contractors terminal charge will comprise total charges to port callers.

The stevedore contractors will also assume responsibility for general maintenance on terminals and on the port's container cranes. Structural maintenance in both of these areas will remain a port responsibility.

Each of the operators will be responsible for marketing of their particular facility and the port continuing their function of overall port promotion.



A new floating crane is operating in the Port of Vancouver on lease 1 Fraser River Pile Driving Co. The crane has a safe working load of 300 tons and may be modified to handle 400 tons. It is pictured here off-loading heavy lifts destined for Ocelot Industries in Kitimat from the "Yokai Maru" at Lynn Terminals on July 1 (Photo courtesy of Empire Stevedoring)

Canadian Area News

JOINT EMPLOYER-UNION BRIEF

Grain Transportation changes Opposed

Recommended changes to the Western Grain Transportation Act (WGTA) which provides rail rate subsidies to grain producers are being opposed in a joint submission by the ILWU Canadian Area, Grainhandlers Union and concerned employers in the West Coast maritime industry.

The WGTA became law in November 1983 to replace the Crows Nest Pass freight rate which had provided subsidies for grain producers over the preceding 86 years.

The WGTA as presently written provides that export grains qualify for the subsidy provided they leave for destinations other than the continental U.S.A. by waterborne means of transportation. Therefore all such grain was moved through Canadian ports on deepsea vessels with the exception of small amounts which were containerized and barged to U.S. West Coast ports.

However a review of the Act was carried out by the Grain Transportation Agency and in its report released earlier this year sweeping changes were recommended to the Act including the complete elimination of any restrictions on means of transportation required for exporting such grain and allowing the free movement through U.S. ports.

A joint brief submitted to the Honourable Donald Mazankowski, Minister of Transport, stated in part that: "We are dismayed that the G.T.A. recommendation appears not to have taken into consideration the great harm such

action could have on Canadian ports striving to build container trade through government developed facilities here on the West Coast.

"WGTA commodities are a substantial portion of our exports and to date have been considered captive volume.

"The potential result of not exporting this Canadian cargo through West Coast ports will be disastrous both directly and indirectly to this province and the federal government as well in lost jobs, tax revenues, port revenues and increased expense as a result of more payments to unemployed Canadians."

The joint committee called for early consultation with the Ministry of Transport before the government considers enacting into legislation this portion of the recommended changes which would have serious detrimental effects on the West Coast shipping industry.

Squamish Terminals

Office Agreement

A new collective agreement covering members of ILWU Local 517 employed in the Squamish Terminals office has recently been signed.

The new pact provides a 12% increase in wages over a 3 year period retroactive to January 1, 1986. Other improvements include an increase in employer's contributions to

the benefit package from 60% to 77%.

increase in severance pay from 2 days per year of service to one week per year of service up to a maximum of eight weeks and a scheme whereby members receive 50% of a unused sick leave in additional vacation days or pay after each two year accumulation period.

Canadian Area Secretary Treasurer D. Cole was union spokesman during the talk assisted by Local 517 member Sandra Hoff and Canadian Area First Vice President B. Kemp.

Vocational Scholarships Available

The ILWU Canadian Area awards \$400,000 scholarships yearly to members and/or dependents of members who apply who are in attendance at vocational school. The application should consist of a personal letter from the student outlining previous scholastic endeavours (containing his school marks if available) and advising of his vocational training and location of school chosen to attend.

The applications must be received by the Canadian Area office no later than September 1, 1986 and should be addressed to:

Dan Cole
Secretary Treasurer
ILWU Canadian Area
#110 - 111 Victoria Drive
Vancouver, B.C.
V5L 4C4

cont. from Page 1

HYUNDAI-
KERKHOFF
FACE NATIONAL
UNION CAMPAIGN

on a dam project in Alberta. Together the two anti-union companies hope to turn the entire industry into a non-union, low-wage industry.

The Building Trades Council is mounting a campaign against the award of this contract to Hyundai-Kerckhoff and is seeking to mobilize the trade union movement to refuse any co-operation or support if they are allowed to proceed with the project. Among the steps already underway or being considered are —

A recommendation that all union members will boycott any work on the project and that all unions connected with transport and supply will be asked to boycott the project.

Building Trades groups across Canada and the U.S. are being advised that the project is "unfair".

Trade unions and concerned citizens are being asked to protest the export of Canadian jobs resulting from the award to Hyundai-Kerckhoff.

According to the Building Trades you can help. Let your M.L.A. local newspaper and neighbors know that you are opposed to this gamble with your tax dollars and to the loss of jobs for Canadians. Demand that B.C. Transit ensure successful construction by reversing their decision and awarding the contract to a proven, experienced union contractor.

— **B.C. and Yukon Territory Building and Construction Trades Council.**

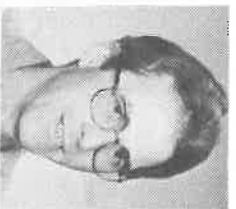
Government "Assistance" Hampers Bargaining

Once again the provisions of Part V of the Canada Labour Code are proving to be a major stumbling block on the path towards a new longshore collective agreement. The Code provides that when negotiations to achieve a collective agreement break down the Minister of Labour has the option of appointing a Conciliation Officer, Conciliation Commissioner or establishing a Conciliation Board or waive the balance of the procedures.

If for example he chooses the first option of appointing a Conciliation Officer and that Officer is unsuccessful in resolving the dispute then upon receipt of such Officer's report the Minister has the option on a second occasion to either appoint a Conciliation Commissioner or a Conciliation Board to enquire into the dispute. The Commissioner or Board are mandated to submit a report to the Minister of Labour providing recommendations for settlement of the outstanding issues. The report is non-binding and finally seven days after the receipt by the parties of the report they are in a legal strike/lockout position.

Talking Union

by
Dan
Cole



These steps can take as short a time as 22 days to complete (if the Minister waives the procedures with no appointments) or as long as 202 days following the breakdown of negotiations if the Minister chooses to use his options of appointing third parties throughout the dispute.

Presumably the Labour Code procedures were established to assist parties to settle disputes that arise in the collective bargaining process. However history within our industry has shown that in each and every case where the government has chosen to inject themselves into the process it has achieved exactly the opposite result by delaying the entire process and leading to the crystallization of positions by both parties.

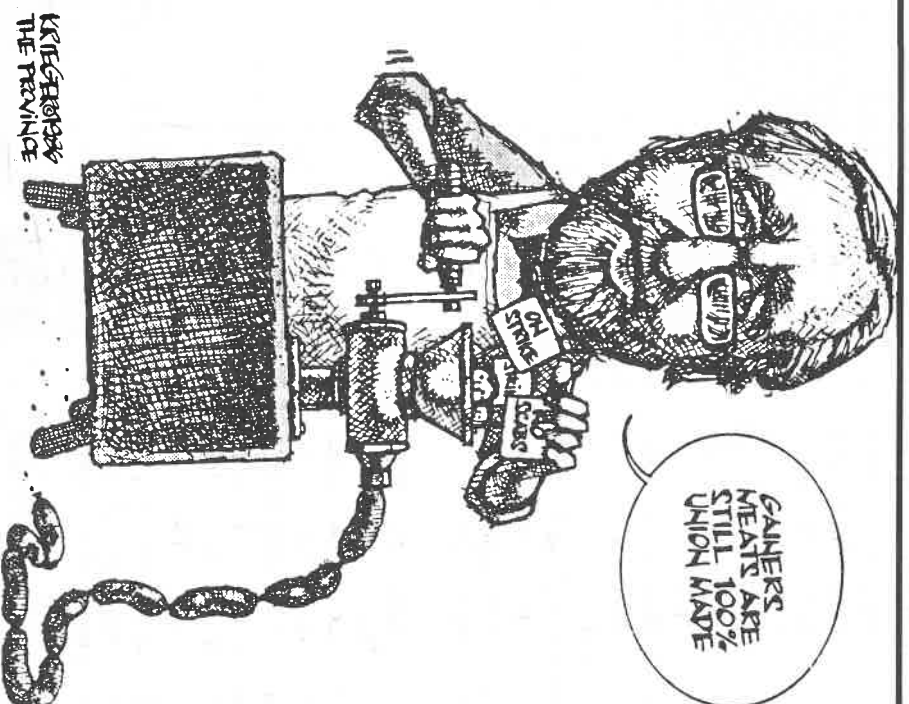
The dynamics of free collective bargaining require head to head discussion between the parties with the imminent threat of action by one side or the other to provide the impetus for settlements. This process can only begin when the roadblocks are removed and both sides know that only an agreement between themselves can avoid a confrontation.

In a recent letter to the union the Director General of the Mediation and Conciliation Service stated that "there is a sad history of labour negotiations between the parties in this case." Undoubtedly the records speak for itself with only two 1 year agreements signed without work stoppages since 1970.

However when assigning blame the federal government would do well to review its own record of "assistance" in the disputes and recognize that once the basic elements of the collective bargaining process are removed through continual and insistent interference then the system itself malfunctions and soon fails to operate at all.

History has also shown us that hamstringing of the collective bargaining process has always been more damaging to the union than to the employers. If the government is truly only representing the public good as they purport and if they truly believe in free collective bargaining as an integral part of our economic system, then they should stand aside and provide us the opportunity of getting on with the job.

Please don't buy Gainer's meat products



The 1,080 employees of Gainer's meats in Edmonton, Alberta went on strike on June 1, 1986. Their demand is for a contract which brings them up to parity with other workers in the meatpacking industry.

They aren't asking for huge wage increases. They want a raise of 51 cents in their base rate this year, bringing it up to \$12.50 per hour. They want a further increase of 52 cents next year. And they want their new hire rate increased from \$7.00 to \$9.37 per hour. Gainer's has made no new wage offer to union negotiators.

Gainer's owner, Peter Pocklington, wants to get rid of the employees' union by replacing them with non-union workers. He has been granted an injunction to

limit picketing at Gainers so that he can bus strikebreakers into his plant. He refers to the strikers as his "ex-employees" and says he'll never negotiate with a union again.

The men and women on the Gainer's picket line have resisted Pocklington's attempts to liquidate their union. They've been arrested by the hundreds as they peacefully demonstrate outside the plant. But the Edmonton police say they'll continue to enforce Pocklington's injunction.

You can help the strikers out by using your buying power to let Pocklington know he **must** negotiate with the union which represents his employees. The striking workers at Gainer's thank you for your support.

First On Deck

by Steve
Bushell



This year I attended the main meeting of the Marine Safety Advisory Council (MSAC) which is usually held in Ottawa. This year, because of Expo, the meeting was held from May 12-15 in Vancouver.

The MSAC is made up of representatives from all of the shipping and waterfront industry companies as well as representatives from Labour, and the Canadian Coast Guard. The purpose of these annual meetings is to exchange information on changes to the Canada Shipping Act.

This year's meeting covered many areas. Here are just a few of the highlights:

LOADING AND STORAGE OF BAGGED CARGO — There have been several accidents including the deaths of two stevedores on our coast who were buried when an unstable stow of bagged flour collapsed.

When loading bagged cargoes those involved should keep in mind that the bags must be neatly and compactly piled with slings properly secured. Stowage

which results in a wall of bagged cargo must be made stable at all times. The stow should be tight with no visible spaces.

To prevent dangerous heights of wallied cargo, bagged cargo stowed in unitized loads should not exceed three metres in height for free standing cargo, or four metres in height against the bulkhead or ship's sides.

NEW CANADA LABOUR CODE REGULATIONS — In six months there will be a new set of regulations to replace the current Safe Working Practices Regulations. The new regulations will be called the Canada Occupational Safety and Health Regulations for the Maritime Industry (pursuant to part IV of the Canada Labour Code).

These regulations will apply in respect to employment on ships (ship's crews) and in the loading or unloading of ships (longshoremen). The Canadian Coast Guard (Port Wardens) will be delegated the responsibility of enforcing these regulations.

The new regulations will provide workers with three basic rights:

1. THE RIGHT TO KNOW.
2. THE RIGHT TO PARTICIPATE.
3. THE RIGHT TO REFUSE DANGEROUS WORK.

When these regulations come into effect I will provide more detailed information in this column on how longshoremen can use these rights to increase safety at the workplace.

Boycotts

All readers are asked to support the following trade union-sponsored consumer boycotts.

- **GAINERS (Edmonton)**
CLC — Look for inspection code 18B on all meat products and the brand name SWIFT.
- **BURLINGTON NORTHERN AIR FREIGHT (BNAR) — CLC**
CLC
- **CHILEAN GOODS**
Look for label on the following products: grapes, peaches, plums, pears, raisins, nectarines, lobster, onions, wine — B.C. Federation of Labour.
- **LETTUCE**
CLC — (Donny, Red Coach, Big Fred, SAS, Big A, Bobby & Andrews brands)
- **PROCTER & GAMBLE SOAP PRODUCTS**
USWA — Soap products/detergents
- **LOUISIANA PACIFIC CORPORATION (Forest Products)**
Carpenters/IWA — Construction Material, Waterwood Construction Panels, Pabco Zonolite Insulation, Weatherseal Windows and Doors
- **VICTORIA PLYWOOD**
Any items identified by the logo
- **CALIFORNIA TABLE GRAPES**
United Farmworkers Union of America
- **CONTINENTAL AIRLINES**
AFL-CIO

Hot Edicts

The following "HOT DECLARATIONS" have been issued by the B.C. Federation of Labour. Trade Unionists and supporters are asked to refrain from servicing or handling:

- **HYUNDAI-KERKHOFF**
ALRT Fraser River Bridge Project — All goods and services
- **GAINERS (Edmonton)**
All meat products bearing inspection code 18B. NOTE: brand name SWIFT) — United Food & Commercial Workers' Union
- **ROYAL CANADIAN LEGION**
Branches in the Fraser Valley: #4 Chilliwack, #15 Abbotsford, #265 Aldergrove — Hotel, Restaurant, Culinary & Bartenders Union, Local 40.
- **SLADE & STEWART LTD.,**
Vancouver, Kamloops, Terrace
Retail Wholesale Union, Local 580
- **OKANAGAN H-R-I SUPPLY LTD.**
All products and services. Retail Wholesale Union, Local 580
- **PURULATOR COURIER**
B.C. operations. Retail Wholesale Union, Local 580
- **STEVENSON CONSTRUCTION PENNYFARTHING SITE**
B.C. & Yukon Territories Building and Construction Trades Council
- **ENTEX DOOR SYSTEMS, LTD.**
Port Coquitlam
All products. Carpenters Shop Local 1928.

DO NOT PATRONIZE

You are requested not to purchase or handle the following brand names:

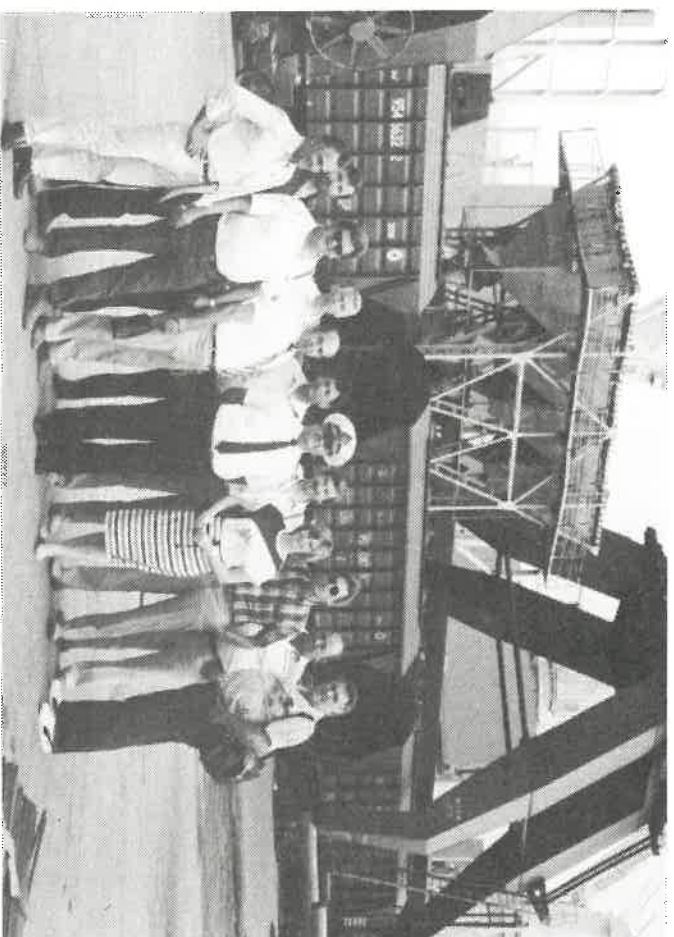
- **ANY GOODS ORIGINATING IN SOUTH AFRICA**
- **SNO BOY**
Fresh fruit and vegetables
- **STAND BY**
Canned goods
- **SUNSHINE**
Packaged goods (institution use) — Retail Wholesale Union, Local 580.

Soviet Delegates Report

On July 4, 1986 a five member delegation from the ILWU Canadian Area consisting of Joe Schmier Local 500 Vancouver, George Kootnekoff Local 503 Port Alberni, Don Rentz Local 504 Victoria, Bill Bell Local 517 Vancouver and Dan Cole ILWU Canadian Area Secretary Treasurer began a 10 day tour in the Soviet Union. Delegation members were guests of the 940,000 member strong Sea and River Workers Union which is comprised of all industrial workers including seamen, longshoremen, shipyard workers etc., office workers, engineers and technicians which are employed in the shipping industry in the USSR.

The purpose of the visit was to obtain a better understanding of how trade unions function in the Soviet Union, create better understanding between longshoremen in both countries, to view the port facilities and the training systems which are in place for longshoremen in the various ports.

Following an overnight stay in Moscow the delegation visited the ports of Odessa, Ilyichovsk, Novorossiysk and Sochi all situated on the Black Sea.



ILWU Delegation with the port manager of Novorossiysk.

Trade Unions in the Soviet Union

Trade Unions in the Soviet Union have a vastly different function than those in our country. They are actively involved in the management of the companies or enterprises for which they work and have considerable voice in the operation and conduct of those enterprises. Joint sessions are held between the union and the enterprise management every three months to discuss the functioning of those operations. The union may demand the removal of the management of a particular enterprise if they are not conducting the affairs in the best interests of all concerned.

There are no negotiations for wages as they are set on a national level. However one year collective agreements are signed between the union and management which cover a full range of working conditions and social obligations that must be met by management during that year. Whenever differences between the management and the trade union committees arise, they are settled within two weeks by higher economic and trade union bodies with the participation of the two parties.

One of the major functions of the trade union is to administer the myriad of social programs and benefits which are available to members of the trade union and their families.

Social insurance benefits fall under the jurisdiction of the union for which workers are paid 100% wage loss resulting from job related illness or accident. For non occupational disability they receive a percentage of their earnings up to eight years service after which they receive 100% wage loss.



Meeting with Kazimeras Matskvavichus, President of the Sea & River Workers Union.

Trade unions are also responsible for the administration of hospitals, out patient clinics and dispensaries which are built and maintained by the enterprise in their particular industry. They also operate preventative health clinics which are attended by trade union members after working hours for instruction in health care, physiotherapy and other treatment related to improving general health. These stays in such centres can last up to 24 days.

Trade unions also administer cultural and sports centres, social clubs and libraries. They also operate (within each industry) summer camps which children can attend for most of the summer.

The planning of new housing projects and the distribution of the available housing amongst their members also falls within the union's jurisdiction.

Sea & River Workers Union

The Sea and River Workers' Union holds a Congress every five years which is attended by 550 delegates elected at the local level. The Congress elects the president, two secretaries, an audit committee and a 91 member central committee. The central committee meets twice a year and elects the presidium of nine members to serve along with the president and two secretaries. The presidium meets once a month to conduct the every day business.

The union also has a regional structure known as basin committees which hold a conference twice every five years and is comprised of the same structure as the national body.

At conferences of the basin committee, management of the shipping companies in those areas must report to the union on its activities. Joint sessions of the shipping company and the basin committee presidium are held every three months to discuss the operations. A similar structure exists on the local level with regular meetings of various classifications of workers in a particular shipping company meeting to discuss problem areas.

Trade unions in the USSR operate on the principle of democratic centralism which means that all union bodies, ranging from the local trade union organizations right through to the national central committee are elected and regularly report to the membership. Every trade union member has the right to freely and openly express his opinion on any question under discussion; however, as soon as a decision has been adopted by the majority, he is obliged to abide by it, even if he disagrees with it. This principle makes it possible for the union to focus its attention on the problems concerning the interests of the overwhelming majority of water transport workers. It is also why the rules of the union stipulate that the lower trade union bodies are subordinate to the higher ones.

Delegation Itinerary

CANADIAN AREA ITINERARY SOVIET DELEGATION

JULY 3rd
Met at Vancouver International Airport and flew to Frankfurt.

JULY 4th
Flew Frankfurt to Moscow. Met Sea and River Workers' Union Representatives.

JULY 5th
Toured Moscow. Red Square and Lenin's Tomb. Afternoon went to Gork Park, caught flight from Moscow to Odessa.

JULY 6th
Toured Odessa in the morning. Afternoon went for a swim in Black Sea. Went to Russian Seamen's Club for a meeting with union officials and longshoremen.

JULY 7th
Meeting with the Deputy President of Black Sea Shipping Company, meeting with Director General of Port of Odessa meeting with "Gang Leaders". Tour of facilities and harbour. In the evening went for a meeting at International Seamen's Club.

JULY 8th
Trip to Ilychovsk by auto, meeting with Director of Port, side tour to Pioneer Camp and another swim. Returned to Odessa and in the evening went to a social function at the International Seamen's Club for visiting seamen.

JULY 9th
Flew from Odessa to Krasma Dor, this was followed by a four hour drive from Krasma Dor to Novorossiysk.

JULY 10th
Meeting with the President of Novorossiysk Shipping Company, followed with meeting Port Manager. Afternoon tour of the facilities and harbour, followed by tour of city. In the evening met with workers followed by a farewell dinner.

JULY 11th
Travelled from Novorossiysk to Taupse and Sochi by hydrofoil. Afternoon sightseeing tour of City, followed in the evening by Sochi Circus.

JULY 12th
Travelled from Sochi to Moscow shopping and Moscow Circus.

JULY 13th
Tour of underground. Meeting with President of Union, followed by tour of Kremlin and more shopping.

JULY 14th
Flew from Moscow to Frankfurt, 4 hour layover then flew from Frankfurt to Vancouver.



A visit to a training centre.

Ports, Dockworkers Profiled

By JOE SCHMILLER
Odessa

Odessa is the oldest sea port on the Black Sea. The city and seaport is one hundred and ninety-three years old. The port is run by the Black Sea Shipping Co. which is the largest in the USSR. The company has 11 ports and 324 ships. They handle 30,000,000 tons per year, ½ liquid and ½ general cargo. Odessa has 6 kilometers of berths; and there is 12 meters draft all year in the port.

The cargo is ninety percent import and 10 percent export. Out of 6,500 port workers, 1,500 of these are longshoremen. There are 250 men working bulk sugar and wheat. The longshoremen work 41 hours a week and receive overtime pay if they are called out on weekends.

The port is currently reclaiming land for container yards. The development is presently at the halfway point. When it is completed they will be able to handle 10,000 containers in the first year. The new development is designed to move containers with conveyor belts.

Ilyichovsk

Ilyichovsk is on the northwest coast of the Black Sea, 20 miles southwest of Odessa. The port is connected to the Black Sea by a canal 1,200 meters long and is open to traffic all year long.

This port, which was named after V.I. Lenin, is in the Ukrainian Soviet Socialist Republic and is linked with 197 ports in 55 countries. The freight turnover is anywhere from 18,000 tons to 50,000 tons per day. A special floating system of water purification produces constant clean water into the port. There are five working areas: #1 handles bulk cargo — coal & ore and unitized cargo. #2 handles Ro-Ro ships and containers in a large cargo handling zone. #3 handles export and import oil plus zones for handling Bulgarian ferry traffic. #4 is for mineral bulk fertilizers and bulk wine. #5 handles ferry traffic with 108 cars per ferry. There are four ferries — one loading, one unloading and two traveling. This area can also handle Ro-Ro ships.

Ilyichovsk has a motor depot and floating ship repair handling capacity of up to 180,000 tons. They can repair 2000 containers a year and have the added capacity to repair railway cars. The port has training centers for workers as well as for mid-level officials. The port's floating cranes have a capacity of 300 tons.

Novorossiysk

Novorossiysk is a three hour drive from Krasna Dor where there is an airport. This port has two harbours. It is one of the largest on the Black Sea. It exceeds 36,000,000 tons a year. Its leading exports are oil, cement, lumber, various materials and scrap. They import raw sugar, alumina clay, grain, wines, fabrics, shoes and other general cargo. This is the most mechanized port reducing the volume of manual labour. More than 5,000 ships under various flags are handled every year. The port also has a passenger terminal.

There are three main areas of docks. The eastern is for cement bags & bulk scrap & alumina clay & bulk cargoes materials & build-

a delegates view

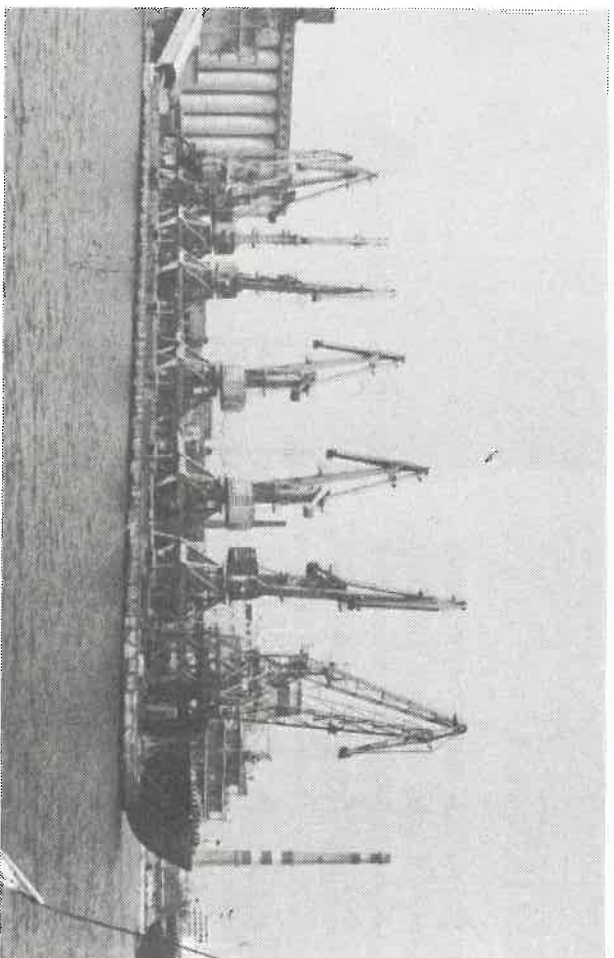
SOVIET EDUCATION

by Bill Bell

It was stressed frequently how the union was involved in the running of Kindergartens for its members. The state education system covers ten levels. The first six levels would be similar to our primary schools. With the balance being equivalent to our secondary system.

They have two types of schools, the general school and the "special" school. If a child is enrolled in a "special" school the school could be involved with specialties such as Mathematics, Science, French, Spanish or English. With the math and science the subject matter is stressed more heavily than other subjects.

With foreign languages the child will have all their subjects taught in the particular language in which the school is specializing. These "special" schools usually start with the primary grades and continue from there.

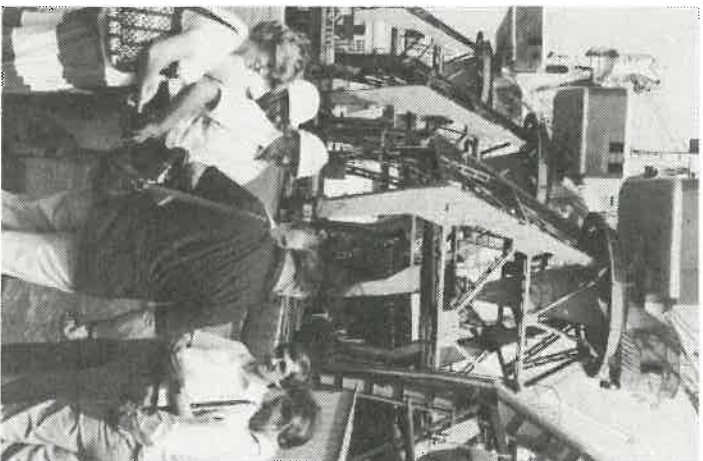


Grain Terminal, Odessa

ing materials. The central area on two wide piers is for storage & handling of raw bulk sugar with portable cranes working through roof hatches. There are also two large floating repair docks, big enough for two ships at once. The port also handles 2,000,000 tons of coal a year.

The first berth in this port was built in 1958 and now, 28 years later, it has 26 berths and 2 floating repair yards. There are 120 portable cranes from 5 to 40 tons capacity and 500 vehicles such as fork lifts with limits of 1 to 30 ton capacity.

There are 7,000 sailors and they have their own Marine schools where ships' officers receive specialized training. The longshore gangs range in size from 20 to 125 men. They do their own maintenance as well as erect new sheds. One quarter of the crew work graveyard shifts while the rest work days. Rail movement and setting up for the next day is



Meeting with a longshore gang in Odessa.

It was difficult to get figures on enrollment in the "special" schools but it was indicated that roughly 60% of the children were in attendance at general schools. If a child attends the general school in the primary grades they can change to a technical or vocational school for the secondary grades.

Further education is usually achieved through colleges and universities. The curriculum is the same for both teaching facilities. The only difference is in the size of the campus. In addition the state also has "Professional Training" schools.

An interesting point came out in the discussions that indicated that the children in the primary grades went to the school in the summer time to work in the school's garden. With the older children they could go to work on a collective farm, fix the school facilities, make repairs to the equipment or get involved with a business for the summer.

done on the afternoon shift. The 6,500 men repairing ships also build up to 200 small ferry boats and 1,000 containers a year.

Notes on Soviet Longshoring

by Bill Bell

Although their basic jobs are the same ones performed by Canadian longshoremen the delegation found many differences in areas such as how the gangs are organized, how wages are paid, and how issues such as safety on the job are handled.

Ships Gangs

During discussions with the longshore "gang leaders" we were astonished to find that the gang sizes could range from seventy to over a hundred and twenty men. It was noted that a number of people that were working on the docks were women, their primary area of responsibility is in the checking of cargoes. Unlike Vancouver a gang of workers is responsible for the cargo from the ship's hold to the delivery.

The ship's gang is divided into three smaller components, the graveyard shift and two day gangs. Normally a gang is assigned to one facility where they will work. There is no despatching of workers as we know it. To enter into a work gang the men must go through a number of steps prior to being allowed to work on the dock. First each prospective member must have a full physical examination, this is followed by a training period during which safety on the job is stressed.

Wages

Salaries of workers are based on the qualifications of the individual, as the worker gains more experience and knowledge of the various machinery he will move up from one level to another. Much of the familiarization and training is done on the man's own time. This system of training provides the worker with a greater flexibility in staffing the various positions as the need arises.

In addition to knowledge the workers productivity of each gang plays a key role in the calculation of salaries. We were also advised that the Ports were assigned a goal, if this goal is met and surpassed the Port earns extra money that is distributed to the workers in the port.

A fully qualified longshoreman earns about 320 rubles a month (approx. \$615 Canadian dollars). This makes them the second highest paid industrial workers in the country, just behind the metallurgy workers. The longshore wage is double the national average wage in the Soviet Union.

One of the more startling things that the delegation was informed about was the use of a bonus system. When cargo is handled efficiently longshoremen can increase their earnings by up to eighty percent of the basic longshore rate!

It was claimed that the use of the bonus system helps to attract workers to the port. If the objectives of the port are all met all workers in the port will receive a "13th month" bonus check. In addition to the bonus the dock workers can receive extra social and welfare benefits, one of the main items listed as proof of this was the fact that the ordinary worker receives 15 days annual

Sochi

The port of Sochi is the sea gate to a health resort, which is one of the best in the world. It is called the Pearl of the Black Sea.

Sochi, with its tropical climate, has medicinal hydrogen-sulphide baths. Three million people a year spend their holidays there. There are a lot of rest sanitariums where the Russian people can go for rest and recuperation. In addition, because of the great climate here, Sochi is home to the Yuzhnye Kultura State Farm, the biggest supplier of flower seeds, saplings and ornamental plants in the USSR. Sochi also has a large sand importing facility.

Sochi is the northern most point in the world where tea is grown. There are also 30 different kind of citrus fruit grown here. There is a unique tree here known as the Friendship Tree. This tree has more than 600 grafts of different kinds of trees from many important people from around the world.

The main trade in this port is passenger liners. Sochi has 13 Hydrofoils running to the Georgian and Crimean republics. These fast passenger vessels have a range of 300 miles without refueling.

The monies earned by the Port less its operating expenses are used to pay this extra money. The port earns its monies from berthage, pilotage, stevedoring operations, demurrage, dispatch, bunkering, tow boats and passenger charges.

When required and when work is not available on the ships the worker may find himself put to work doing dock maintenance or construction. We were also told that there are times when longshoremen find themselves working on the collective farms helping with the crops. Through our trip we were constantly told that a manpower shortage existed in the country.

Safety

After a considerable time talking to the "gang leaders" we were taken to the Labour Safety Building. Labour safety for the port is administered by a staff of ten. Each staff member has their own specialty (ie. electrical, mechanical). In addition to the ten staff members there are 25 pensioners that help enforce safety standards.

Each employee starting on the waterfront is put through a safety training course. Safety awareness combined with productivity earns a bonus whereas safety infractions are recorded for each employee. A number of infractions will cause suspension of the employee's ticket. If this does occur the employee must take another training course to earn his ticket again.

Only 224 work days per 1,000 employees were lost each year due to job related accidents.

This rate is considerably lower than the accident rate in the longshore industry in Canada.

In the Center there are displays that show the weight limits for the various sizes of tackle and running gear. There are models showing the correct procedure for the use of equipment. They also have a gallery of photos showing the results of numerous accidents, this they hope will add to the workers' awareness. The use of cameras also comes into play by the safety officers to spot infractions of safety procedures. When captured on film the employee or management has very little to argue against the safety infraction.

SOVIET MEMBER PROFILE

A Dockworker in Parliament

During the recent delegation to the USSR Waterfront News Editor Dan Cole had the opportunity of interviewing Vladimir Falko, a longshore gang boss in the Port of Novorossiysk on the Black Sea. Vladimir is also a deputy of the Supreme Soviet which is the Parliament of the USSR.

Dan Cole: *How long have you been employed as a longshoreman and how did you become a gang boss?*

Vladimir Falko: I started my work as a fisherman at the age of 16 after graduation from secondary school. Later on I worked as a seaman and I served in the army in the Far East for 3½ years. After the army I sailed aboard vessels of the Novorossiysk Shipping Company.

I worked as a longshoreman for 1½ years and after that the people in my gang had confidence in me, and in 1963 they elected me the leader of the gang. At first my gang was a rather small one and it had only 12 people, then the gang grew and it comprised 26 people, later on 40 people and since 1981 there are about 160 people in my gang!

Cole: *How did you become the Deputy of the Soviet Parliament?*



Vladimir Falko

Falko: People of the Novorossiysk Shipping Company had confidence in me and they decided I could represent their interests well enough and they asked me to run for election. Later on when I became a candidate, there were a lot of meetings all over our region and I campaigned and the elections showed that people all over our region had confidence in me and they elected me to the Soviet Parliament.

In 1982, I was elected a member of the Regional Council of Deputies, and in 1984 I was elected a member of the Supreme Soviet of the USSR which is the highest legislative body of this country. Now I work as a leader of the gang and at the same time I am a Deputy of Soviet Parliament.

Cole: *How often do you attend meetings of the Parliament?*

Falko: The Supreme Soviet of the USSR has its sessions twice a year. As well as being a Deputy to the Supreme Soviet of the USSR, I am also a member of the Standing Committee of the Protection of Environment.

Cole: *What area do you represent in Parliament?*

Falko: It's the 75th electorate and it covers a number of cities, among them Novorossiysk. All in all, about 400,000 people live there.

Cole: *How many members are there of the Soviet Parliament?*

Falko: As you know the Supreme Soviet consists of two Chambers, the Chamber of the Union and the Chamber of Nationalities. There are 750 member Deputies in each Chamber.

Cole: *How often do you stand for election?*

Falko: The elections for the Supreme Soviet take place every five years.

Cole: *When running in these elections is there more than one candidate in most cases?*

Falko: During the election campaign there are a number of candidates but as to the final vote, usually there is one candidate to run for election. The usual procedure is like this:

A number of enterprises which represent the leading industries are offered to put forward candidates for the future elections out of the groups of people employed at these enterprises or different enterprises. Then the people working there select the best people whom they think can represent their interests in the Soviet Parliament.

Later on these candidates are discussed on different levels, from City Council and so on so forth and out of them the most suitable person is chosen who finally runs for the position of Deputy.

Cole: *If the people of your district want some changes, how are you able to put their ideas forward and to protect their interests in the higher echelon of Soviet power?*

Falko: One day every week I have a chance to talk to the people. On this particular day I do not work on the job; the state pays me my average wages on that day. On this day I receive visitors. People who have problems or have complaints come to me and they share their problems with me. Also representatives of different organizations can come on this day and I accumulate all this information and make a decision on what is necessary, what problems my region faces and what can be done about them.

I have the right to apply to any body in this country no matter how high they are, whether they are Ministries or Soviet Parliament or city Councils. Being the Deputy of the Supreme Soviet, I have priority in getting access to the right people, I can't be brushed off and I am sure to be received by the proper authorities.

There have been a number of cases when I went to Moscow in the capacity of the Deputy of the Supreme Soviet, and I put forward the problems of the concern of my region. Most of these problems were solved and if they were not solved it was explained why and I was satisfied with the explanation.

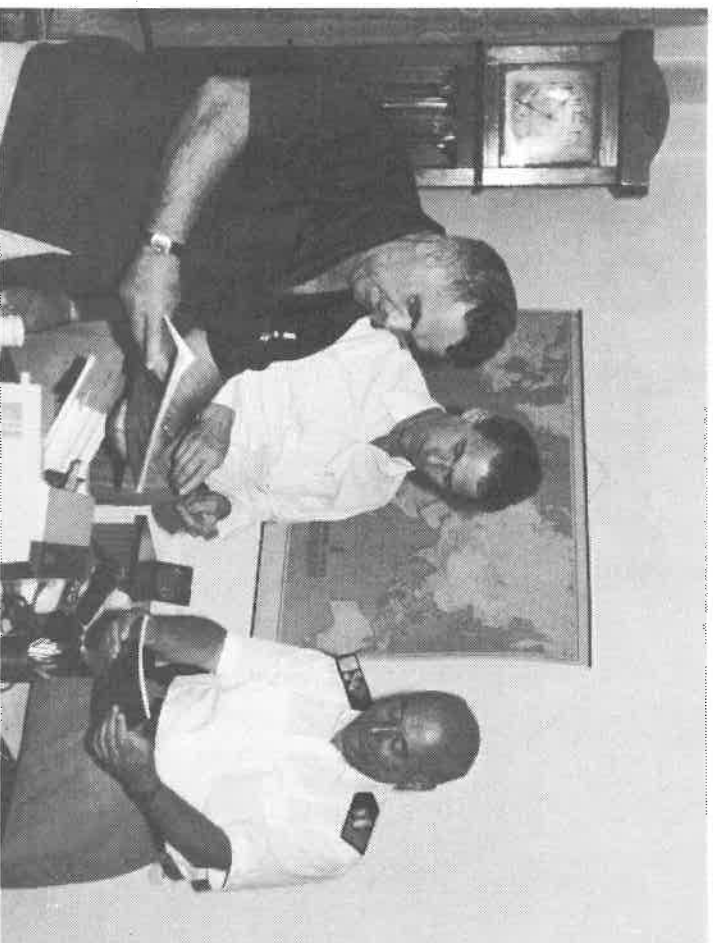
Cole: *Many people in Canada and the other countries of the West, have a great desire for peace. What is your feeling about the future of relations between the West and your country and how do you see the major problem of the threat of nuclear war being resolved?*

Falko: I represent the generation that was born during the war or that survived the horrors of the war. We remember them very vividly and I am sure there is not a single reasonable human being in the world that would do anything which is self destructive. I firmly believe that there is no other alternative to our future than living in peace and friendship. This is the only condition under which we can survive.

The Soviet Union is a rich country. It is rich in mineral resources. It has everything it needs. It doesn't want any other country's territory. It doesn't want the losses of life anywhere in the world. We are quite happy to live in peace in the country that we have. We are fortunate to have a big country and I just want to emphasize the fact that the Soviet Union has always been, and will always remain, the state of peace.

We sincerely hope that the leaders of the two super powers find some common language and solve the problems that still exist between the USSR and the United States. They just don't have any other alternative.

If we want to live we have to be reasonable. Without this hope I can't imagine life in the future.



Meeting with the port manager of Novorossiysk.

IMPRESSIONS OF A DELEGATE

by Dan Cole

Shipping a Priority

We were impressed by the fact that within the shipping industry in the Soviet Union they appear to be building a strong economic base. Their entire merchant marine, which is now the largest in the world, is manned by their own citizens and all of their vessels, whether for deepsea or domestic traffic, are built and repaired in the Soviet Union. This situation differs greatly from our country where the merchant marine is non-existent and shipyards relegated to the construction of a handful of vessels built under government contract and minor repair work.

Full Employment! But Some Shortages

There is full employment and in fact in most industries there are not enough available people to fill the vacancies.

We found the Russian people to be friendly and more than willing to discuss some of the major problems that exist in their country.

Despite a major effort with more housing units built every two years than existed in pre-revolutionary Russia, there continues to be an ongoing shortage of housing. Rents are low representing only a small percentage of a person's income but accommodation in most cases is much smaller than we have become accustomed to in Canada.

Food costs are fairly high with distribution, especially of beef products continuing to be a problem. Consumer goods are also usually higher in price and not as readily available as Western shoppers are used to.

It is generally recognized that bureaucracy and red tape stand in the way of making their economy more productive. There appears to be great hope that present General Secretary Mikhail Gorbachev will enact the kind of policies to eliminate much of the red tape and bureaucracy which should improve the supply of consumer goods to the people

and make the necessary improvement to the general economy.

The recent 27th Congress of the Communist Party of that country adopted a number of policies towards this end, one of which would grant individual enterprises more autonomy in order to make them more efficient.

Alcohol Abuse: A New Approach

In June of 1985 a Soviet parliament recognizing a growing problem of alcoholism, passed an edict in an attempt to reduce the consumption of alcohol. There is no prohibition against the use of alcohol however the opening hours of liquor stores has been reduced dramatically to 3 to 4 hours a day and alcohol is not openly available in the hotel restaurants.

We were advised that in the one year period since the edict was passed alcoholic consumption has been reduced between 30 and 40 percent, the job accident rate is down 20% and absenteeism especially after the weekends dramatically reduced.

Peace-making Economic Sense

The Soviet people lost 20 million of their citizens during the Great Patriotic War (Second World War) and the reminders of that horrible conflict are everywhere. The Soviet people seem determined not to forget the kind of price that has to be paid for war and indicated their strong desire for peace and co-existence with the West.

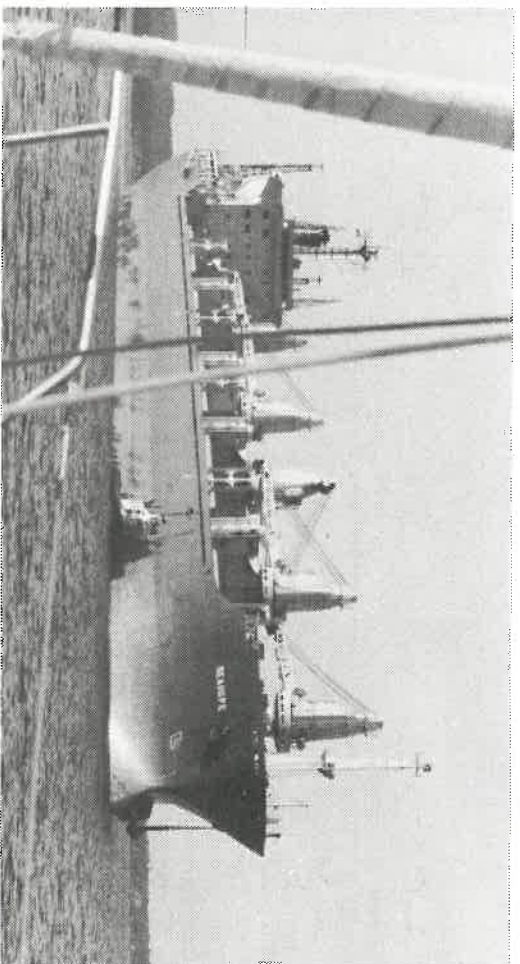
One of the main economic problems facing the Soviet Union today is the enormous amount of money that is drained from the economy by the arms race. Many Soviet people told us that they believe the U.S. escalation of the arms race, through the introduction of the billion dollar U.S. Star Wars programme, is largely aimed at putting even greater pressure on the Soviet economy.



A winning performance by I.L.W.U. delegates at the International Seaman's club in Odessa.

LOCAL NOTES

LOCAL 508, CHEMAINUS



ILWU Local 508 has seen a revival of the home port, Chemainus, where the charter was granted on June 1, 1947. Although Chemainus is the home port of Local 508, the port had seen a steady decline in shipping over the years, with Nanaimo, a Chemainus outpost some thirty miles north, having three docks at an assembly yard in the inner harbour, a new dock at Duke Point, a dock at Harmae West for the loading of pulp from the Harmae Pulp mill and a dock at Harmae East for loading of lumber from their woodrooms.

Crofton, another outpost of Chemainus, six miles south, has three docks, under the jurisdiction of ILWU Local 508. With all of these docks in operation, Chemainus was seeing arrivals decline.

Now Chemainus is becoming a busy port again. Since the arrival of the Sea Hope (pictured above), there has been thirty-three other ships call at the port. The type of cargo produced at Chemainus is a specialized export cargo usually in small amounts, so generally ship calls are short, one or two shifts at the most, which are good jobs for the local. Some of the newest modern ships on the coast are becoming steady callers, including M & B's Dawn and Bel type ships.

LOCAL 500 PICNIC

The day began with overcast skies in the morning turning to sunshine in the afternoon. The picnic was attended by approximately 2000 people including pensioners and their wives and active members and their families. Once again Henry Schultz and his wife were the hit of the barbecue department with Henry's special barbecue sauce adding a great flavour to the approximately 2500 chicken and fish dinners which were prepared.



Banquet Fun

LOCAL 502

On June 14, 1986, Local 502 held its annual pensioners banquet. The banquet was attended by 200 members and wives. All who attended had a wonderful dinner that was excellently prepared. The desserts supplied were especially delicious. After dinner the members who retired during the past year were presented with an ILWU clock. The clocks have the union insignia in the middle with the member's name engraved on a gold plate on the base of the clock. Brother Don Garcia made the presentations and congratulated each of the members on their retirement.



Brian Coles - Local 500

Bowling Tournament



Team Winners

The 21 annual mixed ILWU Bowling Tournament was held in Nanaimo, B.C. Sat. June 21 and 22 with teams from all over the Pacific Northwest and B.C. taking part. Some of the U.S. teams came from Seattle, Portland, Tacoma, Longview, Eugene, Seal Rock, Coos Bay, Astoria, North Bend, Aberdeen, and Salem; and local teams from Victoria, Nanaimo, Chemainus, and Ladysmith - a total of 26 teams in all.

LOCAL 514

At the May 1986 Foreman's Union Meeting, a very special past President retired. Bro. Barney Oliver, the sitting President when Local 514 obtained certification in 1974 retired at age 65.

Local 514 was chartered in 1962 and fought long and hard until a first contract was awarded in 1975.

In the months leading up to certification, circumstances required a tenacious individual. Bro. Oliver put in tireless hours of overtime as he worked to assist in securing a first contract for the Local.

We all wish Barney and his wife Della, a long and happy retirement.

25 YEARS

I.L.W.U. Little League



Little League participants - all winners.

On June 20, 1986 the annual awards banquet for the ILWU Little League was held at Britannia High School in East Vancouver. Hot dogs and ice cream were the order of the day as 94 youngsters aged 5-12 years, celebrating the end of their season and accepted trophies and awards. No youngster was left out.

This completed the 25th year of sponsorship of this League by the ILWU which began in 1961 at Oppenheimer Park on Powell Street. The sponsor at that time was Local

507 (Grainliners) and since the amalgamation of the Vancouver Locals in 1966, Local 500 has sponsored the League.

The Home Park is now at Strathcona Park on Prior Street in an area of many single parent families and low income homes whose children would not have access to such a program without the involvement of the ILWU. Local 500 can be proud of its community involvement by assisting these youngsters who will grow up knowing that the ILWU contributed to their youthful memories.

Pension Congratulations

Man. No.	Name	Age	Retired	Years of Service
14101 V.A.	Rino Mazzarolo	65	June 1	16
10967 V.A.	John Babitch	65	June 1	14
06357 V.A.	Danny Markow	62-2	June 1	21
04136 V.A.	Sven Frost	63-1	June 1	37
01498 V.A.	Americo Semiao	61-2	June 1	30
02099 V.A.	James McCulloch	65	July 1	23
06225 V.A.	Allan Smith	65	July 1	32
03308 V.A.	Wilbur Brown	62-3	July 1	29
03573 V.A.	Leonard March	65	July 1	15
05052 V.A.	Lloyd Harper	65	July 1	32
08924 V.A.	Kenneth Griewe	65-1	July 1	16
20231 Foreman	Wilbert Morris	65	June 1	17
00278 Foreman	Basil Oliver	65	June 1	35
02773 Foreman	Laurence Garland	64-11	June 1	25
05225 Foreman	David MacDonald	62-11	June 1	25

In Memory

DECEASED ACTIVE MEMBERS

MAN. No.	Name	Age	Date of Death
04913 N.W.	David Erickson	42-3	May 5, 1986
00695 P.A.	John Wats	43-6	June 26, 1986
02483 V.A.	Lachlan MacClean	52-9	June 27, 1986
03595 V.A.	William Robertson	59-7	July 9, 1986

DECEASED PENSIONERS

MAN. No.	Name	Age	Date of Death
01967 N.W.	Albin Smeds	78-7	May 4, 1986
05227 N.W.	Thomas Gordon	81-5	July 12, 1986
12973 V.A.	Edward Kent	67	May 10, 1986
02088 V.A.	Frederick August	70-3	May 15, 1986
05443 V.A.	Harry Gorval	59-10	June 8, 1986
00621 V.A.	Angus Cameron	66	June 23, 1986
05009 V.A.	Jessie Mellors	70-7	July 6, 1986
04030 V.A.	Charles Jamieson	62-2	July 18, 1986
08561 Foreman	John Manson	69-11	June 18, 1986
01686 P.A.	Leo Cole	55-1	June 22, 1986

Letters

Editor, Waterfront News

On behalf of KCTSeattle/9, we would like to convey our appreciation to the volunteers from the ILWU who participated in our recent Pledge Drive telethon.

On the evening of Wednesday, June 4th, with the assistance of the volunteers, we had 51 new and renewed subscriptions to Channel 9 for a total of \$2,290.

We hope that everyone enjoyed their evening and we look forward to seeing you again (on a busier night!).

Sincerely,

V.A. (Dolly) Rosen

Canadian Activities Coordinator
KCTS/Simon Fraser University

The Lessons of Langley...



photo by Peter Norris

BY HOWIE SMITH
(Second in a series on labour issues in B.C.)
It looked like a newscast from South Africa.

The riot police wheeling around a corner in military formation. The protesters shouting out abuse as the riot squad nears. The ominous drumming of hardwood clubs struck in unison against the police's full length plexiglass shields.

In precise military style the formation turns to face the protesters. Nylon wrist ties are passed out among the police by the fistful.

The dogs are brought forward. One of the dog handlers, the only police not carrying clubs, is heard to remark: "I sure wish I had my stick, there's lots of good melons to smash today!"

It sounds all too familiar. But, these police didn't wear the emblem of the South African security forces. These helmeted riot police were Canada's own RCMP.

The setting of course, was the Overwaitea job site in Langley during the recent building trades strike/lockout. The scene of police force in use against workers is one that is becoming all too familiar in recent Canadian labour disputes.

In Edmonton that same morning, 25 union meat-packers on strike against Gainer's were arrested by riot police when they attempted to prevent scabs from being bussed across their legal picket line.

The day before, on the same picket line, ninety-eight strikers were arrested after five police and one picketer were injured in another confrontation.

In Red Deer on the previous day three union meat-packers on strike against Fletcher's Fine Foods Ltd. had their legs broken when a bus carrying scabs rammed through their picket line.

This rash of violence in Western Canadian labour disputes is unprecedented when compared with the record of the last twenty years. However it does have historic roots.

A History of Police Violence

In 1913, during the two year coal miners' strike on Vancouver Island, police along with militia armed with machine guns were used against the miners when they attempted to stop the scabbing of their jobs. At issue was the miners' right to have a union.

BY HOWIE SMITH
(Second in a series on labour issues in B.C.)

It looked like a newscast from South Africa. The riot police wheeling around a corner in military formation. The protesters shouting out abuse as the riot squad nears. The ominous drumming of hardwood clubs struck in unison against the police's full length plexiglass shields.

In 1939 unemployed protesters were mercifully beaten during their eviction by police after a thirty day occupation of public buildings. The issue was their right to have a job.

In 1966 there was a major fight by the labour movement over the use of ex-parte injunctions. During that struggle dogs and riot police were used against trade unionists at the Lenkurt Electric plant when they picketed against the scabbing of their jobs during a walkout. Four B.C. labour leaders were sent to jail.

Government Policies Heat Up Disputes

First it was the Socred changes to the B.C. labour code — insuring that the labour laws in this province were even more in favor of the employers than they had ever been in recent history.

Then it was the Socred insistence that public construction contracts be "open" to the non-union sector under the guise of a "low bid" smokescreen. Massive amounts of the public monies went to line the pockets of the Kerkhoffs and Rempels and many other unscrupulous anti-union employers who refused to pay their employees a fair wage.

Socred megaprojects were used as the platform to launch a 'legal' assault against the trade union movement in B.C.

When legitimate collective agreements got in the way as was the case with construction at the Expo site, the Socreds simply decreed that it was a "special development project". Whole clauses of signed collective agreements became "against the law".

Second Attack Levied by Courts

Union workers at the Pennyfarming job site in False Creek protested the 'legal' scabbing of their jobs after Stephenson, the

union contractor/developer, turned the job over to Kerkhoff in mid stream. The courts stepped in issuing injunctions, arrests were made and massive fines were levied against the building trades.

This set the stage for the confrontation at Langley one year later.

In Alberta the stage was set in a similar manner. The 1984 building trades negotiations saw the first use of an anti-labour law which allowed legalized strikebreaking after an employer instituted a lockout of just 24 hours.

The Alberta building trades unions, their strength undermined by high unemployment and unfair labour laws, were unable to fight back. When construction workers protested and carried out picket action, the courts stepped in with injunctions and arrests.

The unions were decimated in just one set of negotiations.

Twelve of the sixteen different trades failed to get renewed agreements. In some cases the result was wage cuts of 60%, the loss of all benefits, and the complete loss of any union protection on the jobs.

It was this example of what was "accomplished" by the employers, with the aid of the Alberta government and the courts, which led to the anti-union strategy that B.C. construction contractors attempted to use during their last set of negotiations.

Current Battles Reflect Key Issues

The police attack on trade unionists with dogs and clubs in Langley, the violence and mass arrests in Edmonton and Red Deer (more than 300 in the first two weeks) — these are clear signs that labour has once again been pushed with its back to the wall throughout the application of unfair labour laws.

Throughout the history of the labour movement, violence on picket lines has occurred not because of irresponsible trade unionists, as the press frequently charge. Instead violence in the past, and today, is a sign that the laws are unbalanced, that workers have been forced to protect their basic



photo by Peter Norris

rights in the only way left to them, because society has failed to protect them through law.

The issues remain the same — the right to employment with dignity and a fair wage, the right to union representation at the workplace, and the right to protection by law from the exploitation by unscrupulous employers.

These were the issues that sparked the violence of the past and these are the issues of today.

An Injury to One...

These are certainly troubled times for labour in Canada, generally, and B.C. in particular.

The B.C. Government Employees' Union is threatened with legislation by a Premier who is skipping out but sticking around long enough to take one more bash at labour.

There is the horrible and disgraceful strike at Gainers in Edmonton, where even the Conservative right-wing elements of that province were appalled at the tactics of the riot police's scabbing. This strike just may escalate and we should do our best to help those brothers and sisters get a just and equitable settlement.

Along The Shore

by
Don
Garcia



The building trades were forced to take a settlement with considerable cutbacks. There's was not an enviable position. No doubt double-breasting and other shenanigans of the government and big business in a carefully calculated plan hurt them at the bargaining table.

The establishment of the Compensation Stabilisation Board (CSB) has had a drastic impact on negotiations with CUPE, Health Services Union, teachers nurses and VMREU. The miserly settlements meted out by Ed Peck of 1%, 2%, 2.783% certainly will reflect on settlements in the private sector.

And across the line the blatant scabbing against the IWA and the Lumber & Sawmill Workers Union have certainly shown the U.S. companies' position regarding unions. The movement of American "hot" lumber through our ports is a further indication of the complete disregard to which our principles of trade unionism are perceived by some companies. Further, it proves once and for all that money holds no respect for international boundaries but will go wherever it can multiply itself.

Where does the ILWU Canadian Area stand in all this?

Well let's stick by the old tried and true adage "an injury to one is an injury to all". Let's keep our moral scruples and trade union principles in the right perspective. And, at the end of the day I am certain we will win out.

To be sure the struggle continues and sometimes it does seem that the pendulum will not swing back, but it will, brothers and sisters, it will. And when it does I am certain we will be home safe and dry, a stronger and better Union because of the lessons we have learned and the indignities we have suffered.

Bumper Sticker of the Month

HARRY RANKIN
for MAYOR



WATERFRONT NEWS

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