



WATERFRONT NEWS

Vol. 8, #2



Official Publication of the International Longshoremen's & Warehousemen's Union — Canadian Area

August, 1988

ILWU Locals work to gain more port cargo

Canadian Longshore locals are participating in efforts to attract new shipping lines and increase cargo handling in their home ports.

The president of Local 500 is in Europe right now touring ports and shipping lines with Vancouver's Port authorities: Local 505 in Prince Rupert has said that promotion of their port in Asia is something that they have been considering; and Kent Birmingham, President of Local 502, New Westminster, has recently returned from tours of Pacific Rim and European ports.

The New Westminster waterfront is expanding at a rapid rate. A \$6 million on-dock intermodal yard is currently under construction and will be operational by the end of next year at the Fraser-Surrey Terminal. The terminal also saw the addition last year of a state-of-the-art lumber dip tank.

Birmingham says that with these improvements the port has something more to offer. "After the Pacific Rim tour, we went on a European tour for one month. We were calling on ports and shipping lines in nine different countries.

"It was interesting," continued Birmingham, "that many of the European lines did not have an awareness of the Port. They had no idea that there were dock gantries. They were very interested in all the back-up lands that we have available. Many lines also had some miscon-



This \$2 million empty shed stands unused next to an empty dock at Ogden Point, Victoria. Will it end up like the abandoned CN Rail dock (right) at Ogden Point? What will the future hold for?

Longshoring in Victoria

— pages 6 & 7 —

ceptions about the draft in the river."

According to Birmingham, the overseas promotion tours have already produced some results. "We've had two vessels that have directed bagged cargoes across our docks — peas and beans. Of course this kind of cargo is very labour intensive, and that means jobs. And that's all new business for us. We never had those cargoes before."

Currently the main work for the 300 members, and 300 casuals in New Westminster is composed of autos, coal, lumber and steel. In fact 80 per cent of Canada's steel imports comes through the Fraser-Surrey docks. But increasingly containers are becoming a larger factor in the work picture.

Birmingham says that Canadian longshoremens can learn from the promotional

efforts that have been successful to the south. "Most of us have watched the growth of the ports in the U.S., Tacoma is a good example. They have an excellent relationship with the Port, and with their employers. Because of that shipping lines have a preference for that port. We see that with some effort from everyone involved, this might happen here in the future."

Government sell offs devastate Britain

In April, the B.C. Federation of Labour sent a delegation to Great Britain to observe first hand the results of eight years of privatization in that country. The delegation consisted of Lee Cochran, B.C. Ferry and Marine Workers Union; Lynn Hancock, Hotel and Restaurant Employees' and Bartenders' Union; Bernice Kirk, CUPE; and David Tones, IWA 1-367.

The delegation met with British trade union leaders, local politicians and rank and file workers. They examined the effects of privatization, and gathered information on the public's experience.

Here are some selections from the report written by the delegation. The picture presented is a devastating one, both for workers and for the community.

"In Great Britain, we found it impossible to separate privatization, contracting out and deregulation. Since the Thatcher government took office in 1979 they have not wavered in their objective of making everything as attractive as possible to the private sector.

"Before privatization the corporations are made efficient and profitable including infusions of government capital. Then shares in privatized government corporations are offered at far below market value.

"The exact opposite takes place before contracting out of government services. Adequate funding is withdrawn, the service is made inefficient, the public becomes frustrated with the poor service and contracting out becomes an attractive alternative.

"The British government started on its current course by contracting out small organizations such as cleaning and maintenance service but they are

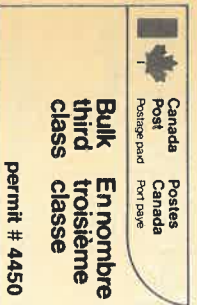
advancing into the more technical areas. The prisons in Britain are being considered for privatization. The electrical and water systems are also being considered.

LOCAL GOVERNMENT CONTRACTING OUT

"The government's objective in contracting out seems to be to eliminate the government workers.

"The government has instructed local municipal councils to contract out everything that can possibly be contracted out. Legislation is being enacted to make it compulsory to tender all work in the municipalities. This legislation is to be passed in early 1989 and will effect England, Wales and Scotland. Local authorities have had the right to tender all services for many years, but have not used that authority because they pre-

— see LESSONS page 9



If undelivered, return to #110 - 111 Victoria Dr., Vancouver, B.C. V5L 4C4.

FEATURE
REPORT

Privatization and

Free Trade

— pages 4 & 5 —

President's Report



By
Don Garcia
President, ILWU
Canadian Area

As we move from the 1980s to the 1990s, times and situations are in a state of flux and impact severely on the longshore industry as we know it today as well as on our Union.

We have dramatic changes in the solvency rules that govern our pension. We have definite changes in the Canada Labour Code Part IV. Employment Equity as a fact of life may well change the complexion of the dispatch halls as they exist at present.

A stroke of the pen in Victoria raised our Medical Services Plan expenses from \$400,000 this year and at least \$500,000 next year, and as an unbudgeted expense will have to be addressed.

Our court case involving the challenge to the charter re: our back to work legislation, grinds on slowly along finding its way through the various courts and legal procedures.

Negotiations loom just over the horizon with all the time consuming efforts they inevitably bring with them. These items require a great deal of time and energy from the officers. They must be addressed and handled in a fashion to ensure that the best interest of the membership are protected.

would endanger them or their fellow workers. Clarification is vital so we can determine if we are afoot or on horseback and our flanks are protected.

EMPLOYMENT EQUITY

Employment Equity with its emphasis on the handicapped, visible minorities, native people and women, is another equation for which we must find a balance.

Unless we do find the balance, we will founder on the shoals and reefs of the American experience. We must handle the situation prudently to cover the seniority of our people already in the industry and map out a plan acceptable to all involved for the future.

This must be done in a way that creates a minimum of dislocation and disruption. It can only be achieved through frank discussion and an understanding of the issues and a will to resolve them. If it cannot be done by the parties in co-operation with the local unions involved, my concern would be that the government will step in.

We have had enough of heavy-handed legislation and meddling by government bodies in our affairs. We have a good system in effect now and if we do not place safeguards to ensure its continuance, we may not be able to stave off another attack.

POLITICAL PROBLEMS

There is nothing we can do at this time in regard to the policies of the Social Credit government in Victoria. They slapped the people of British Columbia with the largest increase in history on their medical premiums — a whopping 30 per cent.

Their approach has been to raise prices for all services and at the same time cut services wherever they figure they can get away with it. This unbudgeted expense impacts directly on our fringe benefits. Your trustees prefer to keep a surplus of operating funds to provide against downturns in the industry of at least four months. The added costs erode these funds and effectively cut off any possibility of establishing new benefits.

The trustees, because of the increased cost, are forced to move funds around and the net result is that because we will be using employer money to fund a benefit we do not directly contribute to, we will all be T-4'd on our

income tax forms to pay off the shortfall.

Our court case to challenge the charter an thus the crippling legislation that forced on us labour contract that is, to say the least, disgusting, continues at a snail's pace. At the writing of this report no firm date has been established for us to appear in court.

The reluctance of the federal government to disclose their rationale for so quickly legislating against us, under the guise of "cabinet confidentiality," has certainly hampered the efforts of our lawyers. It is a long and expensive way for a trade union to seek justice from government that appears to be only concerned with stifling the collective bargaining system.

Perhaps when this is analyzed in future may be that the tactics of forcing longshore men, railway workers, postal workers and grainworkers back to work are all part of the agenda under the Mulroney-Reagan trade deal. This insidious arrangement can bring with it serious problems in the future for trade unions and perhaps we have just lifted on corner of their timetable to handle all trade unions in the future.

The Mulroney gang must go and we should all vote accordingly in the next federal election. In regard to negotiations for the Massey Contract the Longshore Contract Executive Board (LCEB) has scheduled a longshore caucus for September 19, 1988. I take this opportunity to remind all those covered by the BCMEA-ILWU labour contract to take note and gather your thoughts together and express them as resolutions to your local union. July and August will pass very quickly so don't get caught short and unprepared.

All the above situations have remedies. It is finding the remedies that require input, energy and time. The answers to some of them are financial, some political. If we can vote out the Conservatives and the Social Credit regime our fondest dreams may not be realized but it would be a good first step. If we obtained pot of money from our employers we could deftly establish a better future. Looking at the world the way it is, not the way we would prefer it to be does not seem to be in the cards. Only time will tell.

On behalf of the officers we wish that those of you enjoying vacations in the summer have an enjoyable and safe holiday and return refreshed and willing to take on the challenge

PILOTAGE EMPLOYEES

New Charter



Mike McGuire (left) president of new ILWU Local 520 receives charter from Canadian Area President Don Garcia.

CANADIAN AREA NEWS

LOCAL 517

Vancouver Port workers apply pressure

On June 9, Local 517 applied to the Minister of Labour for conciliation in their negotiations for a renewed contract with the Port of Vancouver. This action is mandatory under federal law before the union can take any further action to put pressure on the employer.

Under the law the minister must appoint a conciliator and receive his report before the union is allowed to take a strike vote. Local President, Jim Jackson, said: "We've had five meetings with the Port and it was pretty obvious to us that we weren't going to get a contract without conciliation. So we broke off talks and applied June 9 to the Minister."

There are four bargaining units in Local 517, all of which have separate agreements at Squamish, Westshore, Surrey-Fraser, and the Port of Vancouver. The 140 members in the Vancouver bargaining unit represent a complete range of Port of Vancouver staff including: maintenance, boat crews, building staff at Van Term, workers in the Harbour Master's office, Port promotions, accounting, finance, purchasing, engineering, and administration;

along with all office staff at the Port's head office and three workers at the Port's Campbell Avenue ice plant.

The local was first certified as part of the ILWU in 1965. Before that they were the Vancouver Harbours Employees Association. However, the Port workers soon found that their issues were being ignored. So they elected to join a strong waterfront union, the ILWU. Jackson says that the local has always based their wage rate demands on the longshore rate: "We've always tried to get our outside ser-vicemen parity with longshore," explained Jackson. "For the inside we use the manifest clerk as the base position."

Local 517's last agreement was for three years. The major issue at that time was stopping a Port demand to privatize the billing operations (35 people including manifest clerks). The local succeeded in its efforts and was able to maintain the integrity of their bargaining unit. 1978 marked the only strike in the Local's history (see strike cartoon by Bud Smith on page 8).

Issues during this set of negotiations are the compensation package, and an Employer bid to change current contract language which would have the effect of weakening protection of seniority rights in the agreement.

LOCAL 502

Westshore workers accept improved 2 year agreement

After rejecting an initial offer from the employer the 112 ILWU members at Westshore have accepted a new improved agreement. The new two year agreement includes a signing bonus of \$700, wage increases of \$1.06 in the first year and \$1.12 in the second year. There were also increases in both benefits and pensions. Job security language was also strengthened.

A summer to remember

By TOM FAWKES

What will people say decades from now when they are digging through the political history of British Columbia and stumble across the Summer of 1988? There will undoubtedly be one of two reactions; they will either shake their heads in wonder, or they will collapse to the floor in hysterical laughter unable to take seriously what they are reading. In the pages of British Columbia's political history, this Summer will hold a special place, and it is not even over yet.

The Social Credit government has sustained two devastating body blows in almost as many weeks. First, the Boundary-Similkameen byelection debacle which saw Social Credit lose its safest seat in the province to the New Democrats. It is not so much that they lost the seat, but why they lost the seat that counts. The people of the South Okanagan riding were not all of a sudden enamoured with the New Democrats (they had voted Social Credit for 30 years), but they were angry with the Vander Zalm government. Every time the Premier visited the riding to campaign, the secrets lost four points in the polls. He visited the riding five times and the New Democrats won it by about 20 points. There is no doubt that the loss badly hurt the government.

Before the wails of despair over the byelection loss has faded from the legislative halls, the province's number one law man, Attorney-General Brian Smith, resigns his post to sit on the back bench. The resignation of a Cabinet minister is not unusual; however, such things are normally done by a letter to the Premier or quiet meeting followed a short news release. Smith's resignation was handled entirely differently.

Rising in the legislature from his seat right next to the Premier to make a Ministerial Statement under the Rules of Order, Smith announced his resignation in a twenty-minute speech which heavily criticized the Premier for interference in the Minister of the Attorney-General.

Although a direct criticism of the Premier, Brian Smith's resignation dealt yet another body blow to the government as a whole: the "one man, one style of the Vander Zalm government means that any criticism of the Premier is a criticism of the government. Smith's resignation only adds pressure to a government that is having trouble just staying on its feet. In fact, there is a considerable argument to endorse the position that Smith's resignation was such a blow, it dropped the Vander Zalm government to its knees.

The Social Credit government is now split into two camps, with very few M.L.A.'s in the centre, and although some are trying desperately to remain in the neutral zone, it is becoming increasingly difficult for them to remain neutral.

But what does all this mean for the working people in the province? On the surface most would say not much; nothing could be further from the truth? With an open split in the government comes instability. Government members become more concerned with political infighting that with doing the business of the people.

Basically a system develops where there are at least two oppositions, the Official Opposition and the internal opposition within the Social Credit caucus. As it sits now, the Premier makes decisions with little regard to what the Official Opposition does or thinks; whether or not he can afford to be as cavalier with the opposition within his own caucus is doubtful, although clearly we are dealing with a man who does not have a lot of political smarts.

Unstable government is dangerous government. It is unpredictable and that leads to all kinds of problems in the areas of investment, job creation, social services, health care, education and virtually everything government touches — virtually everything that touches working people and their families.

What is happening in British Columbia this summer goes far beyond partisan politics. It is much more than hand-rubbing glee if you are a new Democrat, and frustrated anger if you are a Socred. Stability in government, the preservation of democratic traditions and principles, and government that puts the business of the people above all other considerations is, in the final analysis, the only things which working people have to protest them. These people we have elected, regardless of their political party, are the lawmakers and anything that interferes with their ability to make fair and just laws represents a threat to working people. When government is in trouble, then the people are in trouble.

Tom Fawkes is the Assistant to the Officers at the B. C. Federation of Labour.

Pension Congratulations

April to July 1988

Vancouver	Age	Years of Service	Local 514
Bernard Foster	62	10	Local 514
Roy Langston	55	22	Local 514
Norman Hansford	57	32	Local 514
Robert Sloan	64	28	Local 514
William Gordon	65	25	Local 514
William Kneeland	58	29	Local 514
Antonio Scrigner	65	22	Local 514
Nicholas Patterson	64	35	Local 514
Leo Cervio	65	18	Local 514
Stanley Joseph	60	25	Local 514
Fernand Savoie	63	18	Local 514
Antonio Scrigner	65	25	Local 514
Joseph Vermeersch	62	31	Local 514
Adam Brown	61	29	Local 514

Pension Correction Notice

The last issue of the WATERFRONT NEWS incorrectly stated that Brother Ernest Nicholas (Work #00491) of Local 504 retired with 30 years of service. In fact, Brother Nicholas, who is a past President of Local 504, first started working on the Victoria waterfront in 1948, and was first accepted into the Union in April of 1950. Therefore he should have been credited with 38 years of union service.

NOTICE TO ALL MEMBERS

Problems have been arising because the Welfare Office does not have the proper birthdates of members. Each member should supply the Welfare Office with a certification of birth.

ZALM

I'm OK, You're OK

"Things are good, things are very, very good."

That's B.C. Premier Bill Vander Zalm speaking. His government saw that the provincial economy grew by 4 per cent in 1987-88 and government revenues were \$500 million greater than expected. So it figured that B.C.'s five-year long recession had finally ended.

It didn't matter to the Vander Zalm government that 200,000 British Columbians are on welfare, or that unemployment is still above 10 per cent.

In its recent budget the B.C. government revealed that it will sock away \$450 million for "a rainy day," rather than using the revenue to reduce unemployment. As well, the government plans to slash thousands more civil service jobs, and cut the number of people on

Postal workers deliver their message

Postal workers are stepping up their campaign against the privatization of postal services and superboxes. And they're getting some help from an unexpected source: Canada Post Corporation.

This spring the postal unions and the CLC began a billboard and flyer campaign aimed at linking declining postal service to the Mulroney government. In an effort to halt the campaign Canada Post took the unions to court.

But the result was far more publicity than the campaign alone could ever have produced.

In particular, Canada Post tried to stop the distribution of two million flyers through the mail. In one flyer an older woman says, "We used to have a post office — then the Mulroney government got elected." After discussing

In Memory

DECEASED PENSIONERS

April to July 1988

Vancouver	Age
Melvin Cullum	69
Edward Hopwood	76
Verne Yeaman	74
Bertrum Hunter	79
Donald Leakey	74
John Wilson	83
Perceval Lawley	75
Jerry Filippone	74
Albert Slaughter	64
Norman Smith	66
Clifton Banning	69
New Westminster	
William Dahl	77
Albert Pedersen	85
Orville Keown	81
Dan Ludyn	85
William Gausdahl	77
Port Alberni	
Dale Hines	75
Local 514	
Hugh Thomas	65

DECEASED ACTIVE MEMBERS

Vancouver	Age
Walter Timko	56
Chemainus	
Donald Brooks	54
Port Alberni	
Herman Hansen	57
New Westminster	
Frank Schmidt (Casual)	58
Prince Rupert	
Rodney Strickland	31

Labour News

welfare.

Finance minister Mel Couvelier was asked why unemployment still remained high in a time of economic recovery. He replied that the province's high unemployment rate has more to do with B.C.'s fine weather than it does with the long-term job drought of the 1980s. His theory is that unemployment is down to 6 per cent in Ontario because those easterners have to work hard to stay warm through the long, cold winters.

The one area where the Vander Zalm government is willing to spend money in the coming year is in persuading women not to have abortions. Millions will be spent in this area, along with \$20 million for state-sponsored marriage courses and other "initiatives designed to strengthen the family."

the transfer of services from post offices to private businesses, the woman concludes, "Either the government changes its post office policy, or we ought to change the government."

In the other flyer a younger woman in front of a supermailbox says, "They provide poor mail service." She's even more politically direct, concluding, "It's time Brian Mulroney got the message — If you can't change the government's mind, you can change the government."

Both flyers were signed, "A message from the people who move your mail — your Canada Post employees."

Canada Post tried to use a court injunction to halt distribution of the flyers, saying they incorrectly identified all post office employees, instead of just unionized workers.

But the tactic failed, and the hard-hitting messages are on their way to two million Canadian homes.

— CALM



Rodney T. Strickland

On April 25, 1988, longshoremen Rodney T. Strickland (#24184) was struck and killed by a falling boom on the vessel Great Amity. Strickland who turned 31 years old on January 14, this year, first registered to work on the waterfront in September 1978. He joined the union just one year and three days before his death.

The accident is currently under investigation by Canada Coast Guard and the Provincial Coroner. Preliminary reports suspect that the accident may have been the fault of the ship, Strickland's wife, Gloria Spencer has filed suit in Federal Court against the ship.

Local union president Mark Gordenko notes that Strickland "was a good worker and a good union man. I am proud that I was the one that swore him in (to the Union)."

Strickland who was born in Burgeo, Newfoundland, was buried in that province. Over 200 longshoremen attended the memorial service. He is survived by his wife, Gloria, who is five months pregnant, and a son, Adam. Surviving family members include Strickland's father, three brothers and six sisters.

Sell off key issue in BCGEU contract talks

After meeting with government negotiators to review bargaining proposals, BCGEU President John Shields said the sell off of public services will be the key issue in contract negotiations.

"The Union's collective agreement is a major obstacle to the Premier's scheme to sell off vital public services," Shields commented after meeting with government negotiators.

"British Columbians don't want public services sold off for private profit. We will be trying to strengthen the collective agreement to ensure that environmental protection workers, lab scientists, highways crews and child abuse counsellors will be able to continue to provide the vital services British Columbians and their families depend on," explained Shields.

"The Union's proposals will ensure that vital services continue to be provided by experienced employees who work only for the public interest, not for private profit," he continued.

Shields also accused the Premier of setting a confrontational tone and politicizing the negotiations by announcing that his government plans to eliminate 10,000 more jobs.

"The Premier has interfered in the collective bargaining process by threatening to eliminate thousands of jobs just as contract talks being. It appears that the Premier is more interested in starting a fight than in reaching a fair settlement. This will certainly make it more difficult to reach a successful agreement," Shields claimed.

The Union is also seeking a fair wage settlement which would acknowledge the substantial difference between the wages of provincial government employees and their counterparts in the public and private sector who earn more for doing the same work.

The contract between the government and the BCGEU, which represents 30,000 government employees expires on July 31.

Continued from page 1

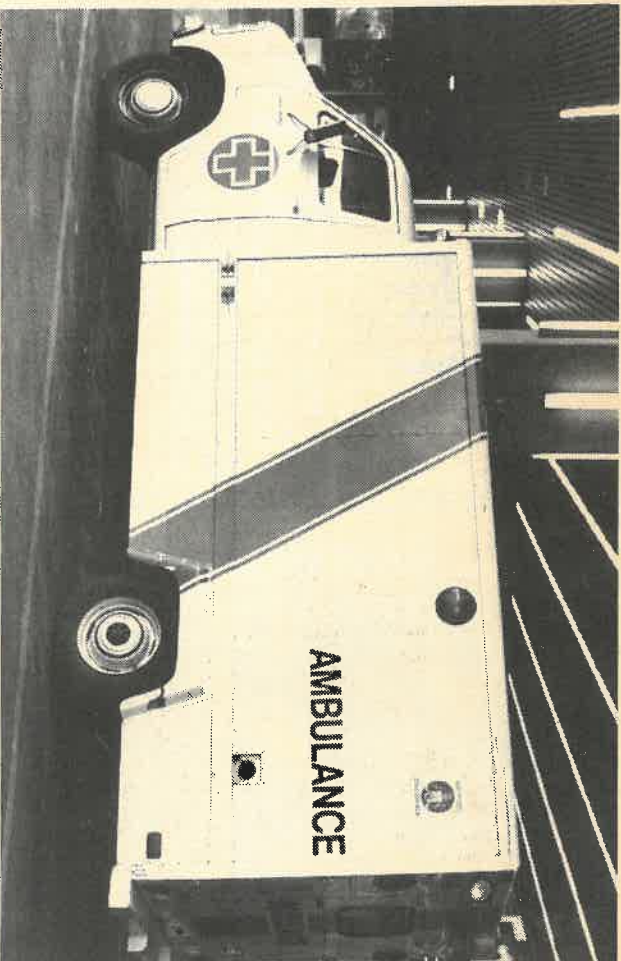
Lessons to be learned

ferred to keep the services "in house." Now with Compulsory Competitive Tendering, the option has been taken from them.

DEREGULATION AND SAFETY

"The ferries that run across the channel were deregulated and then privatized. The deregulation was as devastating as privatization. Deregulation means job losses and, by no means less important, working conditions that are no longer safe for employees, or for the consumer.

"British Columbia's ferry fleet is one of the biggest and the best in the world. If the British experience is repeated here we could one day read headlines like those that reported the disaster of the Herald of Free Enterprise, a British ferry which capsized in 1986 because of equipment failure and violation of safety standards.



Health services at risk

By MERIBETH HARDERN

Health services have been included in the free trade agreement. But, unlike other areas of the package, we know little of what this means, according to health economist, David Schreck.

Schreck pointed out that services have never before been included in such an agreement, and only certain items are specifically mentioned.

Services included are the management of hospitals; institutional health services, such as homes for the handicapped or single mothers; and non-institutional services such as ambulance service or public health clinics. Also mentioned are all aspects of medical laboratories, blood banks, radiology labs, and others.

Schreck noted that at this point we can only speculate about the impact, but that some facts are known.

For instance, health services comprise one of Canada's largest industrial sectors, representing 8 per cent of Gross National Product (GNP) and employ one in ten workers.

The less equitable system in the U.S. is almost 100 per cent privatized and more costly, representing 11 per cent of GNP. Some thirty-five million Americans do not have health insurance.

So why is health part of the free trade agreement? Schreck speculated that the U.S. negotiators recognized that there is a market in Canada and so possibly sought to include it.

While the Canadian government has not advocated experiments in the privatization of health services or the dismantling of medicare, both could occur.

BENEFITS LOST

"Privatization and contracting out have destroyed indexed pensions, and in some cases have left employees without pensions altogether. In fact, this appears to be one of the objectives of privatization. Fourteen out of 25 contracts in the National Health Service also cut back on holiday and sick benefits.

"One Member of Parliament reported that, out of 40 local authority contractors, not one contractor actually re-employed all the existing staff. In 33 of the contracts, less than ten per cent of the existing staff were re-employed as full-timers. It was common in firms to have 50 per cent of the workers on part-time.

THE LESSONS TO BE LEARNED

"We can learn a great deal from the British experience.

Two factors threaten our health care system, Schreck said. First, there is no agreement on what constitutes a subsidy. Guidelines are to be set in seven years, but that may be too late.

Privatization of health services or dismantling of medicare could occur.

While the Fraser Institute says medicare and social services are not "subsidies" under the GATT rule — that a policy which favours all industries equally is not considered a subsidy — no one knows if that is correct. The result may be that a "level playing field" in healthcare means no medicare, Schreck pointed out.

The second significant factor, he said, is the link between free trade and privatization. Without privatization, the U.S. has no access to the Canadian market since the funding mechanism is not open to them.

With privatization, with specific references to health service in the free trade agreement, and with the stipulation that U.S. firms are to be treated as Canadian ones we could easily see for-profit U.S. firms as part of the health care system.

Schreck noted that health and social services represent a major economic plum and this is not an area the American corporations are likely to ignore. He said that unless Canadians want the American system of health care, they must speak out and act to defeat the free trade deal.

Material for the stories on these two pages was adapted from the following publications: CUPE Facts, Pacific Alternatives, Canadian Labour and the Vancouver Sun.

"First, we have been forewarned. Governments start off with the things that do not seem to matter so much. Then the move towards privatization gathers momentum, and now, in Britain, the public four or five years later has woken up to realize everything has been sold, and they do not like it. Polls show 67 per cent of the public is Britain is against privatization.

"Secondly, everyone must get involved. Not just workers, but consumers must fight this program. We must realize that privatization can seriously damage our standard of living, our health, and the quality of life in our communities. This is now happening in Britain. It is also happening here, but we have the advantage of being in at the beginning so we can stop the damage before it occurs.

"Third, we must make a positive case for public ownership of certain basic

EDITORIAL

The Vancouver Sun

What price privatization

What price the privatization of public electric utilities?

Expensive in Britain, where consumers have been hit with a nine per cent increase in rates as the Thatcher government prepares to sell off its electricity supply business.

According to The Economist the increase has left Britain with the second-highest electricity rates among 11 countries surveyed by National Utility Services. After further increases planned to "fatten the calf" for sale, they will be the highest.

The lowest rates were found in Canada where most power generation is in public hands. But in British Columbia the governments seems determined to follow Margaret Thatcher and give consumers higher prices by bringing private entrepreneurs into the picture. It would be a ghastly mistake.

industries, utilities and public service subject to public control and public accountability. Whether it is a strategy industry of immense importance to the nation's economy, or whether it is basic utility or a service that every single person needs, there is a case for it being under public control and answering to public accountability.

"In Britain, the saying now is "Public need — not private greed." When a service is privatized, then the profit motive becomes the thing to which that service owes allegiance. It ceased to fulfill its role as guardian of the public interest and a provider of a public service.

"Our privatization tour of Great Britain has served to give us confidence as we enter the fray against privatization and contracting out. They fought first so we are in a position to benefit from the lessons they painfully learned."

ratization and free trade

FREE TRADE BACKGROUNDER

Free trade with the United States was not Brian Mulroney's idea. Back in 1982, a small group of big business leaders began the push for a bilateral trade deal.

Right from the beginning, these business leaders began soliciting American support in an effort to slip the deal past the Canadian public with a minimum of debate.

They succeeded. When Reagan and Mulroney signed the free trade agreement on Jan. 2, it had not even been approved by our House of Commons. Parliament had not even finished debating the deal before the business leaders achieved their objective.

The chief architect and major proponent of the free trade agreement is the Business Council on National Issues (BCNI).

CORPORATE POWER

The BCNI is composed of the chief executive officers of the 150 largest corporations operating in Canada. They control assets of over \$700 billion dollars, earn annual revenues of \$250 billion, and employ over 1½ million Canadians. That helps explain why this low-profile organization has become the most powerful interest group in the country.

COMPETITIVE PRESSURES

The major corporations involved in the BCNI require secure access to larger markets. They demand that the state help lower their costs of production and break down barriers to their exports and investments.

Economic nationalism has no appeal to these businessmen, who see it as an impediment to the continentalist free enterprise environment they favour.

When the Trudeau government finally did make a faltering attempt to develop an alternative industrial strategy in 1982,

B.C. FED STUDY

By LARRY KUEHN

The forces favouring the free trade deal are conducting a campaign of "dis-information," Cliff Andstein, B.C. Federation of Labour Secretary-Treasurer, told a Pacific Group free trade conference.

They make claims that free trade will produce lower prices, but most of those are entirely imaginary, or will be only marginal and over the long term.

And the deal's supporters claim jobs will be created, but never say where. Andstein said, "The Mulroney government has yet to publish a list of winners. If they say where winners are, they will have to also say where the losers are." What is actually at stake with this deal

it foundered when the anticipated boom in resource exports failed to materialize. As oil prices dropped and the National Energy Program came apart, so did the hopes of repatriating the Canadian economy.

PUSHING FOR A DEAL

In the fall of 1982, members of the BCNI concluded that they must obtain guaranteed access to the American market through either a multilateral or a bilateral comprehensive trade agreement.

Whether the American officials wanted such a deal or not, it was important that they not appear over-enthusiastic. As the financial Post explained in the fall of 1983, "Canadian and U.S. officials both agree that because of deep-seated fears over American motives, Canada must initiate any proposal. Any U.S. initiative would amount to a 'kiss of death'."

Finally, by the spring of 1984, the Business Council agreed on a program designed to push Canada-U.S. trade relations to the top of the next government's political agenda. While the federal election campaign was underway, the council quietly spread its message to provincial governments and to the wider ranks of the private sector. By the time the new Prime Minister took office, they hoped to have the backing of a constituency which no government could safely ignore.

Their efforts got a boost when Donald Macdonald, the Bay Street lawyer who was chairing the royal commission on Canada's Economic Prospect, made it clear in late 1984 that the commission supported free trade. The final report of the commission released in September, 1984, was a one-sided rationale of the trade initiative. Macdonald has since joined his Business Council friends in helping to sell the deal across the country.

SELLING IT IN THE U.S.

With the support of the Canadian government now assured the BCNI set about eliciting more American support. In March of 1985, a group of 17 BCNI members journeyed to Washington for three days of discussions with American business leaders and Secretary of State George Schultz, Secretary of Defence Casper Weinberger, Senate Majority Leader Robert Dole, and Senator John Danforth, chairman of the Senate's International Trade Subcommittee.

SELLING IT IN CANADA

The Business Council has also been actively trying to build public enthusiasm for the trade initiative. They've been the primary supporters of the Canadian Alliance for Trade and Job Opportunities, which has raised a \$2.4 million war chest to campaign for free trade. They recruited Peter Lougheed and Donald Macdonald to co-chair the Alliance, while BCNI Chairman Donald Culver chairs the executive committee behind the campaign.

BCNI members are also trying to persuade their more than 1.54 million employees to support the free trade deal. Ed Newall, chief executive officers of DuPont Canada, has said that they will be appealing to their workers, "site by site, office by office," to convince them of the merits of opening Canada's

border to the free flow of goods and services from the United States.

THE REAL PATRIOTS

Business Council leaders have proclaimed themselves the "real patriots" of the country, and lashed out at the opposition politicians, union leaders and premiers who express reservations over the free trade agreement.

According to Culver, "it's time that the real patriots stand up and be counted," by supporting the free trade initiative. Culver, who is head of Alcan Aluminum, claims that it is the businessmen who have the country's best interests at heart because they control most of the investment, job creation and exports generated in the country.

However, unless Canadian workers want to compete with the wages and working conditions of South Carolina, Taiwan or the Philippines, we will have to rely more on collective ownership and control of our economy.

Although Canadians may be tempted by visions of a Dallas lifestyle, the increasingly skewed distribution of income in the United States suggests that only a privileged elite will benefit from integrating the two economies. Most Canadians may actually suffer a decline in their standard of living to a level typical of areas in the Rust Belt for the depressed hinterlands of America.



Economic pitfalls

By MEL WATKINS

There had been claims made by economists that free trade with the United States would cause our incomes in Canada to rise by as much as 10 per cent. The Economic Council of Canada had promised us 350,000 jobs, and Mulroney had trumpeted that number across Canada.

But in January of this year, only days after Reagan and Mulroney signed the deal, our Finance Department issued "An Economic Assessment" of the

benefits of free trade for Canadians.

The increase in incomes had shrunk by three-quarters to a mere 2.5 per cent. Not annually, but till the end of time!

That is the same amount of growth that took place in Canada last year from January to May. For this we are supposed to turn the country upside down?

The jobs too had disappeared, down by two-thirds to 120,000; that's over five years, which works out to 24,000 a year. This at a time where there are 10 million people in the labour force in Canada — so that 120,000 jobs is about one-tenth of one per cent hereof — and the economy is creating in the order of 300,000 jobs a year.

Even these negligible figures are too high. A confidential study prepared last June by the Bank of Nova Scotia's economics department on the impact of a free trade deal on the Canadian economy concluded: "Beyond resources, all other major sectors are net losers."

The Bank thought resources would do OK because it assumed that the deal would give Canada better access to the American market. Now we know that the deal that was actually signed failed to do that, while the Americans really did get better access to our markets for manufactures and services.

Under free trade, we can expect that Canadian imports from the U.S. would rise more than Canadian exports to the U.S. that means fewer jobs and less income for Canadians.

Free Trade = Lost Jobs

is not trade, Andstein said. "This is really a debate about the neo-conservative agenda for North America. It is an attempt to lock us in to deregulation, privatization and anti-union rules."

But the media version of the debate has been one-sided, Andstein claimed. "Our study of job loss in B.C. gets buried on page F10 of the Sun, but Pat Carney's silliest claim makes it to page one."

That B.C. Federation of Labour study shows a grim job picture for the province.

The majority of the current jobs in agriculture will go, it says.

Many of the fishing jobs will be lost — and corporate profits will leave the province.

Longshoring in Victoria

Local 504 Victoria is a small Vancouver Island ILWU Local with a difficult work picture. To get a better idea of how the area is viewed by the longshoremen who live and work there, Waterfront News Associate Editor Howie Smith visited the port and talked with Local President Cliff Rabey, Dispatcher Steve Hendry, and Bob Bickford, a longshoreman with 35 years on the Victoria waterfront.

THE VICTORIA DOCKS — AN EARLY START

The planning and engineering for the Ogdén Point complex as done by federal government engineers in the early 1900's. The original plan for the outer harbour facilities called for four piers and two breakwaters.

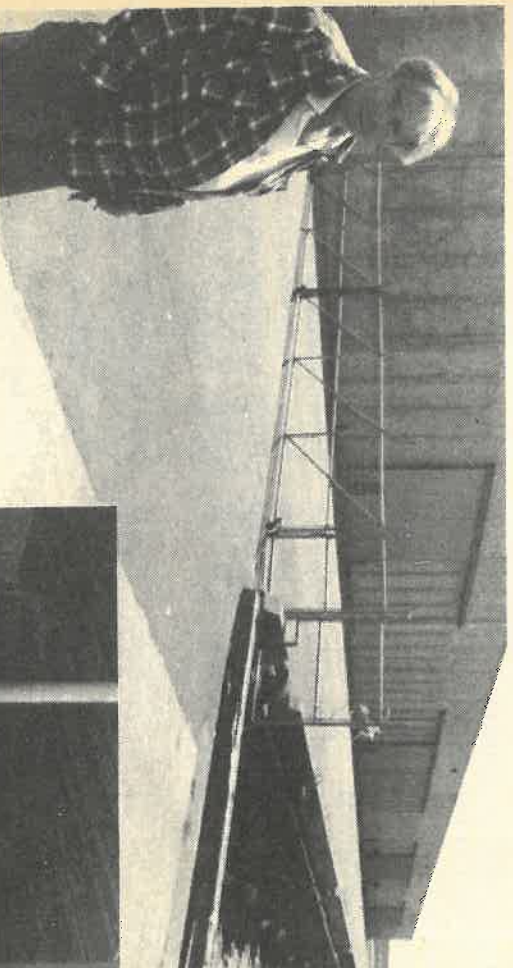
In 1914 when work actually started on the two piers that were actually to be built, the Victoria newspaper, The Daily Colonist, headed: "Victoria to have the finest accommodation for her mercantile trade to be found anywhere in the country." But it was not to be.

Shortly after the facilities were completed, the federal government transferred responsibility for Ogdén Point to the Canadian Northern Railway Company. For the next 46 years the facilities were to be managed by the railway companies, (in 1928 the license to manage and operate the terminal was given to Canadian National Railway). CN, who maintained a rail link by barge with Vancouver for many years managed the facilities until 1974.

Since that time the federal government has had direct control of Ogdén Point, first under the Ministry of Transport, and then under the Canadian Coast Guard. Since 1946 the terminal operator at Ogdén Point has been Westcan Terminals Ltd. who also operate the CN dock at Cowichan Bay, near the town of Duncan.

THE POST WAR BOOM

The Victoria longshore local was first chartered on Feb. 15, 1944, as ILA Local #38-162. Then on Nov. 21, 1956 they became ILWU Local #504. The jurisdiction of the local extends from the Ogdén Point docks to the CN dock in Cowichan Bay.



Bob Bickford who started work on the waterfront in 1953 remembers these post war years as the boom period:

"It took about me only about six months to get on a steady crew. At that time the Victoria waterfront was expanding. They went from eight or nine gangs to thirteen gangs in 1954, which is the most gangs they've ever had in Victoria. The gangs were working Ogdén point, mostly lumber jobs."

But even then there were signs that the port was suffering from poor management. "Years ago," remembers Bickford, "They had the grain elevator here on the waterfront. For years that bloody thing sat idle. It was some thing to do with the cost. They could only charge the same as they could for the grain that went from the Prairie to Vancouver. But they

had to load the cars on barges and freight them across. So we only got the overflow from Vancouver. It was the original white elephant on the waterfront."

Steve Hendry, who has 22 years in the industry, and is the local's Secretary-Treasurer and their current Dispatcher says that the years of the Seventies marked a series of events that weren't good for longshoremen in Victoria.

"In the early seventies they spent over two million dollars to tear the grain elevator down, about what it was going to cost to renovate it. Then in 1977 the original Ogdén Point wooden shed burned down. Ever since then things have been going down hill here."

Although a new shed was built by the federal government and the terminal operators two or three years later, the work picture did not improve. In fact, as Bickford will be glad to show you, if you go to Victoria, the new 700 foot shed is now almost always standing empty, waiting for cargo.

The main work for local members at Ogdén Point now consists in servicing the nearly 40 annual cruise ship calls at the Port. Westcan Stevedoring, the Terminal operator, was able to secure some work last year handling pulp barged over from near by Port Angeles. But when the shipper was changed from Gear Bulk to Westward, the work moved to Seattle. Westcan is currently trying to resecure this contract for Ogdén Point.

The other work at Ogdén Point consists of unloading and reloading cargo when a ship is forced in for needed repairs due to winter storm damage. Bickford says that this usually only occurs one or two times each winter. But as he points out, that still adds up to substantial



The CN Rail dock at Ogdén Point — long since abandoned.

economic benefits to the community.

"Last winter," explains Bickford, "When the Ocean Breeze came in here with storm damage we had to take off her deck cargo of lumber before she could go into the shipyard. The bill for loading and reloading the cargo was about \$200,000, and the shipping bill was more than \$800,000. That's one million dollars that went into the community, from just that one ship!"

COWICHAN BAY

About 75 per cent of the work for the Victoria members is supplied by Westcan's lumber dock at Cowichan Bay. There is a small steady crew there, and additional people are hired depending on the work. But even this is now being threatened.

CN, who own the dock, has received permission to abandon the rail lines in the area by 1991 and the dock is currently up for sale. Dispatcher Steve Hendry notes that although the dock itself could be purchased for only \$1, the cost of a much needed upgrading of the facilities at Cowichan Bay would be between two to three million dollars. Plus there would be the annual taxes and operating expenses.

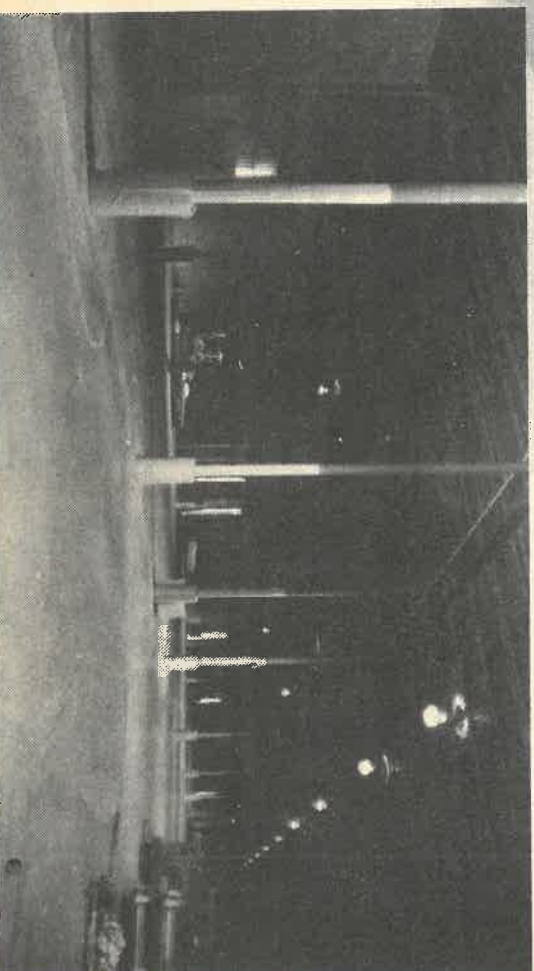
The Canadian Coast Guard has indicated that at present they have no plans to buy the dock because they say they can't make any money on it.

Other potential problems at Cowichan Bay are the fact that the local lumber mill, which could be a potential buyer for the dock, is having trouble maintaining a water lease in the bay for the 77 acres needed to insure a wood supply for running a full three shifts at the lumber mill. The opposition to the industrial activities reportedly comes from an environmental group and some local political figures.

For Victoria members the only other work opportunities come when the Chemannus Local, where there is a better work picture, has a temporary need for extra men.

RECENT PORT STUDIES

In November, 1987 a Port of Victoria Ogdén Point Development Study was completed for the Canadian Coast Guard by Graeme-Murray Consultants Ltd. This study followed



Bob Bickford stands in front of the \$2 million Ogdén Point shed which remains empty (inset).

a report on Victoria and Esquimalt Harbour by the Business and Industrial Development Commission which pointed out that the benefits to the community from even the present low level of activity included a longshore payroll of "about four million dollars annually."

The Graeme-Murray study found that "The Ogdén Point docks are a valuable deep water facility, although presently under us (The docks) should be maintained and it's discouraged by active marketing . . ."

The study also had some cautionary words about pressure for the immediate development of the important land adjacent to the dock "the upland assembly area should not be developed immediately . . . but there should be staged development."

One curious omission from the report was the fact that the Vancouver Island Princess, B.C. Steamship ferry, currently occupies a valuable deep sea berth at Ogdén Point, and it rumoured that the Princess Marguerite and even the Blackball ferry may also be moved there.

PRIVATIZATION LINK

The local union has tried to investigate the situation and has found that there apparently exists no lease for this arrangement. Westca the terminal operator, was not even informed of the berthing arrangement prior to the actual appearance of the vessel. The local came to the conclusion that the "arrangement" to put B.C. Steamships at Ogdén Point was made in the back rooms of the B.C. government offices, part of the "privatization" plans for the Crown corporation.

This situation has become all the more worrisome in light of the recent sale of B.C. Steamships to a Swedish firm. Local longshoremen are asking now if there is a secret promise that the new owners will also get the use of Ogdén Point as part of the deal.

They point out that not only does the present arrangement make "B" berth unavailable for use by cargo vessels; it also severely restricts the use of the berth adjacent to the only car shed at Ogdén Point. Cliff Rabey, President Local 504, explained some of these problems in a submission to Victoria city council on a future development of the Ogdén Point dock. Victoria has an advantage over any other port on the west coast. It is a beautiful, clean and friendly. We have the ability to draw not on cruise ships but also cargo ships. Unfortunately, the contaminating presence of the Vancouver Island Princess is endangering the existence of a cruise ship and cargo business and its expansion. B.C. Steamship Corp. has destroyed "B" berth with a hodge-podge of fences, toll booths, ways and flower pots rendering the docks totally useless.

"B" berth is now only available from 0800 1930, four months of the year. We understand that plans are in the works for the Princess Marguerite to dock at Ogdén Point. No doubt that next step would be a move the Blackball ferry also. To remove Ogdén Point as a deep port would eliminate an as yet unmeasured economic impact to our community.

According to Victoria and Esquimalt Harbour. A New Perspective, "estimates of 50 million dollars a year are being brought into the community from cruise ships and freighters. This is true, with proper planning, development and marketing, there would be no reason income couldn't be increased ten-fold."

MEMBER PROFILE

'On the Bulkhead'

— an interview with Victoria longshoreman Bob Bickford

"I started work on the waterfront in 1953. It took me about a year to get into the union. During that year I worked CPR freight that came over on the boats from Vancouver. Dispatch would send you down and you'd pick up four hours in the morning. That was how you started, you filled in on these jobs. They if they thought that you were a willing type of worker then possibly you'd get in on lumber. Then you could pick up an eight hour day or night shifts.

How many members were in the Local when you first joined?

"There was 150 or 170. Somewhere around there anyway. Now we're down to 65.

"I put in 13 years down below. Eight years on the bulkhead. That was a long while to be on the wrong end of the stick!

"When a loose load of lumber comes down the hatch, the guy on the bulkhead picks out all the longest lengths and heads to the far end of the hatch. He starts the run of wood coming down the hatch.

"Well, you bring that down until you are about level with the end of your load. Then the guy on the other end of the load, on the butting out end, puts down the remaining sticks to butt it out right to the bulkhead.

"At that time you had to pick your sticks to be within two feet (of the bulkhead). They liked you to be within six inches to get as much length as you could on that run. But they'd allow you as much as two feet to butt out that tier."

"So there was the bulkhead end and the butt end. And usually the butting out end was shorter wood and a closer walk.

"As I say I was on the bulkhead for eight years. Then I got a butting out job. Then I got a side running job. After that I got a winch job



Bob Bickford

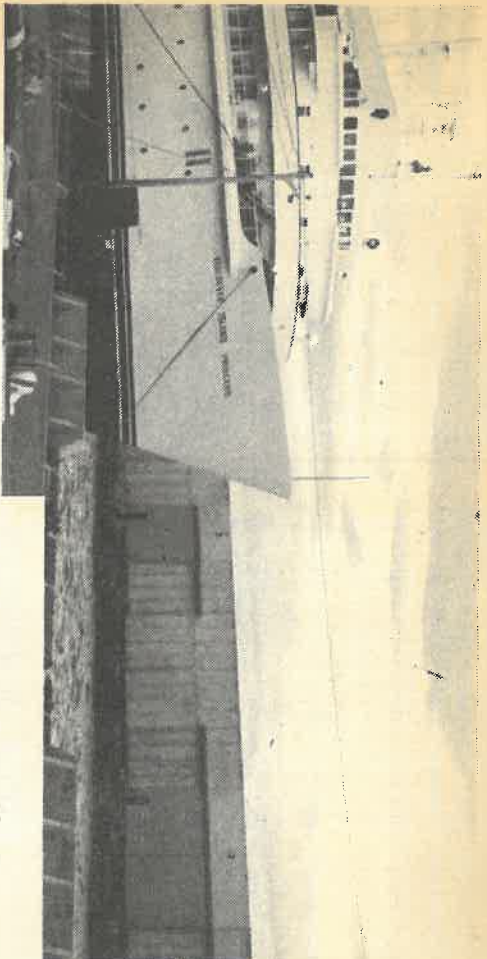
and I went up on top. But, I lasted only about a year because it was too boring. So I went down below for two or three more years before my back went on me.

"About that time along came packaged lumber."

Did you try other jobs on the waterfront?

"I tried bossin' for a while. I went bossin' in about 1970. I put in four years but I couldn't put up with it. I couldn't sleep nights, I'd work half the night when I got home, thinking about that bloody job and how it was going; how I'm getting along with that guy, and why did that guy bugger up that job... You know."

"So I said the hell with it. I'm not going to work 24 hours a day. Eight hours I don't mind. Also whenever a job did come in I was away from home and I had teenagers growing up then. So I packed it up.



The "Maggie" has a home in the Inner Harbour, as does the Blackball ferry and so should the Vancouver Island Princess. If the ferry service were to be removed from the inner harbour not only would it be devastating to the local business that have developed around the ferry terminal but to again quote A New Perspective, "To remove the attraction of the Inner Harbour from overall tourist product" would dramatically lower the appeal of Victoria as a destination and thus have great impact on a 500 million dollar a year industry." The report goes on to say: "It is strange, however, that the decision to use "B" wharf south, instead of the north side, was apparently not discussed with the primary parties involved with the terminal, Westcan Terminals and King Brothers, the Victoria shipping agents. It has reduced the flexibility of the terminal as a deep-sea port as the south side can only be used for cruise ships during the period the V.I.P. is out of port. Any increase in the frequency of B.C. Steamships will totally preclude the use of the south side at any time by any vessels other than ferries."

In 1987 there were nine occasions when two cruise ships were in port simultaneously and one ship also needed to be loaded at the same time the situation is virtually insoluble. Although it is easy to say that the ships will have to change their schedule, cruise ships will not. If they find that

"Lumber was the main cargo here in Victoria, but with the gang interchange we might head up Island for a whole week. We would leave at five in the morning, head up island at six. You'd work your shift and be back home about six or seven at night.

"It was all hand stow in those days and to load even a small ship that might take six million board feet would take six to eight weeks."

Have you been very active in the Local Union?

"Oh I did my bit in the executive but nothing more than that. On two or three different occasions I put a year or two years on the union executive. I feel that I've contributed my bit.

"To begin with I wasn't even going to be a longshoreman. I thought, I'm not going to end up with a sore back like my brothers who worked on the waterfront. But I can't complain, the waterfront's been good to me.

"My brother Bill has been on the waterfront for I guess 40 years, and my oldest brother was down here during the 1935 strike. I can recall taking him down a sandwich when he was on the picket line at Ogden Point. I can remember the guys waiting around for the scabs to come off the ship — to take them on. I remember even though I was only six or seven years old then."

There isn't much shipping activity at Ogden Point now. Why is that?

"The problem is the extra cost of getting it off the Island. But on the other hand all of the Island cargo goes first to Vancouver and then comes back to the Island. You would think that there would be a ship come by that had 20 cans to drop off for Victoria on the way, or even a couple of thousand cars strictly for the island.

"You can go down every morning to Dallas Road on the waterfront down there and you can watch them go by. That's where they drop off and pick up the pilot. So the ships have to come in close.

"You can go by there any morning and there are three or four ships coming or going right on by every single morning. You'd think that being so bloody handy that some of them would stop, but they go right on by — except for the cruise ships that is. We get 39 of those or so each year."

Has there been any attempts to increase the work in the Port?

"Westcan Stevedoring thought they had something going down here about ten years ago. I even got my rating as straddle carrier

authorities often work to expediency rather than to an established plan.

We consider it essential that a mechanism be put into place whereby decisions which affect the nature, capability and composition of the marine activities in the port are considered in the interest of the port and the community as a whole and based on an established long-range plan.

This submission, which was only one of many presented over the past several years by the local union, called on the city to set up a harbour commission to oversee the development and future operations of the Port.

In fact the Graeme-Murray study came to a similar conclusion: "The study team supports the formation of a harbours commission." The study went on to indicate that an interim measure could be the establishment of a Port management committee.

driver then. They brought up this old machine from down in the states somewhere.

"They took off 21 cans — empty, and put them on the dock here, to get them out of the way of whatever loading had to be done in Vancouver. They were going to pick them up on the way back.

"But, they just did that once. 21 cans."

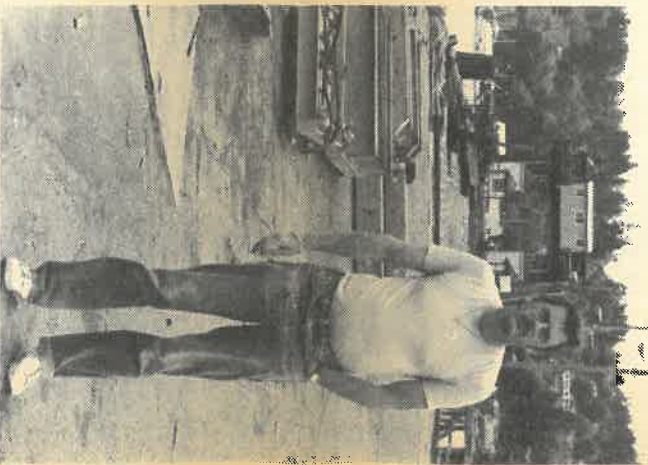
Has the City tried to promote the Port?

"As far as containers go they have done absolutely nothing here in the City of Victoria. They have done nothing but try to get rid of any industry in the harbour. The trucks have to come right through town to get to Ogden Point docks, and they're always talking about people complaining over the noise or the traffic or something.

"We're at the stage now where any work is a help. We tie up the cruise ships and handle any cargo that has to come off at the Navy's graving dock. But that's about it aside from some work up in Cowichan Bay.

"Myself, I can retire in two years. But I do worry about the younger guys and how they are going to make out. It's pretty tough on them. If I was younger I'd move to Vancouver or Rupert but I'm too set in my ways.

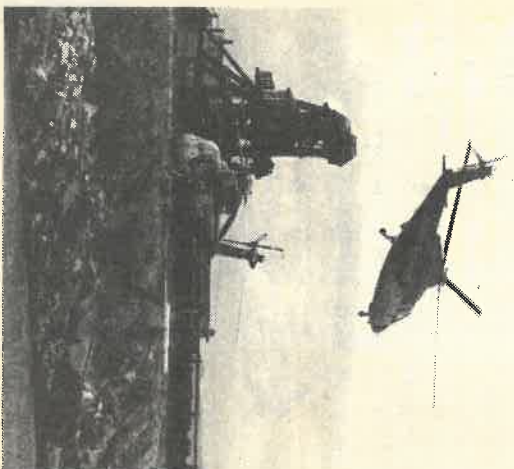
"Right now I'm getting in shape for a hunting trip. I really enjoy that. Fishing, hunting, anything outdoors. And I enjoy the time I have to do it in. In fact I enjoy life here. I always have the boat in the driveway. If I get an early finish I can go home get the boat, launch it, and be on my way in twenty minutes."



Local 504 President Cliff Rabey — will the CN dock at Cowichan Bay be abandoned in 1991?

So far there has been no tangible reaction from either the City of Victoria or from the Canadian Coast Guard to the Union's or the study team's recommendations.

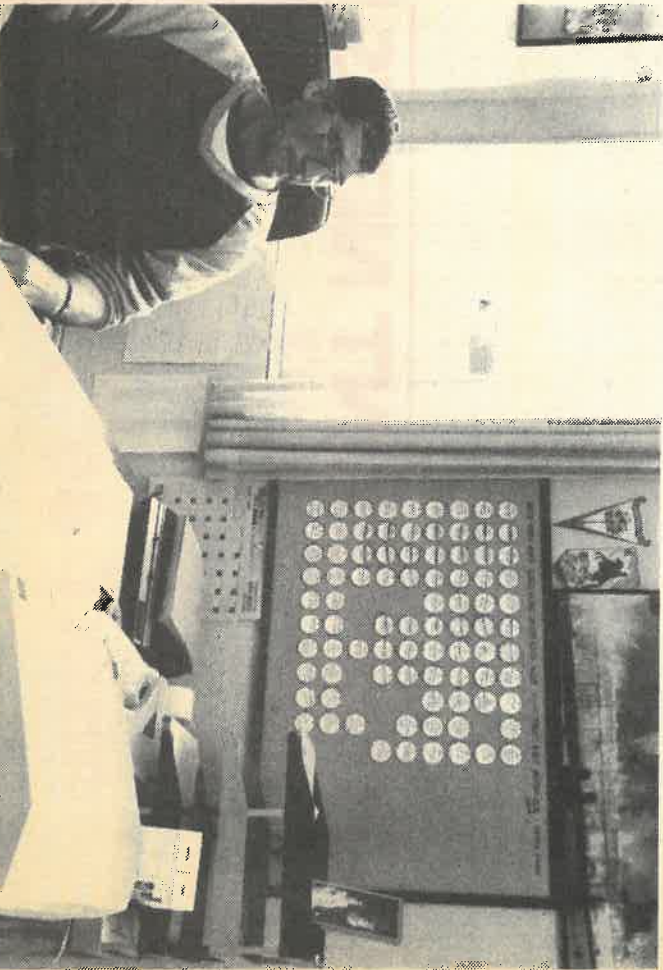
If there continues to be a lack of will on the part of Government at all levels to take on the challenge of developing the potential of Victoria, one of Canada's early west coast deep sea ports, then the members and families of ILWU Local 504 will continue to face an uncertain future.



The Ogden Point docks have seen the encroachment of ferries and helicopters over the years.

the port cannot guarantee the timetable they will need, they will go elsewhere.

A major step such as this, which permanently affects or changes the use of the port, should be considered in the light of the whole port, its role and its facilities and what is best in the long run for greater Victoria. It would appear that the



Dispatcher Steve Hendry sees a bleak future for Local 504 longshoremen unless changes are made in governments' attitude to the Port of Victoria.

Executives dodge wage restraints

Top Canadian executives while restraining their workers to four per cent wage increases in 1987 were less restrained when it came to their own wage increases.

The top compensation package, which includes salary, bonuses and stock options paid to a Canadian executive last year was Peter Allen's, President and Chief Executive Officer of Lac Minerals. He got \$3,849,160 — a 1,531 per cent increase over 1986. Profits of Lac Minerals were \$86 million — up 103 per cent over 1986.

Arden Hayes, Chairman, President and Chief Executive Officer of Imperial Oil Limited got \$1,669,000 in 1987 — up 130 per cent over what we got in 1986. Imperial Oil had profits of \$745 million in 1987 which was up 161 per cent over 1986.

Meanwhile, in July 1987 — the middle of 1987 — the average weekly wage for workers was \$442.17. This was up 3.0 per cent from the year before, but inflation during that year ran at 4.7 per cent, so a worker ended up 1.7 per cent worse off.

Labour Canada reports that the average increase for unionized workers in Canada was four per cent. And four per cent of \$400 is quite a bit less than four per cent of \$2,000, which an executive pulling in \$100,000 a year gets a week.

Average worker's wages show modest gains

Average Weekly Earnings

	August '87 (Current Dollars)	August '86
Average — B.C.	445.47	431.95
Average — Canada	440.00	427.78
Forestry	669.80	541.83
Mines	766.10	736.88
Manufacturing	568.37	561.30
Construction	519.54	513.32
Average — Goods Producing	579.76	561.24
Transportation	558.12	589.07
Trade	348.51	341.68
Finance	496.31	461.15
Services	338.20	323.37
Public Administration	563.72	538.13
Average — Service Producing	403.07	397.67

Safety

by
Jim Johnston

Serious changes in the laws affecting long-shore workers in safety and health have been made in the past year. The impact of these changes will affect our working and personal lives for years to come.

Part IV, the Safety Section of the Canada Labour Code, includes the revised Marine

Occupational Safety and Health regulations. These regulations will now be enforced on the ship and the dock by Labour Canada on October 1 of this year. It will be interesting to watch how the government wrestles with the problems of making it work, particularly the compliance section of the Code.

"Voluntary Compliance" has been made mandatory for both the employer and employee. Compliance, the law states, can be enforceable by a summary conviction of an indictable offence of the Labour Code, which means a criminal code conviction.

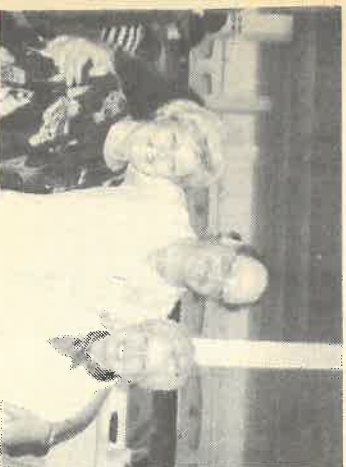
In the years to come this threat of criminal conviction will have serious repercussions on the productivity level of the ports in Canada. An element of mistrust will develop in the

workplace if they enforce the laws the way they are written.

However, if they don't enforce and develop a working program, we will also lose. Changes in longshoring safety practices we all know are long overdue. The training of new workers and the employer's responsibility to provide a safe work environment are but two examples that have not presently been enforced. These areas are currently in effect in shipwork, as is the Dangerous Goods Act.

If Labour Canada handles Part IV of the Canada Labour Code like they have handled the Dangerous Goods Act and other legislation, we can expect little more than lip service. Either way, if seems, we will all lose.

Local Notes



Bowl-a-thon

Gerry and Donna Rivard show here with NDP MP Margaret Mitchell took part in bowl-a-thon for Mitchell's upcoming federal campaign. Mitchell has been a long time friend and supporter of the ILWU.

Pensioners' banquet held

LOCAL 502

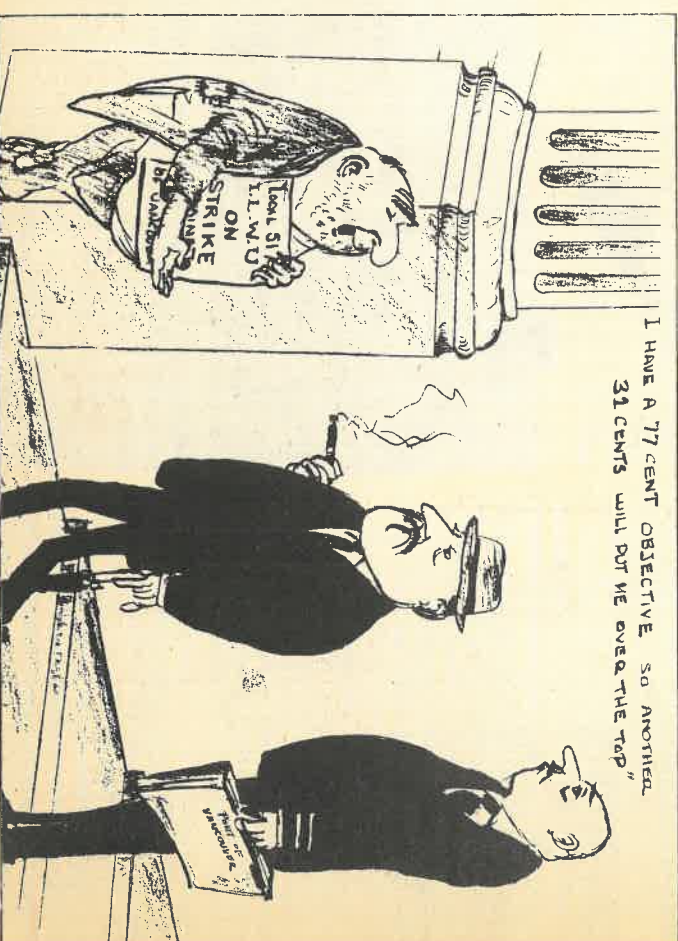
One hundred and eighty-seven people came to the annual Local 502 Pensioners' Banquet on June 4, at Cumberland Hall, 144 St. Surrey. Cocktails began at 6:30 p.m. and ladies were presented with a corsage supplied by Mrs. Kalutycz, wife of Bill at Pacific Rim.

After a roast beef supper, clocks were presented to Vic Caldwell, Art Eichhorst, Vic Sionowski, Richard Bonin, Art Baudais, and Nick Chyryha. Clocks for Les Abbey, Harvey Hurtbise and Julius Keller are in the hall. Everyone was thanked for attending by Secretary-Treasurer Wilf Belanger. Brothers Don Garcia, Kent Birmingham and Gerry White could not attend and their best wishes were given.

It was announced our Brother Norman Macdonald will retire on June 24, after 26 years as dispatcher for our Local and 43 years

on the waterfront. The dancing started to the town and country music of Clarence Levesque, who is known as the Canadian fiddle champ, and continued until midnight.

Historic cartoon



This cartoon was drawn during Local 517's only strike which occurred ten years ago against the Port of Vancouver. Artist Bud Smith is still remembered through a special Local 517 scholarship fund.

WATERFRONT NEWS

OFFICIAL PUBLICATION OF THE
INTERNATIONAL LONGSHOREMEN'S & WAREHOUSEMEN'S UNION
CANADIAN AREA

EDITOR
ASSOCIATE EDITOR

PRESIDENT
1st VICE PRESIDENT
2nd VICE PRESIDENT
3rd VICE PRESIDENT
SECRETARY TREASURER

— GORDIE WESTRAND
— HOWIE SMITH

— DON GARCIA
— BILL KEMP
— RICHARD JONES
— JIM JOHNSTON
— GORDIE WESTRAND

Talking Union

by
Gordie Westrand



Over the last year the federal government has been making advances towards the waterfront industry with the intent of strengthening their control of both the companies and the union.

On July 1, 1988 the first steps to remove the WCB from our docks will be started and the WCB will be effectively replaced by Labour Canada as of October 1, 1988. During that three month period the WCB, Labour Canada, BCMEA and the ILWU will be working together to create a smooth transition, however, we will be faced with new regulations and new inspectors who will be going through a learning process themselves. Over this period, it will be up to the members to keep the job sites safe and not rely as much on the government agencies.

The federal government is now monitoring our industry for "Employment Equity", requesting figures for the number of women, visible minorities, aboriginal and handicapped. The union position on "Employment Equity" has always been that we will protect and fight for the rights of any workers, who can safely do the job, to be employed on the waterfront. The right of employment must however never overshadow the seniority of those who have worked to establish those jobs under the union banner.

At present there is a survey being handed out through your dispatch centre. So far the response has been poor. If we are to avoid the federal government coming into this industry and laying down strict "Employment Equity" standards, then we must fill out these forms to show our unique cross-section of society.

It is hoped that after these two federal programs are put aside we will be allowed to get back to dealing with the problems of our industry instead of the problems of the nation.

Have a good summer and keep it safe out there.