ILWU Committee Reports on East Coast Contract

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They do not have shifts spelled out in the sense that we knew them. Whether or not extended hours are currently contingent upon the amount of containers available for loading.

Jurisdiction of ILA

The delegation observed that with the CFS, Newark (Sea-Land) while all work performed on deck, wharves, terminals and piers, and on all water vessel operations is under the complete jurisdiction of the ILA.

General Cargo — Gang Size & Working Rules

The minimum number of men in loading or discharging general cargo is 20 men — less than 8 holdmen — and the balance is divided between the hold, deck and dock at the discretion of the employer.

Manning — Unit or Palletized Loads

When loading or discharging unit or palletized loads, the gang consists of 20 men; 8 men plus dippers in the hold at all times. No robbers are used. In NY, Brooklyn or Philadelphia.

The committee went aboard vessels in Brooklyn and can verify that the operation is conducted as described above.

Manning — Bulk Operations

1. Variation in manning, depending on commodity to be loaded.

Bulk Sugar: Contract calls for minimum of 9 men, but in some situations may use up to 25 men, with the balance being non-ILA personnel.

Bulk Grain: Variety of contracts — from 18 to 16 men.

Manning — Conveyor Belt/ Sideloader Operations

More than 2 drivers added for dock operations.

Loading & Unloading Trucks on Docks & Terminals

Teams perform no cargo handling operations after hours. All jurisdiction of work has been strongly preserved by the ILA. Loading and unloading is performed by ILWA longshore and clerk workforce. The only exception was another observation in the CFS, Newark (Sea-Land) where the trucker can unload his truck to the extent of 4000 lbs. However, if the truck exceeds 7500 lbs, a longshoreman is hired at longshore scale to assist the trucker. No unloading of that particular truck

If a forklift is needed to load or unload a truck, the operator is from the longshore workforce.

From this committee's observation, the ILA and the Port of NY and Philadelphia is a truck driver.

Training Programs

In the ILWU training programs on the east coast, there are no joint programs, as such. All training is being done by the ILA. However, as well as by ILA officials. Longshoremen see this government agency as having tremendous and unconditional power over their livelihood, and the men's every movement. They look at it as a government agency with authority to obtain penalties or removal of a worker from his job based on some past finding in his record which may bear little or no relation to his job.

Industrial Docks

The ILA has problems similar to those on the west coast with regard to industrial docks.

They have a number of steel operations where the steel workers critical to the vessel, Morrisville, N.J. and Georgetown, S.C. are two areas where they are attempting to get this work. It is the view of both east coast and the west coast share a mutual problem with regard to industrial docks.

Vocations

ILA vacations are paid as follows:

1 week for 700 to 1099 hours worked in preceding year.

2 weeks for 1100 hours plus, worked in preceding year.

3 weeks for 2100 hours plus, worked in preceding year; and qualifying in 3 of the last 4 preceding years.

4 weeks for 3100 hours plus, worked in preceding year, and qualifying in 10 of out 12 preceding years.

Note: Any rule mandatory that a man earning the vacation pay take the time off.

Customs Screening

The committee discussed the problem of the proposed Custom screening.

Both International unions and their legal staffs have agreed to retain some position on this program, seeking to bring about some program, and to convince the Customs administration that these rules are not necessary in the maritime industry.

Safety

The ILA safety code is not an integral part of their agreement. Their safety code is compulsory, theirs is not. But the ILWU and ILA on the legislative level with regard to safety has been good.

Teamsters

Despite every effort made prior to the trip, to involve the state of the delegation in New York to contact teamster officials, and see the committee operation from the point of view of the teamsters, no teamster representative was available, no cooperation was forthcoming, and therefore all of our concerns, and the working environment were developed as a result of the cooperation of the ILA.

CONCLUSION

In conclusion, the delegation notes that this is the first instance of a visit to the East Coast during the past 20 years. It is the desire of the two waterfronts and the ILWU and ILA with regard to our mutual problems.

Pension List

October

San Francisco — Following is the October 1979, list of dock workers retired under various ILWU-PMA plans.


The above are for pension:

Not more than 2 drivers added for dock operations.

San Francisco — Following is the November 1979, list of dock workers retired under various ILWU-PMA plans.


Vocations

ILA vacations are paid as follows:

1 week for 700 to 1099 hours worked in preceding year.

2 weeks for 1100 hours plus, worked in preceding year.

3 weeks for 2100 hours plus, worked in preceding year; and qualifying in 3 of the last 4 preceding years.

4 weeks for 3100 hours plus, worked in preceding year, and qualifying in 10 of out 12 preceding years.

Note: Any rule mandatory that a man earning the vacation pay take the time off.

San Francisco — Following is the November 1979, list of dock workers retired under various ILWU-PMA plans.


Names in brackets are the first names of deceased husbands.