

Membership Meeting Minutes

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May 12, 2016

PETITION TO THE MEMBERSHIP

That we the change the current double-back rules that state:

1. Not eligible to double if you are on a call-back.
2. Day worker who doubles into night, must take hoot off, may peg-in following day as first-rounder.
3. Day worker who doubles into hoot must take the following day off.
4. Night worker who doubles into hoot must take the following day off.
5. Night worker who doubles into day must take the following night off.
6. Hoot owl worker who doubles into day must take the following night off.

Be it resolved that Rules 2 through 6 above be replaced by:

2. May double (forward) into any shift, without limit.
3. If your last shift was a double-back, you must take two consecutive shifts (day, Night, hoot) off in order to peg-in again as a first-rounder.

Amendment to the motion: By Sister B. Ieng #57840

M/S/F To change the wording to read that a person must take a dispatch off, in order to again become a first rounder. Amendment failed.

An unsuccessful challenge of the chair was brought forward by Brother W. Kitzinger #57750.

Brothers A. Tolman #57444 and P. Wasbrekke #57501 each filed minority reports. After a lively debate, with speakers from each side of the petition, a division of the house determined by a margin of 57 FOR 46 AGAINST, that the membership voted to non-concur with the petition.

M/S/C To non-concur with the petition. **THE PETITION FAILED.**

PRESIDENT'S REPORT:

President Austin gave his report. Topics included a report on a recent Area Maintenance and Repair meeting regarding training. Several key questions on this issue remain unanswered by the employer. Sarah Esch #57958 will be the 2016 Bloody Thursday Picnic Committee chairperson. The Northwest Seaport Alliance has assisted in arranging for the use of Terminal 5 as an auto facility. The Northwest Seaport Alliance was also instrumental in SSA Marine securing an additional two ships every three weeks carrying cargo from Hapag-Lloyd, Hamburg Sud and American Lines. A meeting was held with the Northwest Seaport Alliance on May 11, 2016 to seek increased crane productivity. Due to the slow pace of negotiations with Kalama Export, several Longview Class B registrants may travel to Seattle, especially during the peak cruise ship days. A lengthy question and answer session ensued.

June 6, 2016

PREAMBLE:

Established in August of 2015, The Northwest Seaport Alliance is a Port Development Authority established by the ports of Seattle and Tacoma to unify management of the marine cargo facilities and business to strengthen the Puget Sound gateway and attract more marine cargo and jobs for the region. The shipping industry is very competitive and requires a commitment by all parties in the supply chain to delivering customer-focused solutions to increase cargo volumes. The Alliance's mission is to deliver best in class, reliable service that makes the gateway the easiest with which to do business. With a focus on operational excellence and performance our customers will see the value in bringing their cargo through the PNW gateway.

The Northwest Seaport Alliance, through partnership with the Marine Terminal Operators and Labor, strive to increase Port marketability by driving production to world class levels. Our goal is to gain a competitive advantage through higher, sustained production levels that will attract additional volume to the Pacific Northwest Gateway.

To that end, the Employers propose the following:

The Employers will implement a crane operator refresher training program for individuals demonstrating a need for further instruction/coaching.

This program shall be on a trial basis and reviewed after a sixty (60) day period to assess its continued viability and possible expansion of the program. Thereafter, the program will continue to be reviewed by the Employers in thirty (30) day increments to determine whether or not the program will be continued for an additional period. The Employers may elect to terminate the program at any time after the initial sixty (60) day trial.

The Employers have identified eighteen (18) candidates to receive this refresher instruction (see attached list).

The Parties recognize that this is a unique, non-precedent setting, stand-alone program.

The Trainer/Instructor will work four days of the seven day payroll week, with two of the days off to be consecutive days. The trainer will receive five day's pay at twelve hours per day. Work on holidays or weekends will be paid at the prevailing rate of pay. The Trainer/Instructor's weekly schedule for the following week shall be relayed to the trainer by 2:00 P.M. the preceding Friday.

On the days scheduled for work, the trainer will attend dispatch at the longshore hall to coordinate training for that shift with individuals from the attached list. The trainer will spend the entire portion of the shift with the one individual from that list. Should two operators from the list be available the same day, and one is a first up and one is a second up, the instructor shall spend the first half of the day with the first up operator and the second half with the second up operator. The following day will be spent with a different individual from the list, rotating through all eighteen on the list or until the program is terminated. Should it occur that no one on the identified list receives a container crane job on a

scheduled work day for the instructor and an individual from the Little Crane Board does have a container crane job, the trainer will work with that individual for that shift.

The Trainer will check in with management at the Terminal on which he is conducting the refresher training prior to the shift start. The Trainer will keep such logs as are provided/required by the Employers.

Selection of the Trainer shall be made by the Employers with consideration as to seniority, operating proficiency and communication skills.

Letters will be sent to the eighteen (18) individuals selected for refresher training on JPLRC letterhead explaining their cooperation in this program is mandatory.

The parties agree that this program is not designed to establish production numbers for the purpose of removing an individual from gantry crane certification.

NWSA

ILWU Local 19

Employers

PMA
