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Crisis and solutions

By James Spinoso
ILWU International President

The shipping industry on the West Coast is in a crisis, with dozens of ships backed up at the Ports of Los Angeles and Long Beach, turn-around times twice as long as usual and congestion and pollution becoming a serious problem. Diverting ships to other West Coast ports has not relieved the problem in Southern California, but only spread it to other ports. The entire cargo transportation system is overwhelmed, the current infrastructure and mode of operation pushed past its capabilities.

It’s not as if this wasn’t foreseen or isn’t the obvious result of policy decisions. Industry analysts have for the last decade been forecasting double-digit percentage growth in the number of containers hitting West Coast ports, with only 9-11 and the Pacific Maritime Association’s lockout in 2002 providing temporary speed bumps. The free trade agreements U.S. government officials have been promoting have had the predicted effects—manufacturing jobs have been sent to Asia in search of cheap labor and since little has been made here anymore, all those jobs must be shipped in. China’s monster economy continues to expand at an accelerating rate and Wal-Mart’s Asian-made Christmas goods could by themselves overwhelm just about any port.

And since the industry as a whole has done little to coordinate and prepare for it besides build bigger and bigger ships, the days of terminals and truck cities vanishing and vast numbers of trailers, of trains and rail yards having to be built, are at hand. The employers’ solution has been to ask workers to double back, and the ILWU has been fighting this battle for three years now, doing what we can to make every incremental move possible to clean up our industry. ILWU members have a real stake in this—before these emissions become pollutants in the community they are in the air we breathe at work all day. We live in these communities. We need to come home from work to healthy families and clean neighborhoods.

But terminal operators resisted the night gate proposal arguing, with some legitimacy, that truckers wouldn’t do it because they couldn’t drop off their loads with warehouses closed at those hours. So shippers, especially those with large warehouses, need to do their part and have their receiving operations working night hours. Still, the terminal operators were right in that negotiations got stuck for a long time on this issue.

The reason for the delay, say terminal operators, is the labor shortage at the Ports of Los Angeles and Long Beach. But that is the result of poor management planning.

Since last February the leadership of Southern California longshore Local 13 has been requesting PMA bring 2,000 container workers up to register “B” status and sign up 5,000 new casuals. But it took until August, when the peak season crunch was upon us, for the employers to concede the wisdom of the union and begin promoting, hiring and training. The PMA has been slow to respond, to the detriment of many people and getting them working effectively on the ground. By then the peak season will be over.

Another bad management decision also contributes to the situation workers are in. At the September meeting of ILWU Local 13 here, President Lowenthal withdrew his bill. But now that plan is being postponed until next March. The reason for the delay, say terminal operators, is the labor shortage at the Ports of Los Angeles and Long Beach. But that is the result of poor management planning.

We need to start utilizing the infrastructure we have to its fullest capacity, and that means running the terminals 24/7.

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September 2004

The DISPATCHER

ILWU Titled Officers

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President

ROBERT McLEARThA WESLEY FURTADO
Vice President

WILLIAM E. ADAMS
Secretary-Treasurer

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Union-busting is an environmental hazard

Workers at Marine Spill Response Corp. (MSRC) in Long Beach fear their effectiveness and the safety of their jobs have been compromised since MSRC took over local oil spill response activities that mostly hired de-certified union members. CCW, on the other hand, has not been able to get the federal government to clean up its local waterways.

MSRC, headquartered in Mystic, Conn., took over local oil spill response activities July 1. CCW responded to the change by hiring all of them when it took over CCW. MSRC has refused to bargain with the union, because it hired all of them when it took over CCW, MSRC has refused.

Like firefighters, spill responders are familiar with the Harbor and with the toxic materials and monitor release of toxics at a spill site, and they know how to operate and maintain the equipment. They use a variety of equipment, including trucks, trailers, barges and small boats, and they need to know how to deal with hazardous materials and monitor release of toxics at a spill site, and they need to be intimately acquainted with the area they work.

"We do not need to own our equipment, but the tides, current, environment and animal life," said MSRC Executive Director Peter Korody. "We have to know the ins and outs of the Harbor like the backs of our hands.

CCW had handled oil spill response from Point Dume to the Mexican border since 1972. While the Harbor Area ILWU locals, several other port unions, including the IBEW, MEBA, MIFOW and SUP as did the Teamsters, PACE and the United Teachers of Los Angeles.

MSRC Vice President and CIO Douglas Perkins agreed to talk with the IBLU, but then hired attorney Roger Schnapp—a self-described "union avoidance" specialist—to speak for the company.

"Labor in the Pulpits" brings workers' issues to churches, mosques and synagogues the weekend before Labor Day. Here, UFCW Local 870's Diane Powe speaks to Congregation Beth El in Berkeley, Calif.

Putting faith to work for justice

BERKELEY, CA—"My sister-in-law was diagnosed with liver cancer and given a year to live," UFCW 870 member Diane Powe told the members of Temple Beth-El in the triangular Berkeley hills. Sun lit the stained glass behind Powe as she spoke during Shabbat services the Friday before Labor Day as part of the annual "Labor in the Pulpits" program coordinated by the National Interfaith Committee for Worker Justice (NICWJ).

"My brother is also a member of 870. Because he has benefits, she was able to get chemo and is now cancer-free," Powe said, underscoring the urgency of passing Prop. 72, the November ballot measure that would provide health insurance to workers more than a million working families in California.

Two days later, ATU Local 192 Executive Board member Yvonne Williams and Dr. Steven Pitts of the Center for Labor and Education at UC Berkeley brought their sister's story to the pulpit of the Missionary Baptist Church just a couple miles away on a busy corner near downtown. As Rabbi Perence Raj did at the temple, Rev. Dr. Marvis V. Peoples added his emphasis to the visitation.

"We understand what labor is all about here," Pastor Peoples said, "and we want Prop. 72 to pass.

"Labor in the Pulpits" has been one of the signature events for the eight-year-old Chicago-based NICWJ, which educates and mobilizes religious groups for worker justice. Its national board draws in Catholics, Jews, Muslims and Protestants of many denominations. Its national board draws in Catholics, Jews, Muslims and Protestants of many denominations. Its national board draws in Catholics, Jews, Muslims and Protestants of many denominations. Its national board draws in Catholics, Jews, Muslims and Protestants of many denominations. Its national board draws in Catholics, Jews, Muslims and Protestants of many denominations.

NICWJ draws on deeply rooted religious services offer an opportunity for credible and effective outreach.

"Once the word is spread in church, there's no telling how widely it will be received," said Glen Houston, a member of the Board of Deacons at Liberty Hill and shop steward with SEIU 250. But connecting through faith can bring much more than that to organizing. Being supported and accompanied by clergy can refresh and encourage workers involved in drawn-out struggles, many suggested, and can help unions strengthen their roots in the community and their ties with their members.

"Labor is about family, the welfare of families and working people," said Yvonne Williams. "Churches work on spiritual welfare. I like the idea of bridging the two." Dr. Steven Pitts, who shared the pulpit with her at Liberty Hill, took that idea one more step.

"A stronger labor movement leads with people's whole selves," Pitts said. "By exploring the whole, we can see how people are connected on and off the job. These connections represent the glue you need to build solidarity." The NICWJ also partners with the national AFL-CIO to run "Seminary Summer," which places student clergy in union internships, does voter registration, and is planning a national conference on religion and labor for May 22-24, 2005. To get more information on the group, or the conference, call 773-728-8400 or visit www.nicwj.org.

Mary Powe

"We were already short-handed, and we never knew when something's going to happen," said MSRC worker Jose Espinoza. The company has told the workers they can use contractors to fill staffing holes.

"State law requires dedicated, local responders," Gilham said. "Contractors won't necessarily be familiar with the Harbor and with the specific equipment we use.

The workers also worry that MSRC pays less attention to safety than did CCW. They cite insufficient training and lack of basic safety precautions.

"And we all want Prop. 72 to pass."
ILWU Canada locals have shown great solidarity with one another, helping a struggling local to try to retain its work and then taking many of its members into their locals when much of that work was lost.

In 1971 Local 518 Testers and Samplers was given a charter by the ILWU Canadian Area. Besides testers the local also represents marine surveyors and lab technicians. Since 1971 to 1989 they were very successful in capturing work from all the small sampling operations around the waterfront and were able to greatly expand their jurisdiction. But beginning in 1990 the two main employers registered finding ways to go around Local 518 and do the work with non-union employees. This came to a head in 1996 when a company with ties to one of the large employers moved all the sulphur shipped out of the west coast of Canada. This was the beginning of bad times for the members of Local 518.

Although all the Canadian locals and many retired members took part in numerous protests, and there were several showdowns at the terminals, from 1971 to 1989 they were very successful in capturing work from all the small sampling operations around the waterfront and were able to greatly expand their jurisdiction. But beginning in 1990 the two main employers registered finding ways to go around Local 518 and do the work with non-union employees. This came to a head in 1996 when a company with ties to one of the large employers moved all the sulphur shipped out of the west coast of Canada. This was the beginning of bad times for the members of Local 518.

During this time Local 518 members were forced into a position that, if they did not take severe concessions, the unionized company that still employed them would lose what work it had to the non-union company. They gave away their short term disability benefits, pension, weekend premiums and four years of previously agreed to raises in order to hold into the work they had.

Although ILWU Canada was not successful in turning back this challenge they were very helpful in coordinating the support of other locals of ILWU Canada. Local 517, a medium-sized local mainly comprised of port authority workers, was able to find employment for one 518 member. Longshore locals 500 and 502 were able to begin registering Local 518 members and allowing them to work in either of these locals, although initially there was some reluctance on the part of the employers to register members who had been convicted of illegally picketing. This originally began as seven members, but over time has grown now to 26 Local 518 members working full- or part-time in the longshore locals. This support helped Local 518 regain some of the concessions at a recent bargaining session.

In 2000 Local 502 decided it was time to do something about the "temporary" arrangement. They took the question of the 15 members working in their port to a referendum vote to make their solution permanent. For the past six or seven years Local 502 has been the beneficiary of gigantic growth in their work opportunity and the officers of the local recommended that these unemployed Local 518 members, who were the junior members in seniority in their own local, should be transferred to the D Board (canal board) in Local 502. These junior members who were displaced all had between 18 and 25 years service in the unionized sampling industry.

In early 2004 this question of transferred members was put to a referendum vote of Local 502 and it passed. With the work increasing in Local 502 there has not been one day since the transfer was completed that they have not been able to work. They are now fully integrated into the workforce and are basically being cur- rently receiving training to allow them to continue to maintain their lifestyles and their dignity.

In the meantime 10 other Local 518 members who were registered for longshore are still working part-time in the testing industry and are currently working part-time in Local 500. Due to this generosity Local 518 has still been able to carry on. This has allowed the local to continue to function, although with the loss of the 15 members to Local 502 there is some question as to whether this will be the situation for the future. Still, about 20 sampler workers who are not registered for longshore are underemployed in the sampling industry.

There are some rumors of sam- pling contracts returning to Local 518, but at this time they are only rumors. The remaining members are all still facing varying levels of underemployment, but without the help of Locals 500, 902, 517 and ILWU Canada it is doubtful that the local would have survived up to now. Meanwhile with all the difficulties faced by Local 518 members the non-union sampling company continues to thrive on the British Columbia waterfront.
New Zealand dockers strike against casualization

by Tom Price

D
c workers in New Zealand already had enough of casualization, with many union members on the casual board for a decade or more. They brought the issue to the bargaining table, but nine months after their contract expired, no agreement from the employers in negotiations they had enough. The 260 dockers in Auckland, that nation's largest container port, voted Aug. 25 for a four-day walkout beginning Sept. 8.

"The Maritime Union will increase the pressure through industrial means on any employer who treats its workers as disposable commodities rather than as human beings," said Maritime Union of New Zealand General Secretary Trevor Hanson. Casualization is the largest remaining issue in negotiations.

Many dockers "lived at the end of a telephone," according to MUNZ Local 13 Branch President Denis Carlisle. They would never get regular work because the company preferred to keep them divided and competing for jobs.

We are taking this action to help our members and all workers who are trapped in part-time and casual employment," said Hanson.

New Zealand's employers are importing more horticulture and fishing workers, and even prison guards, importing more horticulture and fishing workers, and even prison guards, from low-wage countries. Now the government is signed a free trade deal with China and Thailand, countries with horrific labor rights records, and it's become expatriate. New Zealand's long-labor history has descended into a mostly flag-of-convenience flagging market. The new Zealand's proud seafarers. Steamship companies often try to make the shipowners load the ship themselves, a violation of dockers' rights. The dockers are concerned for their own jobs and they are deeply concerned about the exploitation of foreign workers or who might be imported to take union jobs.

"Workers are under threat from a globalized labor market," said Maritime Union of New Zealand Secretary Robert Coombs. "We must not allow employers to move labor across borders. It's a matter of human rights, a question of economic vitality on local or worldwide scale. We never want to see the same company that the boats in New Zealand were hauled, to have a corporate face—it has more than a corporate face, it has a human face as well," ILWU International President Jim Spinosa said in a press release.

"Let the employers know that the ILWU stands ready to support our sisters and brothers in New Zealand."

By Sept. 10 the strike had shut down most of Auckland, with 260 dockers in Auckland, 2000 Australian wharfies from the Maritime Union of Australia arrived at Auckland that day and the event turned into a sort of party the New Zealanders call a "Moori welcome."

"The streets around the terminals were blocked as MUA Sydney Branch Secretary Robert Coombs and Victoria Deputy Branch Secretary David Schleibs arrived at the line. One of the picketers, dressed in the Moorii costume of New Zealand's native peoples, did a ceremonial warrior's dance chilling Coombs' peaceful intentions. Coombs made a gesture showing he and his mates were peaceful, and they were welcomed into the picket line with open arms.

While there Coombs took the opportunity to tell New Zealand National Television that his Australian members, who work for the same companies that operate the docks in New Zealand, have vowed whatever support was necessary for a successful resolution to the dispute.

The union met with employers and government mediator Colleen Hicks later that day. Carlisle reported the employers had moved a little, with new offer contracts. "That strike continued until its planned end on Sept. 12. Workers met the following day and voted to give negotiators authorization for a seven-day strike if further negotiations pro-duced no better results.

"The members are very deter-

New Zealand dockers strike against casualization. They see their strike as an action for all who are trapped in part-time work.

Dutch workers protest government austerity plan

by Tom Price

R

utterdam dockers closed the world's largest port for a second time in two weeks Oct. 2 as they joined thousands of other Dutch workers in a national strike against govern-

ment austerity measures. Those rail workers who were not striking provided free transportation under an agree-

ment government is deeply unpopular with recent polls. Union members, who did hear unionists demand the Queen's speech, leaving between 10 and 20 container ships at anchor and waiting for the 24-hour strike to be over. Nearly 60,000 participated in Rotterdam that day, according to Agence France Presse. About 20,000 other workers demonstrated in places like Europe, Korea, Japan and the US.

"The transport workers around the world have shown that global labor federation, the FNV, also includes large numbers of unemployed and disabled people among its 1.2 million members.

The Dutch government ratified the convention in 1976, but never passed leg-

islation to implement it, relying instead on the employers to keep a list and use it. The employers decided in 2000 to scrap the registration list. Rather than pass any further cuts to the social security system, they feel strongly that workers be hired from it. It also gives hiring preference to dockers laid off two years ago.

Dockers demonstrations led closed the port of Rotterdam the day before the Strike and the event turned into a sort of party the New Zealanders call a "Mauri welcome."

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"The members are very determined at this stage, they feel strongly about the issue of casualization and want to hold the line for permanent, secure jobs," Carlisle said.

Dutch dockers lead the social strike in Rotterdam, September 20.

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The attendees took every opportunity to hit the mic—this year in particular for pro-labor legislation and this need to be overcome. Both sides want to dominate the world. Kerry is with the multi-lateralists, what Fletcher called the "velvet-covered steel bat" group, but at least workers leaders in the U.S. don't speak out against American imperialist foreign policies. Fletcher said, and the union will make us strong, but it's up to the rank and file to make the union strong," she said.

Bill Ward, president of the San Francisco Bay Area Pensioners and a Coast Committeeman for more than 20 years under Harry Bridges and Jimmy Herman, emphasized the importance of rank-and-file participation for success. As difficult and hazardous as the 2002 negotiations were, 2008 negotiations will be harder.

"You all have a job to do," Ward told the members. "If you have the discipline of the rank and file and the ranks design your programs at the Caucus and the International Convention, you will win." Moved by the day's discussions, Bill Fletcher tossed his prepared remarks on "Social Justice Unionism" and spoke passionately and bluntly about the situation unions now face.

"The framework of trade unionism we've been working under is dead," Fletcher said. "Capital has no interest in labor as a partner any more—it wants to annihilate us." Capital is being reshaped in the era of globalization. The Group of 8, the eight industrialized nations that meet to divide the fate of the world's economy, Fletcher called them the Gang of 8, currently have two factions that could be seen in the maelstrom. The Bush faction and the Bush faction of the Bush faction, and the multi-lateralists, wanted to check in with the gang before moving, but Bush's faction will act alone. Both sides want to dominate the world. Kerry is with the multi-lateralists, what Fletcher called the "velvet-covered steel bat" group, but at least workers leaders in the U.S. don't speak out against American imperialist foreign policies, Fletcher said, and the union needs to take back the hill, the union needs to take back the hill.
September 2004

Followed Fletcher to re-emphasize his point.

The labor movement has to change this.

We spoke out against Vietnam, Korea, apartheid and Iraq. We have been a progressive union, but now we are being called to a bigger challenge.

Tuesday morning President Spinosa, Vice President McElrath and Coast Committee member Joe Wentz gave a PowerPoint presentation on how the Longshore Division works, the different locals and contracts for longshore, clerks and walking bosses, the Coast Committee officer structure and the Coast Committee's functions in administering the contract with arbitrations with the employers, serving as Trustees of the Pension and Welfare Plan and how the Coast Pro Rata (Longshore Division dues) are administered.

Foreman's Local 91 President and Education Committee member Sanders Robinson gave a power point presentation of the history of walking boss locals in the ILWU. The walking bosses in California, Oregon and along the Columbia River in Washington remained in their local longshore locals until 1947 and the passage of the Taft-Hartley Act. Only those in the Puget Sound had their own local in the early years, and it remained an ILA local long after most of the other West Coast locals turned ILWU. Under Taft-Hartley employers were not obligated to bargain with supervisory personnel. But through strikes and work actions the foremen's local in Northern California gained recognition in 1941 and the Southern California local did so in 1946. By 1958 the foremen locals in the Columbia River area and the Puget Sound gained recognition as separate ILWU locals.

Dexter Wenzl gave a PowerPoint presentation on how the Coast Pro Rata (Longshore Pension and Welfare Plan) and how the Coast Pro Rata (Longshore Division dues) are administered.

Adams said. "This is a call to conscience, "We need to organize and in the U.S. and especially in the rapidly changing cargo-handling industry, the ILWU needs a similar strategy today."

Foreman's Local 91 President and Education Committee member Saunders Robinson.

Employers Association, resisted. The 1948 strike was won and settled with the new employer group, the PMA, in December, but the clerks didn't get their first coastwise agreement signed until March 1949. Welfare benefits were applied coastwise, but wages and conditions were set on a local level. In 1958 job descriptions and work opportunity rules were negotiated coastwise and in 1965 Local 34 started the first transfer of longshore workers to clerks. The one-door policy—clerks registration would only come from longshore locals—was established in the 1980s. This close association of longshore workers and clerks is beneficial, Perisho observed, especially now when clerks need the muscle of longshore in the enforcement of clerks' rights under the 2002 contract provision covering the introduction on new technology.

The unique experience of Hawaii longshore workers was presented in a video on the state's 1949 longshore strike that was produced by the University of Hawaii's Center for Labor Education and Research with the cooperation of ILWU Hawaii Local 142. Hawaii longshore workers were making nearly 25 percent less than their West Coast counterparts while doing the same work for the same employers. They demanded something a little short of equal pay. Still, the employers refused and refused arbitration. As the strike dragged on, the employers hired scabs to work the ships and the governor signed the Dock Seizure Act allowing the state to take over and operate the docks. The union was re-hailed and slandered. But the workers held out as the union organized soup kitchens and hunting and fishing committees to feed the workers. After 157 days Bridges negotiated a contract with wage increases and the strike was settled.

International Vice President, Hawaii Wesley Furtado said that longshore is the only part of ILWU Canada Secretary-Treasurer, spoke of the Canadian longshore experience. The first attempt to build longshore unions in the early 1900s had little success and the post-WWI strikes were broken, leading to company unions running the docks through the 1920s and early 1930s. In 1934 longshore workers started their own new union and in 1936 they signed a five-year contract with employers. In 1937 the ILWU chartered its first locals in Canada and they grew in the early 1940s. In 1959 the ILWU Canadian Area was established and set out to get all its locals under the same contract and organize all waterfront workers. Since then the Canadian longshore locals have had more and more government interference in their contract bargaining, but have continued to make progress.

International Affairs Director Ray Familiante.

Foremen's Local 63 Secretary and Legislative Action Committee member Peter Peyton.

The ILWU's Oral History Project and author of "The March Island," the definitive book on the ILWU warehouse origins, told the story of how the new West Coast longshore union turned to organizing warehouse workers. They immediately started organizing waterfront warehouses, but soon found the only way to protect the wages and conditions they had won was to spread them to warehouses further inland. When longshore workers went out on strike in 1956-57, the unionized warehouse workers went out as well to make sure they weren't forced to handle diverted cargo. And when the Bay Area warehouse workers settled a month before longshore did, the warehouse local voted to give money to help those still out.

By organizing warehouse, the longshore workers took strategic action to protect their flanks and build union density—the percentage of the industry that was unionized. With union density declining in the U.S. and especially in the rapidly changing cargo-handling industry, the ILWU needs a similar strategy today. Organizing Director Peter Olney said in his presentation.

"We have reached a point where we will have to organize or die," Olney said. The organizing will need to be done at points along the cargo-handling chain where the ILWU can build leverage, and it continued on page 10
ILWU election endorsements Nov. 2, 2004

President of the United States: John Kerry
Vice President of the United States: John Edwards

Oregon endorsements
United States Senator: Ron Wyden
Representative in Congress
1st District: Earl Blumenauer
2nd District: Peter DeFazio
3rd District: Darlene Hooley
Statewide Candidates
Secretary of State: Bill Bradburd
Attorney General: Hardy Myers
Legislative Candidates
State Senate District 1: Bruce Cranx
State Senate District 2: Alan Bates
State Senate District 4: Floyd Prozanski
State Senate District 9: Joanne Verges
State Senate District 12: Hank Franzon
State Senate District 14: Ryan Deckert
State Senate District 21: Kate Brown
State Senate District 23: Avel Gordy
State Senate District 25: Laurie Monnes Anderson
State Senate District 27: Ben Westlund
State Senate District 29: David Gomberg
State Senate District 35: Brian Jones
State Senate District 36: Mobility
State Senate District 37: Shirley Cairns
State Senate District 38: Paul Helvey
State Senate District 40: Arnie Robins
State Senate District 10: Joan Cowan
State Senate District 11: Phil Barnich
State Senate District 22: Andrew Serafini
State Senate District 12: E. Terry Beyer
State Senate District 13: Robert Ackerman
State Senate District 15: Wesley Price
State Senate District 16: Kelley Wirth
State Senate District 17: Jim Gibson
State Senate District 19: Brian Grisham
State Senate District 20: Bert P. Miller
State Senate District 21: John Doris
State Senate District 24: Chris Runyon
State Senate District 26: Chuck Riley
State Senate District 27: Bettyson Johnson
State Senate District 28: Deborah Kafal
State Senate District 33: Mitch Greenlick
State Senate District 34: Brad Avakian
State Senate District 35: Betty Johnson
State Senate District 36: Chuck Crocker
State Senate District 37: Jeff Merkle
State Senate District 38: Mike Schaufler
State Senate District 39: Steve Martis
State Senate District 41: Kathy Firestone
State Senate District 42: Judy Singer
State Senate District 43: Bob Nelson
State Senate District 44: Jack Lorts

Statewide Ballot Measures
Measure #34—Timber Production/Conservation    OPPOSE
Measure #35—Bailout Healthcare Necessities    OPPOSE
Measure #37—Pay for Reduced Property Values    MEASURE
Measure #38—Abolish SAF    OPPOSE

California endorsements
United States Senator Barbara Boxer (D)

United States Representatives in Congress (District Candidate)
1st District: Mike Thompson (D)
2nd District: Mike Johnson (D)
3rd District: Gabe Castillo (D)
4th District: Bill Kirby (D)
5th District: Robert T. Mann (D)
6th District: Lynn Woolsey (D)
7th District: George Miller (D)
8th District: Nancy Pelosi (D)
9th District: Barbara Lee (D)
10th District: Ellen O. Tauss (D)
11th District: Gerald "Jerry" McNerney (D)
12th District: Tom Lantos (D)
13th District: Darrell Issa (R)
14th District: Anna G. Eshoo (D)
15th District: Mike Honda (D)
16th District: Zoe Lofgren (D)
17th District: Sam Farr (D)
18th District: Dennis A. Cardoza (D)
19th District: Don Perata (D)
20th District: Dave Jones (D)
21st District: No Endorsement
22nd District: Simon Salinas (D)
23rd District: Joe Coto (D)
24th District: Rebecca Cohn (D)
25th District: John Laird (D)
26th District: Simon Wu (D)
27th District: National Endorsement
28th District: John Garamendi (D)
29th District: Adam Smith (D)
30th District: Henry Waxman (D)
31st District: National Endorsement
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80th District: National Endorsement

Ballot Proposition Recommendations
14 Protection of Local Gov't Revenues    No Recommendation
59 Access to Government Information    YES
Primary Elections (No Open Primaries)    YES
61 Mental Health Services Expansion and Funding    NO
Children's Health Projects    YES
68 Limitations on Enforcement of Uniform Business Competition Laws    NO
State Government Funding and State Mandates    NO
63 Family Violence (Proposition 80)    YES
"Three Strikes" Law    NO
65 Telephone Surcharge for Emergency and Medical Services    NO
66 Tribal Gambling Compacts (Races & Card Rooms Measure)    NO
67 Collection of DNA Samples for State DNA Database    NO
69 Tribal Gambling Compacts (Aqua Caliente Measure)    NO
62 Slum Cell Research and Funding Recommendation    NO
71 Stem Cell Research and Oversight Act    NO
73 River Protection to Overturn Amendments to Health Coverage Requirements (Health Insurance Act of 2003)    NO

Solan County recommendations
Sacramento County Board of Supervisors
Sacramento County City Council
Contra Costa County

Sanctuario-Yolo Counties
Sacramento County Board of Supervisors
Sacramento County City Council

Contra Costa County

Solano County recommendations
Sacramento County City Council

Napa County recommendations
American Canyon City Council

Sacramento-Yolo Counties

Contra Costa County

Atchison
Mayor
D. Juan Frasers
City Council
Reggie Moore/Brian Kalinowski
Concord
City Council
William Shin/Harmon West

Hercules
City Council
Ed Baldow/Kris Valsd/Charlotte Raines

Martinez
Treasure
Carolyn Robinson
City Council
Mark Ross/Janet Kennedy

Pittsburg
City Council
Lou Rostas
Review the past, build the future

continued from page 7

will have to involve local elected offic- ers, rank and file."

Wednesday morning started with a discussion of the longshore contract. Edward Drew, Local 4 compared the Mechanization & Modernization agreement. Drew said: When the war was revolutionary in 1960 was the changes in cargo handling brought about under the Trans- Pacific trade agreements and the introduc- tion of the new computer technology. When asked how new longshore work would be done in 2002 the contract worked out changes in informa- tion and documentation handling brought about by new technology.

Local 13 President and Education Committee member Dave Arian then discussed the evolution of the contract and how you could tell the history of the Longshore Division through the changes in the contract. He walked participants through the early years of job actions on the docks in 1934-1948, through the 1948 strike and Tart- Hartley injunction and the new arbi- tration process that still exists. The new work rules changes brought by con- tainerization and the M&M Agreement in 1960-61 until the introduc- tion of the new computer technology framework of the 2002 contract.

Theובי_printer_American Art Almeida recounted personal experi- ences as officers during and after the M&M agreement and the Coast Committe. Spinosa, McEllrath, Weis and Clark of Local 4 Jr. commented on the 2002 contract.

Local 54 President and chair of the Education Committee Dennis Bruckner told the story of how the ILWU took the inadequate safety stand- ards at the docks, and turned them into a collectively bargaining doc- ument. The story is told in detail in the Port of Long Beach Marine Safety Code. It has been and continues to be changed to reflect these developments.

Coast Arbitrator John Kagel, son of the original Coast Arbitrator, Sam Kagel, told the story of how he was appointed from 1948-2002, impressed upon the participants the importance and value of the longshore contract.

"Two guys got killed and a whole city is a ghost town," said Sam Kagel. "The U.S. is as we created, molded and interpreted by those in control."

The importance of how workers had no legal rights to bargain collectively until the National Labor Relations Act was passed in 1935. This led to an explosion of unionizing in the U.S. But after WWII and the defeat of fascism in Europe and Asia, the 1947 Republican Congress brought the first moves into a new direction to the "flexibility" to assign work, workers and the new Maritime Trans- portation Security Act setting out dra- matic changes that are still seen in the 1998 contract.

The M&M contract negotiated how the new longshore work at modern mega-ports that "interfere with commerce." Washington, D.C. lobbying office func- tions and a quick summary of the issues affecting longshore he and his staff have been working on.

Local 63 Secretary and member of the Legislative Committee Peter Peyton presented the Longshore Division's campaign strate- gies for the November 2004 elections. Other members of the Legislative Action Committee. Lawrence Thi- ebeau Local 109 and Max Veikoh (Local 52), explained the work they have been doing in Washington, D.C. and where the union needs to go in the immediate future with its lobbying work.

Ah Quon McElrath followed up the next morning with lessons from the ILWU's political work in Hawaii. Comrade Don Remer, before he retired working for the ILWU and local 111, explained the evolution of the contract. What negotiations and getting various income protection checks on certain transportation workers and the new Maritime Trans- portation Security Act setting out dra- matic changes that are still seen in the 1998 contract. The two Australian unions host- ed the next such conference in the future with its lobbying work.

"Fanatics and Fools: The Game Plan for Fascism in Europe and Asia, the 1947 Taft-Hartley Act of 2001 requiring background checks on certain transportation workers to vote in the plantation unions. Likewise, the MUA helped the ILWU throughout 2002 to work a sub-loaded ship, the MV Columbus Canada, which came to the Port of LA when the Australian govern- ment and employers locked out the wharfies there. Likewise, the MUA supported the ILWU throughout 2002 when the employers in collision with the Bush government locked out ILWU longshore workers.

"We have to let the politicians know what we want or we'll get stuck with Democrats who act like Republicans," she said.

Peter Turnbull, a professor at the University of Chicago, spoke on special- izing in longshore labor relations, addressed historic trends in international ports and longshore work. He said the work in the early 20th century was casual work, with shape-ups, low pay and dangerous conditions. Unioniza- tion and government regulation hap- pened in many places during the 1920s and 1940s. When the computerization hit the industry, many dockers unions entered into "predatory bargaining" like the ILWU did with the M&M agreement, making deals for higher wages, benefits and pensions, as well as for training on the new machines and getting various income protection plans.

New world ports are going through a deregulation restructuring that is consolidating the industry, with five companies moving 40 per- cent of international cargo. These companies want to eliminate unions and hiring halls, leaving them a core of highly skilled workers, a pool of casual workers to use as need- ed and the "flexibility" to assign checks and make work rules that suit their profitability. And their power is growing as globalization makes the shipping industry more essential than ever to the world economy.

ILWU International Affairs Direc- tor Ray Familathe added that long- shore workers should be apprehensive about these tendencies. "I call 'flexibility' the 'F-word,'" Familathe said, "because you will get." Familathe showed a film about longshore work at modern mega-ports like Singapore and Rotterdam. The process is so mechanized one hardly sees a worker involved at all. In Rotterdam a single robotized UTR drives a "train" of five containers along rails. Since this automation hit the port, the local there has gone from 7,000 to 2,000 longshore workers.

Mick Doleman, the Maritime Union of Australia's Australian National Secretary, and John Mait- land, National Secretary of the Construction, Forestry, Mining and Energy Union (CFMEU), the Australian miners union, closed the event talking about international soli- darity and near future plans for it. That afternoon gadfly political commentator and former California commenta- tor Ray Familathe added that long -shore work will have to involve local elected offi- cers, rank and file."

The dispatchers process is one shared by many others. A dispatchers process is one shared by many others. A dispatchers process is one shared by many others. A dispatchers process is one shared by many others.
LWU International Representative Jerry Martin died suddenly in a car wreck Sept. 15. He was 57.

When Martin was born, his family lived in a one-room house his dad helped build on Luray Street in Fresno. A half-century later, Grace Street still has not been paved. Chickens flap next to the small houses and trailers squatting under the flat San Joaquin Valley sky. "Jerry never forgot where he came from," said ILWU International Organizing Director Peter Caruthers, who was a multi-faceted man whose achievements became all the more amazing when you looked at his roots.

Martin’s dad, a heavy-equipment operator, walked out on the family when Jerry was about 10. His mom had already been in and out of the hospital for years with nervous breakdowns. They lived with her grandmother in Fresno’s tight-knit Portuguese neighborhood, A Cidade. When she could, his mom worked as a maid in local motels and later in fruit packing houses. Martin got a paper route when he was just a kid and never quit working after that. He worked all the way through high school and went out for track too, racing sprints and hurdles. He graduated from Roosevelt High in 1965.

A music teacher gave Martin a plastic flute to play towards the end of fourth grade. He showed enough chops to be chosen for more lessons—and so amazing when you looked at his roots.

Martin’s life’s goal was to make a better place than the wild and crazy City by the Bay to raise his young daughter. Starting in 1978 he helped build on Grace Street in Fresno. A half-century later, Grace Street still has not been paved.

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Books and videos about the ILWU are available from the union’s library at discounted prices!

**BOOKS:**
- The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. $7.00
- The Big Strike By Mike Quin: the classic partisan account of the 1934 strike. $6.50
- Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike. $13.00
- The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront By David Wellman: the important new study of longshore in the ILWU. $15.00 (paperback)
- A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Selvin: the newest and best single narrative history about the San Francisco events of 1934. $16.50
- The March Inland: Origins of the ILWU Warehouse Division 1934-1938 By Harvey Schwartz: new edition of the only comprehensive account of the union’s organizing campaign in the northern California warehouse and distribution industry. $9.00

**VIDEOS:**
- We Are the ILWU A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. $5.00
- Life on the Beam: A Memorial to Harry Bridges A 17-minute VHS video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. $28.00

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**September 2004**