



TEAMSTERS PORT NEWS

WINTER 2002-2003

Solidarity Brings Victory

The ILWU and ILA Pledge To Support President Hoffa's Campaign To Organize Port Drivers

Teamsters General President Jim Hoffa joined workers at the Port of Oakland just five days before the expiration of a contract between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA). Hoffa called for Teamster solidarity with the 10,500 port laborers who work at the West Coast ports.

"We're here to tell the nation that we are united in fighting for working families on the waterfront," Hoffa told the crowd of 2,500. "We are here to tell the world that an injury to one truly is an injury to all. And the Teamsters will not stand idle while our brothers and sisters struggle for a decent contract."



Teamsters General President Jim Hoffa and ILWU President Jim Spinosa at Oakland Rally

What a Victory! The ILWU gained jurisdiction over new jobs created by computerization that otherwise would send new high-tech jobs to non-union, off-dock locations. They got pension increases for existing retirees and widows as well as future retirees. And they retained their top-of-the-line health insurance plan and their preferred system of arbitrating disputes.

A year ago, the Teamsters joined with the ILWU and the International Longshoremen's Association (ILA) in a coalition to make the ports wall-

to-wall union, and to provide mutual aid in times of struggle. This partnership, along with the Teamsters anticipated merger with the Brotherhood of Locomotive Engineers (BLE), represents the building blocks for renewed union strength on the docks and at railheads.

ILWU President Jim Spinosa and ILA President John Bowers have pledged to support Hoffa's efforts to organize the port drivers.

At the same time President Hoffa was speaking in Oakland, Teamsters joined the ILA and ILWU for simultaneous rallies and solidarity actions at the ports of Baltimore, Boston, Charleston, Houston, Jacksonville, Long Beach, New Orleans, Newark, Norfolk, Philadelphia, Savannah, Seattle and Tacoma.



IBT Vice President Jim Santangelo at Long Beach, CA



ILA President John Bowers in Newark, NJ

California Governor Signs Bills to End Long Lines and Fix Chassis

For years, North American ports have been plagued by long lines and un-road-worthy chassis. Port truck drivers scored a huge victory in California in 2002 when

the legislature passed and Governor Gray Davis signed historic legislation aimed at curbing these problems.

The legislation was developed by the Teamsters union and supported by a broad coalition including environmental groups, health professionals, public safety advocates and trucking associations.

One bill takes aim at the hours truck drivers

Continued on page 3



Canadian Drivers Score Big!



Big Win in Montreal

“Port drivers knew our rights would never be respected until we had a union,” said Marcel Masse, a longtime driver for Transpel. More than 600 drivers who work at Arlin Transport, GAF Transport, Group GT and Transpel have joined Teamsters Local 106 in

Montreal, Canada, through a campaign spearheaded by Local 106 President Gerald Cote. Contract negotiations have been completed at Transpel and Arlin, while negotiations for the remaining two companies are about to be finalized. Soon the majority of port drivers in Montreal will be Teamsters.

Vancouver In The Vanguard

Garnet Zimmerman, head of Teamsters Local 31 in Vancouver, BC, led one of the first port driver organizing campaigns in North America. His local achieved many improvements including extended health benefits, prescription drug cards, eyeglasses and, in many cases, a guaranteed hourly wage eliminating the worry of long waits.

“Drivers throughout North America must keep organizing so we can maintain and improve the standards and benefits we have achieved so far,” Zimmerman says.



The Docks, The Trucks and the Trains

Teamsters & BLE Set To Form Powerful Alliance

Last Spring, IBT General President Jim Hoffa asked Port Division Director George Cashman to meet with the Executive Board of the Brotherhood of Locomotive Engineers (BLE) in New Orleans to discuss a possible merger of the two powerful organizations. The BLE represents 59,000 professional locomotive engineers, conductors, trainmen, train dispatchers and other rail workers in the U.S. and Canada. Immediately after the meeting, the BLE board voted unanimously to proceed. “In our new partnership we’re going to have the docks, the trucks and the trains,” said Cashman, “it can’t be stated any simpler than that.”



Port Division Director George Cashman with BLE International President Don Hahs and members of the BLE Executive Board

Breakthrough In Boston



The crews that operate tugs for Boston Tow are now members of Teamsters Local 25. Now they have health insurance and better pay. But most of all they have the respect they gain as part of the Teamsters Port Division.

California Governor Signs Bills to End Long Lines and Fix Chassis

Continued from page 1

spend—without pay—waiting to pick up or drop off containers or waiting for repairs to equipment owned by steamship lines or terminal operators. Terminal operators will now be fined \$250 for each truck that waits idling more than 30 minutes. Terminals that try to evade the fines by subterfuge are liable for triple fines.

The other bill requires terminal operators to inspect and label all chassis with either red or green pass/fail tags. Additionally, the legislation makes clear that the terminal — and not the truck driver — is responsible for paying citations written by law enforcement officials for chassis safety violations.

The Teamsters are ready to develop coalitions and submit similar legislation in port states across the United States. A new bill requiring that longshoremen weigh all containers and quarantine and repack overweight containers will soon be introduced in California and throughout the country.

The theory behind the Teamster legislation is simple. The abuses will stop when the law is enforced against the parties that are responsible for these dangerous and irresponsible practices. The old approach that had DOT and state police stopping and citing truck drivers was unfair and ineffective.

Virginia Drivers Go Union!

Negotiations Underway with Three Companies

With drivers at three local companies voting for Teamster representation, Virginia Local 822 President Dave Vinson and Business Agent James Wright are quickly moving from organizing to negotiations. Favoritism in dispatches, paychecks withheld Fridays until the banks closed, and unfair treatment of longtime, loyal drivers were the conditions that drove the recent victories at Diamond T, Service Transport and C&K container-hauling companies.



Local 822 President Dave Vinson with STI driver Terence Joyner



A Message From Port Director George W. Cashman

Unity On The Waterfront

As you read in this edition of the Teamsters Port Division newsletter, the Teamsters pulled no punches supporting the ILWU in their historic struggle with the PMA.

The Teamsters joined in rallies all along west coast ports to demonstrate union solidarity. While the Teamsters were not directly involved in contract negotiations we felt it was imperative for Teamster members to stand with the dock workers. There is no doubt that providing mutual aid in times of struggle helps strengthen the entire union movement. In turn, the ILWU and the ILA have pledged to support our efforts to get port drivers a good union contract.

The Teamsters are fighting on all fronts, not only in the field but also in Congress as the Teamsters work with House Judiciary Chairman James Sensenbrenner

to revoke the anti-trust exemption for international shippers. The longshore unions are also supporting our efforts in state legislatures to force terminal operators to supply drivers with roadworthy chassis and containers that don't exceed the legal weight limits. We also share the goal of insuring that sufficient gates are kept open so that drivers are no longer forced to sit in long lines burning diesel fuel.

Working together we can apply pressure on all fronts, unite to help all port workers — and show big ocean carriers and terminal operators that working people will lay down for no one.



A Message from General President James P. Hoffa

Teamsters Take On The Ocean Carriers

The Teamsters union and Representative James Sensenbrenner (R-WI) don't agree on many issues that arise between labor and big business.

But we agree it's time to end the free ride the ocean carriers have had on the backs of underpaid port truck drivers.

That's why we are supporting the Free Market Antitrust Immunity Reform Act (FAIR) in the U.S. Congress. Complete elimination of the antitrust exemption, as called for in the FAIR Act, will help level the playing field between billion-dollar steamship lines and the motor carriers—and end the systemic exploitation of America's port drivers.

The Teamsters are fighting alongside the Republican chairman of the House Judiciary Committee because we recognize that the FAIR Act will help the port drivers without hurting the industry. When the inland portion

of ocean shipping rates are set by the market, instead of by the steamship cartel, transportation rates will go up. But no one can credibly claim that consumers will stop purchasing televisions because they will cost an additional fifty cents or dollar.

Commerce in the ports will continue to boom no matter what. The only question is whether truck drivers will share in the wealth or continue to fall victim to low rates and inevitable bankruptcy.

We urge you to join us in this fight by contacting your representatives in Washington and encouraging them to bring this bill to the House floor for a vote.