



SOC PRESIDENT'S NEWSLETTER



APRIL UPDATE

New Minor Vessels M47

During initial discussions on the new minor vessels, it was discovered they are close to an intermediate vessel when the Vessel Designation overlay calculation is applied. The Vessel Designation overlay calculation was derived in the 90's after a labour relations dispute about how Minor, Intermediate, Large or Spirit classification are determined. After discussion and debate with the Company, the Company agreed with our position, and classified M47s as Minor with Bargaining Unit Masters and Chief Engineers. While this arrangement does not stop management from seeking future exclusions, it gives a great amount of comfort for our Bargaining Unit Masters and Chief Engineers.

As these vessels are introduced around the fleet, there is the potential that some 3rd Engineers currently working on intermediate vessels will be impacted. I am hopeful we can secure additional education and training for those who may be affected to progress to Chief Minor and that the Company shares the same view.

LNG Job Classification

I would like thank our SOC Labour Relations Officer Kevin Hall for all his work in handling this case. He has been in contact with our legal counsel to work through the process, among an abnormally high workload. Once again due to the large number of members affected, and our demand for remuneration, I do not expect a timely resolve for this grievance.

Canadian Marine Advisory Council (CMAC)

We have been informed that the new Marine Personnel Regulations will not be going into Gazette until after the federal election. For Canada to be compliant with international law, these new regulations should have been in place before January 2017, however the delayed, rushed, and disjointed rollout of these changes has stifled courses from being developed at the colleges. As a result, some of our certificate upgrades have been frustrating, like the MED refresher course and leadership training.

Additionally, it looks like Transport Canada will be speeding up the process of immigration for foreign seafarers with higher certificates. Industry leaders have been putting significant pressure on Transport Canada to allow foreign certificates despite knowing of an imminent shortage since the mid 90's, while simultaneously reducing resources for certificate advancement since the 80's and 90's. To help address this, next week's SOC meeting has certification development on the agenda to advance positive changes on our part.

While discussing with members, I have noticed an almost unified opinion on sea time accrual. People want in it and think it is a great idea, provided it is done in a fair and equitable manner. While sea time accrual has the ability to occupy positions a high seniority person might fill, we are focusing on getting those as extra positions not currently in the establishment, when able. Initial discussions with the Company have been positive in creating pathways for our members' to move up at a faster pace. We hope to have some initial stages worked out by the end of the year.

Right to Strike

Our right to strike case has been heard at the Supreme Court of BC, and are waiting for a response. The outcome of this case will affect our course of action for bargaining next year.

In Solidarity,

BC FERRY & MARINE WORKERS' UNION

Brother Dan Kimmerly

Ships' Officers' Component President