



SOC PRESIDENT'S NEWSLETTER



DECEMBER UPDATE

I'll just dive right in. Well, we finally have some news for those working on or who have worked on any of the LNG fuelled vessels. While it is not good news, it is news none the less. The arbitrator we agreed to is Corinn Bell and due to the expected length of the arbitration, the earliest available dates are not until January 19-22, 2021. That is not a typo. After discovering availability was so far away, we decided to test the Employer's interest in mediation for settlement. The Employer has denied our request for mediation on the grievance. In their letter, they state "The Employer is not agreeable to mediation for this particular matter". While I am disappointed we could not resolve this issue in a more timely matter, Article 11.04 (d) is clear - *Any salary adjustment shall be **retroactive** to the date of appointment to the position.*

I understand everyone's frustration on this issue, as I feel frustrations as well, I once again ask for your patience. As time passes, I am pleased our **ever growing** arguments are solid, and can prove working onboard low flashpoint fueled ship requires a significant change to the responsibility, qualifications, problem-solving, duties and working conditions. We just need our time in front of the arbitrator as it is obvious the Company isn't willing to listen to any arguments, possibly due to the cost that will be associated.

LNG pressure relief systems - this is something that has been bothering me since 2017 when the Salish Eagle had an issue with its pressure relief system (see Site Investigation SI-EAG-8893). I am continuing to work on this and am happy to report the Engineering Department in the Company understands my concern, and hopefully I will get some answers soon.

With bargaining less than a year away, things are well underway in preparation. All Locals have submitted their bargaining resolutions, and the Bargaining Resolutions Committee is currently completing the painstaking task of sorting through all of those resolutions to group together duplicates and establish a priority for Conference to vote on next year. I personally expect this round of bargaining to be colourful.

Our Sea Time Accrual and Career Advancement working group has been meeting and discussions with the Company in the last few months have been promising. Discussions are on hold for now, but I am hopeful they will resume next year. Ideally, everyone would have a definitive timeline on acquiring their sea time, taking courses and exams. In discussions with colleges, they are willing to provide back to back courses during the off season to expedite progress. All we need to do is put everything together, and make it all work... that's all. Needless to say, the task is large and has many variables that need to be worked out, but I am hopeful we can figure something out very soon.

Section 89 of the Canada Shipping Act has been enacted on by a Minister's order. Section 89 allows for reciprocal agreements to be made with other STCW compliant countries to accept their certificates at face value. Norway and France have already signed off, with other

countries to follow. So if you are looking for a job in Norway or France, I hear they pay better.

Merry Christmas and Happy New Year. I hope you enjoy a safe and happy holiday season. A big thank you to those of you working over the holidays.

In Solidarity,

BC FERRY & MARINE WORKERS' UNION

Brother Dan Kimmerly

Ships' Officers' Component President