



FOREMEN'S UNION

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BULLETIN _____

NOVEMBER 2020

Election Day: On November 3, 2020 the Coast Committee has agreed per section 5.22 of the PCL&CA and CLRC meeting No. 8-1960 to cease all operations coastwise on the first shift at 4:00 PM so that workers have additional time to vote. The officers cannot stress enough the importance of this election. What ways in the balance is the handling of the global pandemic, rising unemployment, growing economic inequality, continued erosion of the framework of our labor laws that empower unions and protect workers, climate change, free and fair elections, healthcare, a sensible tax policy that does not favor the top 1%, racial tolerance and inclusion, honesty, dignity, and decency are just some of the issues we will decide in next week's election. The ILWU Coast Longshore Division stands together as we stop work early on November 3, 2020 and mark this historic Election Day with our turnout.

Adhering to Los Angeles County, Los Angeles City, State and Federal restricted gathering guidelines, our Monthly Memberships Meetings continue to be cancelled until further notice.

Executive Board: We will continue to have our meetings via phone conference until further notice on the last Wednesday of every month.

Office closure: The office will continue to remain closed until further notice and we'll continue to dispatch remotely. We are able to service your health and welfare benefits claims, change of address, payroll shortages, or any other issues via emails or by phone. For assistance please contact the office at 310-832-1109 and speak to an officer.

Donations: Brothers Gyerman and Al Galuppo have been delivery food and supplies to local churches, hospitals, and fire stations on behalf of Local 94. Anyone interested in making a donation of your own please give them a call.

Daylight Saving Time: *At 2:00 am Sunday, November 1, 2020 all clocks are to be moved back one hour. If you are working the 2nd shift or the 3rd shift Saturday night do not set your clocks back until after the shift ends.*

Sunday, November 1 dayshift will begin at the adjusted Pacific Standard Time. Please make sure you set your clocks, or you will be an hour early for work Sunday November 1, 2020 1st shift. Nuff Said!!



Thanksgiving Holiday Pay Schedule: **Thursday, November 26** is a **NO-Work Day** (except for rails, military, passenger, or perishables) and a *paid holiday*. To be eligible for Thanksgiving Day holiday pay, you **must** work or be available for work at least 2 days of the week, **Monday through Friday, Thursday, November 26** does not count as one of the days. Flops do not count as a day of availability. Vacation claims **must** include **Monday through Friday** of the respective Holiday week and filed with the office **prior** to the Holiday. **Late filing for vacation may result in your holiday pay claim being denied.**

Holiday Dispatch: You must be **checked in by 12 noon** and we will be dispatching **Wednesday, November 25**, between **1:00 pm and 2:00 pm** for **Wednesday night** and any work that we may have on **Thanksgiving Thursday, November 26, all shifts** (Rails, Military, Passenger, or Perishables only) and for **Dayside Friday, November 27**. For Port Hueneme and San Diego your check-in times remain the same. **Please when checking in be clear on what Day, what shift and any travel you are checking in for.**

The Annual Turkey Basket Giveaway: The 23rd annual ILWU Feed the Community Turkey Basket Giveaway will be held **Tuesday, November 24, from 11 am to 4 pm at the Memorial Hall**. Volunteers will be needed, if you have the time please arrive by 8 am. If you have any questions, please contact Jose Alvarez 562-682-1628.

Steady Applications: Go to our website www.ilwulocal94.org and download the application for the company you wish to apply for. Please review the instructions and requirements that an employer must follow to hire a steady Foremen. Contact Vice President Martinez once you have filled in the required information including the posting ID number, which can be found in the top right corner. Your application will be submitted by Vice President Martinez on your behalf via email. No applications will be physically submitted, and all interviews will be done by phone.

Face Coverings: PMA continues to provide face coverings to all ILWU members and casuals at the training center in Wilmington. **The ILWU-PMA agreed face coverings remain mandatory and shall be worn by all personal when working on a marine terminal.**

GST/OSHA Training: Signups for the mandatory safety training ended on Friday October 16th. If you did not select a date PMA will assign one for you. Class is scheduled to begin November 2nd and if you fail to attend, you will be placed on non-dispatch until a makeup class can be scheduled.

Dispatch Calls: Our phone system is often overwhelmed with the amount of calls that are placed to the office. The officers will continue to call you with your job assignments, nightside after 1:00 pm and dayside after 3:00 pm, please make yourself available for those calls. Please call the dispatch tape at night for any new or updated information. To help keep the phone lines open for emergencies, please elevate what you don't have by start-up time, this reduces the number of phone calls to our system.



Workload: The Port of Los Angeles processed 961,833 Twenty-Foot Equivalent Units (TEUs) in August, the first monthly cargo increase in a year. The 12% gain in cargo was driven by imports, which eclipsed 500,000 TEUs for the first time.

The overall monthly volumes were the strongest ever at the Port of Los Angeles. Year to date, cargo has decreased 11.7% compared to 2019.

“In May we saw our lowest container volumes in more than a decade,” said Port of Los Angeles Executive Director Gene Seroka. “Since then, there has been a significant replenishment of warehouse inventories. Coupled with retailers planning for consumer holiday spending, it has created a surge of imports.

“With our recently released 'Signal' data powered by the Port Optimizer™, we are working with supply chain partners to improve cargo fluidity and advanced visibility to track, plan and prepare for cargo,” Seroka said.

The Signal provides a three-week look at cargo coming into Los Angeles and is updated daily, please visit www.currents@portla.org.

August loaded imports increased 18% to 516,286 TEUs compared to the previous year. Loaded exports decreased 10.2% to 131,429 TEUs. Empty containers increased 13.3% to 314,118 TEUs.

There was one canceled sailing in August, with none scheduled for September. The Port had 89 vessel calls in August, including eight megaships (container ships capable of handling more than 13,000 TEUs). The 17,000-TEU-capacity APL Merlion handled nearly 29,600 TEUs during its visit in August, holding the second highest all-time record for TEUs handled in a single ship visit.

The Port of Los Angeles remains open with all terminals operational during the COVID-19 pandemic. North America’s leading seaport by container volume and cargo value, the Port of Los Angeles facilitated \$276 billion in trade during 2019. San Pedro Bay port complex operations and commerce facilitate one in nine jobs across the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.

The JOC reported that the congestion that has plagued the ports of Los Angeles and Long Beach in recent months is expected to worsen to what is being called a “record” level of imports, non-vessel-operating common carriers (NVOs) and terminal operators told JOC.com.

Productivity at the 12 container terminals in LA-LB is expected to diminish further, chassis shortages will intensify, drayage capacity will be stretched to the limit, and import distribution LA-LB with the congestion is expected to worsen as ‘record’ imports arrive at warehouses throughout Southern California will be even more challenged in moving product to stores and regional distribution facilities throughout the country, the NVOs said. “It’s frustrating. We’ve

been highlighting this issue for the last few months,” said David Bennett, president of the Americas at Globe Express Services. “What are the carriers doing about this? What are the terminals doing?” “There are record volumes coming in,” added Jon Monroe, who serves as a consultant to NVOs. “It’s going to get worse before it gets better.”

Import volumes have exploded in the past few months as shipments of personal protective equipment, e-commerce fulfillment, inventory replenishment, holiday season, and spring 2021 home improvement merchandise enters through the largest US gateway.

October is usually a peak month in the eastbound trans-Pacific as imports from mainland China come roaring back after a brief lull during the annual Golden Week holiday. However, Monroe noted that this year imports did not dip much during the holiday, and now they have accelerated even more than usual as importers rush to bring shipments into the US in the event tariff exclusions set to expire later this year during the US–mainland China trade war that are not renewed. “They’re not taking any chances,” he said. “Everybody’s fast-forwarding shipments.”

US imports from Asia moving through LA-LB increased 22 percent in both September and August from the same months last year, according to PIERS, a sister of JOC.com. The ports handled 828,880 TEU in September after 832,210 TEU in August. “Our volume in September was the highest it has ever been,” Ed DeNike, president of SSA Containers, said of his three terminals in LB. “We did 35,000 lifts last week,” said another terminal operator who did not want to be identified. That was up from the low 30,000s, he added.

Entire supply chain stressed:

Terminals are struggling to move peak import volumes through their facilities quickly enough to prepare for the next vessel arrival. As terminals exceed 80 percent of capacity, equipment operators must shuttle containers around within the facilities in order to deliver containers to truckers. “Our import dwells are over five days,” the second terminal operator said. “We are rehandling containers and rehandling containers.” When terminals are operating efficiently, they move import loads out the gate in three days or less. The constant rehandling of containers has resulted in an artificial labor shortage because the productivity of longshore workers who operate rubber-tire gantry cranes and top-handlers is cut in half, the terminal executive said.

The terminal congestion has forced some vessels to wait at anchorage before they can proceed to berth, although that has not been a major issue, said Kip Louttit, executive director of the Marine Exchange of Southern California. On Monday, one vessel was anchored outside the Total Terminals International facility awaiting completion of the vessel that was there, he said. As a result of the terminal congestion, truck turn times have increased, which has limited total truck capacity in the harbor, said Weston LaBar, CEO of the Harbor Trucking Association. Furthermore, some trucking companies are levying peak-season surcharges.

Because most of the truckers are owner-operators and can refuse to accept assignments if they choose to do so, trucking companies must pay those drivers higher wages to lure them to the terminals with the worst turn times, LaBar said.

The chassis shortages are especially troublesome for SSA Marine because it operates on a model, which calls for draying most import containers to a near-dock storage yard as quickly as possible after they are discharged from the vessel in order to avoid congesting the terminal. "We're short of chassis. We can't dray" the way we usually dray", DeNike said.

Further delays in the supply chain occur once the import containers reach the distribution warehouses because a shortage of domestic transportation forces the containers, and the chassis that are carrying them, to sit longer at the warehouses, Bennett said. Bottlenecks at the warehouses are further aggravating the chassis shortages. According to the Pool of Pools operated by the three intermodal equipment providers, 40-foot and 45-foot chassis are remaining at the warehouses an average of 7.1 days, compared with the three-to-four days dwell time that is needed for efficient operation of the chassis pools.

Monroe said that from his conversations with NVOs in mainland China, the current spike in imports will most likely continue through the end of the year, and possibly until factories in mainland China shut down for the Lunar New Year holidays that begin on Feb. 12. "This train isn't slowing down," he said.

Please make yourself available as much as possible including Fridays.

**"To be Good
without doing Good
is Good for Nothing"
Brother Adrian Watkins**

In Solidarity:

Daniel G. Miranda
President

Duane E. Martinez
Vice President

Mike Trudeau
Secretary – Treasurer

