

9346 News

May, 2010

Vol. 10, Issue 2

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President's Report

Sisters and Brothers,
Your bargaining committee has met several times and have detailed a plan as to what needs to be done and time frames before negotiations start. The committee developed a priority sheet which has been distributed to the membership. If anyone hasn't received one yet please call the Union Hall.

There is a bargaining school scheduled for May 11 and 12. Also, the bargaining committee is scheduled to meet for four days in May to go over the priority sheets that you have filled out. We also have a Contract Action Team committee school scheduled for June 5, 6, and 7, 2010. This committee will consist of Shop Stewards, Safety Reps, and Executives. This committee will be responsible for passing and gathering information from the membership during bargaining.

Your bargaining committee will be drafting proposals in June, July and August and we will begin meeting with the Company in the first week of September to commence bargaining.

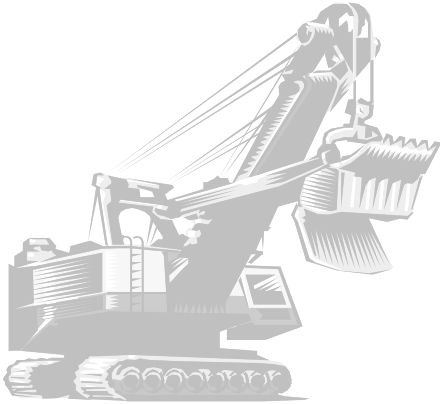
On April 20, Teck announced record quarterly earnings of \$908 million for the first quarter of 2010. Don Lindsey, President and CEO said, "The results of the quarter reflect two important themes. First, our ongoing operations continue to produce strong results, and second, completing the previously announced asset sales has allowed us to achieve our balance sheet targets and to return to investment grade credit metrics earlier than planned."

There were two other important highlights from Teck's April 20th press release which pertains to us.

- We have agreed on coal prices with the majority of

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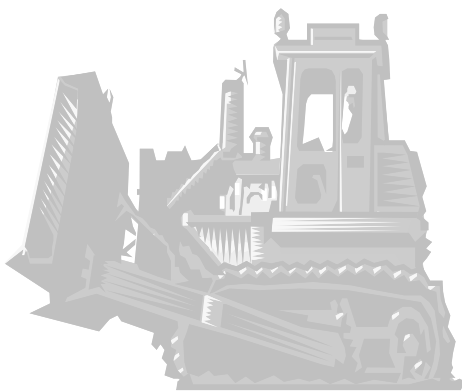


NOTICES BY EMAIL.

Anyone who would like to get newsletters, meeting dates, and notices emailed to you, please forward your e-mail address to:

admin@usw9346.ca

Our current list of e-mail addresses is old and we will be creating a new distribution list.



President's Report (Continued from page 1)

our customers for the quarter that commenced April 1, 2010. Early pricing settlements, covering most of our tonnage for that quarter, were reached at the US\$200 per tonne level for our highest quality coal, and our recent settlements have reached as high as US\$235 per tonne. We are currently taking all reasonable steps to maximize our production levels in light of the tight market for steelmaking coal.

- Coal transportation costs have decreased in the first quarter compared to the same period in 2009 primarily because of lower rail rates for the westbound transportation of coal from our five mines in British Columbia. Those savings will continue based on the one year contract that has been agreed for the year commencing April 1, 2010. Transportation costs are expected to decline further beyond March 31, 2011 when

port charges will decline due to the elimination of the remaining link between the price of our coal and the port charges paid to Westshore Terminals.

Every year, hundreds of Canadian workers are killed on the job. Thousands more are permanently disabled. Hundreds of thousands are injured and thousands of others die from cancer, lung disease and other ailments caused by exposure to toxic substances at their workplaces. April 28 has been designated by the Canadian Labour Congress and the Steelworkers as the Day of Mourning for those victims of workplace accidents and disease. Your Local Union observed a ceremony on April 28th in Centennial Square. I would like to thank everyone who attended the service.

UMWA Local 7292 is in negotiations with Coal Mountain

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President's Report (Continued from page 2)

right now. Their contract expired on December 31, 2009. They are scheduled for bargaining on April 27, 28 and 29, 2010.

Currently we have 5 outstanding grievances from 2009 and 9 in 2010 and one pending arbitration.

One of our members who was denied work during a shutdown last year filed a grievance that we took to arbitration. The arbitration proceeded by way of written submissions and the arbitrator ruled in favour of the Union.

I would like to thank all the Shop Stewards and Safety Reps for all your hard work especially the committee chairs, Mark Milley, and Troy Cook. THANKS!!

In Solidarity,
Christopher Nand - President

HST Petition

"Borrowed from USW Local 7884 April 2010 - On the Line Newsletter

Our members, retired workers and workers nearing retirement understand that it cost money to provide health care, education, environmental protection and other services to British Columbians.

As we have done all our lives, we are ready to pay our fair share, even if that means an increase in taxes. The HST however, is not fair. The HST will increase taxes paid by ordi-

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National Day of Mourning

- Mark Milley

For this newsletter article I wanted to include that speech that I gave at our Day of Mourning Ceremony that was held in Centennial Square in Sparwood on April 28.

"I'd like to start off by saying that we are not only here to remember the people who have lost their lives on the job, but also to remember ALL the workers, both young and old, who are injured everyday in the workplace. A lot of workplaces continue to be unrepresented by Labour Unions such as the Steelworkers who have fought long and hard over the years to ensure a safe workplace for you and I. I for one believe in the saying...MOURN FOR THE DEAD, BUT FIGHT FOR THE LIVING... and shall continue to fight to ensure that I have done all that I can to ensure that you have a safe and healthy workplace so that we can all return home to our families at the end of the day, unlike so many unfortunate souls who's lives were taken on the job.

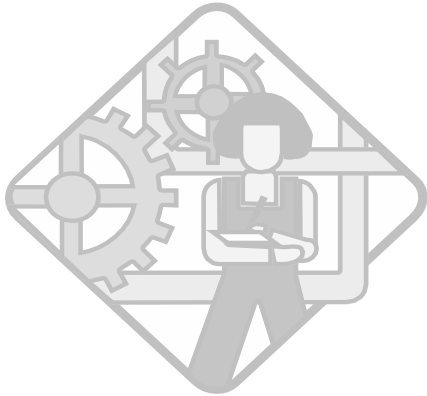
At this time it is important to remember these fine people and I would now like to read the

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GRIEVANCE REPORT

Troy Cook



SHOP STEWARD
MEETING
June 22, 2010
at 4:30pm at the
Union Hall

- 27/08 - Unjust Termination - Resolved.
- 13/09 - Machinist doing welders overtime work - withdrawn
- 14/09 - Policy - Technological Change - withdrawn
- 21/09- Policy - Waiting for third stage response
- 26/09 - Unjust Discipline - waiting for second stage meeting
- 29/09 - Unjust Discipline - withdrawn
- 34/09 - Bus was late - resolved
- 36/09 - Employee denied working shutdown - Arbitration proceeded by way of written submission. Arbitrator awarded the grievance in our favour
- 40/09 - Unjust Discipline - resolved
- 47/09 - Worker paid improperly - waiting for first stage meeting
- 52/09 - Not asked to work stat - waiting for second stage meeting.
- 54/09 - Unjust discipline - waiting for second stage response.
- 02/10 - Policy - waiting for third stage response.
- 04/10 - Job Posting - Withdrawn
- 05/10 - Apprenticeship Placement - withdrawn
- 07/10 - Unjust discipline - waiting for second stage meeting
- 08/10 - Unjust discipline - waiting for second stage meeting
- 09/10 - Refused overtime pay - going to arbitration
- 10/10 - unjust termination - in abeyance
- 11/10 - Job postings - waiting first stage meeting
- 12/10 - Unjust Discipline - waiting first stage meeting
- 13/10 - Vacations not posted on April 15 - waiting 3rd stage response
- 14/10 - Unjust Discipline - waiting for third stage meeting.

In Solidarity,

Troy Cook - Grievance/WCB Committee Chair

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nary people by \$1.9 Billion a year. We get nothing in return. Many of the services that we depend on are being slashed, while other essentials of life will cost more.

We are being forced to pay \$1.9 Billion more so large corporations can pay \$1.9 Billion less. It is a massive tax shift onto the shoulders of people who may live on a fixed income, and are already struggling to make ends meet.

Adding to the injury, Gordon Campbell and the B.C. Liberal Party promised in writing that they would NOT introduce the HST.

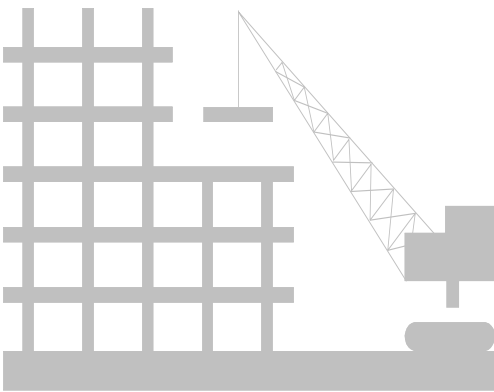
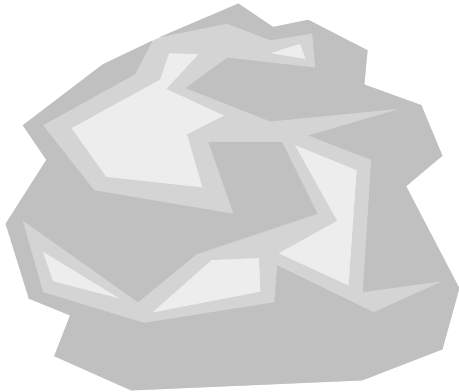
As British Columbians, we must all get out and sign the petition to repeal this legislation. It will take time to defeat, but once we have at least 10% of all 85 ridings the Petition will have legs and will not go away. We must get the 10% in all ridings, if we get 10% or more in 84 ridings and 9% in one riding the petition will fail. It has been estimated that if the Government is successful in instituting the HST it will cost the average family \$2000 per year.

The following locations will be set up in the Elk Valley for **signing the HST Petition:**

- **ELKFORD STEELWORKERS HALL: May 14 and 15 from 9am to 9pm both days**
- **SPARWOOD STEELWORKERS HALL: May 13 and 16 from 9am to 9pm both days.**

There will also be other locations set up in your community! PLEASE make an effort to find them if you can't make any of the above days. You must also be a registered voter with Elections BC to sign the petition.

FOR MORE INFORMATION go to www.fighthst.com



SAFETY REP

MEETING

May 31, 2010

at 4:30pm at the

Union Hall

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Apprenticeship Program

- Peter Rosner

Recently myself and another tradesman from this site attended a meeting on the future of the heavy duty mechanic apprenticeship program. The Canadian Council of Directors of apprenticeship has approved a new method of assessing competence in Canada for challengers at the journeyman level for the HDET trade. The government is looking at the scope of qualifications currently required to become certified in this trade and to narrow it down to a more manageable apprenticeship program. Some of the reasoning behind this is justifiable and a long time coming. As it is under its current format and because of the various industries the apprentices do not get the required experience they need before they go to trade school. This is nothing new and was happening when I attended school in the early 1980s. The people that I attended school with came from marine or logging or other industries and a lot of our requirements to work at the mine had very little to do with them. Since I started in this trade a lot has changed and everything has become more specialized. In a lot of ways I probably did more of a variety of work and more technical work during my apprenticeship than I do now. I guess the most glaring example would be engine work and

rebuilding of components. Long gone are the times when we would do inframe rebuilds, bearing changeouts or any work on the engines that require skill, this is now specialized. We no longer remove any components and rebuild them on the shop floor not even something as simple as a brake caliper. Hell no it can be sent to town and be rebuilt by someone else at half the cost with warranty. And I guess here at Elkview we are somewhat fortunate that we do have a component rebuild centre so at least a few of our trades people and apprentices are exposed to this type of work. Our trade has been dummed down over the last twenty years and I understand some of the reasoning behind this but am not a big fan of the changes. I realize it is more beneficial to the employer to have one person who can do a few things very well so the failure rate or down time on the equipment is less. Hell we could probably train a monkey to be a tradesman under this thought process. This is assembly line thinking, "ok you put that part on there for the next twenty years and look forward to your retirement". Any ways, to get back to the proposed changes, the apprenticeship program is looking to open the door for more experienced people. As it is right now the trades ticket can be challenged if you have the required hours and you can get some letters to verify your ex-

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perience, you just have to pass the trades qualification and inter-provincial tests. They want to have a process in place where you will have to prove that you actually can use some tools and test equipment and that is a good thing for the trade if it is going to be policed by the proper people. Unfortunately that is not where it is going to stop, this is going to open the door for more foreign workers with substandard skills. If the proposed changes are made it will make it easier for them to become certified and I will get to that shortly. We all know unless you have been in a cave somewhere that this country is facing a serious manpower shortage over the next five to twenty years and they need skilled trades people. They could not possibly get enough here or handle the required time it takes for an apprentice to become certified under the current format so something has to change. The easiest way to achieve this is to dummy down the trade and you know what big industry is supporting this, the small guy is going to get screwed. In twenty years the small construction guy who needs a multi-skilled tradesman will have to hire three guys where he had one. In BC the ITA and TranCDA have been working together with industry to take this one step further and integrate this approach into the HDET apprenticeship. Under the proposed changes that are yet to be determined you will have different options when you start your apprenticeship and those options will be dependant

on your employers requirements. Currently they have identified forty one key areas that are required to become a interprovincial heavy duty mechanic. They want to reduce this requirement as not all areas of learning apply to the different industries that require the ticket. Once the core subjects are agreed upon as an apprentice you will be required to know these as well as another handful of optional areas that are more specific to your particular workplace. To put it in perspective I felt that as a mechanic working here you should still be trained in thirty eight of these areas I left out tires and wheels, climate control systems and fire suppression systems. The area of engine rebuilding was debated quite heavily, obviously that is the pathway for the engine contractors to get apprentices but their people do not need the same requirements we do. I strongly felt that this be maintained as one of the core subjects for this trade. I realize that this too has become more specialized but you have to know the internal construction of an engine. If not, you might as well send in two box tops of your favorite cereal and fifty cents to get your ticket. I do not know what the outcome of all this is going to be as what was explained to us is that the train has already left the station and we had better get on board as the changes are going to be made with or without us. They said we should be thinking about what is

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Show Your Union Card

If you have or know of any Local businesses who wish to participate in this program please have them contact Sarah at the Union Hall at 250-425-0131.

Here are the participating businesses.

- 1. Sparwood Husky (Sparwood ONLY)**
 - 1.5 cents off fuel
 - 5% off in store (not on Tobacco or Lottery)
- 2. Sparwood Hose & Fitting**
 - 5% off
- 3. Intermountain Services**
 - \$100 off purchase of a seacan
 - 10% off rental
- 4. NAPA**
 - 10% (applies to all mine employees)
- 5. Cummins Western Canada**
 - 5% off
- 6. BOARDSTIFF - in Fernie, BC**
 - 10% off
- 7. The Cottonwood Tree Health Food store in Fernie ,BC**
 - 10% off
- 8. Ski Base - in Fernie, BC**
 - 10% off
- 9. Fernie Sports - Fernie, BC**
 - 10% off

- 10. Elk River Guiding Company - Fernie, BC**
 - 15% off
- 11. W.E. Insurance (Home and Auto)**
 - Call 1-800-663-4200 in BC
 - Call 1-877-787-7021 in all other Provinces.
- 12. W.E Tax Services**
 - Call 1-800-845-1181

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names of the victims that were Canadian Steelworkers - our brothers and sisters - who lost their lives to workplace injury and disease in 2009-2010. Ryan Huxley - died April 3, 2009 - Rick Cawston - died May 4, 2009 - John Lamard - May 22, 2009 - Dominic Shorter - February 16, 2010 - Eldon Perry - March 19, 2009 - John Paget - April 1, 2010. These six lost lives should show us that our goal of zero has a long way to go and that we should all continue our efforts to ensure that our co-workers all return home to their families. We must educate anyone that we can about safe work practices and always strive for a safer workplace. Thank you..."

It was a very rainy Day of Mourning this year but I would like to thank all that participated. I have included a picture on page nine.

In Solidarity,
Mark Milley - JOHESC Co-Chair

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good for the trade as a whole and not just as it applies to mining and I COULD NOT DISAGREE MORE. Our future tradesman are going to get shafted from this and it will come back to haunt these companies. I do not know who exactly is behind this but I would expect it is big companies who want to ensure they are able to recruit manpower. If I had any influence at all at the corporate level here I would be telling the people that govern the apprenticeship program for all trades that at the end of the day we want the highest quality journeyman possible coming out of these programs. If it requires the full schedule that is currently being used right now then that is what we will pay for. If other industries want to dummy down their trades people go ahead because we will be making it so our employees want to stay with us. I firmly believe that the companies that invest in their employees and train them to a high standard are going to prevail. They will have people that enjoy coming to work and know there is opportunities for them if they are willing to make a commitment to learning. In closing the question was asked if these proposed changes will affect people who are currently apprenticing and the answer was no. Once it is implemented it will start with the first year people and they will have to figure out how the apprentices get their schooling for the core and optional parts of their apprenticeship. Once this process is implemented they will be looking at three key areas to test your competence, they are knowledge, skills and attributes. This format is already being used for other trades in the

province and they are being used as examples to modify our trade. It is going to take a few years to implement and although it may not affect your apprenticeship directly, you will be indirectly affected by the outcome of this. In the future you are going to see more control over you by your employer with respect to opportunities in your trade and the wage you are making. Similar models are being used by the tar sands and equipment suppliers in their rebuilding of components. The "Journeyman Rate" currently being used as the benchmark will not be achieved by all but a select few and we all know it is not always the best and brightest that get promoted. Fortunately I should be near retirement by the time we see the long range affects of this.

In Solidarity,

Peter Rosner

Trustee/Shop Steward



National Day of Mourning Ceremony 2010

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OFFICE HOURS
9:00 - 12:00 p.m.
1:00 - 5:00 p.m.
Monday - Friday

Union Hall Contact Information

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Website: www.usw9346.ca

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Box 40
Sparwood, BC V0B 2G0

Local Union Executive Committee Members

Christopher Nand - President
Dave Sheets - Vice President
Horst Gandner - Recording Secretary
Samuel Samy - Financial Secretary
Russell Primrose - Treasurer
Peter Zazzara - Trustee
Heather Kelloway - Trustee

Peter Rosner - Trustee
Ewan Gordon - Inside Guard
Russell Ullman - Outside Guard
Peter Chechotko - Guide
Mark Milley - OHE&S Committee Co-Chair
Troy Cook - Grievance Committee Chairperson/
WCB Committee Chair