

Today's Teamsters 213

Putting members first

Spring 2012 Volume 15 Issue 1
www.teamsters213.org

Focus on members at Tree Island Industries

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On the cover of
Today's Teamsters 213

Zeb Twarog, works the nail cutter and has
been at Tree Island Industries since 1979.
See feature article on Pg. 10

Photo by Joshua Berson



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Please
Recycle

Teamsters 213 members preparing for the future

Walter Canta, Secretary-Treasurer

Since taking on the position of secretary treasurer of Teamsters Local 213, I have talked with members in the Interior, the Kootenays, and Metro Vancouver and on Vancouver Island. Members are working hard and grappling with the same issues that everyone is: higher living costs, skyrocketing property values, stagnant wages and technological changes that require increasing amounts of education just to remain current and engaged.

These conversations with members working in many different industries have reinforced my decision to bring in changes that will take the local union into the future. I'm pleased to say that we are already seeing improvements in several areas.

The local has hired four new business agents who were urgently needed to assist our owner-operators and members in the Okanagan and Lower Mainland. On behalf of the members and the executive board, I welcome Terry Westhaver working in the Kelowna office, Tony Santavenero assisting members in Metro Vancouver and Greg Lacroix and Amneet Sekhon who are serving the needs of owner-operators.

The local wants to thank Dave Reynolds for his service as our workers' advocate. Dave retired on April 1. Members will be introduced to our new workers' advocate, Pamela Yong on Pg. 13. We are confident she will do a fine job of supporting members who are trying to work through challenges and bureaucratic hurdles with their compensation claims.

You will find information about all of these new staff members in the following pages.

The executive board passed a motion recommending that outgoing

business agents be invited to help train and mentor our new staff. I'd like to thank Keith Kennedy and Don McGill for their assistance in these efforts. Keith worked for the local for 40 years and Don for 32 years.

The local received numerous applications for the business agent positions that we posted. I took this as a very positive sign. We want those who applied for these positions to know that we appreciate their initiative and their applications will be kept on file.

I'm concerned that Teamsters are being left out of the project labour agreements between some of the building trades and general contractors for some major projects under way in the province. This problem must be addressed and is a priority for me. I'm gratified that Teamsters Local 213 is the featured affiliate in the June edition of *Tradetalk*, published by the BC Building Trades Council.

Shop stewards work hard to support their fellow members on their job sites and are valued contributors to our local union. We are going to bring shop stewards back into the bargaining process as members of our negotiating committees.

Due to several factors, our local union has seen a decline in membership, but the future shows opportunities for growth. The local has asked our shop stewards to post notices that Local 213 is looking for an organizer.

Our shop stewards are also invited to attend a shop steward seminar in their area that will be taking place in Kelowna on Sept. 29 and in Vancouver



[continued next page](#)

A fresh approach to union communications

continued from previous page

on Oct. 13. More information is available in the calendar on Pg. 21.

I'm pleased to announce that the Teamsters Joint Training Plan is expanding and updating the online and hands-on courses that it's offering. You can read more about this on Pg. 5

This newsletter also marks a fresh approach in terms of design and content. *Today's Teamsters 213* will provide insight into the varied work that our members perform, introduce readers to some of the people who make up this local union and talk about issues of concern to Teamsters and working people throughout B.C.

We also want to promote more two-way communications between the union leadership and the members. We'd like to hear from you. Please come to your district meetings. You will meet other members and learn first hand about local issues and what is happening in your area in terms of work and bargaining.

I will continue to travel around the province to talk to members. If I've not yet had a chance to meet you, I hope to see you soon. 🌟

Teamsters Local 213 election results

The votes were counted on Dec. 15, 2011 with 1,780 ballots cast, and 1,748 valid ballots counted.

Secretary Treasurer

Walter Canta—Elected

President

Ray Zigmont—Unopposed

Vice President

John Wilson—Elected

Recording Secretary

Anita Dawson—Elected

Trustee (3 to be elected)

Mike Croy—Elected

Mike Levinson—Elected

Don McGill—Elected

Letters



In support of the Burns Lake Community

On behalf of the United Steelworkers and the 250 men and women who work at Babine Forest Products in Burns Lake, I want to extend my heartfelt thanks and appreciation for your union's contribution to the USW Burns Lake Fund.

The tragedy at Babine can be described as nothing short of devastating. Two workers lost their lives, 19 others were injured. Families and the community are suffering. Beyond the physical trauma, countless others are impacted by the emotional toll of the disaster and the fear of an uncertain future.

Never more so than in moments of tragedy, is it important to demonstrate the true meaning of solidarity. The labour movement has a proud history of standing together and I'm very grateful that unions across the country answered the call.

The fund will be used to provide direct support to the families of workers who lost their lives, as well as those who were injured by the explosion. It will also support local efforts to assist workers impacted by the loss of the mill and the community of Burns Lake as a whole.

Thank you again for your generation donation.

Stephen Hunt

United Steelworkers

We welcome your comments

Letters must include your name, address and phone number.

Send your comments (the shorter the better) by e-mail to:

team213@teamsters213.org or by mail to: The Editor,

Today's Teamsters 213, 490 E. Broadway, Vancouver, B.C., V5T 1X3



CALM graphic

*Teamster owner-operators, like Paul Atwal, are pleased to see their union protecting their jurisdiction.
Photos by Joshua Berson*

Business Agents

Amneet Sekhon and Greg Lacroix

Bringing fairness to a cutthroat industry



Amneet Sekhon has been around trucks all his life and started working in the trucking industry when he was just 18. At 19, he bought his first gravel truck and worked hauling asphalt from Chilliwack to Squamish. Now, nine and a half years later, he has taken on a Local 213 business agent position. He said he took the job “to make it a better place for owner-operators.”

“We have to get all the owner-operators on the same page.” —Lacroix

Greg Lacroix, started in the trucking business and became a Teamster Local 213 member 20 years ago. He worked on residential construction sites in Maple Ridge and Coquitlam and in the road-building industry.

He said his family, including two children, 11 and 5, are happy he took the union position. “It’s a more normal life.”

Lacroix and Sekhon were hired as business agents in



February, and Local 213 owner-operators are pleased to see the difference they’ve made in just a couple of months. The two are representing the province’s 580 unionized owner-operators and working hard to get the non-union drivers to sign up as well. Every week, the two are patrolling about 10 unionized construction sites in the Lower Mainland to ensure that all drivers are members of Local 213.

The owner-operator trucking industry in B.C. has a terrible reputation for its cutthroat culture. Owner-operators often go into debt to purchase their trucks and keep them insured and well maintained. Yet there are no regulations to protect the 1,000 gravel truck operators working in Metro Vancouver from the tumult of a boom and bust economy.

Without proper policing, these conditions have led unscrupulous employers and dispatch companies coercing non-union drivers into undercutting rates and working double shifts while union operators sit at home waiting for a call.

There are still big projects under way, but the province has already seen a dramatic drop in housing starts.

**“We need unity. That’s why we’re here.”
—Sekhon**

What will happen to hundreds of drivers once the Port Mann Bridge, South Perimeter Road and various other projects in the Lower Mainland are completed? “It’s a big worry,” said Sekhon. “When there’s a recession, these guys will be starving. They’ll have all these expenses and no income. They should be getting high rates when things are good. You have to have money to set aside to be strong when the work’s not there.”

“We have to get all the owner-operators on the same page,” added Lacroix.

“We need unity,” added Sekhon. “That’s why we’re here.” 🌟

Business agents Greg Lacroix and Amneet Sekhon are making sure union construction sites are employing unionized owner-operators.

Business Agent Tony Santavenere

The timing was right for a new career challenge



Tony Santavenere is a 19-year member of Teamsters Local 213. He joined the union when he took a job at Tree Island Industries as an operator on the nail packing line. He learned almost all the jobs while working as a floater for seven years and later operated the hot galv/spin galv which coats nails in zinc.

He spent 10 years working graveyard and also served as a shop steward for five and a half years, assisting members with grievances and helping to negotiate collective agreements.

Santavenere is also a keen participant on the Tree Island Steelers hockey team.

He accepted the Local 213 business agent job in January. "It was a tough decision to make," he said. However, he decided it was a good time for a new challenge. "My son is 18 and in university and my wife is working," he said. "The time to change is now when I can put extra time into the job."

He's now serving 800 members in 14 companies located between Sechelt and Abbotsford. "I spend a lot of time driving," he said. He helps Teamster members working as technicians, body men and counter staff at several car dealerships, operators at two steel plants, employees at two plumbing wholesalers and two drywall building suppliers, and cleaners and other staff at a laundry facility.

"I like meeting people and helping them out with their concerns," he said. The issues are similar to the ones that came up with his former employer.

Whenever he gets the chance he still laces on the skates to play with the Steelers. 🌟

Business Agent Terry Westhaver

Helping members in the province's Interior



Terry Westhaver began work as one of the business agents in the Interior office of Local 213 on Jan. 9. His territory goes from Chilliwack to Cranbrook.

"I jumped in with both feet and definitely got them wet," he said.

Westhaver moved to Kelowna from Kamloops the day he started his union job. His wife and three children (11 and 4 years old and 8 months old) arrived in April.

Westhaver joined the Teamsters 11 years ago when he accepted a trucking job for Arrow Transport. He also he served as a shop steward for seven years.

He's now looking after 500-plus members, the bulk of them working for freight companies like Arrow and Percolator, as well as several other companies under the miscellaneous category.

In terms of his new job, he said, "There's something different every day. Sometimes it's methods of payment, sometimes seniority issues."

He said that while the economy in the Interior of the province has gotten off to a slow start this year, employers are optimistic that things are picking up. 🌟

We're looking for photos from job sites where Teamsters are working

Do you like taking photos? Do you have some showing the work being done by Teamster members? Send them along and we'll try to run them in future editions of Today's Teamsters 213. Please make sure to include your name, the location, date, name of person(s) and a small description of what is taking place.

Send traditional glossy colour prints to: Today's Teamsters 213, 490 East Broadway, Vancouver, B.C. V5T 1X3.

For digital images, use the highest quality setting ("Fine/Superfine" or "Large") on your digital camera and e-mail your photos to: team213@teamsters213.org (You will only be able to e-mail 1 or 2 at a time because the files will be large.)

Tips for great photos:

- Try to shoot outdoors whenever possible.
- Watch for the flare that can be reflected from your flash when photographing people wearing safety vests.
- Watch for hard hats that can throw harsh shadows on faces. You may have to shoot from a different angle.
- With group photos, have people arranged in a semi-circle rather than a straight line. To avoid harsh shadows, move them a couple of metres away from back walls.
- Shoot your photos with the automatic date feature turned off.



Driving/transport deserves craft designation

With awareness comes respect, better morale

Training Plan Coordinator Michael Evans believes professional driving and transport should be seen as a skilled trade like other construction trades.

That's why the Teamsters Local 213 Joint Training School is providing members with even more online and hands-on training courses in centres around the province that lead to official certification.

"Employers only pay for what they respect," he said. "Training and documentation, as well as a willingness to be flexible and adaptable, improves the working lives of members. It makes them more employable, improves morale and leads to better wages and more bargaining power."

The Joint Training School offers specialized training such as defensive driving for professional drivers, load securement, commercial vehicle inspections and effective record keeping (logbook) of hours of service.

Evans said the plan has developed a multi-media approach to match training programs with immediate work opportunities. "We've got a model to train people in areas where we know there is going to be employment," he said. Industry studies show that much of the knowledge people gain from training courses is lost if they don't get a chance to apply it within six months.

Right now, the plan is offering hands-on rock truck training to prepare members to work on the South Perimeter Road along the south shore of the Fraser River in Metro Vancouver and for the expansion of the aluminium smelter in Kitimat.

The local union knows that more large-scale construction projects are coming on stream throughout the province. So members will be able to take rock truck and boom truck training to ensure that union drivers are available to meet the demands of the construction industry.

However, Evans' motivation goes far beyond meeting industry needs.

He said the public and employers don't understand the complexities of the work and even experienced drivers can take these skills for granted. However, lack of respect from the public and employers leads to lowered morale for the drivers. "The way to beat this is through recognition of craft skills and certified training," he said.

Evans makes it a point of telling students that proper documentation "enables you to defend your jurisdiction. Not just anyone can do this work. You become more powerful at the bargaining table by raising awareness and respect from employers and the public."

Between June 4 and 7, the plan will be offering a course

TRADE CRAFT
CLASSES FOR DRIVERS
JUNE 4TH-7TH
KELOWNA

Trade Craft classes include:

- the intricacies of mass, size cargo securement
- keeping track of hours of service (logbook)
- conducting commercial vehicle inspections

For more information,
 contact Mike Evans:
 604-874-3654
teamsters213training@shaw.ca


Teamsters Local 213
Joint Training School

in Kelowna in trade craft for drivers. Contact Training Coordinator Michael Evans at 604-874-3654 or by e-mail at teamsters213training@shaw.ca

The Teamsters Local 213 web site (teamsters213.org) also carries up-to-date information about:

- online courses such as the [Professional Drivers Improvement Course](#); [WHMIS](#); [Pipeline Construction Safety Training](#); and [Transportation of Dangerous Goods](#)
- upcoming [Trade Craft](#) classes where members will learn the intricacies of mass, size and cargo securement; keeping track of hours of service (logbook); and conducting commercial vehicle inspections
- upcoming equipment training leading to certification on [articulated rock trucks](#) and [boom trucks](#)
- bursaries

To learn more about these courses and services, you can also call the Training Plan at 604-874-3654 or e-mail teamsters213training@shaw.ca

There are unionized driving schools for anyone interested in becoming a professional driver. Go to the www.shopunion.ca website and search for "driving schools." 

Lots of work ahead for Teamsters in heavy construction

By Marco Procaccini

Teamsters working in the construction sector are going to be busy, says Dispatcher John Hoare. “There are about 8,000 Local 213 members. Three hundred are booked in (on the hiring hall board) but the rest are working,” he said, “and our owner-operator members are pretty busy on a whole variety of jobs.”

There’s a continuing demand for labour on projects in northern B.C., including several pipeline construction jobs and the Rio Tinto aluminium smelter upgrade in Kitimat. In addition, more work is coming on line with the development of the South Perimeter Road project on the south side of the Fraser River in Metro Vancouver, as well as a number of smaller jobs.

“It looks like the work situation will stay about the same for a while,” he said. “We’re lucky in that we’re getting the odd pipeline project that keeps us busy. We’ve got 60 people on the Louisberg Pipeline [about 100 km east of Fort St. John]. That project is winding down soon.”

The 2008 global recession devastated the economies in Europe and the U.S. and economists across the political spectrum and around the world are concerned that falling wages relative to the cost of living will cause declines in consumer spending and rising personal debt.

While many of B.C. and Canada’s large construction projects were stalled during the recession, they are now coming on line. According to Statistics Canada, 50-year low interest rates are spurring higher commodity prices, particularly for oil and other sources of energy. This has resulted



Leslie Dyson photo

in a surge of industrial construction—not only in Canada, but across the globe—where the demand for union labour remains high.

Strong union presence in these sectors in B.C. and Alberta is helping to ensure that working conditions and wages remain at decent levels.

“It’s mostly union companies that have the skills and equipment to do these jobs,” said Hoare, adding that unions often provide training for their members to keep them in demand and up-to-date with the latest technology and techniques. “That keeps the standards high.”

However, Hoare also cautioned that the future of some projects, like the proposed Northern Gateway Pipeline, is uncertain because of serious environmental questions and the frustration of First Nations groups and communities along the route who don’t feel that their concerns are being addressed. 🌟

Important notice

Local 213 members interested in doing pipeline work

Certificates for the Pipeline Construction Safety Training (PCST) are only valid for three years. Teamster members can take an online renewal program to remain eligible for work in the pipeline industry. All you need is a Personal Identification Number (PIN) and high-speed Internet access. You should allow yourself up to five hours to complete the program.

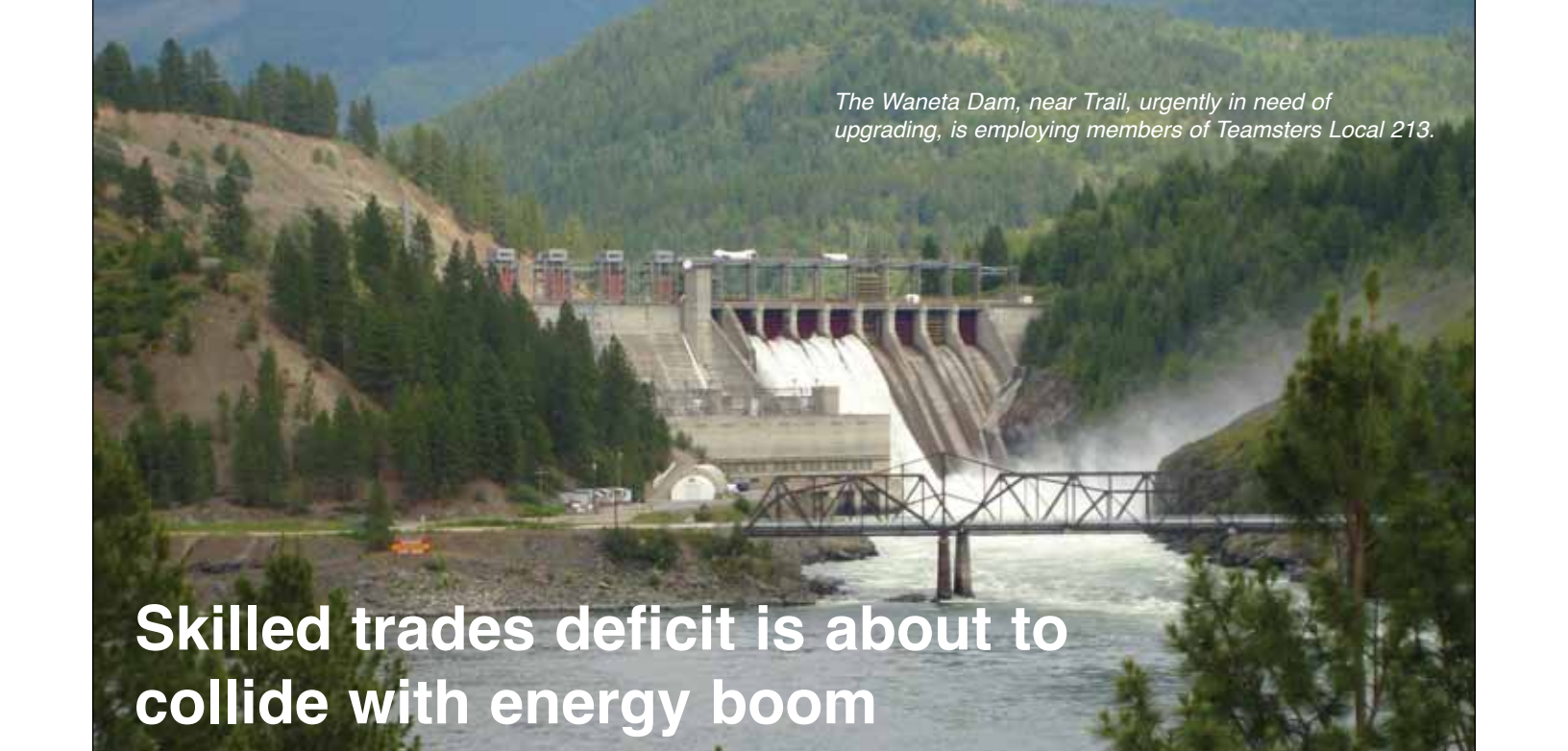
If you do not have access to the

Internet or a computer, the program may be available at Teamster offices in Kelowna, Nanaimo, Prince George or Vancouver.

Division A members will have the \$40 registration fee waived because their contractors contribute to a training fund. The course is also available to Division B and C members on a cost-recovery basis and payment must be received before the PIN is issued.

You will be provided with a nine-digit completion number when you complete the Pipeline Construction Safety Training. You must register that number with the Teamsters dispatcher if you want to work on any pipeline project.

If you took the course in 2007 or earlier, or would like to work in the pipeline construction industry, contact Training School Coordinator Michael Evans at 604-874-3654. 🌟



The Waneta Dam, near Trail, urgently in need of upgrading, is employing members of Teamsters Local 213.

Skilled trades deficit is about to collide with energy boom

By Eugene Lang and Christopher Smillie, CALM

For many years we have been told Canada faces an acute skills mismatch, where the economy has lots of great jobs for highly qualified professionals without enough of these people to meet the demand.

But a second skills shortage has crept into the economy that promises to dwarf the professionals deficit. This less-talked-about shortage is being driven by two forces on a collision course: unprecedented demographic change and an equally unprecedented boom in one large, growing and labour-intensive sector of the economy.

This is the skilled trades deficit in the construction industry. Exacerbating the problem is the corresponding economic boom in the energy infrastructure sector, with a projected investment over the next 20 years that is breathtaking. Provincial and federal governments need to develop a strategy to meet the challenge and seize the economic opportunity.

Growth in the labour force is slowing as baby boomers retire. Forty years ago, the labour force grew at about 4% a year on average. A decade from now, growth will fall to almost zero.

This trend is particularly acute in the skilled trades. Between 2011-19, according to the Construction Sector Council, 208,000 skilled tradespeople will retire—with only 111,000 new recruits entering the trades.

This trend is running headlong into two distinct forces on the demand side of the ledger. First is the boom in the oil sands, which depends intensely on skilled trades. Second, and less well known, is the requirement to refurbish Canada's aging electricity generation and distribution systems, which has been allowed to atrophy over the past two decades. The electricity sector will invest nearly \$300 billion in the next 20

years to maintain existing assets and meet market growth.

These projects will lead to the largest construction boom since the postwar period.

The next seven years alone will see the economy coming up short by about 156,000 skilled tradespeople.

On one hand, this is a good-news story. Long-term career prospects in the skilled trades look promising. But we have nowhere near the number of people today to meet this demand, nor do we have the public policy framework to significantly increase the skilled-labour pool. And as each year passes, we have fewer skilled people to pass along the expertise, making the replacement work force challenge that much greater.

Immigration is an important short-term fix, but it alone cannot solve the longer-term problem. Nor should immigration of skilled tradespeople be seen as the long-term solution for a country with an unemployment rate of nearly 8% and much higher for some population segments, notably First Nations people and other underrepresented groups.

The coming construction boom represents a unique, once-in-several-generations opportunity that Canadians should seize upon. Labour market policy is an area of shared jurisdiction. Ottawa has some levers, such as immigration and financing for training; the provinces have others, such as education policy, training programs and credential recognition. Internal labour mobility is shared between the two levels of government.

All these levers need to be pulled in a coordinated fashion to ensure that the Canadian economy and Canadian workers reap the full benefit. Canada needs a national work force strategy. —Eugene Lang is co-founder of *Canada 2020: Canada's Progressive Centre*. Christopher Smillie is senior adviser for the *Canadian Building and Construction Trades Department*

Leaping into union activism and B.C. politics

By Leslie Dyson

Teamster Local 213 member Andrew Mercier is a guy to watch.

He's up at 3 a.m. working as a driver for UniFirst, a uniform-cleaning company with a warehouse in Langley. He is also a shop steward. In addition, he represents Teamsters Joint Council 36 on the Teamsters Canada Youth Committee.

He's also the provincial NDP candidate in Langley, running against MLA Mary Polak, in the 2013 election campaign. He managed the constituency's election campaign in 2011 and helped increase support for the NDP by almost 2,400 votes.

Mercier is 26 years old.

The fact that UniFirst was a union company represented by Teamsters Local 213 was one of the factors he considered while looking for work. "It's a good job with decent wages," he said. "I wanted the protection and the benefits. I've worked a lot of non-union jobs and participated in union drives."

Before taking this job, he worked as a material handler for GFS B.C. Inc. on Annacis Island. The company resisted two union drives while he was there. "I saw the lengths to which an employer will go to keep a union out." Mercier wanted union representation, but other employees were intimidated by the anti-union messages being broadcast on newly installed big-screen TVs and the employer's small group meetings criticizing unions, Mercier related.

However, his mother and father—"regular working people"—instilled "basic fundamental values that when you see something wrong you have to speak up."

His father is a police officer and his mother a nurse. His mom suffered back injuries from lifting patients. "There's no correct way to lift a person who's been in a motorcycle accident," he explained.

It took a long fight with WorkSafeBC to get the compensation she deserved. "It took years and the [BC Nurses' Union] rep's support throughout the process," he said. "But if she hadn't won, we wouldn't have had the standard of living we enjoyed while growing up."

Mercier said the benefits of belonging to a union have come into even sharper focus with his work as a shop steward. He attends disciplinary sessions and helps members



Andrew Mercier (top row, black sweater and white T-shirt) with the other members of Teamster Canada's Youth Committee.

who have issues with the contract. "It's about ensuring that people have access to a fair process."

He's also engaged in his first set of negotiations. "I'm excited about the experience," he said, "but I'm also aware how real it is. It's about people's livelihoods. Inflation is going up but wages aren't keeping up."

Working on campaigns with other young Teamster members on the national youth committee has also been rewarding. While attending last year's meeting in Quebec City, the committee helped the Raising the Roof Campaign, selling red toques to raise funds to end homelessness. Members also passed the hat and raised \$500 to help the B.C. Teamsters working for the Rocky Mountaineer who've been locked out since last June.

The 2012 youth committee meeting will be held in June in Vancouver and Mercier will be on the planning committee.

As a keen political observer, Mercier has many concerns about the current provincial government.

"There's not a single portfolio that the Liberals have touched that isn't in disarray. With the changes they've made to the Labour Code and employment standards—If workers don't have a strong organization like a union, they're going to get a raw deal."

He has several key concerns that he will focus on during the election campaign.

"I have had a good education (he received a Bachelor's degree in Political Science with a minor in French Literature from the University of New Brunswick) and a decent job. But there are fewer opportunities for young people. There's precarious part-time work but it's not an accident that those workers are the hardest to organize. The Liberals changed the labour laws making it harder to get in a union. Unions are just trying to hold onto what they have."

The environment is also "a huge issue," he said. However, the importance of environmental sustainability does not

conflict with the need for good paying jobs. That's where funding for skills training comes in," he said.

Mercier and his campaign team have developed a strategic plan and are raising funds. "It will never be enough because the Liberals will always outspend us. They're funded by the companies that we work for."

Mercier spends several hours every week knocking on doors and talking to people. "People are incredibly disillusioned with the government and the political process," he said. Many people are telling him that they don't vote because of conflicting commitments or the belief that it won't make a difference.

"I'm sympathetic," he said, "but I've seen my mother take on a giant and win. I've seen it at the shop and at the workplace. Change is possible and worth fighting for."

As dissatisfaction with the Christy Clark Liberals continues to grow, "NDP MLA" may be the next accomplishment Andrew Mercier adds to his resume. 🌟

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2012-2013
ACADEMIC YEAR SCHOLARSHIPS

For High School Seniors who are Children or Grandchildren of Teamster Members

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

The James R. Hoffa **MEMORIAL SCHOLARSHIP FUND**
For more information, contact your local Teamsters union office or visit www.teamster.org

A bursary, or bursaries, not exceeding \$10,000 in total is awarded, in the fall of each year, by the Pipe Line Contractors' Association of Canada to a son, daughter or legal ward of persons who derive their principal income from pipeline construction.

To qualify, the parent or guardian of the applicant must be employed by, or have a history of employment with a firm that is a member of the Pipe Line Contractors' Association of Canada.

The applicant must be enrolled in first-year studies at any recognized Canadian university or college in a program leading to a degree or certificate in any field.



www.pipeline.ca

Applications must be submitted to the association office no later than **October 31st, 2012** along with a transcript of high school grades, evidence of university or college enrolment and proof of payment.

Cal Callahan Memorial Bursary

PIPE LINE CONTRACTORS ASSOCIATION OF CANADA

Each year, Local 213 offers a \$500 Joseph Whiteford Scholarship to a member, spouse or the son or daughter of a member in good standing with Local 213.

Call the Local 213 office at 604-876-5213 for more information.

Joseph Whiteford Scholarship



Applicants must be a full-time student attending a post-secondary university, college or institute, or be in Grade 11 or 12 and have strong academic standing and be able to demonstrate financial need.

Applications for the Joseph Whiteford Scholarship should be addressed to:

Joseph Whiteford Scholarship Committee

Teamsters Local 213 490 E. Broadway, Vancouver, B.C. V5T 1X3

Tree Island Industries Good jobs for Teamsters

Story by Leslie Dyson, photos by Joshua Berson

Tree Island Industries in Richmond started out in the early '60s making bed frames, said Danny Comuzzi, a Teamster member working in the wire draw department. He's the oldest member on the crew, having worked for Tree Island for "pretty well 40 years."

But the company quickly converted its machinery to enable the manufacture of nails, mesh and specialty wire. Since 1963, it has been making wire and wire mesh products for residential, commercial, industrial, agricultural, and specialty use. It makes 500 different types of nails, from half-inch finishing nails to 12" spikes. The wire is stretched to reduce the gauge; "17.5 gauge is as fine as we can run it," said Business Agent Tony Santavenere, a former shop steward at the plant who worked the graveyard



The hot galvanizing ovens where the zinc adheres to the nails.

shift for 10 years in the hot galvanizing and spin galvanizing department. The steel comes from Brazil, China and the U.S.

Tree Island's products, including farm fencing, game fencing like you see along the Coquihalla Highway, cement mesh and reinforced mesh used to shore walls in mines, are in use throughout North America.

"There's a good chance that the nails you've used in a home renovation have been made by Teamster members," said Secretary Treasurer Walter Canta. He began work there in 1978 and is also a former shop steward.

There are 192 Local 213 members working on the site. When the company is looking for new workers, it contacts Teamsters Local 213's dispatch office.

Santavenere said he'd like to see work pick up and younger workers hired. It's a good job with decent pay and benefits,



The lime, sulphuric and water baths in the cleaning house.



Ernie Borrelli, a member for 19 years, giving nails a vinyl coating.



Doug Eburne, a wire draw operator for 26 years.



John Ciliberto, a 23-year member, connecting one depleted roll of wire to a full one.



Dino Cappellaro, with 24 years of experience, packages the rebar tie wire.



Paul Luanga, 32nd year at work in the galvanizing department.





he said, but it's also very physical work in some areas and new younger hires would give a break to the older workers, many with decades of experience.

Training for the various jobs takes two days to two months, Santavenere said. "You have to be in good physical shape and really well organized. It makes the day a lot easier."

In the 50-plus years that the company has been around, there have been many changes in terms of safety and environmental practices. Long-time Teamster members can tell you about the early years when there were no guards on the machinery and no eye or ear protection. Up until the mid-'80s, workers were often called to do 16-hour shifts. Three fatalities and more stringent safety regulations changed those practices. When we visited, the nail mill had gone 1,687 days without a time-loss accident. The plant runs 24-7.

Members will tell you that, like all companies along the Fraser River, waste water left over from manufacturing was simply dumped over the banks and there was no filter for the steam leaving the plant. All that has been changed as well.

Tree Island also has a hockey team. Santavenere has been playing with the Tree Island Steelers for 12 years at a rink in Burnaby. "The team started in the Division 12 league, but it moved up to Division 6," he said. "But at the age we are, it should be back down to 12," he jokes. Some of the employees' sons are now playing as well to bring a bit of balance. "But everyone has a connection to Tree Island."

It's easy to follow the process for making nails and mesh with a tour of the facility.

Five thousand pound rolls of half-inch round steel rod are

housed in the rod yard. When they're needed, they're taken to the cleaning house to be dipped in baths of water and sulphuric acid. If they're going to be galvanized, they're dipped in lime as well.

Then the rolls are taken to the wire draw department where the wire is drawn to the proper specs.

After that, they're off to the nail mill or the galvanizing line. The galvanizing process requires that the wire be put into a lead tank to soften. An acid wash cleans it. It's then placed in a flux tank which encases the metal in an additive that allows the zinc to adhere. The zinc tank reaches temperatures over 850°. The wire is then put through a wiping system to make it smooth.

Wire used for rebar tie wire has to be malleable, so it is placed in an annealing furnace that cooks the wire up to 1100°.

And finally, the various products are packaged and shipped out to points all over the continent. 🌍



*phay, in his
t the plant,
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department.*



Merv Schindel works in the cleaning house.

George Olver, wire draw operator and shop steward.



Shipper and shop steward John Giustino helps send out orders to sites around North America.

Angus McMurdo, a 15-year member, rolling out farm fence.



Wayne Lacheur, 20 years at the plant, but a Teamster since 1983.

Prescription drug changes bring benefits and challenges



*By Ingrid Ochodek
Plans Administrator*

There are many changes happening in the world, and benefit plans are not exempt. Some changes are welcome, but others bring challenges which take creative effort to resolve. Such is the case with benefit plans, especially in the area of drugs, where

costs have been steadily increasing year after year, and where many changes are taking place in the prescription drug market. It is clearly good news that more prescription drug patents are expiring. However, the arrival of new biologic drugs, which are believed to bring better treatment options for some illnesses, also bring higher costs. Claims for prescription drugs typically make up about 80% of a plan's benefit costs and managing costs is becoming increasingly important for all benefit plan providers.

Changes include many expensive brand name drugs coming off of their patent protection, and this will continue over the next few years. This is good news because generic drugs are less expensive than brand name equivalents. Generic drugs have the same active chemical ingredients as their brand name counterparts and are usually acceptable substitutes.

In April, the B.C. Ministry of Health ended its generic drug pricing agreement with the BC Pharmacy Association and the Canadian Association of Chain Drug Stores. The goal of this agreement which was set up in 2010 was to considerably reduce the price of many generic drugs paid by the BC Pharmacare Plan, private benefit plans, and consumers who pay for their own drug prescriptions. The agreement was ended because the expected cost savings were not being achieved. On April 2, generic drug costs under this agreement were lowered to 35% of the brand name drug cost, the last decrease under the agreement. The Ministry of Health is

apparently now working on new legislation to both control and achieve lower generic drug prices in future, with the aim to reduce the generic drug cost to 25% of equivalent brand name drugs by April 2013.

In the mix of changes, we also have the arrival of new biologic drugs. Advances in molecular biology have brought new biologic drugs designed to better treat illnesses that are severe or chronic or in some cases where previously no successful treatment option existed. Biologics include treatment for rheumatoid arthritis, MS, Crohn's Disease, lupus, prostate and other types of cancer, and blood disorders. Biologics can apparently result in significant improvements in symptoms and in patients' quality and length of life. For example, biologic drug treatment has been found to be effective for rheumatoid arthritis, even reducing damage to joints and helping some patients return to mobility levels previously lost.

But, biologic drugs are very costly because they are made from living cells (human, animal, plant), not chemicals. The development of these drugs requires highly sensitive processes, from start to finish, because live cells can be impacted by the tiniest change in their environment. Because of this the development, manufacturing, and handling process is very complex so the costs are significant, ranging from \$15,000 up to \$480,000 annually per claim. For example, the biologic drug treatment for Rheumatoid Arthritis costs about \$50,000 a year. Some biologics, such as PNH3, cost as much as \$480,000 a year.

The cost of biologic drugs could be much more significant as more are developed and as they become more commonly used. Benefit plan sponsors will have to plan carefully to manage the financial impact of claims for these new drugs to ensure that benefit plans can continue to provide meaningful and comprehensive coverage levels over the long term. ☀

In your corner when you need it



Pamela Yong

Pamela Yong took over the post of workers' advocate from David Reynolds when he retired in April.

As soon as she started, there were over 50 cases involving members who were injured on the job and needed a union advocate to help them wade through the workers' compensation appeal procedures. "And there are always more cases coming in," she said.

Yong graduated from the UBC Faculty of Law in 2001 and was called to the B.C. Bar in 2002. She practised civil litigation in Vancouver, including personal injury law.

In 2006, she moved to Toronto and worked almost six years with a mid-sized Toronto firm specializing in class action litigation. She often had to supervise a number of junior lawyers and handled pre-trial and electronic discovery matters (the identification, preservation, collection, processing and analysis, review, and production of electronically stored information in preparation for litigation, regula-

tory investigation or audit).

The big difference between the work she's doing now and class action litigation is that these cases can be concluded much more quickly, she said. Class action suits are protracted affairs because they often come with huge databases of documents and involve complex procedural and legal issues.

Yong returned to Vancouver last year to deal with family matters and because she missed the mountains and ocean. "Everything fell into place" when she heard about an opportunity to apply her skills to help the members of Teamsters Local 213.

Yong has great energy. When she's not helping Local 213 members, she enjoys running, hiking, dancing, snowboarding, and playing the piano. 🎹

Do you know these former members?

These members have died and the death benefit entitlement under the Teamsters Local 213 Pension Plan has not been paid. If you know how to contact the spouse or next of kin please call Ada or Winnie at the Teamsters Local 213 Members Benefit Plans office at 604-879-8627 or toll-free in B.C. and the Yukon at 1-800-972-6241.

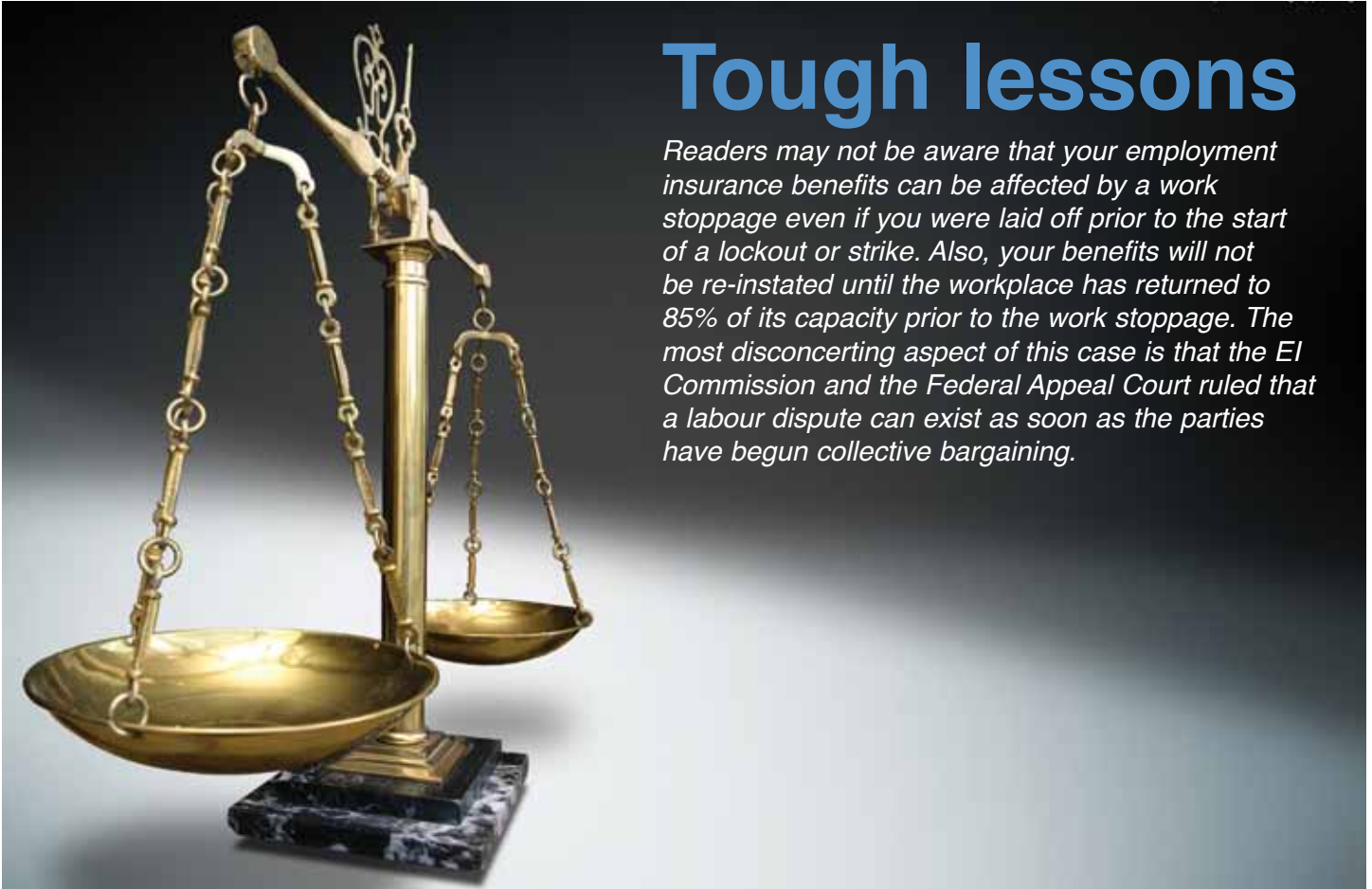
Deceased	Born	Died	Last Address
Kenneth Moore	1925	1981	Chilliwack, B.C.
Ronald Briscoe	1954	1997	Milner, B.C.
Dennis Baker	1959	1997	Abbotsford, B.C.
Jasvir Bains	1961	1998	Abbotsford, B.C.
Patrick Gibson	1939	2000	Merritt, B.C.
Ivan Boyde	1942	2000	Kelowna, B.C.
Herman Peters	1943	2000	Chilliwack, B.C.
Al Smud	1941	2003	Black Creek, B.C.
John Anderson	1941	2005	Kamloops, B.C.

Are you owed a pension?

Are you entitled to a monthly income from the Teamsters Local 213 Pension Plan?

If your name is listed below, we do not have an address on file for you and you may be entitled to a monthly pension from the plan. Please call the Teamsters Local 213 Members Benefit Plans office at 604-879-8627 or toll-free in B.C. and the Yukon at 1-800-972-6241 and ask for Ada or Winnie. If you know how we can contact a person listed below, please call us as well.

Able, F.	Hudson, E.	Moore, G.	Scharmer, W.
Albany, G.	Jansen, D.	Maynes, B.	Simpson, R.
Anderson, C.	Jackson, W.	Nelson, S.	Slade, F.
Anderson, W.	Johnston, S.	Nelson, R.	Smud, A.
Barty, T.	Jones, F.	Parisian, W.	Sterling, G.
Berry, D.	Kilmury, D.	Payne, G.	Stuart, T.
Bird, D.	Knight, K.	Pedlar, S.	Taylor, T.
Blackburn, W.	Knox, W.	Petrillo, L.	Theriault, R.
Britton, D.	Landry, O.	Pow, N.	Thomas, N.
Brown, G.	Lindbergh, H.	Rasmussen, E.	Thorp, G.
Carrott, E.	Marshall, W.	Rattay, R.	Vanderaa, M.
Doran, E.	McBride, T.	Reed, R.	Volpe, L.
Ennis, D.	McDonald, R.	Reynolds, R.	Watson, D.
Hamilton, R.	McMann, K.	Robinson, D.	Wesley, R.
Hamza, J.	McMullen, J.	Rogers, R.	West, R.
Hoath, C.	Merchant, J.	Rushworth, B.	Witt, N.
Holmes, R.	Miller, R.	Santos, L.	



Tough lessons

Readers may not be aware that your employment insurance benefits can be affected by a work stoppage even if you were laid off prior to the start of a lockout or strike. Also, your benefits will not be re-instated until the workplace has returned to 85% of its capacity prior to the work stoppage. The most disconcerting aspect of this case is that the EI Commission and the Federal Appeal Court ruled that a labour dispute can exist as soon as the parties have begun collective bargaining.

By E. Casey McCabe, Director of Legal Services

Our union is certified to represent a bargaining unit of approximately 140 workers at WWL Vehicle Services Canada Ltd. on Annacis Island who unload European and North American vehicles arriving by rail. They also receive ships loaded with imported Asian vehicles and load them on to the railcars for transport to Eastern Canada.

The collective agreement at WWL expired in late September 2010. Negotiations continued without much progress until June 20, 2011 when the union served strike notice. That day, the employer began notifying its customers that there might be a labour dispute. The union would have been in a legal strike position on June 23. However, the parties agreed to meet with a mediator on June 23 and 24 in an attempt to settle the collective agreement. The mediation was unsuccessful.

The employer's response to the mediation was to layoff approximately 80 workers effective quitting time on Friday, June 24. On Monday, June 27, the employer served lockout notice. At the same time, the employer's clients began to divert ships from WWL. The situation was further complicated when the bridge and rail connection to the mainland was accidentally knocked out on June 28 for about one month. That meant vehicles could only be moved off Annacis Island by truck.

The union and the employer met again during the week

of June 27 and entered a 30-day cooling off period. Not only was the union still in a legal position to strike, but the employer was in a position to lock out. The employer did just that on July 18 and the lockout lasted until Sept. 8.

Most of the laid off employees reactivated existing EI claims. Only one employee filed a new claim. All employees began collecting EI benefits effective Monday, June 27. When the lockout commenced on July 18 some employees were disqualified while others continued to collect benefits. Those who were not recalled between September 8 and 19 were disqualified for the days in that period. Those who were not recalled on September 19 had their benefits re-instated from that day forward.

The Employment Insurance Commission, after being contacted by the employer, retroactively disqualified all employees who had begun receiving EI benefits on June 27. Not only did the EI Commission disqualify them for the period from June 27 to July 18 when the employer remained in operation (albeit at a reduced capacity), but it also disqualified the laid off employees for the further period from July 18 to September 19.

The employees were served with notices to repay EI benefits which in some cases amounted to nearly \$4,000. The employees appealed their disqualification on the basis that they had not lost their employment due to the lockout

on July 18 but had already lost their employment due to the employer's layoff on June 24 - some three weeks before the lockout began. Unfortunately, their appeals were denied.

It was clear that there was a loss of employment due to a labour dispute at the employees' work site. However, the argument became whether the loss of employment was due to a work stoppage.

The union argued that it was **not** because the employees had been laid off on June 24. The union presented case law to the effect that one cannot lose what one does not have. If you are unemployed on June 24 how can you possibly lose your job again on July 18.

However, the board rejected that argument, instead accepting the Employer's argument that because ships had diverted after the June 24 layoff and prior to the bridge being knocked out, the work stoppage was not attributable to inability to move cars by rail but rather due to the union serving strike notice and the clients becoming skittish about product being caught on Annacis Island.

The Board of Referees having found that the layoff was directly attributable to an ongoing labour dispute then examined the factors that can give rise to relief from a disentitlement. Relief from disentitlement can be given provided all three of the following criteria are met:

- the employee is not financing the work stoppage
- the employee is not participating in the labour dispute

- the employee is not directly interested in the outcome

In our case, the board did not grant relief because it found that the employees remained members of the union during the lockout and continued to pay dues. This meant that the employees, through the union strike pay provisions, were financing the labour dispute. The board acknowledged that those employees who were receiving EI did not directly participate in picketing but found that that was not sufficient to grant relief from disentitlement. The board also found that because the employees intended to return to work when the labour dispute ended, all were directly interested in the outcome of the lockout and its affect on their terms and conditions of work.

When the work stoppage ended on Sept. 9, it took approximately another 10 days before the operation was back to 85% of its level prior to the work dispute. The 85% level is a guideline used by the Employment Insurance Commission. The commission ruled that employees who had not yet been recalled by Sept. 19 should have their benefits re-instated effective that date.

Federal Court of Appeal case law states that a labour dispute commences as soon as the parties **meet** to exchange proposals. That decision shows a marked lack of understanding of the role that negotiation plays in collective bargaining. However, we must deal with the facts and law as it currently exists. ☀

www.teamsters213.org



Local 213 news
 Hauling rates
 Training information
 Labour dispute updates
 Upcoming events
 District meetings
 Scholarship info
 Local 213 merchandise

Keith Kennedy takes on a new role as mentor

By Marco Procaccini

When you have been a business agent for as long as Keith Kennedy has, you learn to roll with the punches. He has been a Local 213 advocate and negotiator for over 40 years. Although he officially retired last November, he's still helping in the office and training new staff.

"I worked under six secretary treasurers," he said in a phone interview from the local union's Kelowna office. "There aren't many books out there that you can learn this job from. You learn by experience, making your mistakes and finding new ways to do things. Every day is something new."

"The main part of the business agent's job is negotiating collective agreements," he said. Local 213 business agents take proposals from bargaining unit members to the negotiating table, keep members apprised of the difficulties and progress and try to reach a tentative deal that the workers can vote on.

"I have negotiated all sorts of different agreements with lots of companies in the Interior and national contracts as well, including Purolator and United Parcel Service. Each contract is different. There's always something new to deal with."

Kennedy joined the Teamsters Local 213 in 1966 and worked as a delivery truck driver for Furnace Oil Supply Ltd., which was a division of Standard Oil. In 1971 he was hired by the local executive to work as an assistant dispatcher.

"I worked for two years at that with Emil Babiuk, who was the chief dispatcher," he said. "He taught me the ropes."

Kennedy then moved with his family to Cranbrook to take the job of business agent at the local's office in Cranbrook. In 1976, he moved to Kelowna to take the business agent job there.

Kennedy said the constant ups and downs and challenges of the job made it difficult to choose the high and low points of his long career. "It's hard to say, since so

many things happen on the job and each day is something new. Sometimes you go to the members with a recommendation to accept an agreement and they reject it [which sends the business agent back to the bargaining table] and sometimes you recommend rejection and they approve it," he said. "But the best thing is when I recommend an agreement to the members and a large majority votes for it, I feel great. I know I have really done my job for people."

With such pressure, Kennedy said the best thing to do is to take it in stride. "When I was younger, I was full of piss and vinegar," he said. "But then you mellow out. One makes their share of mistakes and has their good and bad days, but overall the job's been a very good one."

He said he is honoured to have worked for the Teamsters membership and is especially proud to have served with many leaders and reps, including Joe Whiteford, Al Medley, Jack Vlahovic, John Donaldson, Ed McIntosh, Don McGill and Walter Canta, and, in the Interior, business agents Ken Scott, Bruce George, and the late Al Barnes and Peter White.

Kennedy isn't sure how long he will help out at the Kelowna office, but he's confident that his replacement Terry Westhaver is a great addition to the staff and will be successful.

So what will he do after the mentoring is done? Some long-time labour activists spend their retirement involved in community activism or go into politics, but not Keith. He is going to stay in Kelowna, pursue his hobbies and spend time with his grand kids. "I like to fish," he said. "That's pretty much what I want to do."

And his Teamster involvement won't end. He plans to attend the annual golf tournaments. Look for him there. 🌈



Keith Kennedy

Retirees' Club Announcement—Next meeting May 16, 10 a.m. to 1 p.m.

As a retired member of Local 213, you are eligible to join the Retiree's Club. Local 213 pays the \$20 annual dues for the first two years so there is no cost to come out and meet the wonderful members of this club. Meetings are held on the 3rd Wednesday of each month (except June, July and August) from 10 a.m. to 1 p.m. in the auditorium of the Teamsters Building in Vancouver.

Activities include films, bingo, discussions on current events, excursions and a great lunch.

For more information please call 604-875-6636, extension *2211.

Stop Bill C-377

Web site activism to stop
the federal Conservative
Government's anti-union bill



Unions across the country are launching an all-out effort to stop Bill C-377 (officially called Amendments to the Income Tax Act and known as the “The Trade Union Regulation Act.”

The bill will severely and negatively affect labour unions because:

- 1) it will greatly increase the time, effort and expense to labour unions, their officers and employees to comply with the onerous regulations, and
- 2) the information gleaned from the investigations of union officials and staff will enable anti-union forces intent on discrediting and weakening unions' ability to organize and service their membership.

Every labour organization and all unions, including locals, joint councils, building trades councils, district labour councils, federations of labour, and the Canadian Labour Congress are captured under this law. All of these groups would have to disclose detailed financial information, salaries, supplier contracts, loans, accounts receivables, investments, spending on organizing, collective bargaining, education, training, lobbying, and all political activities. The information would be made public on a Canada Revenue Agency web site.

A similar report on legal fees, requiring unions to publicly disclose legal strategies, would have to be reported. This would be a significant intrusion into solicitor-client privilege.

Unions' pension, benefits and strike funds will be publicized under this law. As a result, employers will know exactly how deep a union's pockets are going into a strike.

Law societies and medical associations are also member-funded and run and their members also receive tax deductions for their dues, but these organizations would not be subject to this law.

Beating up on unions is a good way for the federal Conservative Party to whip up its base. The Harper government has already used its majority to remake Canada (OAS, crime, health transfers, the Canadian Wheat Board, etc.). The Conservatives are gauging the response from organized labour to C-377. If it does not appear to be serious or highly motivated, it will surely go ahead.

That's why the Canadian Building Trades has launched a petition web site to stop the bill. The web site allows the public to communicate directly with their local MPs by e-mail, fax and through the mail. It is simple and easy to use. Just visit workersbuildcanada.ca, put in your information and follow the instructions. 🌐



Recent retirements

On behalf of the officers, staff and members of Teamsters Local 213, congratulations to:

Member Name	Name of Last Employer	Member Name	Name of Last Employer
Anderson, Robert V	Marine Pipeline Construction	Ehret, Michael Gerald	Van-Kam Freightways
Angus, Gordon B	Dawson Construction	Elander, Grant A	Steels Industrial Products
Armeneau, Stanley J	L. A. Transport	Ellis, Arthur G	Quatse Ready Mix
Armstrong, Jack	Basalite Concrete Products	Enns, Charlene	WWL Vehicle Services
Audette, Arthur G	Pension Disability Credits	Erickson, Jeffrey M	Ron's Contracting
Bailey, Lyall C	Ocean Construction Supplies	Evans, Robert C.E.	Inland Building Supplies
Baker, Andrew J	OK Builders Supply Ltd	Everatt, Patricia J	Emil Anderson Construction Co.
Ball, Llewellyn Vincent	Inland Concrete Limited	Ferguson, Robert	Van Kam Freightways
Barfoot, Diane	BC Egg Marketing	Finch, Dan W	Yukon Enterprises-Norcon Concrete
Bauer, Larry J	Valley Rite Mix	Finocchio, Thomas J.	Pension Disability Credits
Bebek, Michael G	Unknown	Fonger, John David	Pension Disability Credits
Bell, David W	Pension Disability Credits	Forbes, Glenn A	Banister Pipelines
Bentley, Val	IKEA	Fortin, Robert W.	Van-Kam Freightways
Bifford, Robert G	Williamson, H. Blacktop	Fradette, Lucien	Arrow Bulk Carriers, Kamloops Chip
Black, Thomas C	Dolan's Concrete	Gammon, Renis	Pension Disability Credits
Blancher, Donald G	Unknown	Gardner, Lawrence Murray	Arrow Mining,Houston Div
Boulin, Nick	Construction	Gibson, Margeurite E	ICG Propane
Boyd, Michael H	Scott Concrete	Gillespie, Gerald William	Van-Kam Freightways
Boyes, Ronald E	Ocean Construction Supplies	Gillies, Daniel A.	Regional District of North Vancouver
Braun, Kenneth W.	Emil Anderson Construction Co.	Gleeson, Gary J	Commonwealth Construction Co.
Bray, Ronald A	Allard Contractors Ltd	Gray, Robert A.	Hope Ready Mix
Brede, Duncan H. M.	Pe Ben Bulk Transport	Haas, Carol A	Sun-Rype Products
Brien, Terry Keith	Delta Aggregates Co.	Hall, Edward B	Yukon Enterprises-Norcon Concrete
Brown, Richard	Elliott Bros. Trucking	Hansen, David A	Pension Disability Credits
Buch, Jackson W	Sun-Rype Products	Haracka, Derek	Dolan's Concrete
Buckley, John Wight	Miller Cartage & Contracting	Haycock, Wayne D	Ocean Construction Supplies
Buker, Jil	BC Egg Marketing	Henderson, Marcel M.	Pension Disability Credits
Burd, Leslie R	Pension Disability Credits	Hendricsen, Julie T	Unknown
Bye, Ronald Ray	Western Industrial Contractors	Heppell, Thomas R.	Highway Constructors
Callaghan, Robert J	Kamloops Beverage Inc.	Hertslet, David L.	Lafarge Construction Materials
Calsbeck, Roy Henry	Target Products	Higgins, Raymond Wayne	Van-Kam Freightways
Campsall, John B.	Fernie Contractors	Higham, Mitchell Draney	Jack Cewe
Carleton, James L	Motorways	How, Henry G	Ocean Construction Supplies
Carlson, Wayne F	Van-Kam Freightways	Hughes, Don E.	Upland Excavating
Catenacci, John Joseph	Johnston Terminals Limited	Ilich, Daniel	Performance Contracting
Chadwick, Robert G	Lafarge Construction Materials	Jahn, Clifford D	Unknown
Chase, Phillip E	Ocean Construction Supplies	Janzen, Richard M	Commonwealth Construction Co.
Chudy, Raymond A	Cardinal Concrete	Johnson, Arthur	HY Louie
Chymko, Keith I	Delta Aggregates Co.	Jones, Glenn T	Kode Contracting
Collinson, Thomas M.	Arrow Bulk Carriers (Ashcroft Div)	Joss, Glen	Arrow Bulk Carriers (Ashcroft Div)
Cotter, Douglas	Arrow Bulk Carriers (Ashcroft Div)	Julian, Francis C	DBA Patent Construction Systems
Crane, Kenneth R	Highway Constructors	Kanazawa, Hiroyuki	Bakaert Canada
Curtis, Dave	Fraser Wharves	Kavanagh, Patrick J	OK Builders Supply
Cyr, Terence Anthony	Van-Kam Freightways	Keel, John M	Chew Excavating
Dana, Debra L.	Sun-Rype Products	Kelly, Raymond	WWL Vehicle Services
Davidson, Maxine L.	Teamsters Loc 213 MBP	Kennedy, B. Keith	Teamsters Local 213-B.A.'s
Day, Barb	BC Egg Marketing	Kent, Lyle G.	Teamsters Local 213-B.A.'s
Demoskoff, Fred	Construction	Khan, Suleman M.	Coca Cola
Derksen, Rudy	Hallcraft Construction Co.	Kilmury, Diana E	Pension Disability Credits
Detjen, Sandra I	Steels Industrial Products	Klyne, Gerald	Rolston Crane Freight
Dixon, Herbert B.	Superior Propane Inc.	Knapp, James	City Transfer
Doak, Gordon M	Drexel, F. Company	Kool, Gerrit	Upland Excavating
Donald, William M	Ocean Construction Supplies	Kootnikoff, Sam	Korpack Cement Products Co.
Donaldson, Derek Beattie	Howells Contracting	Kowalchuk, Andrew I	West K Concrete
Drolet, Ian	Linde Canada	La Fleur, Shane R.	Pension Disability Credits
Duffy, Patrick W	Winroc, Div. of Superior Plus Inc.	Lafont, Norman Kenneth	H J Ready Mix
Duncan, Alexander Wayne	Pension Disability Credits	Lavigne, Paul C.	Lafarge Construction Materials

Member Name	Name of Last Employer	Member Name	Name of Last Employer
Letourneau, Richard H	Unknown	Rheaume, James L	OK Builders Supply
Longstaff, David E	Nixon Bros. Trucking	Rhodes, Glen R	Emil Anderson Construction Co.
Low, Belinda	HY Louie	Robbie, James R	B A Dawson Blacktop
Lummin, David A	Geinger Contracting	Roberts, Eric S	Unknown
Lund, Malvin G	Beaver Trucking	Ross, Joe G.	Banister Pipelines
Lutz, Gene R	Direct Transportation	Routhier, Allan J	Gen Teamsters 362 Alberta
MacLean, Robert R	Unknown	Russell, John Harvey	Ocean Construction Supplies
MacLeod, Bonnie M	Teamsters Local 213	Sabourin, Ray	The News Group
Maddocks, Colin E.J.	Sun-Rype Products	Scharbach, Lorne J	Fernie Contractors
Manseau, Garry P	Teamsters Local 362	Schick, Sylvia M	Teamsters Local 213
Martin, Jenny	Intertek Testing	Schlosser, Brian F	Norgaard Ready-Mix
Marno, Michael Leslie	B & B Contracting	Schwartz, Allan J	Volker Stevin Dredging & Services
Masterton, Douglas C	Dawson Construction	Scott, Donald Raymond	Lafarge Construction Materials
McCallum, Gary E	Pension Disability Credits	Senez, Ray	Emil Anderson Construction Co.
McClelland, Bob	Arrow Transportation	Shannik, Eric N	Emil Anderson Construction Co.
McFarlen, Ron	Elliott Bros. Trucking	Shapter, Ed	Coca Cola
McLaren, Ian	Quatse Ready Mix	Shomody, John	Kode Contracting
McPherson, Victor R.	Highway Constructors	Sim, Kheng Choon	Ocean Construction Supplies
Messier, George G	CCI Industries Div of Expocrete	Sinclair, Barry F.	Pension Disability Credits
Meysen, Ted	Coca Cola	Smith, Allan R.	Loram International
Minici, Domenico	Valley Rite Mix	Smith, Leonard F	Unknown
Mojelski, Laurie W	Ridge Gravel & Paving	Solloway, Gordon F.	OK Builders Supply Ltd
Moore, Edward T	J. Marno Trucking	Sorace, Vince	WWL Vehicle Services
Morton, Thomas	Air Liquide Canada	Stefik, Robert B	Imperial Paving
Mosley, Gerald R	Sun-Rype Products	Stevens, Lauri R	Nixon Bros. Trucking Ltd
Mracek, Jerry	Arrow Bulk Carriers-Kamloops Chip	Stonehouse, Ron	Lafarge Construction Materials
Mulder, Karel R	Bear Creek Contracting	Stringer, Ronald F	Superior Propane Inc.
Murray, Michael O	BPA Teamsters	Sukovieff, Joe M	Pension Disability Credits
Myers, Gerald Blaine	Unknown	Sutherland, Robert J	Metro Aggregates Limited
Naylor, Stephen B	Inland Concrete Limited	Svard, Knut Ingvar	Van-Kam Freightways
Neil, Douglas John	Bobell Trucking	Swim, Carroll R	YCS Holdings
Newton, Arnold B	Kask Bros. Ready-Mix	Tawes, Robert E	Westex Supply
Niemi, Jerry M	Emil Anderson Construction Co.	Thiessen, Alvin J	Arrow Bulk Carriers (Quesnel Div)
Noniewicz, Stanley	Old Dutch Foods	Thompson, Roy L	Inland Concrete Limited
Nunes, Afonso Henrique	Pension Disability Credits	Turner, Raymond G.	B & B Contracting
O'Donnell, John	UAP	Uhlman, Frederick A	Duncan Paving
Offerson, Roy A	Summit Pipeline Services	Van Tamelen, Brian W	Arrow Bulk Carriers (Ashcroft Div.)
Onciul, Richard B	Arrow Bulk Carriers-Kamloops Chip	Vander Kamp, Eppo Chris	Sun-Rype Products
Oreskovic, Gaye	IKEA	Vandermeer, John M.	Palm Dairies
Papps, Jack Robert	Okanagan Beverages	Veenhof, John J.	City Transfer
Parisotto, Renzo	Tree Island Industries	Veller, Jerome B	Pension Disability Credits
Paulhus, Merle E	OK Builders Supply	Vendl, Doug D	Arrow Bulk Carriers (Ashcroft Div.)
Pedlar, Stephen G	Industra Service Corp.	Wagner, Brian D	Rivto-Straits - Rupert Cement
Peniuk, Richard A	Winroc Corporation - Vancouver	Wanek, Glen L	Valley Rite (Aggregate Div.)
Perret, Frank J	Winvan Paving	Warlito, Soriano	UAP
Persall, Richard J.	Winvan Paving	Waswick, Joseph A	Fernie Contractors
Peters, Kenneth Wallace	Elphinstone Aggregates	Webb, Kenneth R	Gen Teamsters 362 Alberta
Petricig, Franco	Sun-Rype Products	Webster, Keith G	Emil Anderson Construction Co.
Plaskett, William A.	Arrow Bulk Carriers Ltd-Ashcroft Div.	Whitaker, Garry W	Unknown
Podanowski, Yozef J.	Van-Kam Freightways	Wiebe, David D	Pension Disability Credits
Poloway, Gerald A	Highway Constructors	Wiebe, Harry W	OK Builders Supply
Przybylak, Walenty	Southland Contracting Inc.	Wills, Leslie Paul	Arrow Bulk Carriers (Ashcroft Div.)
Rai, Baldev S	CCI Industries Div of Expocrete	Wong, Darryl	HY Louie
Ray, Alfred E	Byers Transport Limited	Woodruff, Wayne T	Byers Transport Limited
Read, James W	Norlang Contracting	Wright, Kenneth W	Highway Constructors
Reid, Roger E	Jenkins Cartage		

It's easy now to find union-made goods

When unions such as ours thrive and prosper, everyone wins.

So it makes sense that we be loyal to other union members so that we can all gain, and that includes when we're out shopping for our daily needs.

ShopUnion.ca is a new web site which makes the job of shopping union easier than ever. It's as close as your smartphone or computer. Just call up www.shopunion.ca and type in the name of the product you're shopping for. The web site will tell you what union makes it and where you can get it.

ShopUnion.ca is the successor to a book produced for many years by the Union Label Trades Council. The council began promoting the buy union idea back in 1939. The last edition of the Union Label Directory came off the press in 2010, and the ShopUnion.ca web site began operations on Jan. 1 of this year.

In addition to all of the listings for B.C.-based union goods and services, ShopUnion.ca also lists common everyday products made elsewhere in Canada and around the world which we see in our stores and on our grocery shelves.

"We expanded to include these out-of-B.C. items because our web site is focused on helping consumers identify union goods and services wherever they are produced," said publisher John Lynn. "How can we expect Ontario shoppers to buy B.C.'s union-made plywood, if we're not going to choose their union-made cans of beans?"

The web site is supported by advertising and Teamsters Local 213 has bought an ad on the site to show its support. A special contribution from the Bargaining Council of BC Building Trade Unions led to the launch of a special mobile web site, which makes it more convenient for shoppers to log on from their smartphones (Blackberry, iPhone, Android, Windows Phone or any other).

Shopping union has never been easier. 🌐



(Above) The Teamsters Local 213 ad on the new web site and (below) the home page of shopunion.ca



Bob Singh begins his workday at 5:45 a.m. as a driver for Canadian Linen. He's been with the company for 32 years. Photo by Joshua Berson

Please remember...

- ✓ Keep us informed of your current address.
- ✓ If you're off work, your dues become your own responsibility or you have the right to request a withdrawal card.
- ✓ Keep the name of your beneficiary up to date. Local 213 covers all active dues-paying members for a \$2,000 death benefit. Many members remember to update their pension beneficiary, but forget about the beneficiary they have chosen for the death benefit.

Training sessions

Online Courses

Available anytime from your home computer

PDIC (Professional Drivers Improvement Course)

WHMIS (Workplace Hazardous Material Identification System)

PCST (Pipeline Construction Safety Training)

TDG (Transportation of Dangerous Goods)

See the contact information below to find out how to access these courses.

Trade Craft

June 4 to 7, Kelowna
Instructor Dale Francis

Day 1— **Hours of Service (Logbook)**

Day 2— **Mass, Size and Cargo Securement**

Day 3— **Commercial Driver Vehicle Inspection**



Dale Francis

This course requires a minimum enrollment of 20 to go forward. Register today by contacting Training School Coordinator Michael Evans (see information below).

Bursaries

Forklift

Zoom Boom

Members in A and C divisions who require forklift or zoom boom training (including rough terrain training) may be eligible for a bursary of 50% of the cost of training. You must be a member in good standing and provide the name, location and phone number of the training provider as well as the date and location of the course to the Training School two weeks before it takes place. Members will be advised of the amount of reimbursement they will receive at least one week before the course begins.

Equipment Training

Articulated Rock Truck (Kitimat)

Boom Truck Certification

Find out when these courses are running by contacting the Training School.

Teamsters Joint Training School
Coordinator Michael Evans
604-874-3654
teamsters213training@shaw.ca

Membership meetings

Lower Mainland

Vancouver

Meetings are held at 7 p.m. on the 3rd Wednesday of each month at the Teamsters Hall Auditorium, 490 E. Broadway. A vote is taken at the May general membership meeting to suspend the general membership meetings for the months of June, July and August of that year.

Abbotsford —Meetings are held at 7 p.m. at the Best Western Regency Inn, 32110 Marshall Road. (Contact the Vancouver office at 604-876-5213.)

Vancouver Island

Nanaimo—Meetings are held the 3rd Tuesday of January, March, May, September and November. (Contact the Nanaimo office at 250-758-2314.)

Courtenay—Meetings are held the 4th Tuesday of January, March, May, September and November. (Contact the Nanaimo office at 250-758-2314.)

Northern Region

(Contact the Prince George office at 250-563-6564.)

Terrace—7 p.m., Best Western

Prince Rupert—7 p.m., Coast Inn

Prince George—7 p.m., Union Hall

Dawson Creek—7 p.m., George Dawson Inn

Fort St. John—7 p.m., Quality Inn Northern Grand

Shop Steward Seminars

Kelowna—Sept. 29 at the Coast Capri

Vancouver—Oct. 13 at the Sheraton Guildford
(Contact the Vancouver office at 604-876-5213.)

Retirees' Club

Vancouver Teamsters Hall—May 16, 10 a.m. to 1 p.m.
(For information, call 604-876-5213.)



Remembering members who have passed away

August Achterholt
William Balanecki
Larry Basaraba
Chelseu Draney
John English
Thomas Evans
Dave Gautschi
Ron Grieve
Al Holt

Edward Jago
Martin Johnston
Bill Kitchen
Beri Kosak
Joseph Kumpus
Graham Lee
Dallas Mayert
Brian McCool
Walter McCray

James McLeod
Richard Montreuil
Gordon Roberts
Isaac Rumbolt
Robert Ryan
Roy Treseng
Wayne Voykin
Kim Winter



Teamsters Union Local 213

Unity, Pride and Strength



**Construction,
it's just one part of the work we do.
Our members have many skills
and work on many job sites.
We're Teamsters Local 213,
taking pride in the work we do.**

**Health & Safety Programs • Medical & Dental Plans • Workers' Advocacy
Secure Pensions • Bursaries & Scholarships • Training & Upgrading**

**Walter Canta, Secretary-treasurer
604-876-5213 490 East Broadway Vancouver
www.teamsters213.org**