

Q&A Place of Rest and Multiple Handling

11(2)

Q. Should a loaded container discharged from a vessel be placed on a dock at a place considered the final point of rest? Can teamsters discharge the contents from the container?

A. Yes. See Answer to 10(d) Page 7.

Q. Two pallet loads left a vessel and were taken from the hook in a single lift, and dock stored as they left the hatch. No further work is required by the cargo except to be delivered:

11(2) (1)

Q. Is it necessary to break the pile down to one high to deliver piece by piece or as single pallet loads?

A. No. Just so long as it is a single shipment.

11(2) (2)

Q. Assume two shipments in a pile of two boards. Will it be necessary to break the pile down?

A. Yes. The single shipment must be ready for delivery, and while both boards may go to the same drayman on the same truck, it could also be different draymen. When at a final place of rest, boards of same bill of lading may be dock stored atop each other at time of delivery. Piling could be done for space reasons, but the terminal operator would have to break down the pile and sort boards to bills of lading even if it means separating a pile of two boards.

11(2)

Q. When taking a pallet from pier, the drayman notes a broken bag or package. Must he take the package or can he remove it from the pallet?

A. A broken package may be set aside by the drayman, and the fact that he removes it from a board is not to be construed as longshore work.

11(2e)

Q. Can a teamster palletize loose cargo ex the tailgate of his truck at the dock?

A. No.

Place of Rest and Multiple Handling (continued)

11

Q. Suppose a drayman sets boards on the floor of his truck and loads them as he takes the cargo off the skin or off stevedore boards?

A. He can do that, but it would be better had he had loads built for him or took the longshore boards intact.

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Q. Could a drayman build a load on his truck at a terminal and set it to the dock as a unit?

A. No not at a dock terminal.

11(2a)

Q. Will it be mandatory to break down with longshore

lift drivers, high piled bulky commodities, i.e., plywood into teamster packages? If so, it will be impossible to predetermine the size of the loads to be unhigh piled until teamsters arrive at dock, causing terminal operators to employ longshore lift drivers throughout the delivery period of these commodities, unless the teamster has the privilege of modifying the size of the loads broken down.

A. High piling is understood to mean piling to conserve dock space, and shall not include piling units of cargo on pallets, boards, platforms or skids on the dock in tiers consisting of a number of units that can be handled as a single safe lift between the first and last place of rest, or to or from the hook, or to or from a truck or car.

Other commodities not on pallets, platforms or skids are usually characterized by single piece volume or single piece density and may have added characteristics of length or width or a combination thereof. High piling of packages or pieces identified by volume will be beyond the height to which these pieces will be loaded on a truck. Packages or pieces of heavy density usually cannot be high piled because of square foot weight restrictions on the dock and therefore the teamster may always take down the top piece or package. Examples of high density items are steel plate, packages of metal, pipe, stone, etc.

It is understood that newsprint in rolls of approximately 6 ft. heights are high piled if they are two or more high. Other rolls may be piled to approximately 6 feet high and not be high piled.

Squeeze trucks are the same as lift trucks.

When cargo is not high piled, it is in lift loads suitable for placement on trucks and the drayman may take the pile, or from the pile, and load his truck either piece by piece, or by whole boards. Breaking

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Place of Rest and Multiple Handling (continued)

down piles for checking purposes is not longshore work when cargo is not high piled, and is done in direct conjunction with the truck being loaded.

Only longshore lift drivers can break down high pile. When the tiers are not high piled, the teamster has the privilege of modifying the size of the load to be placed on his truck.

11(2b)

Q. Can a teamster sort from loaded boards ex a vessel directly to his boards, or directly to his truck sub-marks within one bill of lading providing only one bill of lading is on the pallet boards?

A. This question goes to delivery requirements of the bill of lading. Assume the bill of lading totals 1000 bags of coffee but there are 4 marks of 250 bags each. The steamship company could deliver 1000 bags on the head-mark and the teamster would have to take the bags without reference to sub-mark and from a single board at a time. Should the drayman require delivery by sub-marks, then the steamship company would have to sort to sub-marks for proper delivery. After sorting to sub-marks, then sub- could be made to the drayman from one or more boards in accordance with his dray order.

11(2e)

Q. Presently many Los Angeles coffee roasters load their bagged green coffee to a special type, marked tare - weight pallet from the skin of the dock. Can this be done from loaded pallet boards ex ship to the coffee company's boards by teamsters, or must longshoremen be ordered to load the teamsters' pallets? In order to carry out the operation presently being performed as mentioned above, will it be necessary to de-palletize lift boards ex vessel?

Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest. It is not necessary to de- lift boards ex vessels.

11(2c)

Q. Can loads presently palletized by longshoremen from the skin of the dock on one terminal be delivered to a teamster who in turn hauls it to another terminal to be laden on another vessel?

A. Yes, and to further clarify your question, the load built by longshoremen will be loaded to the truck, transferred to another terminal by truck, be placed on the second terminal by the truck-man as a loaded board, and will be handled into the vessel on that board without the contents of the board being removed from the board and placed on the skin of the dock for re-handling at the second terminal.

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Place of Rest and Multiple Handling (continued)

11(2c)

Q. Paragraph 11(2)C - "Movement of cargo on the dock or to another dock, terminal or warehouse. " In the past teamsters have been employed by Matson to transport automobiles from Berth 198 to Berth 190. Also, in some instances Matson ships have discharged cargo at other berths due to lack of room at our own facilities. In such cases-large quantities of cargo have been transported by trucks for subsequent storage at our docks. Would this paragraph prevent us from doing so in the future?

A. No.

11(2b)

Q. Item 11(b). Has the word "sorting" been defined?

A. Sorting has been defined and is found in letter of explanations to which this is attached.

11(2b)

Q. Item 13, which ties in with Item 11(b), is presumed to allow teamsters to pick up various numbered packages from a complete lot, shipped on one bill of lading, even though the bill of lading is not sub mark sorted. If this is true and if so, is this the Possible 'Jurisdictional' referred to?

A. The packages may be picked up as described, providing the drayman takes them as they are on a board or boards, and does not handle cases to pick out certain numbered packages.

11(2a)

Q. Reference 11-2. Does this mean the terminal operator

will be required to have a lift driver available to break down high piles for delivery. Also, how will this clause affect the weighing of coffee when coffee is piled two high on boards? Also pipe and packages plate?

A. Refer to Answer 11(2a) Pages 10 and 11.

Coffee weighers on the dock remain status quo.

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Place of Rest and Multiple Handling (continued)

11(2c)

Q. Reference 11-c. Does this mean that ILWU "Teamsters will be required to move all cargo drayed between piers and/or terminals and/or warehouses in the Bay Area? If not, then the clause should be reworted to stipulate exactly where and when the ILWU will be used.

A. This means that all movement of cargo on the docks will be done by longshoremen in connection with car loading or car unloading, but does not refer to any transfer over the road by truck.

11(2c)

Q. How does 11(2e) tie in with "last place of rest" definition in Point 16, under the following circumstances?

A. Salmon is dock stored at Pier 42 and is then moved to Pier 24 for storage at direction of:

(a) Consignee or Agent.

(b) A member company.

A. First and last place of rest at each pier would be longshore jurisdiction. The movement between the two piers by truck would be over a public street and would be truck jurisdiction.

11(2a)

Q. 11(2a). Does this apply to cargo on lift boards or loose cargo piled from skin of dock, or both? For years teamsters have high piled or broken down high piles when cargo was on skin of the dock.

A. It applies in both cases.

11(2b)

Q. 11(2b). Is sub-sorting by teamsters for the convenience of the consignee still permitted as provided in Coast L.R.C. Minutes, October 2, 1950, and October 6, 1950?

A. Sub-sorting as understood in the minutes referred to covers a sorting within a bill of lading necessary for proper delivery by truck, but not requested or required by the consignee of a steamship company to complete the bill of lading contract. This type of sub-sorting by teamsters is no longer permissible under the agreement, as negotiated. Such sub-sorting will be done by longshoremen when ordered upon consignee instructions. If not ordered, the drayman must take cargo from boards or piles, without re-handling, in a piece count.

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Place of Rest and Multiple Handling (continued)

11(2c)

Q. 11(2c). When cargo is moved from one dock to another, and the truck leaves one premise and proceeds over a public highway or intervening non-dock property to the premise of another dock, the truck must be driven by other than an ILWU man. This should be clarified in final contract language.

A. The movement referred to is within a terminal, and applies particularly on car loading and unloading. When cargo leaves a terminal by truck for over-the road movement, longshore jurisdiction is not involved.

11(2a)

Q. Does breaking down by longshoremen apply to non-boarded loads, such as pipe, long steel, steel plate, bundled plywood, etc., which have heretofore been broken down by teamsters?

A. Refer to Answer 11(2a) Pages 10 and 11.

11(2c)

Q. What Is the intent of 11(2c)? It does not limit the movement to one city, nor does it cover situations where cargo cannot be moved over public thoroughfares as unlicensed vehicles.

A. 11(2c) applies between first and last place of rest on a terminal, and covers car loading and unloading, specifically. It does not apply when a licensed vehicle moves the cargo over a public road.

11(2b)

Q. Since sorting cannot be done by draymen, is this going to cause trouble to the consignee?

A. Consignee is entitled to have delivered to him what his bill of lading calls for, and it is the obligation of the carrier to so deliver to him. A consignee should make known his requirements to the carrier. Many have used the terminals as warehouses and have placed undue burdens on the carrier rather than picking up shipment intact, but recognizing that a shipment on arrival may be distributed in many directions, the carrier must meet his obligation.

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Place of Rest and Multiple Handling (continued)

11(2e)

Q. Assume a teamster has several small lots to pick up, and using his own board, he goes to several piles and makes up his board. Must he unload his single board to his truck, or can he place the board and contents onto his truck?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

11(2c)

Q. Item 11(c). Does this item when tied in with Item 13 (3) permit inter-harbor transfer of lift board ILWU palletized cargo and without an ILWU truck driver?

A. Yes.

11(2e)

Q. Item 11(e). Does this item allow non-unitized shippers loads to be lifted by ships gear by palletizing as is received on a one way pallet to ILWU lift board by ILWU lift operator?

A. A non-unitized load received on a shippers one way pallet can be handled to a vessel by ILWU lift operator, and it is not required that the pallet and load thereon be placed on a stevedore board for hoisting into a vessel. The pallet load must be a safe load. You may have a local rule which precluded this method of handling, and if so, the local rule is subject to change through the contract machinery. The Coast Steering Committee will handle this and pending changes, present rules will continue.

11(2d)

Q. 11(2d). Does this mean to the skin of the dock? (Conflicts with last sentence of #16, Page 3.)

A. This refers to removing of cargo from boards between first and last place of rest, and includes car loading, sorting, or depalletizing, if instructed.

11(2a)

Q. 18. See our question on 11.(2a). Does second sentence mean one lift board load or one lift truck load?

A. Refer to Answer 11(2a) Pages 10 and 11.

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11(2c)

Q. How does Line 11-c affect the movement of cargo between piers? In the interest of time or to preclude making an additional call at an East Bay Terminal for a small amount of cargo, East Bay or Oakland cargo is discharged on the San Francisco side of the Bay, and it is drayed to an East Bay terminal. Does this paragraph affect this operation?

A. Paragraph 11-c occurs between first and last place of rest and applies particularly in car loading and the movement of cargo in and around a terminal where several sheds may be involved. It does not apply on any over-the-road transfer of cargo. One company states they retain a regular over-the-road common carrier to perform this function or even use their own over-the-road equipment operated by Teamster Union labor. The situation is unchanged. The understanding under this section is confined to a terminal area and the movement to another dock terminal or warehouse refers to a movement by car, and the car loading must be done by longshore labor.

11(2d)

Q. It has been our long established program to sort inbound pineapple and place the cases on pallets which are high piled awaiting delivery. When the teamster arrives on the dock to take delivery of the goods, our dock labor breaks the high piles down to one high, and the teamster removes the goods from our longshore boards and places them on his vehicle. Does this paragraph restrict us from following the above procedure?

A. Line 11(2d) covers the removing of cargo from longshore boards between the first and last place of rest. When all that remains is for the cargo to be delivered, then the teamster can remove the contents of the board piece by piece, or he may take the board and its contents intact. The paragraph does not restrict you from following the procedure you described.

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Place of Rest and Multiple Handling. (continued)

11(2e)

Q. Often a teamster will arrive on the dock to take delivery of pineapple with empty pallet boards from his warehouse on his truck. He will take pineapple from our boards and place them on his boards, and then load the loaded boards to his truck. Does the reference Paragraph 11(2e) restrict this operation?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

11(2e)

Q. Can a teamster transfer a load from a stevedore board to his own board prior to his placing his own board on the truck?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

11(2b)

Q. Assume that a stevedore board from the hatch has two sizes of packages. Must these be sorted by longshoremen?

A. No, providing the drayman will take them from the board without further handling by him.

11(2e)

Q. Can draymen transfer contents from a board by adding to contents of another board and make a single lift?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

11(2b)

Q. Can a drayman pick up part lots?

A. He can pick up what is ordered by him by the consignee, even though he must take a single case from many boards.

11(2e)

Q. If longshore work is finished, why cannot teamsters build loads on the dock?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest. He cannot have loads built by his helpers in advance of the arrival of his truck at the dock.

11(2e)

Q. If cargo has been de-palletized to skin of dock, can the drayman then build a load on a board on the terminal?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

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Place of Rest and Multiple Handling (continued)

11(2)

Q. What is the difference between palletizing and unitizing?

A. Palletizing is placing of cargo on boards. Unitizing is securing of packages together or to the board.

11(2)

Q. Will longshoremen unitize on dock?

A. Yes. Longshoremen will build loads to your specifications and will unitize them in the manner desired by you.

11(2)

Q. Assume a small pallet load is built on the terminal by the longshoreman, and the drayman is picking up the pallet plus a few cases from other boards or from the skin of the dock. Can the drayman add to the pallet before placing the pallet on this truck?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

16

Q. The sentence in Paragraph 16, commencing with "cargo discharged from the vessel on pallet, lift, or cargo boards, etc.", seems to be contradicted by the last sentence in the Paragraph and by the language in Paragraph 18.

A. The language cited deals with last place of rest. When cargo discharged on boards from the vessel requires nothing more to be done to it except delivery, then it is at its last place of rest, as it left the hatch. Should an operator leave them one lift load high, they are ready for delivery. Should the operator high pile them to conserve dock space, then they are not dock stored as they left the hatch, and the longshoremen must break the pile down. Teamsters cannot break down high piles. When longshoremen are breaking down high piles, the stevedore or terminal operator may order the longshoremen to set the boards to the tailgate of the truck or to the floor of the dock or to the loading platform. The language means that the drayman may take cargo piece by piece from boards, or may take the board and contents. Should a drayman wish to load his truck two or more boards high, the longshoreman will break the piles down accordingly so that the drayman can take the lift load two or more boards high.

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Place of Rest and Multiple Handling (continued)

16

Q. Can a drayman take a board loaded by longshoremen away from a terminal or must he remove the contents of the board to his truck?

A. A drayman may take the board and its contents away.

16

Q. The wording of clause Q(?) (or 16) in our mind indicates clearly that cargo arriving palletized on the dock would not have to be de-palletized and re-palletized. Confirm this is absolutely correct and there is no restriction to this interpretation.

A. The ILWU will handle cargo arriving palletized whether the loads were built by teamsters or shippers, without requiring the contents of the boards being placed on the skin of the dock and then re-palletized. This Is Part of the multiple handling that has been eliminated. There is no misunderstanding on this.

16

Q. 16. There has been strenuous objection in the Columbia River Area on hoisting of one inch warehouse pallet boards containing loose cargo (unglued or unstrapped) on the basis that they are unsafe. It is our understanding that shoe bridles are used in California ports on such loads without objection by the ILWU. This should be understood as applicable to all ports without safety beefs.

It appears that the last sentence is inconsistent with other provisions of this document which allows the teamster to load or unload directly from the pile without service from any longshoremen.

A. Warehouse boards built with one inch decking have been and are used daily for hoisting into vessels, various commodities. Shoe bridles are used. The operation is safe. Of course, the boards must be safe to use. Safety is not to be used as a gimmick.

The last sentence Is not inconsistent. When work required between first and last place of rest is done, the longshoremen are finished.

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Place of Rest and Multiple Handling (continued)

16

Q. Paragraph 16, last sentence: does this mean that teamsters will not be permitted to build pallets ,on the dock for loading to truck?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

16

Q. A drayman now arrives with freight on boards and he de-palletizes to skin of the dock. Is this required?

A. It is no longer necessary to remove the contents of a board.

16

Q. Paragraph 16 - "and any building of loads on pallet boards on the dock shall be done by longshoremen." It has been a practice at Matson for teamster swappers, for the convenience of the consignee, to palletize cargo on the dock after it reached the last place of rest, onto warehouse pallet boards which are then Placed on a truck with a forklift. Does this Paragraph preclude anyone but longshoremen performing this type of Palletizing?

A. Teamsters can load own pallets on truck bed, or tailgate, or loading platform. This applies to any cargo that has reached the last place of rest.

Q. Item 17. Is it presumed to mean a high line operation