



*Stewardship – (stoo' erd ship) n.
1. The management of another's
property, finances, or other
affairs.*

the greening of the port

Commercial ports have been developed along the California coast for more than 150 years and yet it was not until 1976, with the passage of the California Coastal Act, that “environmental stewardship” became a state priority.

The Coastal Act was enacted by the state legislature to protect the 1,100 miles of the state coastline and at the same time to provide for the economic development of the state’s ports (albeit with strict environmental guidelines).

This charge by the state to develop also came with a caveat – ports must mitigate the impacts that they generate on the environment and the ecosystems surrounding the port areas.

Within this context the Port of Long Beach has achieved remarkable success and excellence in adhering to its state-charged mission.

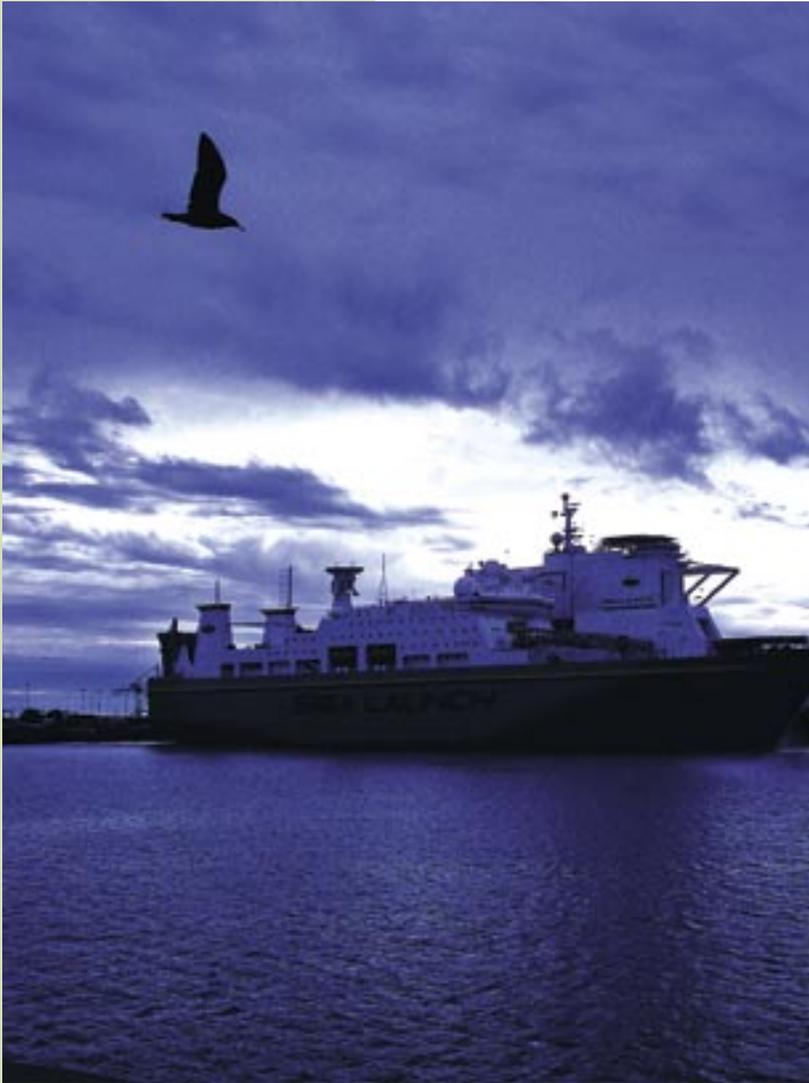
“More than 20 years of environmental protection under our belt, while still developing the port, highlights the broader sense of ‘success’ that we have achieved,” said Port of Long Beach Executive Director Richard Steinke.

He adds that the port’s commitment to the state-charged role is embodied in the successful balance of economic viability with ecological responsibility. “We call both roles stewardship,” he says. “We are looking after the port for the state and the citizens, both as an economic engine and an ecological resource.”

The most recent evidence of the serious stewardship role that the port plays toward the environment is a biological survey, the “Ports of Long Beach and Los Angeles Year 2000 Biological Baseline Study of San Pedro Bay,” that revealed that productivity and habitat quality in San Pedro Bay have increased markedly since the last comprehensive survey in 1976.

Conducted by Carlsbad-based MEC Analytical Systems, Inc., the study found that fish, plankton, “critters” living on the harbor bottom and on pilings and breakwaters, kelp and algae are now more diverse and healthier than 30 years ago. The study estimated that 44,591,000 fish belonging to 67 species make their home in San Pedro Bay.

The findings clearly show the beneficial effects of the Clean Water Act, California’s regulatory programs, and decades of port environmental improvement programs have had on the marine environment.



To compensate for the impacts to harbor marine life stemming from creation of additional land, the port has contributed to the restoration of degraded coastal wetlands at Anaheim Bay and Upper Newport Bay, with a project pending at Bolsa Chica and others under consideration in Long Beach.

Environmental regulatory agencies have recognized the port's commitment to waterfront stewardship. California Environmental Protection Agency's local water board commended the port for its cleanup and reuse of "brownfields," including the former Long Beach Naval Complex on Terminal Island and harbor-area oil fields.

Joining in a salute to the port, the U.S. EPA honored the Port of Long Beach as an "Environmental Hero" for employing an innovative technique in which contaminated soil and sediments are safely buried beneath a concrete cap within landfill or major grading projects.

The local water board has also praised the port's comprehensive, decade-long storm water management program. The port has developed preventative plans with terminal operators to limit the flow of pollutants into the storm drains. The program includes training sessions, the posting of signs, frequent sweeping, the use of drip pans while repairing equipment, follow-up inspections and water monitoring.

To improve air quality, the port has encouraged ship operators to maintain all combustion equipment in good operating condition, switch to cleaner burning fuels, and institute operational controls to minimize smoke stack blows. In addition, the ports of Long Beach and Los Angeles have implemented a voluntary cargo ship speed reduction program under which ships slow within 20 miles of the coast to significantly reduce emissions.

During the last decade, the port has launched a series of initiatives that has greatly reduced dark "fallout" in the surrounding community, primarily by covering petroleum coke stockpiles, trucks and conveyor belts.

In 2002, the port ordered a new ship loader that will further reduce the black fallout. The port is working with local schools and a citizens group to monitor the effectiveness of these improvements, regularly measuring dust throughout the area.



opposite: Just some of the flora the port has planted throughout the harbor area. **top:** A lone gull sails in front of the Sea Launch vessels -- just one of the thousands of birds that make their home within the port area. **bottom:** Nature and industry, side by side.

it's all part of a hard day's work



Everyday, for more than 65 years, the intricate movements of an elaborate daily labor ballet have taken place along West Coast wharves, assuring that goods arriving and departing the United States move through port terminals smoothly.

This real-life drama involves thousands of people working hand-in-hand, each filling a different role. The two starring roles, and those that garner much of the spotlight, are the union dockworkers and the collective membership of the Pacific Maritime Association.

The International Longshore and Warehouse Union (ILWU) was formed in 1937 by West Coast dockworkers under the leadership of union leader Harry Bridges. The Longshore Division of the union represents the more than 15,000 U.S. and Canadian waterfront workers along the Pacific Coast. These are the positions that most people associate with the union: longshore workers, marine clerks, casuals and walking bosses/foremen.

However, in addition to the Longshore Division, the union also has several other locals that represents another 45,000 workers.

The ILWU Marine Division represents about 3,500 workers aboard tugs, barges, tour boats, and passenger ferries, as well as seafood processing workers; The Warehouse Division represents workers in warehouses, production, food processing, mining, and health care. The ILWU locals in Hawaii (dockworkers, hotel and tourism workers, sugar/pineapple



factoid

There are three shifts worked by ILWU union members throughout the day.

First Shift - begins at 8 a.m. and is 8 hours in length (plus a meal hour)

Second Shift - begins at 6 p.m. and is 8 hours in length (plus a meal hour)

Third shift - also known as a Hoot Owl Shift. Begins at 3 a.m. and is generally five hours in duration.

Each shift has a specific hourly pay rate, with the Hoot Owl Shift being the highest.



Words To Know: A Dockside Primer

plantation and processing workers) are not part of the Longshore Division and represent fully 50 percent of the ILWU's membership. An additional 14,000 members belong to the autonomous ILWU Canadian Area.

Each of the locals in the Longshore Division are autonomous. They are responsible for negotiating local agreements and work rules. They also administer grievance procedures through a Local Labor Relations Committee.

Every three years the ILWU re-negotiates the Longshore contract with a group that represents the shipping lines, stevedoring firms, and terminal operators. In fact, the principal business of this group, named the Pacific Maritime Association (PMA) is to negotiate and administer maritime labor agreements with the ILWU.



The membership of the PMA consists of American and foreign flag operators, and stevedore and terminal companies that operate in California, Oregon, and Washington ports.

The labor agreements that the PMA negotiates on behalf of its members cover wages, employee benefits, and conditions of employment for longshoremen, marine clerks and walking bosses and foremen.

Members of the ILWU covered by the PMA/union negotiated contracts are hired and paid by the PMA.

While knowing the players is key to recognizing the overall dance, it is also important to understand the process by which the two interact.

A very simple description would be that as the PMA members need labor, they hire the ILWU members to do the work. The actual process, called dispatching, is a little more complex.

Though there are specific exceptions, ILWU members work out of a dispatch hall and receive job assignments on a shift basis to ship, dock, marine terminal, container freight station, and other related maritime jobs. Steadily employed union members generally report directly to their employer and are not dispatched through the dispatch hall on a regular basis.

The dispatch process begins with each employer sending a daily manpower request to the joint ILWU-PMA dispatcher.

For example, when a vessel arrives in port, information is conveyed to the shore that includes vessel arrival time and the number and types of jobs that will be needed to be filled to handle the cargo.

If there are multiple labor orders, these are prioritized according to rules agreed to by the PMA members. Once the prioritization is complete, the information is transmitted to the dispatch hall and the dispatching of labor proceeds.

Union members who do not have a steady assignment report to the dispatch hall each morning and await assignments before reporting to a particular job. The dispatcher will dole out the work until either all available labor is assigned or all the requested jobs are filled.

Casual - A casual laborer, as compared to a full time or steady employee, is hired for a single work shift.

Clerk (Marine Clerk) - An ILWU member responsible for performing clerical functions related to cargo and/or containers for the purpose of keeping records required by an individual employer.

Dispatch Hall - Non-steady ILWU longshore employees in a port are dispatched through halls operated jointly by the ILWU and the PMA.

Dock - For ships, a cargo-handling area where a vessel normally ties up.

Foreman (or Walking Boss) - Foremen are ILWU members with responsibility and authority to supervise, place or discharge personnel and to direct the work of longshoremen on the job.

Freight forwarder - A person who acts as an agent on behalf of the shipper.

Longshoreman - Individual employed in a port to load and unload ships.

Shipper - The person or company who usually is the supplier or owner of commodities shipped. Also called the consignor.

Stevedore - A person or company that employs longshore workers and establishes agreements to load or unload ships.

Terminal - An assigned area where containers are prepared for loading into a vessel, train or truck, or are stored immediately after discharge from the vessel, train or truck.

