

International Longshore and Warehouse Union
Thirty-fifth International Convention
San Diego, California
June 4 – 8, 2012

M/S/C
6/7/12 pm

Resolution # R36

JUSTICE FOR GOLDEN GATE FERRY TERMINAL ASSISTANTS

WHEREAS: the Golden Gate Bridge District, governed by a 19-member Board of politicians, entered into the ferry transit business in 1970 with two transbay ferry routes; Larkspur and Sausalito with manned terminals in Larkspur and San Francisco and have built a world class ferry empire operating for over 40 years; and

WHEREAS: the IBU represents three bargaining units, the Deckhands, the Terminal Assistants and the Ticket Agents; and

WHEREAS: in 2009, the District notified the Union that they were automating ticket selling with the use of state funding, however, on further investigation we discovered that \$180 million of Federal Transit Administration Funds were used to create the “Clipper” software system to be used for ticket sales on all the SF Bay Area transit systems, obligating all employers using this system to comply with the 13 c employee protection laws, guaranteeing up to six years of severance. This discovery along with the threat of a strike by the Ticket Agents produced meaningful negotiations and generous severance packages for the employees losing their jobs.

WHEREAS: This settlement did not include the effect of this change on the Terminal Assistants (TAs) who collect tickets and maintain the terminals and are now assisting passengers purchase tickets at the machines.

WHEREAS: While management has a history of given themselves lavish wage increases and benefits, they refuse to address the inequity of the TAs wage. Out of the 253 classifications at the District, the TAs are eleventh from the bottom in pay, and the lowest paid workers at the Golden Gate Ferry.

WHEREAS: With the increased work load, the TAs became determined to finally address the injustice of their low wage and on May 1st, the TAs staged a half day shutdown of the Ferry system. All 14 unions at the District joined the picket line, which resulted in a fair agreement of the wages and fringes for Golden Gate Bridge Labor Coalition.

WHEREAS: Following further negotiations on side table issues, the TAs voted down the District's offer on May 25, and authorized a strike. May 26, 2012, the line went up at 8AM and by 4:30PM the Governor's Office notified the Union that the GGB requested the governor invoke **1137.2 a** of the California Code; an anti-strike law forcing us to end the strike for 7 days with a threat of 60-day cooling-off period, no-strike injunction., now, therefore

BE IT RESOLVED: that the 35th ILWU convention go on record condemning the Golden Gate Bridge district for their strike breaking activities and address the inequity of the terminal assistants wages.