

# **PORT BULK LOADING SUPPLEMENT LONG BEACH/LOS ANGELES**

**Between**

**ILWU LOCAL 13 and the PACIFIC MARITIME ASSOCIATION**  
(For Covered Employers)

## **SECTION 1 - SCOPE**

- 1.1** This Port Bulk Loading Supplement Long Beach/Los Angeles (hereinafter, "Supplement") covers the work performed by employees represented by International Longshore and Warehouse Union Local 13 (hereinafter, "Union") at Los Angeles/Long Beach Dry Bulk Loading and Unloading Facilities operated in accordance with the Pacific Coast Longshore Contract Document (hereinafter, "PCLCD") by current Pacific Maritime Association (hereinafter, "PMA") member companies and such other companies as may become PMA member companies (hereinafter, "Employer").

## **SECTION 2 - PCLCD CONFORMANCE**

- 2.1** Nothing contained herein shall supersede or conflict with the provisions of the PCLCD. Any items later determined to do so shall be modified to conform to that document. The provisions of the PCLCD shall apply to any subject not specifically addressed in this Supplement.

## **SECTION 3 - TERMINATION AND RENEWAL**

- 3.1** This Supplement shall run concurrently with and terminate on the same date that the current PCLCD expires. At least sixty (60) days in advance of that expiration date, either party may give written notice to the other party of intent to terminate or modify this Supplement during which time this Supplement may be reviewed and/or negotiated. Otherwise, this Supplement shall be considered renewed automatically at the expiration of the current PCLCD, and to terminate on the same date as the succeeding Coastwise Agreement.
- 3.2** If an Employer's business arrangements to ship a dry bulk commodity through a facility covered by this Supplement terminates or an Employer otherwise ceases to handle such a commodity, then:
  - 3.21** Said Employer shall be automatically excluded from this Supplement, and
  - 3.22** Any obligations on the part of the Union to said Employer, either expressed or implied by the specific provisions of this Supplement, shall be null and void.

## **SECTION 4 - SCOPE OF WORK**

- 4.1** This Supplement Document shall apply to the loading and unloading of trucks, railcars, vessels and cleaning of docks/facilities in accordance with Section 1 of the PCLCD.

## **SECTION 5 - BULK FACILITY JOB CATEGORIES**

- 5.1** Subject to the provisions of this Supplement, and in addition to other basic job categories, longshore bulk facility workers shall be ordered from the following job categories:

**5.11** Crane/Drive All, Payloader, Sweeper/Shoveler may be ordered from the Joint Dispatch Hall on a per job basis.

**5.12** Bulk Operators I & II may be requested as steady employees.

### **5.2 Bulk Operator I (Steady Position Only)**

Bulk Operator I shall be assigned to perform general dock work, sweeping, shoveling, wash down, signaling, and to operate equipment rated less than two (2) tons capacity, including but not limited to the following incidental work. Exception: mechanical sweepers greater than two (2) tons capacity may be operated by Bulk Operator I:

- 5.21** Sweeping and cleaning places on the dock(s) by hand or using a machine.
- 5.22** The operation of skid steers and vacuum trucks for the purpose of cleaning.
- 5.23** The shifting of vans, cargo and stevedore equipment when necessary for the performance of sweepers' work.
- 5.24** Picking up of blocks and other debris.
- 5.25** The cleaning of all on dock facilities utilized by longshoremen.
- 5.26** The cleaning of all cargo conveyance systems including but not limited to the following:
- 1) Flushing out of draw downs with water
  - 2) Catwalks
  - 3) Tunnels
  - 4) Pits
  - 5) Towers
  - 6) Control Room
  - 7) Water Tanks and Separators

**5.27** Shall be required to be PIT certified for forklift and Skid-Steer as a condition of employment.

**5.28** On any given shift that two (2) or more Bulk I operators and/or sweeper/shoveler are employed, one (1) steady Bulk I operator shall be designated the leadman. The leadman shall be selected by the Employer from the existing steady workforce. The leadman shall be paid one (1) additional hour of overtime and arrive one-half (1/2) hour before and remain one-half (1/2) hour after the shift to perform the following duties:

**5.281** Arranging Bulk I operators and/or sweeper/shoveler schedules and duties.

**5.282** Setting-up equipment for Bulk I operators and/or sweeper/shoveler.

**5.3** Bulk Operator I (Ordered from the Joint Dispatch Hall as Shoveler/Sweeper)

**5.31** Shall be assigned to perform all work as outlined in Section 5.2 under Steady Bulk Operator I above.

**5.4** Bulk Operator II (Steady Position Only)

**5.41** Shall be assigned to perform control room, stacker, tunnel, and belt walker duties, and to operate shiploaders, ship unloaders, locomotives and payloaders above three (3) yard capacity.

**5.42** Shall perform routine conveyor maintenance work, such as but not limited to: grease and oil, skirt changing, and wash down.

**5.5** Crane/Drive All (Hall Only)

**5.51** Shall be assigned to perform control room, stacker, tunnel, and belt walker duties, and to operate shiploaders, ship unloaders and locomotives.

**5.52** Shall perform routine conveyor maintenance work, such as but not limited to: grease and oil, skirt changing, and wash down.

**5.6** Payloader (Hall Only)

**5.61** Shall be assigned to drive payloaders above three (3) yard capacity.

## **SECTION 6 - DISPATCH**

- 6.1** All individuals that accept dispatch shall have jointly agreed upon qualifications by virtue of experience and/or training and shall be dispatched on a daily basis in the following order and according to the following procedures:
- 6.11** All Crane/Drive All jobs are to be dispatched in accordance with the jointly agreed to dispatch rules for crane jobs.
  - 6.12** Payloader jobs shall be dispatched from the Jitney Board in accordance with the jointly agreed to dispatch rules for jitneys.
  - 6.13** Sweeper/shoveler shall be dispatched from the Dock Board in accordance with the jointly agreed to dispatch rules for dock jobs.
- 6.2** The Union and the Employer agree to the establishment of a Bulk Specialist List originally agreed to in the original 2005 Port Bulk Supplement should the above dispatch procedures not provide qualified workers. This Bulk Specialist List shall include at least twenty (20) day and twenty (20) night qualified workers in place of the order prescribed in Paragraph 1(c) of the Crane Drivers (Revised) Order of Dispatch, as amended by Arbitration SC-10-85, in the 1993 Dispatch Rules for the Joint Longshore Dispatch Hall by ILWU Local 13 and the PMA.

## **SECTION 7 - HOURS AND DAILY GUARANTEES**

- 7.1** The basic, normal and regular workday shall be as defined in Section 2.1 of the PCLCD.
- 7.2** Steady Bulk Operator I and Sweeper/Must Shovel employees shall be paid at Skill Level I.
- 7.3** Steady Bulk Operator I employees shall be paid at Skill Level I, nine (9) hours minimum per day when working the first and second shift, and six (6) hours per day when working the third shift.
- 7.4** Bulk Operator I and Sweeper/Must Shovel employees shall be paid through the meal hour whenever a continuous operation is working.
- 7.5** Steady Bulk Operator II, Crane/Drive All and Payloader shall be paid at Skill Level II, ten (10) hours minimum per day when working the first, and second shift and seven (7) hours per day when working the third shift.
- 7.6** Bulk Operator II and/or Crane/Drive All that are ordered as beltwalkers before the regular start time to prepare the system shall be paid an additional overtime hour for the shift.

- 7.7 Employees shall be permitted to leave the work area to commence wash up fifteen (15) minutes prior to the meal hour and prior to the end of their shift.

## **SECTION 8 - STEADY BULK OPERATORS**

- 8.1 The Employer, at its discretion, may employ any number of steady bulk operators to work at any of its bulk facilities subject to the following provisions:

### **8.2 Posting and Job Preference**

- 8.21 Steady positions shall be posted in the hall for ten (10) days for either Bulk Operator I or Bulk Operator II categories. Any ILWU union member may apply for any such position regardless of the board on which the member is currently checked in, however, in filling Steady positions, the following qualifications and preferences shall apply:

8.211 For Bulk Operator I positions, preference shall be given to individuals who have five (5) years as a Class A registrant. Secondary preference shall be given to individuals who have less than five (5) years as Class A registrants. Priority shall be given to those individuals that are jointly-certified on Combination-Lift (CL). In the event that no Class A registrants apply a Class B registrant may be hired. All applicants for steady positions should list any experience relative to working at dry bulk terminals.

8.212 For Bulk Operator II positions, preference shall be given to individuals who have five (5) years as a Class A registrant. In addition preference shall be given to individuals in the following order:

8.2121 Those that have crane certification.

8.2122 Those that have completed their training on payloaders or have worked a minimum of three hundred (300) hours in PMA Occupation Code 0080.

8.2123 Those that are jointly-certified on Combination-Lift/Heavy-Lift (CL/HL) as a minimum.

### **8.3 Promotion/Assignment to Bulk Operators**

- 8.31 A Bulk Operator I employee may be promoted to an open Bulk Operator II position if approved by the Employer after posting for ten (10) days in the Dispatch Hall if the Bulk Operator I is a Class A with over five (5) years as a Class A registrant.

The hiring provisions contained within Section 8.212 shall apply.

**8.32** In the event that timely orders do not fill in the Joint Dispatch Hall, a Bulk Operator I employee or employees may be shifted to duties assigned to perform Bulk Operator II duties on a daily basis. When so shifted, Skill level II will be paid for the entire shift, even if the employee or employees have been shifted back to their normal duties. This shifting shall be limited to two (2) days per PMA payroll week per individual employee.

#### **8.4** Guarantee

**8.41** Steady employees shall be guaranteed five (5) days of work per week.

**8.411** Bulk Operator I employees shall be guaranteed forty-five (45) hours per week; forty (40) hours at the straight time rate, and five (5) hours at the overtime rate.

**8.412** Bulk Operator II employees shall be paid a guarantee of the current daily rate contained within the Los Angeles/Long Beach Crane Operators Addenda of the PCLCD for each day available but not worked under the five (5) days.

**8.413** Employees are entitled to two (2) days off per week. To ensure sufficient staff throughout the week, it is agreed that the employee may pick one of the days off and the Employer may pick the other.

#### **8.5** Overtime

**8.51** Overtime hours shall be equalized amongst all steadies.

**8.511** Beginning every four (4) PMA payroll weeks, a record shall be kept of all employees' accumulated overtime hours.

**8.512** Available overtime shall be offered to those steady employees in the needed Bulk Operator category on a low-man-out basis (i.e., lowest accumulated overtime hours first).

#### **8.6** Vacation and Disability Replacements

**8.61** When a steady employee takes a regular vacation or is on disability, the employee shall be replaced subject to the provisions of the Joint Dispatch Rules.

#### **8.7** Layoff/Termination

**8.71** Any steady Bulk Operator I or II may be returned to the dispatch hall at the end of any PMA payroll week on the basis of inverse seniority by category.

**8.72** Should the work opportunity be reduced to such a degree as to necessitate a reduction in the basic complement of men, the last employed in that skilled category shall be the first laid off. The Employer will notify the Union prior to notification or actual layoff for the purpose of discussion to alleviate any problems for either the Union or direct Employer. The Employer, however, shall not be required to give notice to either the Union or the employee in cases where the employee has been terminated for cause.

**8.73** Should new steady jobs be offered by the Employer, employees laid off under this Section shall be offered the first opportunity to return to any job which they are qualified to perform in the reverse order of layoff. Only steady employees laid off within ninety (90) days of the new hiring date shall be considered eligible for rehire under this provision. Their previous seniority shall count in regard to future layoffs. No seniority will be accrued by laid-off employees during their time off the steady employment roster.

**8.74** Steady rosters shall be posted in a place where the steadies congregate.

**8.8** Uniforms/Protective Clothing

**8.81** The Employers shall provide shop uniforms and laundry service to each steady employee for a minimum of seven (7) changes per week, per employee, to those who regularly wear their uniforms on the job. Uniforms shall be furnished through a central servicing arrangement and shall be made of cotton.

**8.82** Each employee shall be permitted to change his individual preference of the type of standard shop uniform available (coverall or shop uniform) twice each year, once during the summer months and once during the winter months. Any selection made must thereafter be adhered to until the next regular opportunity to change selection arrives.

**8.83** The Employer shall provide each steady employee with one (1) additional shoe voucher for safety shoes each year.

**8.84** The Employer shall provide steady employees that wear prescription glasses with one (1) pair of prescription safety glasses per year.

**8.85** The Employer shall provide all steady employees with a new work jacket every two (2) years.

**8.86** The Employer shall provide all steady employees with eighteen (18) pairs of black Thorlos® work socks per year.

**8.87** The Employer shall provide one (1) set of commercial/marine duty rain gear per steady employee per year for working aboard the vessel or rail.

#### **SECTION 9 - CONTINUOUS OPERATION**

**9.1** The Employer shall have the right to operate on a continuous basis through the meal hour (nine [9] hours for the 1st and 2nd shift when not finishing the vessel and ten [10] hours when finishing) on any shift the Employer so chooses, provided sufficient bulk operators are available to provide a one-hour meal period.

#### **SECTION 10 - SPECIFIC OPERATION MANNING**

**10.1** The Employer shall submit manning for specific operations to the Union prior to becoming signatory to this Supplement. Each operation for which manning is mutually "agreed to" shall become Attachment A to each Employer's duly executed Supplement. After such initial agreement, manning changes shall conform to the appropriate sections of the PCLCD, including Section 15.

#### **SECTION 11 - MINIMUM MANNING TO START OPERATIONS**

**11.1** The Employer shall have the right to start operations at the beginning of any regular shift with less than the full complement of manpower as specified under Section 10.1 above, provided that the proper orders have been placed with the ILWU-PMA Dispatch Hall to fill any specific shortage, and there is an employee present to operate each piece of equipment used, plus one employee present in the control room. The minimum manning shall be shown relative to the "agreed to" manning specific under Section 10.1 above.

#### **SECTION 12 - TRAINING**

**12.1** On-site training shall be provided for all steady employees according to the following:

**12.11** General Safety Training (GST) terminal specific and CAL-OSHA Respiratory Protection.

**12.111** One day on initial hire

**12.112** Annually

**12.2** Training for Bulk I Operators shall also include Skid-Steer training and certification, which shall consist of the following:

**12.21** One (1) day of non-production training including a Skid-Steer safety class.

**12.22** Two (2) days training in production.

**12.23** Testing as determined by the parties.



**12.3** Training for Bulk II Operators shall consist of the following:

**12.31** Locomotive training shall consist of the following at a minimum:

**12.311** Five (5) days of non-production training, including a train safety class. The following topics shall be included: PCMSC rules, yard layout, rail lockout procedures, job duties, switch locks and derailleurs, written rail safety plan.

**12.312** Five (5) days of training in production (three [3] coal operations and two [2] in white operations).

**12.313** Testing as determined by the parties.

**12.32** Payloader training shall consist of the following at a minimum:

**12.321** Two (2) days of non-production training including a payloader safety class.

**12.322** Three (3) days of training in production.

**12.323** Testing as determined by the parties.

**12.33** Shiploader/Beltwalker/Control Room training shall consist of the following at a minimum:

**12.331** One (1) day of terminal familiarization and safety class.

**12.332** Two (2) days in production with the shiploader, including topping off with the spoon. Must use both shiploaders.

**12.333** One (1) day in production with a beltwalker to familiarize the individual with all the job duties.

**12.334** One (1) day in production in the Control Room.

**12.4** The parties agree that the trainee is in addition to the manning called for in Attachment A.

**12.5** At the Employers discretion, Bulk Operator I employees may be trained for locomotive, payloader and shiploader/beltwalker/control room, provided that those individuals are Class A longshoreman. The Employer shall be limited to utilizing such men as Bulk II operators only in the event that timely orders in the joint dispatch hall remain unfilled.

### **SECTION 13 - SAFETY**

**13.1** The rules contained within the Pacific Coast Marine Safety Code (PCMSC) shall remain in effect. In addition, the following rules shall be adopted:

- 1) Passenger vehicles utilized on public roadways shall be licensed, roadworthy, and enclosed. A minimum of four (4) vehicles shall be designated for this use and employees may only use these vehicles for their intended service.
- 2) All equipment cabs shall have the weather stripping maintained to provide a tight seal.

- 3) All payloaders shall be equipped with a positive pressure cabin filtration system, which shall be thoroughly cleaned and the filters replaced on regular intervals.
- 4) Payloaders shall be equipped with Self-Contained Self-Rescuers (SCSR) mounted to the cabin roof.
- 5) All men/women working in tunnels/tubes shall be provided with headlamps if requested. All men/women working in tunnels/tubes shall be provided with two-way communication.
- 6) All tunnel entrances shall be marked with signs when men are working inside.
- 7) All employees shall be provided with dust masks when requested in areas that have been tested and determined that dust masks are safe and sufficient.
- 8) An accurate record of all air monitoring results shall be maintained in accordance with Cal-OSHA regulation found in T8, CCR§ 3204. All employees shall be informed that the exposure data in reports performed by industrial hygienists exists and that they, or their representative, have a right to access relevant exposure data and medical records.
- 9) Employees shall be trained in accordance with a Hazard Communication or Worker Right-To-Know program (Cal OSHA T8, CCR§ 5194); an Injury and Illness Prevention Program (Cal OSHA T8, CCR § 3203); Access to Employee Exposure and Medical Records (Cal OSHA T8, CCR§ 3204); and other appropriate regulations. All such training shall include information about health hazards, labeling, exposure limits, personal protective equipment, hazardous material spill clean-up procedures and other topics as necessary.
- 10) All employees shall be provided an annual training course that covers the care, use, and limitations of the respiratory protection used; applicable protection factors; fit testing; and information concerning the Cal-OSHA respiratory protection regulations.
- 11) Whenever there is a change in operation that may change the exposure risks of the employees, the Employer shall have an industrial hygienist perform additional monitoring and provide a new report.
- 12) When an industrial hygienist performs a test on the facility a Union steward shall accompany and verify whether the condition of the area being tested is normal.
- 13) The moisture content and temperature of the commodity shall be recorded and factored into any testing/report performed.

**ACCEPTED AND AGREED TO:**

**INTERNATIONAL LONGSHORE AND WAREHOUSE UNION, LOCAL 13:**

By:   
Gary Herrera

By:   
Ramon Ponce De Leon 2022

Its: \_\_\_\_\_  
President

Date: SEPTEMBER 29, 2023

By:   
Vic Zuniga

Its: \_\_\_\_\_  
Vice President

Date: September 29, 2023

By:   
Jesse Lopez

Its: \_\_\_\_\_  
Secretary Treasurer

Date: SEPTEMBER. 29, 2023

**PACIFIC MARITIME ASSOCIATION:**

By:   
Dalia Palsson

Its: \_\_\_\_\_  
Sr. Labor Relations Representative, Contract Administration and Arbitration

Date: September 29, 2023



**Attachment A**  
Metropolitan Stevedore Company

**NOTES:**

1. It is understood that the following manning applies when a meal hour is provided pursuant to Section 9.1 of the Port Bulk Loading Supplement Long Beach/Los Angeles.
2. Oxbow Warehouse operation with rotary plows has no tunnel operators.
3. All active and working locomotives shall have three (3) Bulk Operator II's.
4. When Sulfur Trucks to Vessel work through the meal hour, a second Beltwalker shall be ordered pursuant to Section 9.1 of the Port Bulk Loading Supplement Long Beach/Los Angeles.
5. Truck receiving to stockpile as an additional operation requires one Beltwalker (Bulk Operator II).
6. When any payloader is used there shall be two (2) Bulk Operator II's per machine.
7. Pit #1 = Rotary Dump Rail Car Pit. Pit #2 = Bottom Dump Rail Car Pit.

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse to Vessel - Pier G**

Supervision-General	1 Foreman
Supervision-Ship	1 Foreman
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Control Room	1 Bulk Op II
Shiploader	2 Bulk Op II
Tunnel	2 Bulk Op II
Payloader	2 Bulk Op II per Machine

1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II

**Rail (Pit #1) to Stockpile - Pier G**

Supervision-General	1 Foreman
Supervision-Dock	2 Foremen
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Control Room	1 Bulk Op II
Rotary Dump	2 Bulk Op II
Locomotive	3 Bulk Op II
Dockmen	4 Basic/Bulk Op I

1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
3 Bulk Op II
3 Basic/Bulk Op I

**Rail (Pit #2) to Vessel - Pier G**

Supervision-General	1 Foreman
Supervision-Ship	1 Foreman
Supervision-Dock	1 Foreman
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Control Room	1 Bulk Op II
Shiploader	2 Bulk Op II
Locomotive	3 Bulk Op II
Dockmen	6 Basic/Bulk Op I
Dock Signal	1 Basic/Bulk Op I

1 Foreman
1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
3 Bulk Op II
2 Basic/Bulk Op I
1 Basic/Bulk Op I

**Attachment A**  
Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Rail (Pit #1) to Vessel - Pier G**

Supervision-General	1 Foreman
Supervision-Ship	1 Foreman
Supervision-Dock	2 Foremen
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Control Room	1 Bulk Op II
Shiploader	2 Bulk Op II
Rotary Dump	2 Bulk Op II
Locomotive	3 Bulk Op II
Dockmen	4 Basic/Bulk Op I

1 Foreman
1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II
3 Bulk Op II
3 Basic/Bulk Op I

**Truck Receiving to Stockpile - Pier G**

Supervision-Dock	1 Foreman
Trucks	2 Bulk Op II

1 Foreman
2 Bulk Op II

**Trucks to Vessel - Pier G**

Supervision-General	1 Foreman
Supervision-Ship	1 Foreman
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Shiploader	2 Bulk Op II
Dockmen	2 Basic/Bulk Op I

1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
1 Basic/Bulk Op I

**Warehouse/Truck Blend to Vessel - Pier G**

Supervision-General	1 Foreman
Supervision-Ship	1 Foreman
Supervision-Dock	1 Foreman
Checking	1 Supercargo
Beltwalker	1 Bulk Op II
Control Room	1 Bulk Op II
Shiploader	2 Bulk Op II
Tunnel	2 Bulk Op II
Payloader	2 Bulk Op II per Machine
Dockmen	2 Basic/Bulk Op I

1 Foreman
1 Foreman
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II
1 Bulk Op II
1 Basic/Bulk Op I

**Attachment A**  
Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse(s) to 2 Vessels - Pier G**

	Ship 1	Ship 2
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	1 Bulk Op II
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	2 Bulk Op II
Payloader	2 Bulk Op II per Machine	2 Bulk Op II per Machine

Ship 1	Ship 2
1 Foreman	
1 Foreman	1 Foreman
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	1 Bulk Op II

**Warehouse Blend to Vessel - Pier G**

	Warehouse 1	Warehouse 2
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	
Beltwalker	1 Bulk Op II	
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	
Tunnel	2 Bulk Op II	2 Bulk Op II
Payloader	2 Bulk Op II per Machine	2 Bulk Op II per Machine

Warehouse 1	Warehouse 2
1 Foreman	
1 Foreman	
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	1 Bulk Op II

**Warehouse to Vessel & Rail (Pit #2) to Vessel - Pier G**

	Ship 1 (House)	Ship 2 (Pit #2)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	1 Foreman
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	1 Bulk Op II
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Locomotive		3 Bulk Op II
Dockmen		6 Basic/Bulk Op I
Dock Signal		1 Basic/Bulk Op I

Ship 1 (House)	Ship 2 (Pit #2)
1 Foreman	
1 Foreman	1 Foreman
	1 Foreman
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
	3 Bulk Op II
	2 Basic/Bulk Op I
	1 Basic/Bulk Op I

**Attachment A**  
Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse to Vessel & Trucks to Vessel - Pier G**

	Ship 1	Ship 2 (Trucks)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Dockmen		2 Basic/Bulk Op I

Ship 1	Ship 2 (Trucks)
1 Foreman	
1 Foreman	1 Foreman
1 Foreman	
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
	1 Basic/Bulk Op I

**Rail (Pit #2) to Vessel & Trucks to Vessel - Pier G**

	Ship 1 (Pit #2)	Ship 2 (Trucks)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Locomotive	3 Bulk Op II	
Dockmen	6 Basic/Bulk Op I	2 Basic/Bulk Op I
Dock Signal	1 Basic/Bulk Op I	

Ship 1 (Pit #2)	Ship 2 (Trucks)
1 Foreman	
1 Foreman	1 Foreman
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
3 Bulk Op II	
2 Basic/Bulk Op I	1 Basic/Bulk Op I
1 Basic/Bulk Op I	

**Rail (Pit #1) to Vessel & Trucks to Vessel - Pier G**

	Ship 1 (Pit #)	Ship 2 (Trucks)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	2 Foremen	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Rotary Dump	2 Bulk Op II	
Locomotive	3 Bulk Op II	
Dockmen	4 Basic/Bulk Op I	2 Basic/Bulk Op I

Ship 1 (Pit #1)	Ship 2 (Trucks)
1 Foreman	
1 Foreman	1 Foreman
1 Foreman	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
3 Bulk Op II	
3 Basic/Bulk Op I	1 Basic/Bulk Op I



**Attachment A**  
Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse/Truck Blend to Vessel & Rail (Pit #2) to Vessel - Pier G**  
Ship 1 (Blend)                      Ship 2 (Pit #2)

Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	1 Foreman
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	1 Bulk Op II
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Dockmen	2 Basic/Bulk Op I	6 Basic/Bulk Op I
Locomotive		3 Bulk Op II
Dock Signal		1 Basic/Bulk Op I

Ship 1 (Blend)	Ship 2 (Pit #2)
1 Foreman	
1 Foreman	1 Foreman
	1 Foreman
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
1 Basic/Bulk Op I	2 Basic/Bulk Op I
	3 Bulk Op II
	1 Basic/Bulk Op I

**Warehouse to Vessel & Rail (Pit #1) to Vessel - Pier G**  
Ship 1 (House)                      Ship 2 (Pit #1)

Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock		2 Foremen
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Rotary Dump		2 Bulk Op II
Locomotive		3 Bulk Op II
Dockmen		4 Basic/Bulk Op I

Ship 1 (House)	Ship 2 (Pit #1)
1 Foreman	
1 Foreman	1 Foreman
	2 Foremen
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
	1 Bulk Op II
	3 Bulk Op II
	3 Basic/Bulk Op I

**Warehouse/Truck Blend to Vessel & Warehouse to Vessel - Pier G**  
Ship 1 (Blend)                      Ship 2 (Warehouse)

Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	1 Bulk Op II
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	2 Bulk Op II
Payloader	2 Bulk Op II per Machine	2 Bulk Op II per Machine
Dockmen	2 Basic/Bulk Op I	

Ship 1 (Blend)	Ship 2 (Warehouse)
1 Foreman	
1 Foreman	1 Foreman
1 Foreman	
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	1 Bulk Op II
1 Basic/Bulk Op I	

**Attachment A**  
Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse/Truck Blend & Trucks to Vessels - Pier G**

	Ship 1 (Blend)	Ship 2 (Trucks)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Dockmen	2 Basic/Bulk Op I	2 Basic/Bulk Op I

Ship 1 (Blend)	Ship 2 (Trucks)
1 Foreman	
1 Foreman	1 Foreman
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
1 Basic/Bulk Op I	1 Basic/Bulk Op I

**Rail (Pit #1)/Warehouse Blend to Vessel & Trucks to Vessel - Pier G**

	Ship 1 (Blend)	Ship 2 (Trucks)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	2 Foremen	1 Foreman
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Dockmen	4 Basic/Bulk Op I	2 Basic/Bulk Op I
Locomotive	3 Bulk Op II	
Rotary Dump	2 Bulk Op II	

Ship 1 (Blend)	Ship 2 (Trucks)
1 Foreman	
1 Foreman	1 Foreman
2 Foremen	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
3 Basic/Bulk Op I	1 Basic/Bulk Op I
3 Bulk Op II	
1 Bulk Op II	

**Warehouse/Truck Blend to Vessel & Rail (Pit #1) to Vessel - Pier G**

	Ship 1 (Blend)	Ship 2 (Pit #1)
Supervision-General	1 Foreman	
Supervision-Ship	1 Foreman	1 Foreman
Supervision-Dock	1 Foreman	2 Foremen
Checking	1 Supercargo	1 Supercargo
Beltwalker	1 Bulk Op II	1 Bulk Op II
Control Room	1 Bulk Op II	
Shiploader	2 Bulk Op II	2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Dockmen	2 Basic/Bulk Op I	4 Basic/Bulk Op I
Locomotive		3 Bulk Op II
Rotary Dump		2 Bulk Op II

Ship 1 (Blend)	Ship 2 (Pit #1)
1 Foreman	
1 Foreman	1 Foreman
	2 Foremen
1 Bulk Op II	
1 Bulk Op II	
1 Bulk Op II	1 Bulk Op II
1 Bulk Op II	
1 Bulk Op II	
1 Basic/Bulk Op I	3 Basic/Bulk Op I
	3 Bulk Op II
	1 Bulk Op II

**Attachment A**

Metropolitan Stevedore Company

**AGREED TO LONGSHORE/FOREMEN MANNING**

**MINIMUM MANNING TO START**

**Warehouse/Rail (Pit#1) Blend to Vessel - Pier G**

	Warehouse	Rail (Pit#1) to Ship
Supervision-General		1 Foreman
Supervision-Ship		1 Foreman
Supervision-Dock		2 Foremen
Checking		1 Supercargo
Beltwalker		1 Bulk Op II
Control Room		1 Bulk Op II
Shiploader		2 Bulk Op II
Tunnel	2 Bulk Op II	
Payloader	2 Bulk Op II per Machine	
Locomotive		3 Bulk Op II
Rotary Dump		2 Bulk Op II
Dockmen		4 Basic/Bulk Op I

	Warehouse	Rail (Pit#1) to Ship
		1 Foreman
		1 Foreman
		2 Foremen
		1 Bulk Op II
	1 Bulk Op II	
	1 Bulk Op II	
	1 Bulk Op II	
		3 Bulk Op II
		1 Bulk Op II
		3 Basic/Bulk Op I

**Cement Discharge Operations LB 32**

Supervision-Ship	1 Foreman
Checking	1 Supercargo
Ship Unloader	2 Bulk Op II
Payloader	2 Bulk Op II per Machine
Swingmen	Basic as needed

**Aggregate Discharge Operations LB 44**

Supervision-Ship	1 Foreman
Checking	1 Supercargo
Ship Unloader	1 DWD Button
Hatch Tender	1 Hatch Tender
Dock Sweeper	1 Dock Sweeper