



**CLASS "B"
DISPATCH RULES**

BY

**INTERNATIONAL LONGSHORE AND
WAREHOUSE UNION**

AND

PACIFIC MARITIME ASSOCIATION



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REGISTERED CLASS "B" DISPATCH RULES

Definition

The term " Longshoreman" as used herein shall mean any employee working under the Pacific Coast Longshore Document (PCLCD Section 1.91).

No Discrimination

Item XXII, June 22, 1962 - Memorandum of Agreement

The parties hereby state that during the negotiations resulting in this Memorandum of Agreement they discussed the provisions of Section 13, No Discrimination, of the basic Agreement and agreed that the parties are jointly responsible for the total implementation of the provisions therein and the Union agrees that it will administer its internal affairs so as to fulfill its share of this joint responsibility.

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Item XI, July 1, 1975 - Memorandum of Agreement

To formalize the agreement that has been reached and placed in effect between the International Longshore and Warehouse Union and the Pacific Maritime Association. That there be no discrimination on the basis of "sex" in the terms, meaning application, implementation and administration of their collective bargaining contracts, and in the exercise of control over the registered lists, the terms of each of the collective bargaining contracts between the International Longshore and Warehouse Union and the Pacific Maritime Association are amended to provide as follows:

- a. All collective bargaining contracts shall provide that there shall be no discrimination in the connection with sexual orientation.
- b. All words, terms or definitions of employees used in the collective bargaining contracts are used as being words of common gender, and not as being words of either male or female gender, and hence have equal applicability to female and male persons wherever such words are used.

REGISTERED CLASS "B" DISPATCH RULES

1. All men must be checked-in by the deadline times as determined by the JPLRC to be eligible for that day or night.

Current check-in deadlines:

- a. Class "B" working days - 10:00 p.m. the preceding day.
 - b. Class "B" working nights - 12:00 p.m. (Noon) for that evening.
2. All men shall check-in on their actual hours worked, paid and/or flopped to the one-half hour. This includes all hours worked in other ports, travel pay and hours paid for training. Exceptions: Holiday pay, vacation pay, jury duty, and pay guarantee will not be added to accumulated hours for the month. This rule will not affect 70% rules, which only takes into account the Port of LA/LB.
 3. If any men wish to work as partners, they shall check-in together on the same hours, taking the highest hours of the two and must remain partners for 14 days. All jointly-agreed-to work rules regarding average hours, flopped hours, and worked hours shall apply to both partners.
 4. A Class "B" longshoreman may change from day shift to night shift, or from Night shift to day shift and must remain on that shift for a minimum of 14 days or nights. An individual must be unavailable for a 24-hour period before changing shifts.
Based on the needs of the Port of LA/LB, the Employers have the right to deny a Class "B" Longshoremen from changing shifts. Furthermore, this rule does not exclude Class "B" Longshoremen from 70% availability requirement.

REGISTERED CLASS "B" DISPATCH RULES

5. Men must take all jobs offered to them, including skill-rated jobs for which they have been trained in accordance with Section 9.4 of the PCLCD.
6. Any Class "B" men dispatched for a new job or job replacement shall be allowed to hold the job until completion for CL and HL jobs.
7. Class "B" longshoremen full-time students who go to school five days a week, Monday through Friday, may check-in on average hours on the weekends. This is subject to the control of the Joint Port Labor Relations Committee.
8. On the first day of each month, check-in shall be based on the prior month's cumulative hours. On the second day of each month, check-in shall be based on new month's cumulative hours.
9. Class "B" longshoremen will take average hours if they are unavailable or not checked-in for three or more consecutive days, providing his/her hours are below average.

Examples of Class "B" longshoreman 'unavailability' include but not limited to:

1. Not checked-in and not working
2. Checked in and do not accept a job
3. Calling a replacement and not working
4. Flopping a job
5. Squared off

REGISTERED CLASS "B" DISPATCH RULES

10. Any man not checking-in for three or more consecutive days, who is below average at the time of check-in, will take average hours.
11. Men must add six hours to their accumulated hours when they flop.
12. Men returning from vacation shall take average hours upon returning to work providing they are below average.
13. A man may pick up only one job. EXCEPTION: Men checked-in as partners, in which case, one partner may pick up both jobs.
14. Under no circumstances shall a man be allowed to trade and/or sell jobs.
15. To be eligible to work Saturday, a man must be checked-in the previous day. He must have been available two straight-time days during the week. EXCEPTION: Men returning from vacation, illness, Union Business, and/or collective bargaining. A flop shall count as a day of availability on the day before an overtime day only for the purpose of working Saturday or a holiday. To be eligible to work a holiday, a man must be available on the previous day, except if a holiday falls on a Monday.

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SQUARE-OFFS

16. If Class "B" individuals, day or night, wish to square-off one (1) or two (2) consecutive days and /or nights in the payroll week, they may do so, provided they have worked or been available five (5) consecutive days and/or nights, either below or above average. Men wishing to square-off for (2) consecutive days must do so at the same time. They cannot square-off for one day then come in the next day and square-off again.
17. Men square-off shall not be eligible to work that day or night

REPLACEMENTS

18. A man may call a replacement on the day preceding an overtime day provided he/she has worked or been available for five consecutive days. He/she may check-in on the overtime day.
19. When a man calls a replacement for the job he/she shall not check-in until the job is finished except on initial starts when he/she will take the flop penalty (6 hours)
20. A man may call two consecutive 'one-day' replacements for doctor's appointment without calling a replacement for the job. The second 'one-day' replacement must be certified with documentation.

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21. Men replacing themselves 1st, 2nd, or 3rd shift comebacks need not show back on the job, but the order must be placed thirty (30) minutes before dispatch time, starting company, name of ship, berth, gang number, and category and starting time.
22. Men taking replacements on seven-day dock jobs shall assume the payroll status of a man replaced. EXAMPLE: If a man being replaced has worked three (3) days, a man filling a replacement order will work the remaining four days to fill the seven-day dock job.
23. Under no circumstances shall a Class "B" longshoreman ask to be released or cut from a job.
24. You cannot Double up on a Double-back job (i.e. if a day person Double backs on a second shift, finishes early, he cannot pick up another job on the second shift). The same pertains to a night person. You can double up on the first and second shift (without double back), however it will not be counted towards the 70% availability requirement.
25. An entitled vacation is taken five consecutive days, Monday through Friday. If an individual works within those five days, the vacation week is null and void. This pertains to the 70% availability rule.

REGISTERED CLASS "B" DISPATCH RULES

FLOPS:

26. Any man who refuses to accept his assignment from the Dispatch Hall shall be flopped, and shall add six (6) hours to his work record and cumulative check-in hours.
27. CLASS "B" LONGSHOREMEN WHO FLOP A JOB CANNOT ACCEPT ANOTHER JOB FOR A 24-HOUR PERIOD.
28. During the initial dispatch periods, any man's number is called and he does not answer, he shall be flopped.
29. During the dispatch periods, any man wishing to flop must do so before leaving the dispatch window. Once leaving the window with a job and/or the next number has been called, the man is obligated to report to the job, call a replacement, and work until the replacement arrives.
30. Any student who checks-in on the weekend and flops shall not be allowed to work that day.
31. If a man flops three or more consecutive days without working, he must take average hours on the fourth day or the next day he checks-in, providing he is below average.
32. Any man calling a replacement on the initial start will take six-hour flop penalty.

REGISTERED CLASS "B" DISPATCH RULES

RED NUMBERS:

33. An individual can submit medical documentation from his own physician and, with JPLRC approval, check-in with a "red number" up to 30 days.
34. If he needs to be a "red-number" longer than 30 days, he must come before the JPLRC and be sent to the jointly-agreed-to medical specialist to get an additional extension. The 30-day limit applies to each separate injury. Since the examination is required by the JPLRC, the expense shall be borne by the joint parties.
35. Class B longshoremen who are working on a red number shall only be dispatched on the dayside.

These rules are applicable to each class "B" longshoreman in the Port of Los Angeles/Long Beach. The JPLRC may modify, amend, supplement, supplant or otherwise affect these rules at any time, as may the International Longshore and Warehouse Union and the Pacific Maritime Association (the "parties") by their joint action.

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