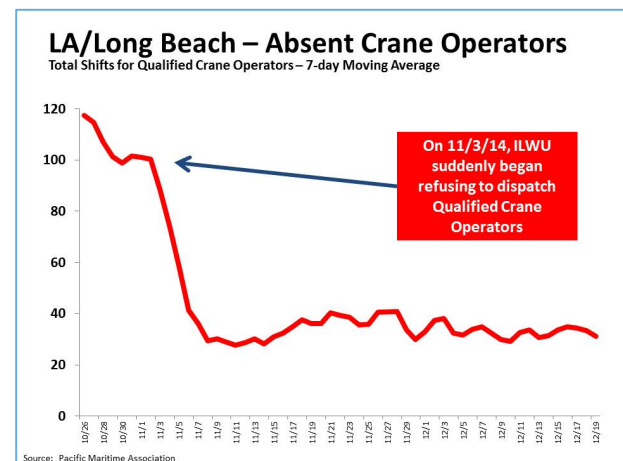




## FACT SHEET ON ILWU SLOWDOWNS AT PORTS OF LOS ANGELES AND LONG BEACH

January 2, 2015

- Terminal congestion has been an issue at the ports of Los Angeles and Long Beach for months due to a number of factors. That congestion was made much worse by a unilateral decision made by the ILWU in early November. Employers put in orders for the number of operators needed, and the ILWU unilaterally cut back those orders by two-thirds.
- The ILWU notified the PMA that starting on Monday, November 3, 2014, it would not dispatch qualified ILWU workers, most of whom have significant experience, to operate yard cranes. This decision has severely restricted the pool of available yard crane operators, has led to tens of thousands of containers sitting on the docks at the twin ports.
- Different from vessel crane operators who load and unload ships, yard crane drivers place cargo containers on trucks and rail cars for delivery to customers. They are critical to effective terminal operations. In fact, they are among the most important skilled workers to relieve the congestion at the ports.
- The ILWU and PMA have used the same dispatch procedures for qualified crane drivers since 1999. Local 13's dispatching of only "certified" crane operators and withholding other qualified crane operators, using safety as an excuse, occurred abruptly when ILWU leadership embarked upon orchestrated slowdowns up and down the West Coast to influence stalled labor negotiations. This action is a key component of that strategy, the result of which has been to aggravate congested conditions at the ports of Los Angeles and Long Beach.
- Typically, such tactics are prohibited, but the parties have been working without a contract since the previous agreement expired July 1, 2014. PMA asked for a contract extension to preserve the longstanding arbitration procedure that rules such workplace infractions; the ILWU refused.
- **Since the ILWU took its unilateral action in SoCal, the average number of shifts for qualified crane operators has dropped from an average of more than 110 per day to under 35 per day.**
- As a result of the ILWU's action, which has now stretched for two months, employers have few choices to absorb the impacts created by the shortage of yard crane operators.



- To focus efforts on clearing containers from terminal yards and get them moving to their final destinations, PMA is reducing the number of workers ordered to unload ships on night shifts, thereby avoiding the prospect of creating gridlock that the additional unloading of ships would create. Current labor orders for the day shifts and night shift yard and gate will remain unchanged.
- While the ILWU may claim that employers are cutting labor, it's important to remember an essential principle of management: It's not solely the number of longshoremen the Union is making available that matters, it's the type of workers themselves. Without qualified yard crane drivers who play a critical role in loading and offloading cargo containers from trucks, the congestion problem is made far worse at terminal yards. In the face of near-gridlock, it makes little sense to maintain the pace of removing containers from ships when there's almost no room for them on the terminals.

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