

United States Senate

WASHINGTON, DC 20510

February 13, 2015

Mr. Robert McEllrath
President
International Longshore and Warehouse Union
1188 Franklin Street, Fourth Floor
San Francisco, California 94109

Mr. James C. McKenna
President & CEO
Pacific Maritime Association
555 Market Street, Third Floor
San Francisco, California 94105

Dear Mr. McEllrath and Mr. McKenna:

This letter follows repeated requests for the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) to negotiate in earnest to reach a swift and satisfactory conclusion to its current contract deliberations. Unfortunately, sixty days have passed since our last letter with no such conclusion while the economic toll for Oregon businesses and employees who depend on efficiently functioning ports continues to worsen. The economic damage created by this stalemate is unsustainable.

Today we respectfully ask both parties to follow the established pathway that has been used successfully for decades by firefighters and police, and agree to enter binding arbitration with the assistance of the Federal Mediation and Conciliation Services (FMCS), to reach an agreement on the proposed collective bargaining agreement between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA).

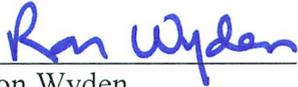
In addition, we strongly urge both parties to immediately resume port operations at full capacity while the final issues are negotiated. Continued congestion and delays at Oregon ports will result in significant long-term challenges for our state's economy. The Port of Portland alone serves more the 900 businesses that are dependent on efficiently functioning port operations to ship their goods to and from international markets. Furthermore, the ongoing dispute has resulted in the partial shutdown of operations at 29 ports on the West Coast.

We are concerned that if a new collective bargaining agreement is not reached soon, thousands of Oregon jobs will be in jeopardy, and in the long term, demand for American made products and agricultural commodities could significantly diminish. As you well know, the recent announcement that Hanjin Shipping Company will no longer call Portland after March 9 represents a loss of 78% of the shipping volume at Terminal 6 which has supported over 650 jobs and \$33 million in annual wages.

A final contract agreement is necessary for the success of Oregon's businesses, communities, and families. We strongly urge both sides to enter into binding arbitration in the interests of all

stakeholders affected by this impasse and make every effort possible to quickly reach a final contract agreement.

Sincerely,



Ron Wyden
United States Senator



Jeff Merkley
United States Senator



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