

The Honorable J.Hahn
404 Cannon House Office Building
Washington, DC 20515

Maritime Advocates
P.O.Box 11372
Chandler, AZ, 85248

Dear Representative Hahn:

In your recent letter to the FMC you are quoted as saying;

"I would like the Federal Maritime Commission to look into some of the unilateral actions by PMA in terms of not allowing workers to work evenings and weekends. I would like to see a full investigation so in five years during the next contract negotiations we don't have that kind of lockdown at our West Coast ports."

Would it have not been more appropriate as a Representative of all your constituents to request the FMC to investigate the entire situation that led to the actions of the PMA? What led the PMA to take such action? Was it not due to untrained workers being assigned to premium shifts and already low productivity being reduced even further which did nothing but raise costs and increase congestion?

Factually there have been many influences on the waterfront labor situation not the least of which has been the monopoly enjoyed by the ILWU over the entire West Coast for waterfront labor since the late 1930's.

Should not the rationale for this be examined in light of today's labor and economic conditions? Why is competition not a desirable component to achieve a more efficient and economical service to our country for such a vital component of our economy.

The key metric that you may wish to ask of your ILWU supporters that is an indicative measure of whether they are competitive with their peers on the East Coast of the USA and around the world is their average productivity in moves per crane hour.

The ILWU averages 28 moves per hour. The ILA averages 36 per hour. The best terminals around the world average 40+ per hour.

(Please see our accompanying White paper for additional wage and berth productivity information)

The question should be how can we achieve that level of productivity on the West Coast since these workers are paid higher than anyone else in the world for the same or similar work and yet have one of the lowest productivities?

As a consequence any sense that employers have taken advantage of labor over the past nine months of contract negotiations is simply a complete disassembly of the facts.

Please read our attached White paper expressing our opinion on the West Coast maritime labor situation. It may avail you of additional facts that may alter your approach and expand your present opinion.

Sincerely,

Maritime Advocates

A Think Tank

<http://maritimeadvocates.wix.com/maritime-advocates>