

Those who blame the ILWU are not paying attention to the facts:

Chassis shortage is root cause of port congestion crisis

The port congestion crisis began months ago, long before the employer started wrongly pointing fingers at longshore workers. The causes include rail service delays, trucker shortages, record volumes, storage capacities and the peak shipping season. Above all is the employer's disastrous decision to outsource chassis:

"Chassis are scattered all over the harbor, in excess at some terminals and in deficit at others, making it extremely difficult for truckers to have the right chassis when the drivers need them to match with the containers that must be moved."
— *Journal of Commerce*, November 4, 2014

"We don't see the longshore contract negotiations as a factor in the congestion. The cause is due to the chassis situation and the high volume of cargo this peak season." — Lee Peterson, Port of Los Angeles spokesman, *Long Beach Post*



Discarded chassis are piled up at the Port of Portland for scrap. Photo taken by Jeff Smith, ILWU Local 8, November 2014.

A MESSAGE FROM YOUR ILWU NEGOTIATING COMMITTEE

JJS/CWA39521