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Sent Via Email & U.S. Mail

January 12, 2015

Chad Lindsay, *Vice President*Steve Fresenius, *Director, Contract Administration & Arbitration*Ron Merical, *Area Manager*Pacific Maritime Association
300 Oceangate, 12th Floor
Long Beach, CA 90801

Dear Gentlemen:

On December 31, 2014, we wrote to you requesting a meeting because we had been informed that the Pacific Maritime Association ("PMA") had made the decision to reduce the vessel gangs down from three to one on the night side. As we expressed to you in our letter dated December 31, 2014 and in our meeting with you on January 2, 2015, this elimination of manning on the night side will only exacerbate the current Port congestion. During our January 2, 2015 meeting, you stated that part of PMA's justification for reducing the number of gangs ordered per vessel was to reallocate labor to the dockside in order to clear out the congested terminals. Yet, since January 2, 2015 there has been no increase in orders for dockside labor.

Now we have learned that PMA is going to completely eliminate all vessel gangs on the night side. This decision to completely eliminate manning, coming 10 days after the initial decision to reduce the gangs down to one per vessel, cannot be justified. There is no evidence that there has been any effort to reallocate labor to clearing out the yard. We ask you to reconsider this unilateral action. It is not a sound management decision and will inflict direct damage on the industry and retailers large and small. In the interim, ILWU Locals 13, 63 and 94 will continue to fill any orders for night side vessel gangs that it receives.

Sincerely,

Robert Olvera, Jr. President, Local 13

Longshore

President, Local 63
Marine Clerks

Daniel G. Miranda President, Local 94

_ Q.L.M

Foremen

cc: Robert McEllrath, President ILWU

ILWU Coast Committee

Gene Seroka, Executive Director, Port of Los Angeles Jon W. Slangerup, Chief Executive, Port of Long Beach

Congresswoman Janice Hahn Congressman Alan Lowenthal

Senator Isadore Hall

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