

Anchored

Work stoppage in all harbors has crippled United States Pacific Coast trade since July 1.

A labor dispute is causing irreparable loss to the nation's economy.

INNOCENT VICTIMS

California's \$700 million monthly world trade volume is being reduced drastically—or lost, forever. Effect on the citrus industry is catastrophic. Economic damage is severe while foreign citrus competition is favored throughout world markets.

Approximately 300 million bushels of wheat will be harvested in Washington, Oregon, Idaho and neighboring states during the next few weeks. This crop represents the investment, labor, and income of thousands of farm families. They are not involved in this strike.

The Japanese monthly wheat requirement is between 400,000 and 450,000 tons, 60% of which was U.S. wheat exported from the West Coast. The Japanese Food Agency already has changed its supply source to other countries, including Canada and Australia, to meet monthly demands. This could be a permanent U.S. loss.

The health and well being of the 782,200 people of Hawaii is at stake. These innocent victims of this dispute rely almost entirely on ocean freight for survival. Alaska is in a similar position.

WORK STOPPAGE

Negotiations between the Pacific Maritime Association and ILWU (International Longshoremen's and Warehousemen's Union) broke off on June 30. The ILWU struck on July 1, shutting down all commercial shipping on the West Coast.

On July 1, PMA thought the strike unnecessary. PMA had a realistic, negotiable offer on the table with the proposal the contract be extended while an agreement was worked out without disrupting shipping on the West Coast.

Today we ask, WHY is the strike being prolonged unnecessarily? Untold hardship is being caused. There is a good economic offer. PMA is willing to resume bargaining immediately.

PMA OFFER

Wages—Wage increases of 50c per hour the first year, 35c the second year, and 50c the third year are offered. Because the 7th and 8th hours are premium

hours, this PMA proposal increases the present day shift rate of pay from \$38.52 to \$50.67. The weekly increase would be \$60.75.

The PMA wage offer produces valuable side benefits to longshoremen, including increased shift, overtime, vacation and travel pay. For example, the \$51.36 second shift pay increases \$16.20 to \$67.56. A week's vacation pay jumps from \$192.60 to \$253.35.

Guaranteed Income—Class A longshoremen would be guaranteed 35 hours work a week or straight time pay in lieu thereof. Whether work is available or not, longshoremen would receive a \$167.30 minimum per week during the first year of the contract and larger sums in the 2nd and 3rd years. The longshoremen would have to meet reasonable availability and eligibility standards.

Retirement—For longshoremen retiring in the future, the basic monthly pension will be increased from the present \$235.00 to \$325.00. For employees retiring at ages 62, 63, or 64, there would be an additional new supplemental benefit of \$75.00 for a \$400.00 monthly total until the pensioner reaches 65 and becomes eligible for full Social Security benefits. Pensions would be increased for those presently retired.

These improvements would make the PMA-ILWU pension among the nation's best for employees in the longshoremen's income bracket.

Other Benefits—The PMA offer also includes paid holidays, dental care, higher pay for skilled jobs, increased meal and lodging allowances, improved life insurance, and upgrading small port hospital-medical coverage to match large port coverage.

Total cost—The total cost of these wage and benefit improvements would be \$2.61 per hour over the life of the three year contract. This is an 11.9% per year, or 35.7% increase over three years.

The recent precedent-setting steel industry settlement is a 31% increase for 3 years and the railroad settlement involved a 1% per month increase, or 36% for 3 years.

The PMA position is realistic in comparison with other current settlements.

PMA has repeatedly, since June 30, continued to urge ILWU to resume Coastwide bargaining where the parties left off when the strike began. We should start talking now.

Let's lift that anchor.



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