

**Congress of the United States**  
**Washington, DC 20515**

October 31, 2016

Mr. Robert McEllrath  
President  
International Longshore and Warehouse Union  
1188 Franklin Street, 4th Floor  
San Francisco, CA 94109

Mr. James McKenna  
Chairman and CEO  
Pacific Maritime Association  
555 Market Street, Third Floor  
San Francisco, CA 94105

Dear Mr. McEllrath and Mr. McKenna:

We applaud your decision to continue discussing a contract extension and we hope that your upcoming talks result in certainty and stability for our workers, farmers, manufacturers, retailers, producers, and other port stakeholders. Though the current contract does not expire until July 2019, a resolution in the near-term is in the best interest of our entire region. Our regional and national economy depends on strong, reliable ports and the efficient movement of goods, which is why we simply cannot have a repeat of the 2014 contract expiration that led to a significant loss in foreign market-share, supply chain disruptions, and according to some estimates over \$7 billion in impacts to the U.S. economy.

During the 2014-2015 disruption at the 29 West Coast ports, our growers were forced to dump spoiled produce, our manufacturers were delayed waiting for necessary parts, and our retailers were faced with empty shelves. The impact was not simply limited to the West Coast, but was ultimately felt by communities across the country and the larger economy. The concerns about this have not stopped. We still hear from our constituents who are worried about business decisions they need to make now for the future and who are still struggling to recover from damaged customer relationships that resulted from the 2014-2015 port labor dispute. We urge you to come to a resolution, so that we can all avoid this same outcome and the repeat of these devastating stories.

Just as we write to ask that you continue your contract discussions for the 29 West Coast container ports, it is also important to note the on-going dispute between labor and the operator at the Port of Portland that has led two ocean carriers that represented 95% of container traffic at the Port to leave. With their departure, the container terminal at the Port now lies dormant and Oregon companies and agriculture producers have no choice but to truck to their products several hours away to new ports. This increases not only truck traffic throughout the region, but also adds costs for these companies trying to get their products to market ultimately putting their businesses at risk. Resolving this long simmering dispute needs to be priority for resolution now.

Again thank you for your engagement on these difficult issues that have severe economic consequences. We believe these early discussions will benefit everyone by ensuring stability to all those who depend on our ports.

Sincerely,

  
DAVE REICHERT  
Member of Congress

  
KURT SCHRADER  
Member of Congress

  
DAN NEWHOUSE  
Member of Congress

  
AUMUA AMATA C. RADEWAGEN  
Member of Congress

  
MIKE SIMPSON  
Member of Congress

  
DEVIN NUNES  
Member of Congress

  
ED ROYCE  
Member of Congress


  
RAÚL LABRADOR  
Member of Congress

  
ADRIAN SMITH  
Member of Congress

  
MADELEINE Z. BORDALLO  
Member of Congress

  
GREG WALDEN  
Member of Congress

  
JAIME HERRERA BEUTLER  
Member of Congress

  
CATHY MCMORRIS RODGERS  
Member of Congress



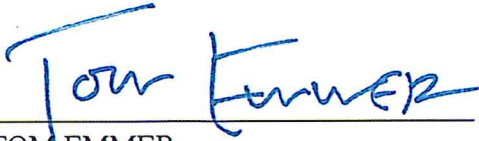
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MIKE KELLY  
Member of Congress



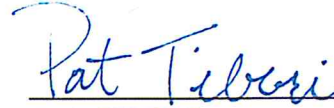
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MIKE COFFMAN  
Member of Congress



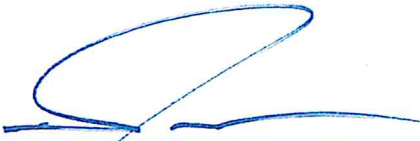
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TOM EMMER  
Member of Congress



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PAT TIBERI  
Member of Congress



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TOM REED  
Member of Congress



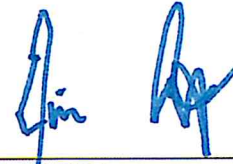
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ERIK PAULSEN  
Member of Congress



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DOUG LAMALFA  
Member of Congress



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JIM COSTA  
Member of Congress



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DAVID G. VALADAO  
Member of Congress