Port of Oakland- Maritime Operations Suspended

Customer - Frequently Asked Questions (FAQs)

Who is involved in the negotiations?

ILWU
The International Longshore and Warehouse Union (ILWU) represents dock workers in the union’s West Coast of the United States region which also includes Hawaii and Alaska. Approximately 13,600 longshore, clerk and foreman workers at the 29 ports in this region were covered under the six-year, coast-wide contract negotiated with the Pacific Maritime Association. The contract expired July 1, 2014. For more information: http://www.ilwu.org/

PMA
The Pacific Maritime Association (PMA) is the management organization whose principal business is to negotiate and administer labor agreements with the ILWU. PMA’s 72 members are terminal operators, ocean carriers, and stevedores that operate along the U.S. West Coast. The negotiations cover all the major US West Coast container ports — Long Beach, Los Angeles, Oakland, Portland, Seattle and Tacoma. It does not cover ports in Canada or those on the U.S. East and Gulf coasts. For more information: http://www.pmanet.org/

What is the current situation?
The Pacific Maritime Association decided to suspend operations at the Port of Oakland due to the labor-management impasse over contract negotiations. There’s no word on when operations will resume.

The last contract between the ILWU and the PMA expired July 1, 2014. Despite negotiation efforts since May 2014, the PMA and ILWU have not been able to reach a new agreement. By early January 2015, both parties requested federal mediation, which was provided. To date, insufficient progress has been made toward a new contract and maritime operations have been suspended at the Port of Oakland.

The Port of Oakland is calling for an immediate resumption of operations in Oakland and urges negotiators to reach agreement on a new contract. Without a new agreement, shippers and consumers alike lose confidence in the reliability of the supply chain. All of us who work for the normal flow of global trade urge employers and labor to reach a settlement now as it is well overdue.

Frequently Asked Questions (FAQs)

1. What happens to my cargo that is already on the terminal during the lockout?
   In general, all cargo already inside a terminal will remain there.
2. **What happens to my cargo that is en route to the Port?**
   No vessels are permitted to dock or depart Port of Oakland during the lockout. If the impacted vessel en route does not divert to a non-U.S. West Coast port, the cargo will remain on the vessel until the lockout has ended and terminal operations resume.

3. **Will there be any activity at the terminals during the lockout? Can I pick-up empty containers, bring in empty containers, or bring in a loaded container for export?**
   During the lockout, all terminal operations involving ILWU labor ceases. This means that there will be no gate transactions, vessel operations, yard operations and on-terminal chassis maintenance and repair.

4. **Will free time be waived during the period of the lockout?**
   This depends on the contractual agreement that you have with your ocean carrier(s) and the answer may be different with each carrier. Please check with your specific ocean carrier(s) for more information.

5. **Is the Port part of the labor negotiations process?**
   No. The Port of Oakland does not operate marine terminals or hire longshore workers, so it is not part of the contract negotiations. The two parties involved are the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA).

6. **How long will the lockout last?**
   The Port is not a direct party to the PMA-ILWU negotiations and therefore receives the same information that all non-bargaining stakeholders have. We do not know how long the lockout will last. The Port’s Executive Director has called for an immediate resumption of maritime operations at Oakland and urges negotiators to reach agreement on a new contract.

7. **Why is the Port of Oakland the only US West Coast port that is shut down?**
   Please contact the PMA regarding why the organization decided to suspend operations at the Port of Oakland.

8. **Will the Port provide documentation to support any business interruption/loss claims that we may have to make with our insurance carriers?**
   Because the Port is not in a direct contractual relationship with shippers or consignees, we cannot provide that type of information. Please work directly with your contracting partners to collect documentation regarding business interruption/loss.

9. **Whom can we contact for any questions or clarifications?**
   The Port will continue to be a source of information for our stakeholders. We have provided a list of key Port contacts and other important resources on the right side of
the maritime operations status update page on the Port’s website: www.portofoakland.com.

Also please refer to the contacts and websites of your service providers including your ocean carrier, freight forwarder/customs broker (if applicable), the terminal operator that loads/unloads your cargo, and/or your drayage company.

**Marine Terminal Operators:**

**Ports America Outer Harbor Terminal**
Terminal Operator: Ports America
Tel: (510) 464-8600
Website: [www.portsamerica.com/oakland-california.html](http://www.portsamerica.com/oakland-california.html)

**Oakland International Container Terminal**
Terminal Operator: Stevedoring Services of America Terminals, Inc. (SSA)
Tel: (510) 238-4400
Website: [www.ssamarine.com](http://www.ssamarine.com)

**Ben E. Nutter Terminal**
Terminal Operator: Seaside Transportation Services (STS)
Tel: (510) 645-2400
Website: [www.oak7th.com](http://www.oak7th.com)

**TraPac, Terminal**
Terminal Operator: TraPac Inc.
Tel: (510) 286-8600
Website: [www.trapac.com](http://www.trapac.com)

**Matson Terminal**
Terminal Operator: Stevedoring Services of America Terminals, Inc. (SSA)
Tel: (510) 272-2010
Website: [www.ssamarine.com](http://www.ssamarine.com)

**Railroads:**

**Burlington Northern Santa Fe Railway (BNSF)**
Tel: (510) 268-3543
Website: [www.bnsf.com](http://www.bnsf.com)

**Union Pacific Railroad (UPRR)**
Tel: (510) 891-7669
Website: [www.uprr.com](http://www.uprr.com)

**Port of Oakland:**

**Maritime Marketing**
Tel: (510) 627-1834
bfrisher@portofoakland.com
### 10. How soon will things return to normal after the lockout is over?
How long it will take to recover will depend in part on how long the lockout lasts. Once the lockout is over and a new contract is reached, we will do everything we can to help facilitate a return to normal business operations.

### 11. Will my refrigerated containers still be under power (i.e. – plugged in) charging while on the terminal?
Yes, refrigerated cargo that is plugged into reefer racks/plugs will remain plugged in and electrical power to the marine terminals will remain on. It is anticipated the marine terminal operators’ staff will perform refrigerated cargo monitoring and we encourage you to verify this with your specific marine terminal operator.

### 12. Can I pick-up containers that I delivered to the terminals?
During the lockout, the terminals will not be open to process any cargo with the exception of domestic and military cargo.

### 13. Will security be provided during the lockout?
Each Marine Terminal Operator has a US Coast Guard approved Security Plan in place. These plans will remain in effect during the lockout. The terminal operators retain responsibility to keep the terminals and cargo secure.

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