



For Immediate Release

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**LOCAL ILA MEMBERS STAND TO LOSE MOST WITH ILA WAGE SCALE
DELEGATES' REJECTION OF LONGSHORE CONTRACT PROPOSAL**

*New York Shipping Association review shows major financial loss for union members
working in the Port of New York and New Jersey*

EDISON – The New York Shipping Association, the local ILA contract administrator, undertook an impact assessment on how specifically the unanimous rejection of the proposed Master Contract provisions put forth to the ILA Wage Scale delegates by the United States Maritime Alliance (USMX) has impacted Port of New York and New Jersey union members.

According to Joseph C. Curto, President of New York Shipping Association (NYSA), "Many of our union members have lost an opportunity to receive an immediate \$1.24 million dollars in wage increases. At a time when the economy has impacted many families the members of the ILA here in the Port of New York and New Jersey would have gained significantly with the proposed contract extension proposal."

USMX proposed extending the current International Longshoremen's Association, AFL-CIO (ILA) Master Contract to September 2012. The proposal did not succeed because some 200 ILA Wage Scale delegates unanimously rejected it before it could be presented to the 18,500-person union membership because the dockworkers want to keep port operators from introducing any new technology. The USMX offer would have resulted in significant salary increases for most workers.

In reviewing the impact of the contract rejection NYSA estimates that the 3,325 longshore workers in the Port of New York and New Jersey would have received \$61.5 million in wage increases over the extended three year period of the contract. Those enhanced wages would have begun in October 2010.

“All of the terminal facilities in the port of New York and New Jersey have undergone significant reconstruction over the past several years, increasing efficiency and capacity through these terminal enhancements. In addition, the terminal operators and carriers who call on the port have made significant investments in the training of our labor, to compliment the efficiencies at the terminals, thereby enhancing professionalism and productivity of our work force,” Curto added.

He continued: “This port is one of the most advanced technologically in the country and we have achieved that by working in partnership with the International Longshoreman’s Association. That is why this decision is so disappointing.”

According to Frank McDonough, former President of NYSA, “The Port of New York and New Jersey is poised on the brink of incredible growth, with the expected doubling of cargo by 2020. With growth come jobs – increased hours for existing workers and creation of jobs for future workers, as well. Why do you think the Port Authority of New York and New Jersey purchased the Northeast Auto Terminal? To make it a container terminal ---to further increase capacity and handle that expected increase in cargo.”

“We have been extremely vocal on the issue of the Bayonne Bridge pointing out to anyone who will listen that it is the ONLY impediment to the growth of cargo in this port, and we are getting all the key decision makers to listen and act on our concern. So why would the ILA pick now to create their own obstacle to growth,” McDonough queried.

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About New York Shipping Association

New York Shipping Association (NYSA) is an organization comprised of the ocean cargo carriers, terminal operators, stevedores, and marine-related businesses that operate the ships, move the cargo, train and employ the laborers, provide and maintain the equipment, that moves more than \$190 billion in products to and from the largest and richest consumer market in the world. NYSA represents the interests of its members in maximizing the efficiency, cost competitiveness, safety and quality of marine cargo operations in the Port of New York and New Jersey. NYSA maintains close collaboration with other maritime and maritime-related organizations with shared interests, and partners with public agencies tasked with the improvement of the region's transportation system. For more information, please visit www.nysanet.org.