

# ILWU stall LA-LB terminal openings after closures last week



*Monday's ILWU job actions occurred 11 months after the coastwide contract negotiations between the union and the Pacific Maritime Association began on May 10, 2022. Photo credit: ADLC / Shutterstock.com.*

**Bill Mongelluzzo, Senior Editor | Apr 10, 2023, 3:46 PM EDT**

The International Longshore and Warehouse Union (ILWU) Local 13 on Monday delayed work at most of the marine terminals at the ports of Los Angeles and Long Beach by slowing the dispatch of workers, after union job actions closed nearly all of the port complex's terminals Thursday night and Friday morning.

According to three sources close to the matter who asked not to be identified, ILWU Local 13 also refused to allow a representative of the Pacific Maritime Association (PMA), which represents employers, to observe the dispatching process. The dispatch hall is jointly operated by the ILWU and the PMA.

Neither ILWU Local 13 nor the PMA responded to a request for comment.

While Monday's job actions resulted only in delays — as opposed to a full shutdown, as occurred last week — the actions were yet another indication that the coastwide labor contract negotiations, which have been under way for 11 months, are heading in the wrong direction.

ILWU Local 13 said in a statement Friday that it held its monthly membership meeting Thursday evening for the swearing in of incoming Local 13 President Gary Herrera, noting that the membership meeting is a “contractual right.”

A source close to the matter said that although the ILWU is allowed to call a stop-work meeting each month under the coastwide contract to discuss union issues, Thursday's meeting was not previously arranged according to the terms of the agreement.

In addition, ILWU Local 13 said union members who observe religious holidays “took the opportunity to celebrate with their families” on Friday. Good Friday is not a recognized holiday under the coastwide contract.

In a subsequent statement Friday, the PMA said, “These actions undermine confidence in West Coast ports and threaten to further accelerate the diversion of discretionary cargo to Atlantic and Gulf Coast ports.”

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