

...ILWU in peril

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To pressure ICTSI, Local 8 members began a concerted slowdown at Terminal 6 in June 2012, operating cranes at two-thirds the usual pace, refusing to move two 20-foot containers at a time on older trailers, driving trucks at 5 mph instead of the usual 15, and taking long routes around the yard.

Unfortunately for the ILWU, the refrigerator workers were formally Port employees, so the NLRB declared the slowdown illegal under the anti-union 1947 Taft-Hartley law, which bars workplace action over jurisdictional issues, and says unions can only take action against the employer in a dispute (ICTSI), not another employer (the Port).

On June 6, 2012, ICTSI filed charges against ILWU with the

NLRB. Twelve days later, the NLRB asked Judge Simon for an injunction, which he granted on July 20, 2012, ordering the union to halt the slowdown. But the slowdown continued to at least Aug. 13, 2013, and beyond. Simon found the union in contempt of his court order.

In December 2013, then-Oregon Gov. John Kitzhaber brokered a deal giving the refrigerator work to the ILWU. But ICTSI said the slowdown continued. The terminal's two largest customers, Hanjin Shipping and Hapag Lloyd America, halted shipping to Terminal 6 in 2015. ICTSI itself pulled out of Terminal 6 in March 2017, paying \$11.45 million to the Port to terminate its lease.

ICTSI won the award from ILWU thanks to a rarely used section of labor law that lets employers sue for damages in federal court if they've been injured by a union's unfair labor practice.

WORKING LATE AT THE OFFICE (...OR JUST OUTSIDE IT ANYWAY)



Near midnight near the top of Portland's 18-story Umpqua Bank Plaza building, Bricklayers Local 1 apprentice Henry Davidson IV uses a rotary hammer with a light attached to waterproof a window for Pioneer Waterproofing. The work takes place at night so tenants aren't interrupted by the noise. On a clear night in mid-October, the views are spectacular. (Photo by journeyman coworker Jeremy McCarty.)

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