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Training in West Coast Ports— More than Ever to Meet Increased Demand

A highly skilled, self-motivated and safety conscious workforce is a top priority for the Pacific Maritime Association (PMA), which administers the top training program in the United States.

For more than 30 years, West Coast dock workers have received all types of training—from forklift to General Safety Training (GST) to contemporary training that focuses on skills for a changing

workplace. During the last fiscal year, close to 15,000 workers in California, Oregon and Washington were trained



The Port of Tacoma

in entry-level skill development and refresher courses. "This year we're running

69 training projects in four regions at a total cost of more than 10 million. In Southern California alone, there may be up to eight classes underway on any given day, said Bob Dodge PMA director of training and operations in Southern California

Last year, General Safety Training (GST) turned out the greatest number of "graduates".

GST classes are mandated every three years for the entire work force, which includes longshore, walking boss, clerk, watchman, mechanic, superintendent and management representatives.

Training designed with ILWU

One of PMA's roles is to help assess—port by port—the types of training needed by new and existing employees who are moving up the ranks to fill openings through promotions, transfers, retirements or increased work opportunities. The Port labor relations committee, made up of employer and ILWU representatives, makes recommendations about each year's training needs. Skill training (equipment) programs, which are paid for and administered by PMA, →

PORT OF TACOMA - PROFILE

Expansion is underway at the Port of Tacoma. Construction of the new Hyundai Merchant Marine Terminal, slated for completion in April 1999, will provide the Port with two new berths on the Upper Blair Waterway, a 60-acre container yard and a 12-acre dockside intermodal yard. The undertaking is proceeding better than expected – six months ahead of schedule and several million dollars under budget.

"Construction of the new Hyundai Terminal is really the start of doubling the size of our port," said Mick Shultz, communications manager, Port of Tacoma.

The terminal's progress reflects a strong partnership between the Port of Tacoma and Hyundai, one of the world's major container shipping lines. The Port's investment of approximately \$63 million, coupled with Hyundai's commitment of \$45 million in cranes and other container handling equipment, will ensure adequate resources for the new terminal.

"The agreement works well for the Port of Tacoma and for Hyundai," said Jack Fabulich, president, Port of Tacoma Commission. "It keeps Hyundai's Pacific Northwest operations in the Puget Sound and gives them a prime terminal location."

In another step toward expansion, the Regina Maersk—the world's largest container ship (with a 6,000 TEU capacity)—made its first call at the Port of Tacoma on September 17. This call marked the last call on the Maersk string before vessels return to Asia. This addition is expected to improve Tacoma's export capacity.

Strategically located in Washington's Puget Sound, the Port of Tacoma offers connections to sea, rail, highway, and air transportation networks. The Port's expansion efforts have fueled its rankings as the sixth largest container port in North America and in the top 25 for worldwide container trade. For more information, visit the Port of Tacoma's web site at <http://www.portoftacoma.com>.

PMA Today is a publication dedicated to highlighting West Coast port activities and developments as they relate to economic and international trade issues in the 21st century. We hope you enjoy PMA Today and find it to be a valuable informational resource.



THE PORTS

Did you know ...

... that the United States is Taiwan's largest trading partner? During the first seven months of this year, \$16.5 billion worth of goods were traded between the two countries.

are jointly designed and taught by ILWU and PMA equipment operators. "Training in general and well-trained workers have

is investigating the possibility of opening a 10-to-15 acre "Center of Excellence" in Southern California.



Lashing Training, Port of Los Angeles

a big impact on our member companies' bottom line," said PMA Training Director Kim Arrivee. "Because the ports of Long Beach and Los Angeles are such prominent tonnage centers, we've gained experience there that's helped us develop some of the best training programs in the industry. Other ports—domestic and foreign—come to us for our expertise and training materials."

State-of-the-art Facilities

But PMA is not resting on its laurels. The organization

The facility will offer state-of-the-art equipment and computer training, as well as classroom training. This training center will also be used to develop future programs.

Early next year, PMA will roll out a program designed to enhance training for marine clerks on computerized terminal gates. Mastering this process will allow the workforce to operate the terminals more efficiently— a key to the West Coast maintaining its position as a leading intermodal gateway. ●

Member Profile-Matson



Matson Terminal, Port of Los Angeles

"Matson has had a key role in the economic development of Hawaii. As a result of our long relationships with customers, Matson has become an integral part of their distribution systems."

Matson Navigation Company has a history that dates back to 1882 when Captain William Matson sailed his three-masted schooner from San Francisco to Hilo, Hawaii, carrying 300 tons of food, plantation supplies and general merchandise.

Today, it is the principal carrier of containerized cargo and automobiles between the U.S. Pacific Coast and Hawaii, the Hawaiian Neighbor Islands, the Mid-Pacific Islands and the Guam-Micronesia regions.

"We've come a long way over the years," said C. Bradley Mulholland, president and chief executive officer of Matson Navigation Company.

"Matson's mission is to provide customers with an efficient, reliable service of superior, quality and value," Mulholland said. "This is reflected in all aspects of our operations, from gate processing at our terminal facilities to shipment tracking at our 'one-call-does-it-all' customer service center."

Four years ago, Matson launched a weekly Pacific Coast service between Los Angeles and the Pacific Northwest ports of Seattle and Vancouver, B.C. Two years ago, Matson formed an alliance with American President Line, Ltd. (APL) that involved the purchase of six container ships and marked Matson's re-entry into the Guam trade. ●

PMA Today (1998 Pacific Maritime Association) is published monthly for the membership of the Pacific Maritime Association. Comments, suggestions, additions to the mailing list and address changes should be sent to PMA, c/o Joey Parr, PO Box 7861, San Francisco, CA 94120-7861. Produced by PMA Staff.