PACIFIC MARITIME ASSOCIATION

2001 ANNUAL REPORT

PACIFIC MARITIME ASSOCIATION • www.pmanet.org • 2001 ANNUAL REPORT • ISSN 8756-3622

THE PACIFIC MARITIME ASSOCIATION

The principal business of the Pacific Maritime Association (PMA) is to negotiate and administer maritime labor agreements with the International Longshore and Warehouse Union (ILWU).

The membership of the PMA consists of domestic carriers, international carriers and stevedores that operate in California, Oregon, and Washington.

The labor agreements the PMA negotiates on behalf of its members cover wages, employee benefits, and conditions of employment for workers employed at longshore, marine clerk, and walking boss/foreman jobs.

The Association processes weekly payrolls for workers and collects assessments on payroll hours and revenue cargo to fund employee benefits plans provided for by the ILWU-PMA labor agreements.

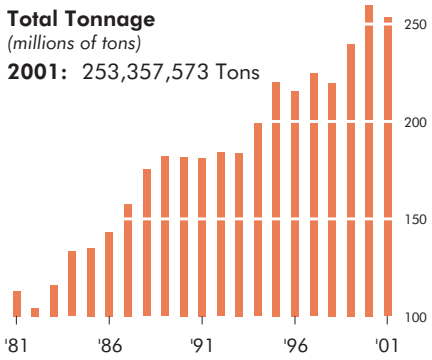
PMA Mission: To provide industry leadership to our member companies through innovative integrated Labor Relations, Human Resources, and Administrative Services.

An APL container ship calls at Global Gateway South, Port of Los Angeles.

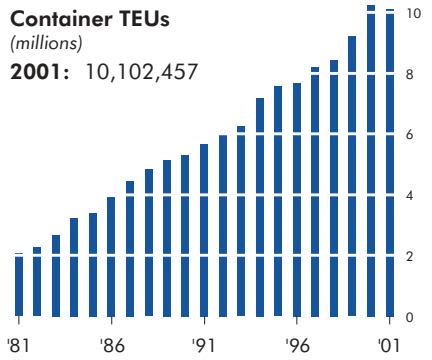
The Regular Meeting of the membership will be held at Pacific Maritime Association Headquarters, San Francisco, California on Wednesday, March 20, 2002 at 2:00 p.m. in Conference Room 1.

HIGHLIGHTS

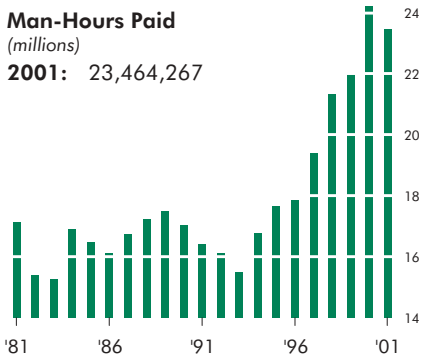
Total Tonnage
(millions of tons)
2001: 253,357,573 Tons



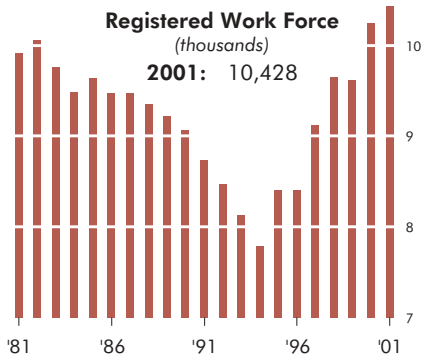
Container TEUs
(millions)
2001: 10,102,457



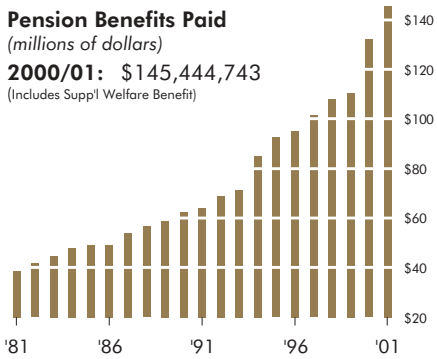
Man-Hours Paid
(millions)
2001: 23,464,267



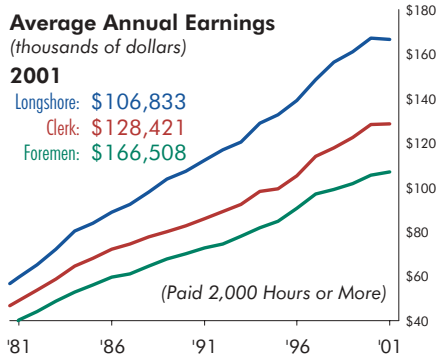
Registered Work Force
(thousands)
2001: 10,428



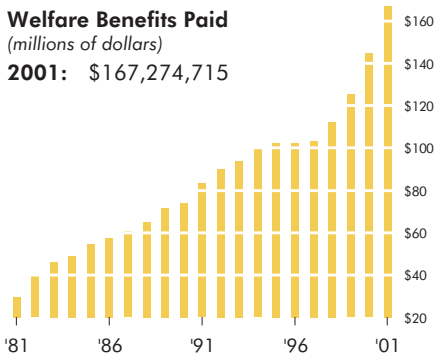
Pension Benefits Paid
(millions of dollars)
2000/01: $145,444,743
(Includes Supp'l Welfare Benefit)



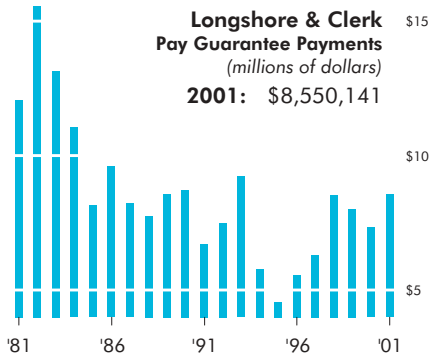
Average Annual Earnings
(thousands of dollars)
2001
Longshore: $106,833
Clerk: $128,421
Foremen: $166,508



Welfare Benefits Paid
(millions of dollars)
2001: $167,274,715



Longshore & Clerk
Pay Guarantee Payments
(millions of dollars)
2001: $8,550,141



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TO OUR MEMBERS

JOSEPH N. MINIACE
President and CEO

Two events this past year—the terrorist attack on New York and Washington and the economic recession—make substantial changes in our Industry unavoidable. Change is always difficult. Yet, governmental and economic pressures will force us to operate differently. We must move forward together towards resolving these and other issues that have faced us far longer than just the past twelve months. We must approach the upcoming contract negotiations determined to incorporate improvements assuring that West Coast ports continue to be the gateway of choice for cargo shipping.

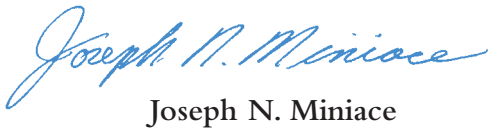
For the first time in more than twenty years, container tonnage and hours paid fell below the totals for the previous year. The economic downturn has resulted in declining freight rates and reduced earnings by vessel and terminal operators, and consequently work opportunity declined for many waterfront employees. Increased operational efficiency becomes ever more important under these changed circumstances. It has become essential to adopt existing work practices and to implement existing technologies that will thrust our terminals into the lead over competitors, nationally and around the world.

Trade and economic growth will resume, but the business equation is no longer familiar: increased security on the cargo terminal will raise cargo-handling costs; our largest ports are reaching the limits of available land; and continuing consolidation and growing vessel capacity puts downward pressure on freight rates. Each of these makes increased cargo-handling efficiency imperative if the West Coast is to stay competitive and cargo carriers are to grow their businesses. As we pursue this goal, we remain mindful that the high-paying jobs and extraordinary benefits on which the work force relies are essential underpinnings for the realization of necessary reforms to West Coast cargo-handling processes.

During the past several months, I have personally briefed our Member companies' senior executives, Congressional subcommittees, leaders of Congress, senior administration officials and numerous other interested parties about the issues and opportunities of importance, especially those of port security and safety, to the Industry on the West Coast. The membership is united, as perhaps never before, to move the Industry forward and to ensure that West Coast ports will be the most efficient, the safest, and the most dependable route for trade between the U.S. and the Pacific Basin.

I am very proud of staff accomplishments this year including a major undertaking to prepare terminal operators and the work force for the new powered industrial truck regulations promulgated by the various occupational safety and health agencies. New services were added to PMA's website that allow member company personnel to obtain hours and tonnage data specific to their company. The work of informing the membership and the public about issues facing the Industry and developing proposals for bargaining that consistently address these issues continues to be a top priority.

As we look forward to the tasks ahead, I shall continue to work with our members, shipping community, the ILWU, involved governmental agencies, and other stakeholders to achieve an agreement that enables our cargo terminals to provide the improved efficiencies and productivity, increased security, and dependability demanded in the highly competitive world trade arena.



Joseph N. Miniace

MEMBERSHIP

"Any firm, person, association or corporation engaged in the business of carrying cargo by water to or from any port on the Pacific Coast of the United States, or any agent of any such firm, person, association or corporation, and any firm, person, association or corporation employing longshoremen or other shoreside employees in operations at docks or marine terminals or container freight stations (CFS) at any such port or within the Port Area CFS zone of any such port, and any association or corporations composed of employers of such longshoremen or other shoreside employees shall be eligible for membership in this corporation…."

— PMA Bylaws

American President Lines, Ltd.
Anacortes Log & Bulk Stevedore Company*
Bellingham Stevedoring Company
Benicia Port Terminal Company
Brady-Hamilton Stevedore Company*
Bridge Warehouse, Inc.
California United Terminals
Centennial Stevedoring Services
Coast Maritime Services
Coastal Great Southern
Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO North America, Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Crescent Wharf & Warehouse Company*
CSX Lines, LLC
Eagle Marine Services, Ltd.
Everett Stevedoring Company*
Evergreen Marine Corporation (Taiwan) Ltd.
Foss Alaska Line, Inc.
Hanjin Shipping Company, Ltd.
Hapag-Lloyd AG
Harbor Industrial Northwest Corporation
Harbor Industrial Service Corporation
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
International Transportation Service, Inc.
Italia Line
Jones Stevedoring Company
"K" Line (Kawasaki Kisen Kaisha, Ltd.)
Kinder Morgan Bulk Terminals, Inc.
Long Beach Container Terminal, Inc.
Maersk Inc.
Main Lines Inc.
Marine Terminals Corporation
Marine Terminals Corporation - Columbia River
Marine Terminals Corporation - Puget Sound
Marine Terminals Corporation of Los Angeles
Matson Navigation Company, Inc.
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
Norsk Pacific Steamship Company, Ltd.
NYK Line
Olympia Stevedoring Company, Inc.*
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
P&O Nedlloyd B.V.
Pacific Coast Stevedoring, Inc.
Pacific Coast Terminals, Ltd.
Pacific Crane Maintenance Company, Inc.
Pacific Northwest Auto Terminals
Pacific Ro-Ro Stevedoring, LLC
Pasha Maritime Services, Inc.
Pasha Stevedoring and Terminals, LP
Pier Maintenance Incorporated
Port of Vancouver
Portland Lines Bureau
Reliable Line Service
Rogers Terminal & Shipping Corporation
Sea Star Stevedore Company*
Seattle Stevedore Company*
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company, LLC
Terminal Maintenance Corporation
Trans Pacific Container Service Corporation
TransBay Container Terminal, Inc.
Transpac Terminal Services
Twin Harbor Stevedoring Company*
Ultramar Inc.
Wallenius Wilhelmsen Lines AS
Washington United Terminals
Western Stevedoring Corporation
Westfall Stevedore Company
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals Inc.
Zim American Israeli Shipping Company

* dba Stevedoring Services of America

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JOJI "GEORGE" HAYASHI
Chairman, President and CEO
MOL (America) Inc.
INTERNATIONAL CARRIER CLASS

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President
Stevedoring Services of America
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DOMESTIC CARRIER CLASS

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President
Maersk Container Service Company
INTERNATIONAL CARRIER CLASS

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Vice President/Deputy Managing Director
Hanjin Shipping Company, Ltd.
INTERNATIONAL CARRIER CLASS

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President and CEO
Marine Terminals Corporation
STEVEDORE/NON-CARRIER CLASS

JOSEPH N. MINIACE
President and CEO
Pacific Maritime Association
EX OFFICIO MEMBER

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American President Lines, Ltd.

JOHN LOEPPRICH
Vice President, Finance
Maersk Container Service Co.

CHARLES SADOSKI
Chief Financial Officer
Stevedoring Services of America

GAIL PARRIS
Chief Financial Officer
Marine Terminals Corporation

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Vice President
Stevedoring Services of America

David Adam
Chief Operating Officer
Marine Terminals Corporation

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Vice President - Pacific Region/Operations
"K" Line America, Ltd.

Chad Lindsay
Director, West Coast Labor Relations
Maersk Pacific Ltd.

James C. McKenna
Vice President - Operations and Labor Relations
CSX Lines, LLC

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Chairman
Stevedoring Services of America

Wesley Brunson
Evergreen American Corporation

Joe DiMassa
NYK Line

Michael Fogarty
International Transportation Services, Inc.

Frank Knafelz
CSX Lines, LLC

Eileen Kuljis
Matson Navigation Company, Inc.

George Lang
California United Terminals

NORTHERN CALIFORNIA AREA

Jacques Lira
Chairman
Stevedoring Services of America

Bill Alverson
CSX Lines, LLC

Bob Bergmann
TransBay Container Terminal, Inc.

James A. Colby
Matson Navigation Company, Inc.

Mike Cuffe
Centennial Stevedoring Services

PACIFIC NORTHWEST: Oregon and Columbia River Area

Malcolm Erickson
Chairman
Matson Navigation Company, Inc.

Douglas Beeber
Jones Stevedoring Company

Art Hayes
Rogers Terminal & Shipping Corp.

Paul Huculak
Stevedoring Services of America

Steve Johnson
Hanjin Shipping Company, Ltd.

PACIFIC NORTHWEST: Washington and Puget Sound Area

Kenneth H. Passe Jr.
Chairman
Marine Terminals Corporation

photo not available

Tom Bellerud
CSX Lines, LLC

W. Patrick Burgoyne
Maersk Pacific Ltd.

Robert L. Dawdy
Matson Navigation Company, Inc.

Diana Jackson
MOL (America) Inc.

David Mehus
Vice President, Operations
Yusen Terminals Inc.

Jon Rosselle
Vice President
SSA Terminals, LLC

Doug Stearns
Vice President – Operations
Jones Stevedoring Company

Robert L. Stephens
Director, Labor Relations
APL, Ltd.

Alan McCorkle
Maersk Pacific Ltd.

photo not available

Art Merrick
Long Beach Container Terminal, Inc.

Frank Pisano
Trans Pacific Container Service Corporation

Robert B. Roach
Metropolitan Stevedore Company

Walter Romanowski
Marine Terminals Corporation

photo not available

Nathaniel Seeds
APL, Ltd.

Tim Tess
Pasha Stevedoring and Terminals LP

Peter Ford
Maersk Pacific Ltd.

Sean Lindsay
Marine Terminals Corporation

photo not available

Tom Mogan
Metropolitan Stevedore Company

Mike Ogieglo
Eagle Marine Services, Ltd.

Mike Porte
Trans Pacific Container Service Corporation

Kevin Jones
Kinder Morgan Bulk Terminals, Inc.

Ken Mishler
"K" Line America, Inc.

Michael Morgan
Marine Terminals Corporation

Clayton R. Jones, III
Jones Stevedoring Company

Michael P. Lingerfelt
Washington United Terminals

Lee E. MacGregor
SSA Terminals, LLC

George F. Osborn
Husky Terminal & Stevedoring, Inc.

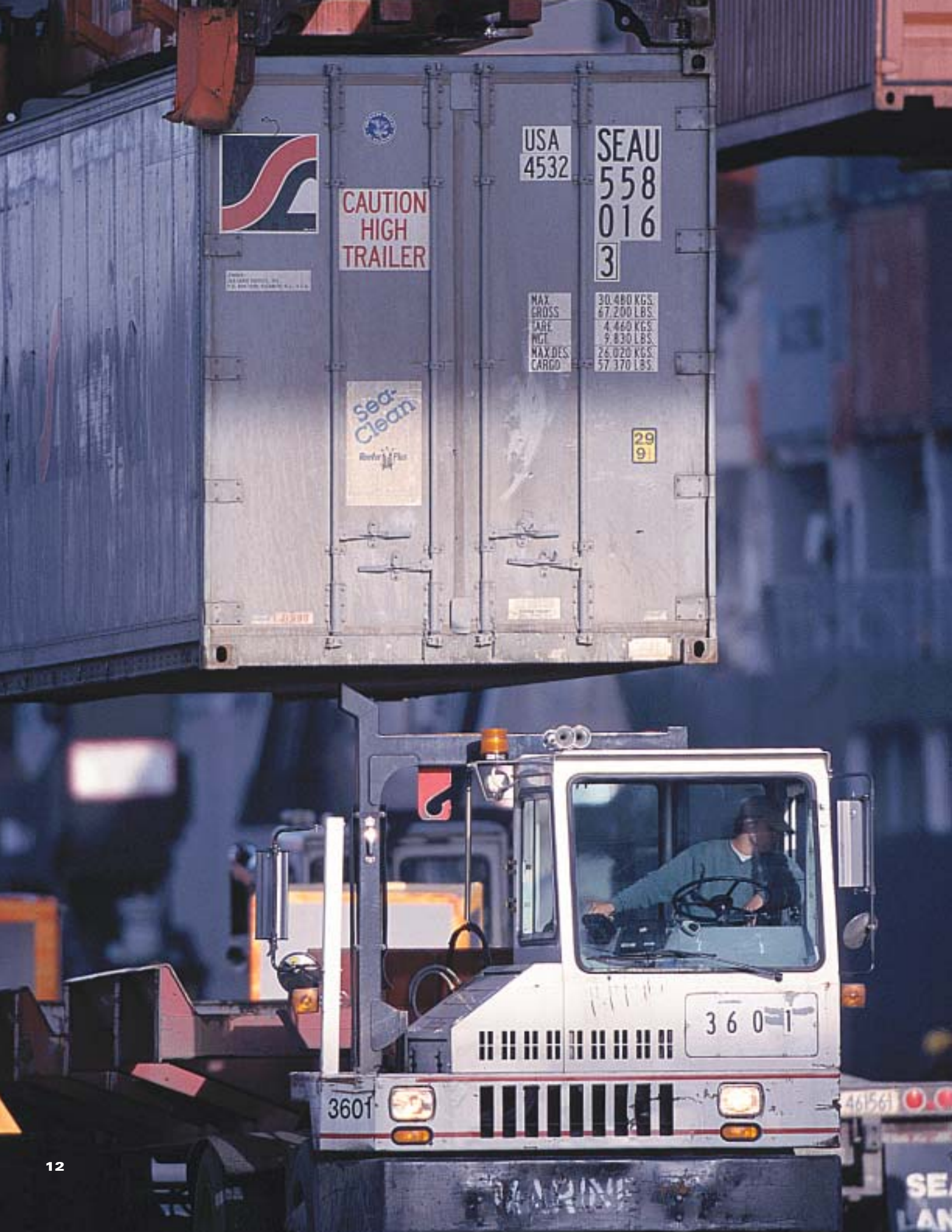
David A. Pickles
Eagle Marine Services, Ltd.


CHO YANG ACE
MONROVIA

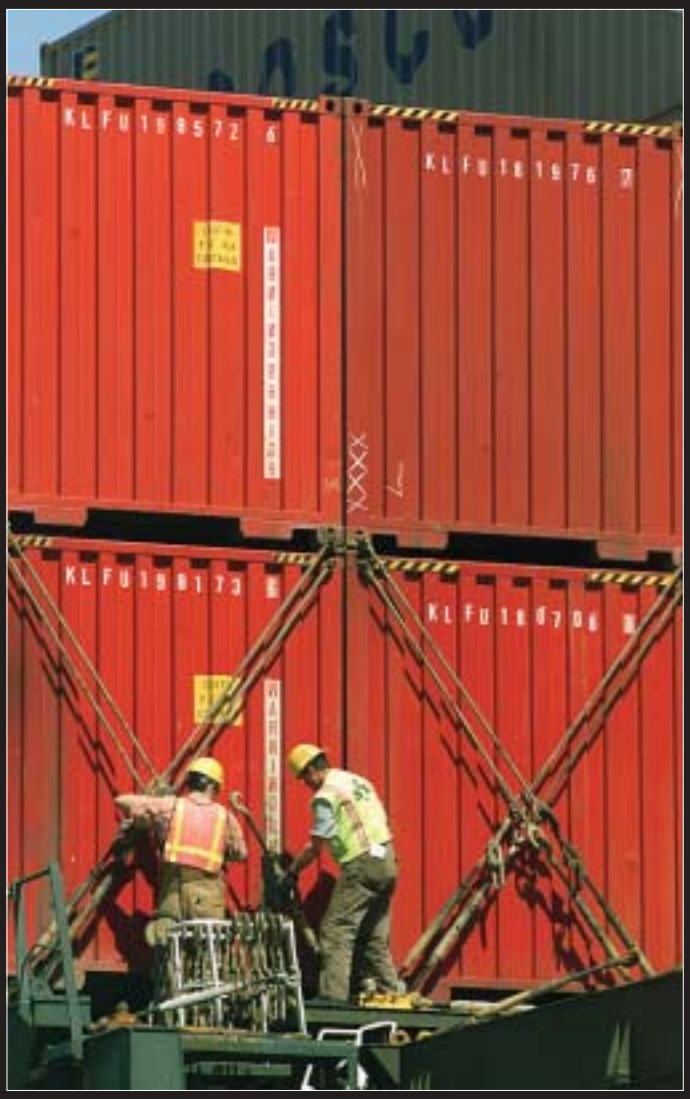
CALIFORNIA, OREGON, AND WASHINGTON PORTS are the U.S. gateway for trans-Pacific international waterborne trade and provide the key links between Asia and the U.S. industrial, agricultural, and consumer sectors. The growing international trans-Pacific trades provide many new jobs and economic expansion on the West Coast as well as throughout the United States.


Port of
Tacoma
K LINE
2239
tex

WEST COAST WATERBORNE TRADE IS PROJECTED to more than double by 2020. This growth will increase demands on port infrastructure and virtually exhaust land suitable for cargo terminal expansion. Maximizing the use of existing infrastructure by adopting efficient work practices and utilizing technology will benefit all stakeholders - workers, carriers, shippers, terminals, ports, and U.S. producers and consumers.


USA
4532
SEAU
558
016
3
CAUTION
HIGH
TRAILER
MAX. GROSS
30,480 KGS.
67,200 LBS.
TARE
4,460 KGS.
9,830 LBS.
MAX. DES. CARGO
26,020 KGS.
57,370 LBS.
Sea-Clean
3601
3601

SIGNIFICANT IMPROVEMENTS IN PRODUCTIVITY CAN BE ACHIEVED if we change outdated work practices. More efficient operations can mean higher terminal throughput, reducing the amount of additional land needed to support the expected trade growth. Expediting gate transactions can help abate air pollution and congestion of streets and roads in our communities. Today's global economy is dependent on efficient, reliable, and timely waterborne and intermodal logistics, and we can ensure that West Coast terminals remain a vital link in this supply chain while being a good neighbor and minimizing environmental impacts.

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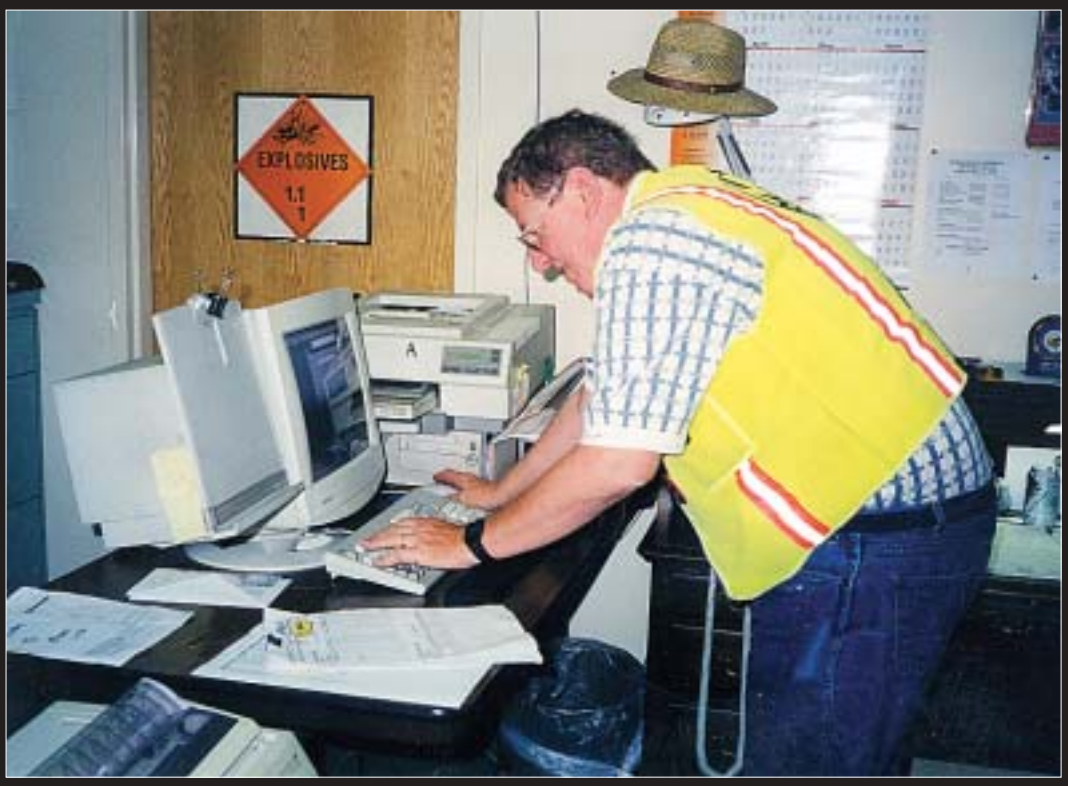
CHANGES IN HOW WE DO BUSINESS ARE INEVITABLE. There are some changes that could be implemented now to help the Industry meet the challenges of sustained cargo growth *without threatening job security* for the longshore work force. These changes include the following.

COMMUNICATIONS WITH TRUCKERS – Gate check-in time could be reduced to seconds through communications with truckers and other enabling technologies. Trucker wait time would be minimized, congestion reduced and air quality in adjacent areas improved. Cargo terminal security and safety would be greatly enhanced.

ELIMINATE REDUNDANT DATA INPUT – Implement and fully integrate the use of all types of electronic data—internet cargo booking and electronic interchange (EDI) data, optical character recognition (OCR), radio frequency (RF) and global positioning satellite (GPS) tracking data, and any other methods—to identify and monitor movement of cargo arriving, waiting, and leaving the terminal. A member of the work force assigned to move cargo on the terminal should use available technology to electronically track cargo. Making the cargo data flow within the terminal a seamless part of the transportation data network will not only protect data integrity and speed cargo handling but also will significantly enhance terminal and port security.



START WORK ON TIME – An automated telephone dispatch system coupled with an expanded dedicated steady work force at each marine terminal would greatly improve safety and productivity. The current dispatch system requires workers, instead of going straight to the job, to gather at a dispatch hall and wait 15 minutes to an hour or more for job assignments. This process dates back nearly to the beginning of the last century and needs to be adapted to the demands of a world-class 21st century port.

INCREASE CARGO TERMINAL SECURITY – Security at cargo terminals has been thrust to the forefront of the national agenda as a result of terrorist attacks. Biometric and other types of identification systems could significantly increase safety and security at terminals by ensuring that persons entering and leaving terminals are who they say they are and where they say they are.

REFORM THE ARBITRATION SYSTEM – The current system for selecting arbitrators has proven to be controversial and divisive. A process is needed that will insure that impartial arbitrators are available to resolve differences between the parties in a timely manner.

PMA, UNDERSTANDING THE CONCERNS OF THE WORK FORCE with respect to improving productivity, has offered, in exchange for technology and better work practices, that:

- Work opportunity will be available to every currently active registered longshore waterfront worker until regular retirement;
- Registered workers will be given the opportunity to be trained to successfully adapt to technology as it is implemented;
- The work force will have the opportunity to share the economic benefit derived from investment in ongoing technology through a mutually developed addition to the 401(k) plan that will not impact the existing defined benefit pension plan;
- Skill rates of pay commensurate with additional technological skills will be developed;
- Alternative retirement benefits will be mutually explored for members of the registered work force who elect not to embrace new technology and work practices; and
- The jurisdiction of the ILWU as defined in the current scope of the Agreement will be preserved.

WE FACE FORMIDABLE ISSUES. THEY REQUIRE LEADERSHIP.

They demand honesty, integrity, and cooperation.

By acting now, together we can ensure a better future!

The Year in Review

Unexpected events and external pressures dominated much of the year's agenda, but these events did not impede progress towards the long-term goals previously established—primarily, preparation for the upcoming coast negotiations.

PMA President and CEO Joseph Miniace visits Yangming Marine Transport Corporation's headquarters in Taiwan.

Left to right: *George Lin, Senior Mgr., America & Africa Logistics Sec., Operations Dept - Yangming Marine Transport Corp.; Capt. P. Y. Shieh, Executive V.P. - Yangming Marine Transport Corp.; Joseph Miniace; W. H. Huang, President - Yang Ming Line; Doug Tilden, President and CEO - Marine Terminals Corporation; and W. Y. Chen, Junior Vice President, Operations Dept. - Yangming Marine Transport Corp.*

PMA worked intensely to complete studies, to educate and inform Industry and governmental officials about the issues sure to be on the table, and to crystallize bargaining positions in anticipation of the early opening of contract negotiations. With the assistance of several consulting organizations and individuals, including JWD, Martin and Associates, academics, and other experts on the industry, papers were prepared for the Board of Directors and other interested parties studying effects of possible negotiating positions and providing informed perspectives on the Industry, its problems, and the probable consequences of both possible actions and inaction on member companies and on local economies, logistics and world trade. Despite several invitations to the Union leadership, early negotiations were not to happen in 2001, but PMA will continue to refine its preparations until the bargaining sessions begin.

The following describes many of the events and activities on which PMA focused its resources and energies since the previous report.

POWERED INDUSTRIAL TRUCK REGULATIONS

By midyear, implementation of the new Powered Industrial Truck (PIT) regulations was underway. The settlement agreement reached between the Industry and the Occupational Safety and Health Administration (OSHA) in July 2000 mandated, among other things, that new operators were to be trained and certified by July 1, 2001, and that operators regularly operating PIT equipment as of December 1, 1998 were to be certified by October 1, 2001. Washington State adopted the federal OSHA settlement in October 2000, but California OSHA in December 2000 only granted a variance to the Industry until October 1, 2001. On October 26, 2001, California passed new Title 8 rules that mirror the federal settlement.

Studies by Accident Prevention, Training, Research and IS staff members during the first half of the year were made to evaluate the effects on both the work force and PMA of the PIT settlement guidelines and of various implementation scenarios. Agreement with the ILWU was finally reached by the Coast Labor Relations Committee (CLRC) on May 15 on the details of the implementation procedure and criteria that would be used to distinguish "regular operators," individuals "eligible" for expedited refresher training, and those who would require completion of full training to operate PIT equipment.

Immediately following the CLRC agreement, lists were prepared of registrants in each local and of the active casuals in each port area showing whether the individual was a "regular operator," "eligible" for a one-day refresher course, or had no training for each piece of PIT equipment. Training records for nearly 6,000 registrants who fit the criteria for a "regular

operator" on a piece of PIT equipment but who had not completed a PMA training course were updated accordingly.

Identification cards were already being produced in the Area Offices for the waterfront work force showing training information about the individual, but the process required that a PMA employee enter the information when the card was produced. IS Department personnel developed a system to provide real-time access by the ID-card production equipment already in place to the training records and other related data about the waterfront work force maintained in PMA's Human Resources database, cutting production time many fold. The HR database comprises current and historical information on members of the work force including registration status, training records, payroll and benefits data. By July 1, more than 15,000 new identification cards were produced for the active work force itemizing training and certifications the individual had received.

In June, PMA sponsored a presentation in major port areas to employer representatives outlining the new regulations, the implementation process, and the resources PMA was providing to help employers comply with the OSHA requirements. The new identification cards provide the best source of information for an employer to determine that a work force member is certified to operate the equipment to which he or she has been dispatched. PMA also developed an alternative information source: a group of applications was added to *www.pmanet.org* and made available to member company personnel that allows authorized personnel to obtain the same information if the longshore worker does not provide the identification card.

Training Department personnel immediately began scheduling expedited training courses for those individuals who were eligible. As well, a record number of students completed regular training courses to prepare them to

Fleet of tractors (cabs raised) used by the PMA Training Department, Wilmington.

The "gatehouse" at APL's Global Gateway South in Los Angeles.

operate PIT equipment. A series of reports were developed to allow PMA staff to monitor payrolling of individuals at PIT-related occupation codes who had not received certification for the corresponding piece of equipment. Individuals who accept dispatch to jobs for which they are not certified are subject to disciplinary action by the Joint Port Labor Relations Committee (JPLRC) in the port area.

SOUTHERN CALIFORNIA AREA ARBITRATOR

John Pandora, Area Arbitrator for Southern California since 1991, succumbed to a heart attack in February. The CLRC, required by Section 17.511 of the Pacific Coast Longshore and Clerks' Agreement (PCL&CA) to appoint his successor, has not reached agreement on a replacement. The stalemate has frustrated the normal functioning of the grievance machinery in the busiest port complex in the nation.

PORT AND TERMINAL SECURITY

In response to the September 11 terrorist attacks against New York City and Washington, D.C., the PMA and its member companies remain committed to working with Federal, state and local governments, including law enforcement agencies and the U.S. Coast Guard, to ensure the security of our ports and cargo-handling terminals. PMA staff are diligently monitoring proposals of legislative, law enforcement, and defense agencies to ensure that operational issues are fully considered as they develop protocols to secure the nation's cargo transportation system.

PMA worked closely with the U.S. Coast Guard Captains of the Port in California, Washington, and Oregon and with the West Coast and Marine

Transportation Systems Terminal Security Subcommittees to develop guidelines and templates for terminal security plans. These meetings were facilitated by the Coast Guard and included representatives of management and labor.

The "Coast Guard Security Guidelines for Waterfront Facilities" were issued at the end of January 2002. Marine terminals are required to develop a Terminal Security Plan to address identification procedures, access control, internal and perimeter security, lighting, security alarms and training. Each terminal operator will be sent a letter from the Captain of the Port directing that a security survey of the terminal be performed and a security plan developed based on the Guidelines. The plan will undergo Coast Guard review and approval.

MARINE TRANSPORTATION SYSTEM HIGHLIGHTED

Joe Miniace was one of thirty people appointed by the Secretary of Transportation to serve on the Marine Transportation System National Advisory Council (MTSNAC). Appointees to the Council represent interests ranging from cargo shippers, waterfront labor, cargo vessel and cruise ship operators, port authorities, barge operators, commercial fishing interests, recreational boating and other MTS users. The purpose of the MTSNAC is to serve as a deliberative body to advise the Secretary of Transportation on matters relating to the Marine Transportation System waterways, ports, and their intermodal connections. The U.S. Maritime Administration sponsors the MTSNAC. Chuck Raymond, President and CEO of CSX Lines, was elected chair of the MTSNAC. Joe Miniace was appointed to head the MTS Awareness Team that produced two "white papers" addressing the economic impact and importance of the MTS to the U.S. economy. The papers state, "Even though the MTS is a vital component of the total U.S. transportation system, the public tends to be more aware of transportation via highways, railroads, and air and overlooks the marine component. But, the MTS impacts every citizen's livelihood and lifestyle, making public awareness and education about it essential."

A Manson floating crane lifts a 200-ton jet engine at the Stevedoring Services of America terminal in Tacoma.

PHASE THREE IMPLEMENTATION

The third phase of the automated dispatch hall project for Local 13 in Wilmington has languished as a series of arbitration hearings was held before the Coast Arbitrator. Phase III would allow the Joint Dispatcher to use a touch-screen device to assign a registrant to a particular job when that individual is at the dispatch window, and the system will print the dispatch ticket for the worker nearly instantaneously. This final step in the automation project will speed the entire dispatch process and assure accurate information for the registrant about the location of the job. Implementation has not yet begun.

LITIGATION—THE EVER-WAXING TIDE

Bananas from Ecuador are discharged from the M/V Alcazar *in Port Hueneme.*

As in recent past years, PMA and its members both brought and defended against a number of claims, and responded to changing legal requirements. The Parties defended and will continue to defend their long-standing collectively bargained practices, while complying with applicable and evolving laws.

On February 14, 2002, the ILWU filed an unfair labor practice charge with Region 20 of the National Labor Relations Board (NLRB), alleging that PMA has unlawfully refused or delayed in providing the ILWU with certain information requested by the Union. While the Union's charge does not specifically identify the information at issue, PMA responded to the NLRB on February 22, 2002, denying the allegation and noting the voluminous responses already made to the Union's request for information, and further emphasizing that PMA continues to seek from its members information responsive to the Union's request. PMA asked the NLRB to administratively dismiss the charge.

PMA continues to seek legal relief when a union Local engages in unlawful work stoppage in violation of arbitration decisions issued under the contractual grievance machinery. In Northern California, the federal court has kept in place an injunction against Local 10 enforcing arbitration awards that found mass resignations of steady crane operators to be illegal work stoppages.

The Ninth Circuit Court of Appeals' ruling in a disability discrimination case involving PMA and ILWU Locals 10 and 34 became final when the plaintiffs—two retired longshore workers—exhausted all of their avenues of appellate review without success. The Court found that the Americans with Disabilities Act does not mandate a request for a disability accommodation that would violate bona fide seniority rules in a labor contract.

Expanding and ever-changing obligations under new Federal and state legislation, regulations, and court decisions reshape the legal landscape in which the Industry does business. PMA and its member companies addressed numerous administrative charges and court actions, typically brought by incumbent or prospective ILWU workers.

The Joint Parties reviewed and modified certain procedures that interplay with laws regarding fair employment practices. They adopted special policies for processing requests for accommodation of disabilities and amended Section 13 of the PCL&CA to create a new procedure to resolve certain discrimination and harassment complaints.

The new procedures have been incorporated into diversity training already provided to the work force coastwise. Pursuant to the new discrimination and harassment policy, the Parties appointed Rudy Rubio, Clerks' Local 63 retiree, as the Coast Appeals Officer to resolve appeals from decisions of the Area Arbitrators in these issues.

Coast Arbitrator Sam Kagel decided a claim brought by the Union Trustees for the ILWU-PMA Welfare Plan alleging that certain language relating to retirees' ongoing eligibility for medical benefits was improperly removed from the Plan's Summary Plan Description. The Arbitrator ruled in favor of the Employers' Trustees' position that the Plan does not provide

for lifetime benefit eligibility, but that welfare benefit eligibility runs concurrently with the collective bargaining agreement.

More than 900 individuals have successfully completed casual processing under the terms of the settlement that was entered into by the Equal Employment Opportunity Commission (EEOC), PMA, and the ILWU. The settlement resulted from the EEOC's lawsuit challenging the use of the Test of Adult Basic Education (TABE) in Southern California. Late in the year, a group of other casual longshore workers in Southern California filed suit to challenge a portion of the settlement. PMA, the ILWU, and the EEOC are vigorously defending the settlement against this new lawsuit.

CARGO AND WORK OPPORTUNITY REFLECT ECONOMIC DOWNTURN

For the first time since 1993, both tonnage and longshore, clerk, and foreman hours paid declined from the previous year. Average earnings paid to Class "A" longshore and clerk registrants in 2001 were below the level of 2000—a drop for longshore Class "A" registrants from $84,113 in 2000 to $82,895 in 2001. This is the first year that longshore Class "A" earnings have gone down since 1971. The number of TEUs reported in 2001 was below its previous year total, a downturn that had not been recorded since 1975.

Particularly hard hit was the Pacific Northwest where total tonnage was down 7.4% and hours, 8.6%. The only major port that saw a tonnage increase in 2001 was Los Angeles (+4.3%), the result of a 7.3% increase in TEUs with concomitant decreases in all other tonnage sectors. Seattle experienced an 11.5% decrease in total tonnage and a 15.9% reduction in reported container TEUs.

New registrants were added to major port areas and attrition, particularly retirements, remained low. Most notable, 228 new longshore registrants were added to Local 13 in the Los Angeles/Long Beach port area, and 47 to Local 10 in the San Francisco Bay Area. Another 26 were added to the three major locals in the Pacific Northwest. Hours paid to casuals (i.e., non-registrants) plummeted by 26.9%, and with additional individuals being added to casuals lists in some ports, the average hours paid per casual (excluding those who were paid 16 hours or less in the year) dropped 30%.

Pay Guarantee payments to longshore and clerk registrants grew by 16.6%. In the Pacific Northwest, accounting for 90.7% of total payments, 844 longshore registrants received payments compared to the 669 registrants receiving payments in 2000. Of these 844 registrants, 290 received total PGP payments equivalent to more than six weeks of maximum PGP benefits in 2001, averaging $23,966 each, up from the 273 who averaged $22,626 each in 2000. Consistent with this increase, interport travel hours paid decreased by 15.3% in the Pacific Northwest from the 2000 level.

Casuals taking the Clerk Cognitive Test in Sacramento.

OTHER LABOR ISSUES

Despite the fact that Local 10 remained under injunction from a Federal court enforcing arbitration awards that found mass resignations of steady crane operators to be illegal work stoppages, three significant issues during the year led to findings of illegal work stoppages under Section 11 of the PCLCD by the Area Arbitrator. One involved steady crane operators at a single terminal, and the other two involved failure of the union to provide

ACCIDENT PREVENTION "TOP TENS" FOR 2001

MOST INJURED OCCUPATIONS

Lasher	414
Semi- Tractor	377
Holdman	239
Mechanic-ILWU	227
Mechanic-IAM	153
Foreman/Walking Boss	136
Dockman	95
Auto Driver	80
Swing Person	47
Clerk Supervisor	42

CAUSE OF MOST INJURIES

Slip/Trip/Fall (less than 4 feet)	418
Struck by	369
Overexertion	249
Overextension	223
Slip	116
Object in Eye	99
Unknown	96
Bounced in Vehicle	84
NEC*	71
Caught Between	60

MOST COMMON INJURIES

Sprain/Strain/Spasm	1,200
Contusion	581
Cut, Laceration	162
Foreign Object in Eye	97
Hearing Impairment	68
Unclassified/Undetermined	40
Crushing	31
Repetitive Motion Injuries	20
Other Injury, NEC*	19
Puncture	16

* Not Elsewhere Classified

SHORESIDE OCCUPATIONAL INJURY AND ILLNESS INCIDENCE RATES

Year	Coast	Southern California	Northern California	Pacific Northwest	
				Oregon	Washington
1992	14.0	14.6	12.3	14.1	14.1
1993	13.0	12.1	13.4	16.5	13.0
1994	11.2	10.0	14.6	11.9	11.2
1995	10.9	8.9	15.6	11.5	12.8
1996	10.4	9.3	14.3	12.7	9.9
1997	9.4	8.2	11.6	11.2	11.2
1998	9.2	6.8	15.1	13.9	12.4
1999	8.5	6.8	13.5	10.8	10.6
2000	7.2	5.7	9.8	10.7	10.7
2001	**8.4**	**6.6**	**13.3**	**9.6**	**12.6**

manpower to a terminal at which it was demanding further jurisdiction of mechanics work.

The issue of allowing casuals to be trained and certified to operate PIT equipment and, thus, able to be dispatched to tractor work, as directed by the Coast Arbitrator and agreed to by Local 10, was heard again by the Area Arbitrator. The Employers received a favorable ruling in mid-February 2002, and PMA will take all action necessary to ensure that Local 10 complies with the award and that casuals will be trained and dispatched to tractor jobs when required.

Pacific Northwest ports were hit by several labor disputes independent of the ILWU. A strike involving the Association of Western Pulp and Paper Workers over wages affected the ports of Seattle, Aberdeen, and Longview. The dispute resulted in five arbitrations and involved ten work shifts. The Washington Federation of State Employees used the docks in Washington to demonstrate their dissatisfaction over wages and working conditions. Picket lines formed at the main gates of the Port of Vancouver and the TEMCO grain facility in Tacoma, disrupting work during two shifts. These pickets resulted in two arbitration rulings favorable to the Employers that returned the longshore workers to their jobs.

WORKING SAFELY AND DOCUMENTING IT

The Occupational Safety and Health Administration published regulations in January and October establishing new record keeping requirements that became effective January 2002. The "OSHA Form 300 Log of Work Related Injuries and Illnesses" has replaced the familiar "OSHA 200 Log." In general, the rules require a separate log be maintained for each work site, and while posting of the log is not required, it is to be updated with each newly reported event within seven calendar days of the injury or illness and maintained for five years. The form provides for the reporting of several types of injury not previously recorded, but the lists of first aid and medical treatments have been refined to make the "recordable" versus "non-recordable" determination easier. The definitions of "restricted days" and "days away from work" have been simplified.

The "OSHA Form 300A Summary of Work Related Injuries and Illnesses" summarizes the data on the Form 300 log and provides information on hours worked and average numbers of employees at a work site. The Form 300A is to be posted from February 1 to April 30 each year, beginning in 2003. (In 2002, OSHA Form 200 for the year 2001 is to be posted from February 1 to March 1.)

To accommodate the new requirements, PMA has modified its illness and injury databases. Previously, only the company and port were maintained with each recorded injury or illness, but now the terminal code will be included in the information. These new regulations make proper recording of the terminal code necessary on all payroll data so that hours paid may be correlated accurately with accident and illness data.

The first year of the PMA safety shoe program ended in June. In that year, 16,798 certificates were issued, of which 14,995 were redeemed by registrants and casuals for a total outlay of almost

$2.5 million. So far in the second year, 17,839 certificates have been issued, and 15,671 have been applied to the purchase of safety shoes.

The Accident Prevention Department initiated a "Safety Tip Bulletin" program to remind individual workers about important safety topics and to keep safety uppermost in the minds of all personnel. Colorful, simple handouts have been widely distributed by including them with payroll checks and by posting them on the PMA website.

On October 24 and 25, Accident Prevention staff, in conjunction with the Employers' Pacific Coast Marine Safety Committee, presented a Diesel Emissions Conference in Long Beach. The event was attended by 175 people and brought together Federal, state and local regulatory experts, medical authorities, manufacturer representatives and panels of port authority environmental specialists and terminal operators. The conference was organized to provide an educational forum for West Coast terminal operators informing them about the Ultra Low Sulfur Diesel requirements that will become effective nationally in 2006/07 and about standards that California may adopt by that time. The presentations made by most of the speakers are available on the PMA website.

WORK FORCE TRAINING

The PIT settlement mandated that an extraordinary number of the work force up and down the Coast be trained. Member companies and port authorities cooperated in the programs by providing most of the necessary equipment, and PMA purchased a 15-ton Taylor heavy lift and maintained 3 basic forklifts, a top handler and side pick, and 32 semi-tractors to meet the training needs. Because of the PIT regulations, record numbers of students completed forklift, heavy lift, and top handler/side pick training courses.

Over 6,650 workers participated in General Safety Training in this first full year of GST IV. The new program continues to receive positive feedback from students. GST training videos are available for purchase by interested parties at *www.pmanet.org*. The fifth development cycle of the GST modules will begin late in 2002 as the department prepares to begin the fourth triennial retraining schedule.

The new Pacific Northwest Training Center in Tacoma was completed this year. The Center centralizes training for fifteen Washington and Oregon ports and provides office and classroom space to PMA staff formerly housed at the Tacoma World Trade Center. It contains two large multimedia training rooms and a conference room, houses a full motion crane simulator and a computer lab with thirteen workstations, and includes a large break area for students and staff. The building sits on six acres of land and is located on Alexander Avenue, near the Evergreen Terminal in the Port of Tacoma.

A new lashing and forklift training site was acquired and developed in Wilmington. The training location is across the street from the site purchased and developed for tractor training in 2000 and encompasses 3.2 acres. The new facility contains a large training space, an office, classroom, restrooms, and a guard station. It is completely fenced, and security is maintained 24 hours a day.

Each of the Area training centers received upgraded computer equipment during the year to accommodate clerk training.

THE COAST ACCIDENT PREVENTION AWARDS

Pacific Maritime Association sponsors an annual Accident Prevention Awards Program, a valuable feature of the coastwise industry accident prevention program.

To qualify for an award, a member company must actively participate in the PMA safety program and report all occupational injuries and illnesses and all applicable man hours for the previous calendar year.

Member companies are divided into four categories according to the type of operation in which they are predominantly involved. Within each category, companies are further grouped according to the number of man-hours paid during the year.

Awards are presented to those qualifying member companies having the lowest injury/illness incidence rate within their respective category and group. In addition, awards are presented to the ILWU longshore, clerk, and foreman locals based on similar criteria.

STEVEDORING COMPANIES *(companies engaged in one or more types of cargo handling operations)*

Group A (400,000 or more man-hours)

First Place: Marine Terminals Corporation
LA/LB (Southern California)

Second Place: Stevedoring Services of America
LA/LB (Southern California)

Group B (100,000 to 399,999 man-hours)

First Place: Marine Terminals Corporation
Vancouver, WA
(Pacific Northwest: Oregon)

Second Place: Stevedoring Services of America
Pacific Northwest: Oregon

Group C (10,000 to 99,999 man-hours)

First Place: Pasha Maritime Services
LA/LB (Southern California)

Second Place: Marine Terminals Corporation
Stockton (Northern California)

TERMINAL OPERATORS *(companies engaged primarily in terminal and/or container freight operations with total man-hours exceeding 5,000)*

First Place: Transbay Container Terminal
Oakland (Northern California)

Second Place Pacific Northwest Auto Terminals
Pacific Northwest: Oregon

BULK OPERATORS *(companies engaged primarily in bulk cargo operations with total man-hours exceeding 9,000)*

First Place: Rogers Terminals & Shipping Corporation
Pacific Northwest: Washington

Second Place: Rogers Terminals & Shipping Corporation
Pacific Northwest: Oregon

(Continued on Page 30)

THE COAST ACCIDENT PREVENTION AWARDS

CONTAINER OPERATORS *(companies that predominantly handle intermodal containers to and from ships)*

Group A (300,000 or more man-hours)

First Place: Long Beach Container Terminal
LA/LB (Southern California)

Second Place: Centennial Stevedoring Services
LA/LB (Southern California)

Group B (50,000 to 299,999 man-hours)

First Place: Husky Terminal and Stevedoring Inc.
Pacific Northwest: Washington

Second Place: Washington United Terminals
Pacific Northwest: Washington

SPECIAL COAST AWARD: LINES COMPANIES *(companies engaged primarily in lines handling operations with total man-hours exceeding 5,000)*

First Place: Foss Line Services, Inc.
Pacific Northwest: Washington

Second Place: Coast Maritime Services
LA/LB (Southern California)

ILWU WORK FORCE AWARDS

LONGSHORE LOCALS

Group A (Over 400 Registered Members)
Local 13 - LA/LB (Southern California)

Group B (100 to 400 Registered Members)
Local 4 - Vancouver, WA (PNW: Oregon)

Group C (Less than 100 Registered Members)
Local 32 - Everett (PNW: Washington)

CLERK LOCALS

Local 52 - Seattle (PNW: Washington)

FOREMAN LOCALS

Local 94 - LA/LB (Southern California)

COAST THREE YEAR REDUCTION AWARD

(Companies and Locals who have reduced their lost time incident rate 3 consecutive times over a 4 year period)

Stevedoring Services of America
Pacific Northwest: Oregon

Transbay Container Terminal
Northern California

Pasha Maritime Services
LA/LB (Southern California)

PAYROLL AND BENEFITS PAYMENT IMPROVEMENTS

Payroll Customer Service functions from all Area Offices were consolidated into the Portland Area Office. A single telephone number has been established for payroll-related questions, 1-888-PMA-1234, and calls are routed via a set of menu options to the Payroll Services Representative or other individual who is best qualified to handle the issue. Many of the labor-intensive tasks involved in printing, folding, stuffing, mailing, and courier distribution were outsourced to Maritech, PMA's payroll subsidiary.

A concerted effort to educate the registered work force about the advantages of direct deposit for their paychecks has resulted in more than one-half of longshore, clerk, and foreman registrants' electing to participate in this convenient system. During the period in the fall when the U.S. Postal Service and air courier services were severely disrupted, direct deposits were unaffected.

The system for calculating longshore, clerk, and foreman vacations was rebuilt and tested, enabling PMA to pay vacations in February 2002, a full month earlier than in previous years. This complex system generated estimated vacation benefit notices that were mailed to the registered work force in mid-January and produced the necessary information for the checks to be printed in the first week of February. Claims for adjustments will be processed and necessary additional payments will be made in March.

Work has been underway to produce a new internet-enabled version of the payroll application. A major portion of this system will include a new data entry product designed for high volume offline entry of time cards. It will take full advantage of capabilities included in the latest Windows operating systems. The new application is planned for release in 2002.

WEBSITE ADDITIONS AND OTHER RESEARCH PROJECTS

PMA continues to offer member companies advanced customizable web services. Much of the data that is being developed is proprietary to the company and may even require controlled access within the company. Such data include detailed and summary statistics on hours, wages, tonnage, and productivity. Other data, that is not company specific but private to authorized company personnel, was also added to the web such as training information on individuals in the work force.

An access system that consisted of a password and username maintained by PMA became unacceptable for security maintenance because of normal personnel turnover. PMA was often not informed when an employee with a valid username and password left a company. To address this problem PMA developed an application to allow member company executives to manage user accounts online. As each company migrated to the new account management system, access was provided on the Research Reports menu to allow authorized users from the company to generate reports of hours, shifts, wages, and tonnage specific to their company. New reports, including container box counts by length of box and some productivity measures, are being developed for release in 2002.

Communications and Research Department staff provided various data extracts and analyses to outside contractors who were developing various studies and reports for the Board of Directors and senior staff.

SOUTHERN CALIFORNIA SUB-STEERING COMMITTEE ENLARGES

The Southern California Sub-Steering Committee has been increased in number to include representatives of fourteen members. One representative for each of five international carriers, two domestic carriers, two stevedore/non-carriers, four terminal operators, and one non-container stevedore or terminal operator makes up the group. The newly constituted Committee brings a cross section of the industry to the consideration of industry labor issues.

Aerial view of the YTI terminal in Los Angeles.

STAFF CHANGES

In the Headquarters Office, Cory Feulner, Assistant Controller, and Ed Madden, Senior Accounting Manager, joined the Accounting Department. Michael Wechsler, joined PMA as Director of Benefits, and Jeffrey Hatch, Assistant Director, Research, is the newest member of the Communications and Research Department.

Earl Westfall announced his retirement midyear to be effective early 2002. He joined the Research Department in 1983. Earl's Internet development projects (using WebFOCUS™ and Lotus Notes™) will be continual reminders to staff and association members who regularly use the website's research facilities for generating reports on hours, tonnage, and the work force and researching the online arbitration indices of his many contributions. Earl was often the lead writer for *PMA Update* articles and over the years wrote or edited much of the Annual Report text and produced many of the data tables and charts in both publications. He also provided data and analytical support for numerous arbitrations and litigations. His good humor, quick wit, and willingness to tackle seemingly impossible projects will be sorely missed.

Leah Maes, Labor Relations Assistant in Southern California since 1996 resigned and Bill Bartelson was added as a new Labor Relations Assistant in June. In Northern California, William Niland was promoted to Assistant Area Manager, and Jim Potter moved to the Labor Relations Department as Labor Relations Administrator. Richard Marzano joined the staff as Labor Relations Assistant.

NEWS FROM PORTS AND TERMINALS

SAN DIEGO

Construction began on the new Dole terminal, and it is expected to be completed by summer 2002. The development of the new terminal forced the relocation of the Joint Dispatch Hall to National City in October.

Entrance to the newly built Hanjin terminal, Berths 55 and 56, Port of Oakland.

LOS ANGELES AND LONG BEACH

Construction and development of the new Maersk Sealand Pier 400 terminal on Terminal Island in Los Angeles and the new Hanjin terminal at the former site of the Long Beach Naval Shipyard in Long Beach approached completion with operations scheduled to begin in mid-2002. The Pier A terminal vacancy resulting from Hanjin's move will be filled by Mediterranean Steamship Company and operated by SSA Terminals. Expansion of the International Transportation Service terminal to include the former Maersk Sealand facility at Pier G in Long Beach was approved.

OAKLAND

The Port of Oakland and Hanjin Terminals opened their new terminal at Berth 55 in the spring. The first phase of the project covers 75 acres, and the facility boasts four new super post-Panamax container cranes that passed under the Golden Gate Bridge with great fanfare and only inches to spare. An additional 30 acres will be added to the terminal in its second phase. The Port of Oakland and SSA Terminals are constructing a new container terminal at Berths 57 through 59, with opening scheduled in Summer 2002. The Port of Oakland's Joint Intermodal Terminal is expected to open in March 2002, and the contract to operate it was awarded to a company that will employ Teamster labor.

LONGVIEW

Kinder Morgan Bulk Terminals expanded their operations to Longview, acquiring a facility from International Raw Materials and providing the company with 1.5 million tons per year capacity. This new terminal supplements their current operations in Portland and Vancouver, WA.

SEATTLE

After many years of operations out of a small office in the Seattle Labor Temple, the Joint Dispatch Hall for Local 52 Seattle Clerks has moved into an industrial park location nearer Terminal 5 and Harbor Island. The move was made to alleviate traffic congestion and noise problems that plagued the former site.

Industry Overview

LABOR AGREEMENTS

The ILWU-PMA coastwise agreements remain in effect until 5:00 p.m., July 1, 2002. Many of the Area agreements will remain in effect subject to reopening at the request of either party.

COAST AGREEMENTS	Effective
Longshore and Clerks' Agreement	7/1/99
Walking Bosses and Foremen's Agreement	7/1/99

LABOR ALLOCATIONS AND DISPATCHING

Work on the waterfront, both loading and unloading of ships and barges and in marine terminals, has historically been performed by a work force employed on a "casual" basis. A casual laborer, as contrasted with someone hired as a full-time or steady employee, is hired for a single work shift and, if needed, may be asked to return each day until a certain work task is completed.

Casual employment allows the individual longshore employee, within certain limitations, the choice both of making himself or herself available for a work assignment on any given day and of taking a particular job for which he or she is qualified. Registration, dispatch, and benefits eligibility rules specify minimum availability and work requirements that are expected of longshore registrants.

At an increasing pace during the past several decades, more regular or steady employees have been added to company payrolls, but the majority of the work is still performed by registered members of the ILWU who are dispatched on a "casual" basis.

Within the West Coast longshore industry the term *casual* is commonly used with an entirely different meaning. The term identifies workers dispatched to jobs who are not jointly registered longshore employees, clerks, or foremen. Casuals are dispatched only after all available Class "A" and Class "B" registrants have been dispatched.

Longshore employees who work out of the dispatch hall are dispatched (receive job assignments) on a shift basis to ship, dock, marine terminal, Container Freight Station, and other related maritime jobs. (Steadily employed longshore workers generally report directly to their employer and are not dispatched through the dispatch hall on a regular basis.)

The dispatch process begins with the receipt of the daily manpower orders that each employer telephones or otherwise sends to the joint ILWU-PMA dispatcher. If the employer will be loading or unloading a ship or barge, he also notifies the PMA Allocator, reporting the name of the vessel and the actual time that the vessel arrived in port or the estimated time that the vessel is expected to arrive and the number and types of jobs that will need to be filled.

After receiving all of the vessel labor orders for the day, the PMA Allocator arranges orders by ship name from highest priority to lowest in accordance with the allocation rules agreed to by the PMA Area Sub-Steering Committee and approved by the Coast Steering Committee. When the PMA Allocator has completed the vessel allocation list, it is transmitted to the dispatch hall.

The joint dispatcher then begins the dispatching process. The ship jobs are to be offered first, in the sequence listed by the PMA Allocator. Other jobs are dispatched following vessel jobs, subject to local dispatch rules.

AREA AGREEMENTS

Local	Effective
Southern California	
13 - Supplementary Agreement for Steady Gearmen	7/1/96
13 - Sweepers' Agreement	7/1/96
13 - Lines Handling Agreement	7/1/93
13 - Mechanics' Port Supplement	7/1/93
13, 29 & 46 - Industry Travel Agreement	5/17/88
26 - Watchmen's Agreement	7/1/99
29 - Lines Handling Agreement	1/25/88 *
29 - Foremen's Port Supplement	11/1/73 *
29 - Gearmen's Port Supplement	1/28/88
29 - Mechanics' Port Supplement	1/25/88
63 - Clerks' Port Supplement	11/10/53
94 - Foremen's Port Supplement	7/1/84
Northern California	
10 - APL Mechanics Agreement	7/1/99
10 - Crockett Gantry Maintenance Agreement	7/1/99
10 - Miscellaneous Dock Workers	11/1/99
10 - Mechanics Port Supplement	7/1/93
14 - Working and Dispatching Rules	7/1/81
18 - Working and Dispatching Rules	10/6/87
34 - Clerks' Port Supplement	12/22/52 *
54 - Working and Dispatching Rules	11/23/87 *
75 - Watchmen's Agreement	7/1/99
75 - Watchmen's Supplement	1/19/00
91 - Walking Boss Port Supplement	11/1/99
92 - Walking Boss Supplement (Eureka)	7/1/81
Pacific Northwest: Oregon	
4 - Mechanics Port Supplement	4/9/01 *
4 - Gear and Locker Agreement	7/2/88 *
4 - Dispatching Rules (LRC Agreement)	5/12/82 *
4 - Baggage Handling Agreement	5/30/86
4 & 8 - Lines Agreement	1/19/01 *
4, 8, 12, 21, 50 & 53 - Area Travel Agreement	12/1/84 *
4, 8, 21, 50 & 53 - Columbia River and Newport Working and Dispatching Rules	10/4/86 *
8 - Baggage Handling Agreement	11/27/90
8 - Gearmen, Mechanics' and Millwrights' Agreement	11/4/00 *
12 - Gear and Locker Agreement	6/18/88 *
12 - Working and Dispatching Rules	10/31/87
21 - Gear and Locker Agreement	6/18/88 *
21 - Dispatching Rules	3/1/79
21 - Port of Kalama Lines Handling Agreement	7/1/90 *
21 & 50 - Boat Rental Agreement	8/24/93 *
40 - Clerks' Port Supplement	3/31/58 *
50 - Lines Agreement	11/5/96
92 - Walking Boss Supplement	7/1/78 *
Pacific Northwest: Washington	
7 - Working and Dispatching Rules	6/1/60 *
19 - Working and Dispatching Rules	6/20/60 *
19 - Lines Handling Agreement	3/24/00 *
19 - Gear and Locker Agreement	11/8/01 *
19 - Seattle Mechanics Agreement	5/24/00 *
23 - Working and Dispatching Rules	6/17/88 *
23 - Lines Handling Agreement	3/21/00 *
23 - Gear and Locker Agreement	3/21/00 *
24 - Working and Dispatching Rules	5/9/60 *
25 - Working and Dispatching Rules	2/10/73 *
27 - Working and Dispatching Rules	9/30/58 *
32 - Working and Dispatching Rules	5/26/89 *
47 - Working and Dispatching Rules	1/19/89 *
47 - Olympia Mechanics Agreement	5/1/97 *
51 - Working and Dispatching Rules	1/13/73 *
52 - Working and Dispatching Rules	12/15/88 *
98 - Foremen's Port Supplement	12/9/98 *

* All agreements expire on 7/1/2002 except those marked with an asterisk which remain in effect subject to reopening at the request of either party.

HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

Effective Date	Hourly Rate Increase		Rate
August 13 1906		–	$ 0.55
May 27 1917	$ 0.15	27.3%	0.70
July 1 1918	0.10	14.3	0.80
December 9 1919	0.10	12.5	0.90
December 10 1932	(0.15)	-16.7	0.75
December 10 1933	0.10	13.3	0.85
July 1 1934*	0.10	11.8	0.95
February 20 1941	0.05	5.3	1.00
February 4 1942	0.10	10.0	1.10
October 1 1944	0.05	4.5	1.15
October 1 1945	0.22	19.1	1.37
November 17 1946	0.15	10.9	1.52
January 1 1947	0.05	3.3	1.57
December 15	0.08	5.1	1.65
February 10 1948	0.02	1.2	1.67
December 6	0.15	9.0	1.82
September 30 1950	0.10	5.5	1.92
June 18 1951	0.05	2.6	1.97
June 16 1952	0.13	6.6	2.10
June 15 1953	0.06	2.9	2.16
December 20 1954	0.05	2.3	2.21
June 13 1955	0.06	2.7	2.27
June 18 1956	0.02	0.9	2.29
October 1	0.16	7.0	2.45
June 17 1957	0.08	3.3	2.53
June 16 1958	0.10	4.0	2.63
June 15 1959	0.11	4.2	2.74
June 13 1960	0.08	2.9	2.82
June 12 1961	0.06	2.1	2.88
July 30 1962	0.18	6.3	3.06
June 17 1963	0.13	4.2	3.19
June 15 1964	0.13	4.1	3.32
June 14 1965	0.06	1.8	3.38
July 1 1966	0.50	14.8	3.88
June 28 1969	0.20	5.2	4.08
June 27 1970	0.20	4.9	4.28
December 25 1971	0.42	9.8	4.70
July 1 1972	0.40	8.5	5.10
June 2 1973	0.25	4.9	5.35
June 30	0.15	2.8	5.50
June 1 1974	0.30	5.5	5.80
June 29	0.30	5.2	6.10
January 4 1975	0.12	2.0	6.22
June 28	0.70	11.3	6.92
July 3 1976	0.60	8.7	7.52
July 2 1977	0.85	11.3	8.37
July 1 1978	0.85	10.2	9.22
June 30 1979	0.85	9.2	10.07
June 28 1980	0.85	8.4	10.92
July 4 1981	1.30	11.9	12.22
July 3 1982	1.30	10.6	13.52
July 2 1983	1.25	9.2	14.77
June 30 1984	0.80	5.4	15.57
June 29 1985	0.85	5.5	16.42
June 28 1986	0.85	5.2	17.27
July 4 1987	2.16	**	19.43
July 2 1988	0.40	2.1	19.83
July 1 1989	0.50	2.5	20.33
June 30 1990	0.67	3.3	21.00
June 29 1991	0.78	3.7	21.78
July 4 1992	0.70	3.2	22.48
July 3 1993	0.20	0.9	22.68
June 29 1996	2.00	8.8	24.68
June 28 1997	1.00	4.1	25.68
July 3 1999	1.00	3.9	26.68
July 1 2000	0.50	1.9	27.18
June 30 2001	0.50	1.8	27.68

* A "6 hour day, 30 hour week" was incorporated into the first coastwise industry agreement in 1934. This was the result of a decision by a presidentially appointed arbitration board. Commonly referred to as the "6 and 2" rule, this contract provision called for 6 hours' straight time pay and 2 hours' overtime pay for 8 hours' work for most longshore jobs on the regular day shift.

** The "6 and 2" pay provision was converted to an 8 hour pay rate effective July 4, 1987. There was no wage increase; 6 hours at $17.27 and 2 hours at the overtime rate of $25.905 are equivalent to 8 hours at $19.43. Other cost increases inherent in the conversion were partially offset by other contract provisions.

WORKING TIMES AND WAGE RATES

The standard first and second work shifts are eight hours in length. The *first shift* normally begins at 0800, and the *second shift* begins at 1800 (1900 in the San Francisco Bay Area). The standard *third shift* begins at 0230 or 0300 at the option of the employer and is generally five hours in duration.

Meal time is one hour beginning at 1100, 1130, or 1200 on the first shift and beginning at 2200 or 2300 on the second shift (2300 or 2400 in the San Francisco Bay Area). Employees are entitled to a 15-minute relief period around the midpoint of each work period.

The *straight time rate* is to be paid for the first eight hours worked between 0800 and 1800 Monday through Friday. The *second shift rate,* which is 1.333333 times the straight time rate, is to be paid for the first 8 hours worked on the second shift Monday through Friday.

The *first and second shift overtime rate* (1.5 times the straight time rate) is to be paid for all other hours on the first and second shifts on weekdays and all first and second shift hours on weekends and Agreement holidays.

The *third shift rate,* which is 1.6 times the straight time rate, is to be paid for the first five hours worked on the third shift Monday through Friday. The *third shift overtime rate* of 1.8 times the straight time rate is to be paid for all other hours worked on the third shift on weekdays and for all hours worked on the third shift on weekends and Agreement holidays.

Employees working as Supercargoes and Chief Supervisory Clerks are paid a minimum of one hour *extended time* before and after each shift. Employees paid as 20% Foremen are paid one hour extended time on each shift, and 30% Foremen/Walking Bosses are paid two hours extended time on each shift.

Five *Skill Rates* are defined that are paid for several specific types of longshore and clerk work: two for longshore job categories and three for clerk job categories. Skill Rates are calculated by adding specific amounts to the appropriate base wage rate, and all shift and overtime rates are calculated from this adjusted base rate. Those amounts are shown in the following table.

Clerk Skill Rate	*1999/2000*	*2000/2001*	*2001/2002*
Longshore Skill Rate I	$2.27	$2.27	$2.27
Longshore Skill Rate II	4.54	4.54	4.54
Clerk Supervisor	2.90	2.65	2.40
Kitchen/Tower/Computer Clerk	5.17	4.92	4.67
Chief Supervisor & Supercargo	6.30	6.05	5.80

An exception to the longshore and clerk rate scheme is longshore mechanics. These rates, referred to as 20% and 30% skills, are calculated by applying the appropriate skill percentage to the longshore base wage rate.

The straight time hourly wage rate paid for longshore and clerk work is based on the total number of hours that have been paid previously to the individual performing the work. The basic straight time hourly longshore and clerk wage rate is paid to those individuals who have accumulated more than 4,000 hours prior to the week for which the payment is being made. The basic rate and the three experience rates are shown in the table below.

Work Experience Hours	*1999/2000*	*2000/2001*	*2001/2002*
4,001 or more	$26.68	$27.18	$27.68
2,001 through 4,000 Hours	22.22	22.58	22.94
1,001 through 2,000 Hours	20.22	20.58	20.94
0 through 1,000 Hours	19.22	19.58	19.94

For the handling of certain specified cargos, cargo conditions, or working conditions, cargo penalty rates are paid. These penalty rates, which range from 15¢ to

$1.20 per hour (the explosives penalty is equivalent to the base straight time rate), are also added to the straight time rate. All second shift work under penalty conditions is paid at the appropriate shift or overtime rate plus 1.333333 times the cargo penalty rate, and all overtime and third shift work under penalty conditions is paid at the appropriate overtime or shift rate plus 1.5 times the basic cargo penalty rate.

Registered employees who are ordered to a job and "turned to" are guaranteed eight hours' pay on the first and second shifts and five hours' pay on the third shift; other employees are guaranteed four hours' pay. Employees working as 20% Foremen or 30% Walking Bosses/Foremen, when ordered to a job and turned to, are also paid their extended time in addition to the appropriate eight-hour or four-hour guarantee.

PAYROLL PERIODS AND OCCUPATION CODES

Pacific Maritime Association processes longshore payrolls for the entire coast. Every week, the hours and other items to be paid to each employee are received from the employers, and a single payroll check is issued to the employee for that week's earnings. The administrative procedures are promulgated by the PMA Payroll Services Department.

The *payroll week* begins at 0800 Saturday morning, and payroll checks are issued on the Friday following the end of the payroll week. The *payroll year* consists of 52 payroll weeks, divided into 4 quarters of 13 payroll weeks each. The first payroll week of each quarter begins on the Saturday morning previous to the last Friday in the months of December (also the first of the payroll year), March, June and September.

Thus, the payroll year does not coincide exactly with a calendar year; the 2001 payroll year began on December 23, 2000, and ended December 21, 2001. (Some payroll quarters and years require 1-week adjustments to maintain consistency with the tax year. For example, the 1998 payroll year contained 53 weeks.)

Within a general category, occupation codes specify the skill differentials, type of operation, or equipment being operated by the employee. Different occupation codes may or may not have different wage rates.

For the purpose of calculating payrolls and for statistical reporting purposes, PMA uses 4-digit occupation codes to identify the job categories for which an employee is paid.

These 4-digit codes are divided into several general categories based on the type of work being defined:

0001–0099	Longshore Work
0100–0121	Clerk Work
0125–0140	Foreman/Walking Boss Work
0150–0190	CFS Supplement Work
0200–0299	Miscellaneous Dock Work
0300–0399	Local Labor Relations Committee
0400–0499	Other Member Agreements

Washington United Terminals, Port of Tacoma.

THE INTERNATIONAL LONGSHORE AND WAREHOUSE UNION

The Longshore Division of the International Longshore and Warehouse Union (ILWU) represents waterfront employees on the U.S and Canadian Pacific Coast.

HISTORY

The ILWU was formed in 1937, under the leadership of Harry Bridges, out of District 38 of the International Longshoremen's Association (ILA).

James "Jimmy" R. Herman succeeded Harry Bridges in 1977 and served as the second President of the ILWU until 1991 when he retired. David Arian was elected to the ILWU's highest office in 1991 followed by Brian McWilliams in 1994. In 2000 James Spinosa was elected President. The other Titled Officers are Robert McEllrath, Vice President (Mainland); Wesley Furtado, Vice President (Hawaii); and Joe Ibarra, Secretary-Treasurer.

ILWU Local 10 longshoreman is certified by instructor Christine Semenero, Local 10 member, in a PMA Training course in Oakland.

THE LONGSHORE DIVISION

The Longshore Division of the Union is made up of locals that are defined along occupational lines: longshore workers, clerks, and walking bosses/foremen. In each of the four geographic divisions—Washington and Puget Sound, Oregon and the Columbia River, Northern California, and Southern California—there are several Longshore locals, one Clerk local, and one Walking Boss or Foreman local.

GOVERNING BODY

The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President James Spinosa, Vice President Robert McEllrath, and Committeemen Ray Ortiz, Jr., and Joseph Wenzl.

The Longshore Division holds periodic Caucuses to which each local sends representatives, where policy is established, collective bargaining demands formulated, and other union business is conducted.

Longshore workers handle the loading and unloading of ships and barges, stuff and unstuff certain containers, handle lines, maintain stevedoring gear, and perform many other activities.

The Clerks inspect the cargo, record the type and amount, and report any cargo damage.

The Walking Bosses or Foremen are in charge of the loading and unloading operation and report to the stevedoring company superintendent.

The Longshore Division makes up about one-fifth of the ILWU's total membership. The bulk of the membership consists of: longshore members in Alaska, Hawaii, and British Columbia, Canada; warehousing workers; office workers; workers in Hawaiian sugar and pineapple plantations and processing plants; Hawaiian hotel and tourism workers; the Inlandboatman's Union, the Marine Division of the ILWU; and various other groups.

Industry Benefits

ILWU-PMA PENSION PLAN

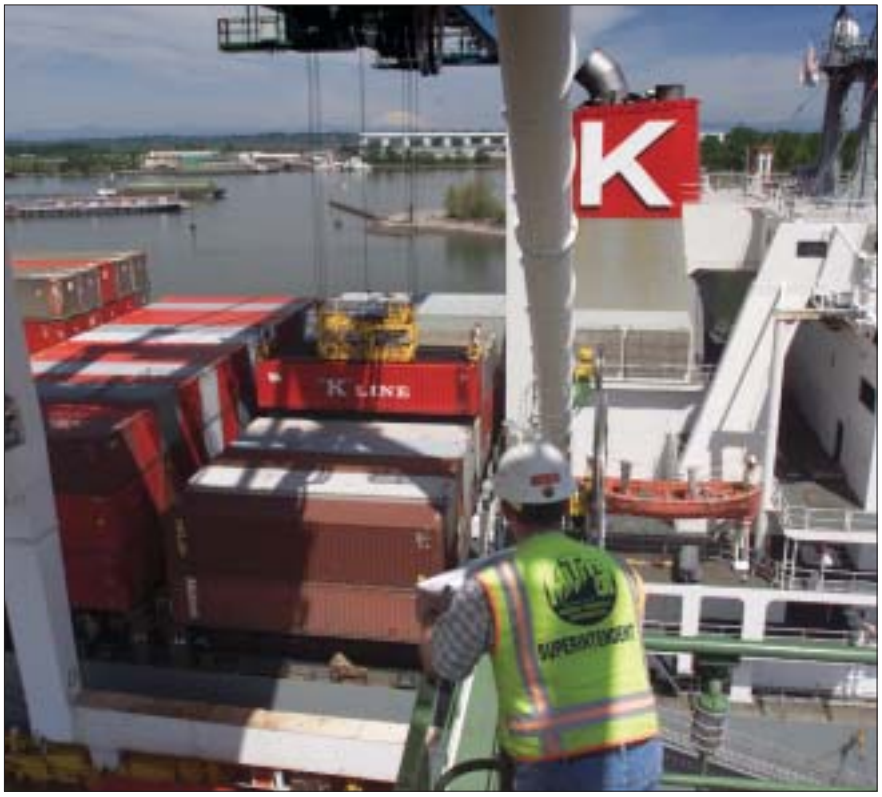
"Normal Retirement Date" is age 65 or the fifth anniversary of the date of participation, whichever is later. Reduced retirement benefits are payable for Early Retirement as early as age 55 with 13 years of service.

Effective July 1, 2001, the rate of pension benefit accrual for longshoremen retiring on or after July 1, 1999, was $95 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $3,325 for a participant with 35 or more years of qualifying service retiring at age 62 or later. For those with at least 13 years of qualifying service taking early retirement between ages 55 and 62, the benefit is reduced for each year before age 62 (5% or fraction thereof for each year).

A $400 monthly "bridge" supplement is paid, until Social Security Retirement age, for those who retire at age 62 with at least 25 years of service. For those taking an early retirement between the ages of 55 and 62, this "bridge" supplement is reduced by an amount determined by the retiree's exact age (in years and months) at retirement.

Disability pensions have no minimum age but do require a minimum of 13 years of service. The monthly benefit is the same amount as the Normal Retirement Benefit (with no reduction for its early commencement) except that no supplement is payable.

Qualified surviving spouses receive 55% of the pensioner's basic pension benefit (excluding any supplement).



A Marine Terminals Corporation superintendent oversees container operations at Terminal 6, Port of Portland.

Effective with the 1994 payroll year, a year of service for benefit accrual is established when a registered participant is paid or is credited with 1,300 hours. Creditable hours include work, travel, and vacation hours, as well as equated hours for PGP, paid holidays, and unemployment insurance payments.

The table *Retirees by Year* shows the number of longshore, clerk, and foreman retirees by calendar year. *Normal* includes those retiring at or after age 65, normal retirement age; *Early,* those retiring at ages 55-64; and *Disability,* those retiring on a disability pension.

Retirees by Year

Year	Normal	Early	Disability	Total
1992	80	98	59	237
1993	150	175	47	372
1994	154	195	101	450
1995	74	132	59	265
1996	62	183	49	294
1997	69	170	68	307
1998	33	99	49	181
1999	71	190	54	315
2000	84	134	59	277
2001	**36**	**53**	**41**	**130**

The table *Pension Benefits for Normal Retirement* shows maximum pension benefits by retirement date. Also shown are the maximum years of service which may be credited toward benefit accrual and the benefit rate per month per year of credited service by retirement date.

Pension Benefits for Normal Retirement

(the following benefits were effective July 1, 2001)

Retirement Date	Max Yrs of Svc.	Rate Per Mo/Yr	Max. Mo. Benefit
Before 7/81	25	$65	$1,625
7/81-6/84	30	65	1,950
7/84-6/87	33	65	2,145
7/87-6/93	35	65	2,275
7/93-6/96	35	69	2,415
7/96-6/99	35	72	2,520
7/99-6/02	35	95	3,325

The table *Fractional Benefit Accrual* shows examples of monthly benefit accruals for the credited annual hours between 800 and 1,300. The example is based on the monthly normal retirement rate effective on or after July 1, 2001. A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility

Fractional Benefit Accrual

Credited Annual Hours	Monthly Benefit Accrued
1,300	$95.00
1,250	91.35
1,200	87.69
1,150	84.04
1,100	80.38
1,050	76.73
1,000	73.08
950	69.42
900	65.77
850	62.12
800	58.46

A participant who is credited with fewer than 1,300 hours but at least 800 hours in any payroll year will earn a fraction of a year of service for benefit accrual determined by dividing the number of credited hours by 1,300. Years of Service credited prior to 1994 are not subject to reduction in benefit accrual based on hours credited.

A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility. A participant is vested after five qualifying years of service or, if earlier, at normal retirement date. The Plan Trustees have adopted the Cliff Vesting option. Benefits are 100% vested after five qualifying years of service. If a participant leaves the plan prior to the vesting date, no partial benefits are received. Once vested, a participant's earned qualifying years of service remain credited for life.

The Plan is non-contributory for the participants and is completely funded by employer contributions.

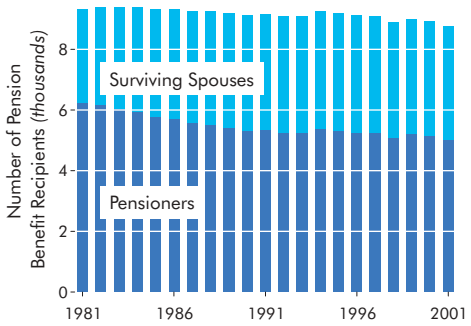
Washington United Terminals' 20 acre expansion project in progress, The expansion increased total terminal acreage (including rail) to more than 110 acres and increased on-dock rail capacity by 46%.

RETIREES, PENSIONERS AND SURVIVING SPOUSES

The table below shows the number of pension benefit recipients by calendar year.

Effective April 1, 1990, the Plan commenced payment of vested pension benefits to actively employed participants who have attained age 70½ on or after July 1, 1988. These monthly payments, which are referred to as In-Service Distributions, are equal to the amount of the monthly pension to which the participant would be entitled if he retired, and the payments commence on April 1 of the year following his having attained age 70½.

Effective with plan year 1996, persons receiving pensions under a "Qualified Domestic Relations Order" (QDRO), issued by a court as a result of divorce proceedings, are shown separately. At the end of 2001, the Plan was paying $13,237,639.09 per month to 8,751 benefit recipients. These monthly benefits include payments from the Supplemental Welfare Benefit Plan established pursuant to the Longshore and Clerk Memorandum of Understanding of July 1, 1999.



Number of Benefit Recipients by Year

	PENSIONERS					SURVIVING SPOUSES			
Year	Normal/ Early	Dis-ability	In-Service	QDRO	*Sub-total*	Post-Retire	Pre-Retire	*Sub-total*	Total
1992	3,792	1,435	63		*5,290*	3,582	273	*3,855*	9,145
1993	3,792	1,387	72		*5,251*	3,561	295	*3,856*	9,107
1994	3,887	1,400	80		*5,367*	3,561	313	*3,874*	9,241
1995	3,830	1,380	99		*5,309*	3,551	322	*3,873*	9,182
1996	3,811	1,333	100	14	*5,258*	3,547	331	*3,878*	9,136
1997	3,788	1,336	103	22	*5,249*	3,504	341	*3,845*	9,094
1998	3,669	1,294	107	28	*5,098*	3,457	349	*3,806*	8,904
1999	3,705	1,260	119	119	*5,203*	3,424	365	*3,789*	8,992
2000	3,656	1,240	134	126	*5,156*	3,395	375	*3,770*	8,926
2001	**3,510**	**1,212**	**149**	**143**	***5,014***	**3,337**	**400**	***3,737***	**8,751**

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

Effective July 1, 1999 for registrants who retired before July 1, 1993, the monthly benefit payable from the ILWU-PMA Pension Plan was increased to $48 per year of qualifying service. An additional income supplement is paid from the ILWU-PMA Supplemental Welfare Benefit Plan to these retirees. The additional Supplemental Welfare Benefit, payable effective July 1, 2001, of $17 per month per year of service increased the retirement income to $65 per month per year of service for these retirees.

ILWU-PMA WELFARE PLAN

The ILWU-PMA Welfare Plan provides comprehensive health care and related benefits to qualified active and retired participants and their qualified dependents.

The Plan is administered by the Board of Trustees, which is comprised of an equal number of union and employer appointed Trustees. Administrative services for the Plan are provided by the ILWU-PMA Benefit Plans office and are paid by the Plan.

PLAN FUNDING

The Plan is funded by contributions from employers, registrants, and the ILWU. PMA, through assessments on tonnage and payroll hours, contributes necessary amounts which, in addition to employee and ILWU contributions, will adequately fund the Plan.

Registrants make contributions to the Plan as a defined percentage of wages. If an employee is required to contribute to the California State Disability Insurance Program, the employee's contribution to the Plan is reduced by the amount of the employee's payment to that Program.

The Trustees set the employee contribution rate. In setting the rate, the parties customarily adhere to the annual recommendation of the Plan Consultant. This is based on the sufficiency of the current rate of employee contributions in relation to the "Weekly Indemnity" and the "Non-Industrial Disability Supplement" benefits.

The ILWU contributes the Union's share of the cost of the Widows' Independent Living Subsidy Program.

TENURE OF THE AGREEMENT

The Plan runs concurrently with the 1999-2002 Pacific Coast Longshore and Clerk's Agreement. Unless provided to the contrary, extension or renewal of the Pacific Coast Longshore and Clerks' Agreement extends the Plan, and the Plan remains in effect for the period of the extension or renewal. If the Plan were to be terminated, the remaining assets of the Plan would be used for payment of benefits until the assets were exhausted.

WHO IS ELIGIBLE FOR ILWU-PMA WELFARE PLAN BENEFITS

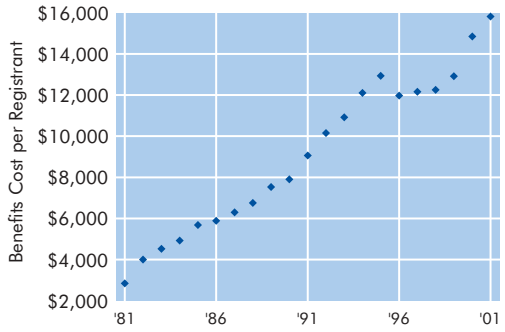
An overview of eligibility requirements, by eligibility category for Welfare Plan participation, is shown below. The Plan Trustees are the final arbiter of eligibility.

Active Registrants: Only persons who have industry registration may become eligible for Welfare Plan benefits. An annual review is conducted by the Trustees prior to July 1. Each active registrant's record of covered employment for the preceding payroll year is used to determine whether the registrant has established eligibility for the succeeding 12 months (July through June).

In major ports, an registrant will be eligible effective July 1 for 12 months of welfare coverage if a minimum of 800 hours were credited in the preceding payroll year, or if a minimum of 400 hours were credited in the last half of the preceding payroll year. The same requirements apply to minor ports except that the hours requirement is 480 hours in the preceding payroll year or 240 hours in the last half of the preceding payroll year.

A mid-year review is also conducted by the Trustees prior to January 1 to determine eligibility for those active registrants who do not hold 12-month eligibility from the previous July 1. An active registrant may receive eligibility for January through June if sufficient hours of covered employment have been credited for the registrant in the first half of the preceding payroll year. In major ports,

ILWU-PMA Welfare Plan Benefits Costs per Active Registrant
Fiscal Years 1981-2001



Total Welfare Plan benefits costs—for the active registered work force and dependents and for retirees and covered dependents—for each fiscal year are divided by the count of active registrants at the end of the previous payroll year (midpoint of the fiscal year). For example, costs for 2000/2001 are divided by the count of active registrants at the end of 2000.

An Evergreen container is loaded onto a yard chassis at Marine Terminals Corporation's Ben E. Nutter Container Terminal, Port of Oakland.

at least 400 hours must have been worked or credited in the first half of the preceding payroll year. In minor ports, at least 240 hours must have been worked or credited in the first half of the preceding payroll year. No port has qualified for Minor Port status for Welfare Plan eligibility purposes since the disestablishment of Local 49 in Crescent City.

Pensioners: Most Welfare Plan participants who become pensioners have Welfare Plan eligibility beginning on the day they become pensioners. All disability pensioners have Welfare Plan eligibility. All participants who are registered when they retire on a normal pension with a separation date on or after July 1, 1984 have eligibility except for the following:

- Pensioners whose separation date was on or after July 1, 1988, and who accrued fewer than five years of credited pension service, and
- Deferred pensioners whose separation date was before age 55 or whose normal pension benefit has not commenced.

Adult Survivor Pensioners: A surviving spouse receiving a survivor pension has Welfare Plan eligibility as well as any qualified dependent children provided that the pension is claimed through a Pensioner who had Welfare Plan eligibility upon death or through an active participant who would have been entitled to Welfare Plan eligibility had retirement occurred on the date of death. Welfare Plan eligibility ends when the adult survivor pensioner remarries.

Child Survivor Pensioners: A deceased pensioner's dependent child has Welfare Plan eligibility as a child survivor pensioner for the period that the child receives survivor pension benefits. A deceased active registrant's dependent child who is

eligible to receive a survivor pension has Welfare Plan eligibility for the period that survivor pension benefits are received.

Surviving Dependent Spouse or Child: The dependent spouse or child of a deceased eligible active registrant has Welfare Plan eligibility for four years immediately following the registrant's death. Welfare Plan eligibility ends when the surviving dependent spouse remarries.

Effective July 1, 1999, the four-year limitation is eliminated if the deceased eligible active registrant has five or more pension qualifying years. In such case, the dependent spouse has Welfare Plan eligibility until the spouse remarries, and the dependent child has Welfare Plan eligibility to age 19 (age 23 if a student).

Dependents: The qualified dependent spouse and qualified dependent children of an eligible active registrant or pensioner are eligible for Welfare Plan benefits. Eligibility as a dependent continues as long as the person through whom the dependent claims remains eligible, or until the dependents themselves cease to be qualified for dependent status.

Surviving Employee Retirement Income Security Act (ERISA) Spouse: A surviving spouse of a pensioner who died on or after July 1, 1987, who was married for at least one year at the pensioner's date of death, (and who would have qualified as an adult survivor pensioner under ERISA before the laws were changed in 1984) has welfare plan eligibility. Welfare Plan eligibility ends when a surviving ERISA spouse remarries.

WIDOWS' INDEPENDENT LIVING SUBSIDY PROGRAM (WILSP)

Effective July 1, 1978, the Widows' Independent Living Subsidy Program was implemented as part of the Plan. This program provides a cash subsidy benefit and Medicare supplement benefits. Benefits are available to certain widows of pensioners under the ILWU-PMA Pension Plan who died prior to July 1, 1964, and effective 1982, certain widows of active registrants who died prior to July 1, 1975, and satisfied other requirements.

PAYMENT FOR BENEFIT COVERAGE

Most benefits are paid directly from the Plan's own assets. The Plan does utilize medical care service providers and insurance companies for some of the benefits covered by the Plan.

VACATION PLAN

A basic one-week or two-week vacation is paid according to the qualifying hours credited an eligible registrant in the previous payroll year. An individual who is registered and qualified on December 31 of the calendar year in which he or she earns a vacation receives a vacation with pay.

Payment is made at the straight time hourly rate prevailing on January 1 of the calendar year in which the vacation is paid. Each week of vacation is paid at 40 times the registrant's applicable straight time hourly rate or appropriate skilled straight time rate. Vacation payments are made in early February.

A skilled rate applies when at least half of the qualifying hours are paid at a skilled rate. The skilled rate payable is the highest skill rate at which accumulated skilled hours equal at least 25% of the qualifying hours for the basic vacation.

One-week or two-week vacation benefit eligibility requirements depend on the age of the registrant and by the average hours of the port in which the individual is registered.

Annual Hours Requirements for Vacation Eligibility

Average Port Hours	Under Age 60		Age 60 and over	
	1 wk	2 wks	1 wk	2 wks
1,300 or more	800	1,300	700	1,200
1,200 - 1,299	700	1,200	600	1,100
1,100 - 1,199	676	1,100	600	1,100
1,000 - 1,099	615	1,000	600	1,000
900 - 999	552	900	552	900
less than 900	552	800	552	800

Extra Weeks of Vacation

(Independent of the registrant's receiving second or third week)

Requires 1 week of basic vacation in the previous payroll year

-plus-

17 years of service with 1-week vacation for 1 extra week

or

23 years of service with 1-week vacation for 2 extra weeks

or

25 years of service with 1-week vacation for 3 extra weeks

3rd Vacation Week

Requires 2 weeks of basic vacation in the previous payroll year

-plus-

Registered in Seattle, Portland, SF Bay Area and LA/LB: 8 years of service with 1-week basic vacation

Registered in other ports: 5 years of the previous 10 payroll years with 1-week *and* available for employment for 10 years or more

The "average port hours" are calculated separately for longshore registrants, clerks and foremen and are the average hours paid to registrants in the "port of registration" during the payroll year, excluding those with fewer than 100 hours.

DESCRIPTION OF YEAR OF SERVICE FOR VACATION

A Year of Service for vacation eligibility is a payroll year in which the registrant is credited with at least 800 combined hours paid and equivalenced hours of Pay Guarantee Plan payments.

Service as a full-time Union official or as a joint employee of a Labor Relations Committee, of the Welfare and Pension Trustees, or of another joint entity of the ILWU and the PMA is considered qualifying time.

After registration, service in the Armed Forces of the United States or as a civilian in longshore operations during World War II, the Korean or Vietnam War is considered qualifying time.

Continuous absence due to work-related injury for which an employee received Worker's Compensation is considered qualifying time. Temporary absence due to compensable temporary partial disability because of industrial illness or injury shall also be considered qualifying time.

EXTRA BENEFITS FOR CLERKS AND FOREMAN

Clerks and walking bosses/foremen receive additional hours of vacation pay, depending on the total hours paid to the individual in the previous payroll year.

Two additional hours of vacation are accrued for each 50 paid hours a clerk accumulates per year in excess of 1,975, up to a maximum of 16 hours additional vacation pay.

Walking bosses and foremen accrue 2 additional hours of vacation pay for every 100 hours of pay accumulated over 1,400 hours, up to a maximum of 20 additional hours of vacation pay.

Trucks preparing to enter the gate, Evergreen Terminal, Port of Tacoma.

ADDITIONAL WEEKS OF VACATION

Up to four additional weeks of vacation may be earned and paid, based on the number of past years of service in which a registrant received a basic one-week vacation. The requirements are shown in the table on page 42.

To receive a third week of vacation, a registrant must have earned a two-week basic vacation and, depending on the port of registration, must satisfy the criteria for that port.

In the major ports of Seattle, Portland, San Francisco Bay Area, and Los Angeles/Long Beach, the individual must also have had eight years of service with a one-week basic vacation. Registrants in minor ports must have accrued five years with a one-week basic vacation out of the previous ten payroll years and have been available for employment for ten years or more. "Available for employment," in this instance, means any year that the individual has been paid 100 longshore hours or more, regardless of registration status.

Eligible registrants may also receive extra weeks of vacation independent of having received a third week of vacation. For these extra weeks of vacation, the registrant must have earned one week of basic vacation and have 17 or more past years of service with one week of vacation. After 17, 23 and 25 past years of service with one week of vacation, one, two, or three extra weeks of vacation are earned, respectively.

Therefore, an individual with sufficient past years of service may earn extra weeks of vacation without qualifying for a two-week basic vacation.

The Joint Labor Relations Committee in each port schedules vacations.

HOLIDAY PLAN

The longshore, clerks', and foremen's agreements recognize 15 holidays of which 13 are paid holidays. There are five no work holidays—Christmas Day, New Year's Day, Bloody Thursday, Labor Day, and Thanksgiving Day. All no work holidays are "paid holidays," except for Bloody Thursday. The nine other paid holidays are normal work days, and Lincoln's Birthday is a recognized holiday although it is not a paid holiday.

Registrants are eligible to receive a paid holiday benefit provided they (1) have registration status on the date of the paid holiday and (2) have been paid or credited sufficient hours in the previous payroll year to qualify for a basic one-week vacation. To receive a paid holiday benefit, eligible registrants must be available for at least two of the five days, Monday through Friday (exclusive of the holiday), during the payroll week in which the holiday falls.

If the registrant was paid sufficient hours in the previous payroll year to qualify for a two-week basic vacation, the availability requirement is waived for paid holidays which are normal work days—*i.e.*, Martin Luther King's Birthday, Washington's Birthday, Cesar Chavez' Birthday, Memorial Day, Independence Day, Harry Bridges' Birthday, and Veterans' Day.

Those eligible for paid holidays receive pay equivalent to eight hours at the basic straight time rate whether or not they work on the holiday. All registrants who are paid for work hours on a "paid holiday" or on a recognized holiday receive wages for the hours paid at the overtime rate.

Holidays recognized by the Agreements through July 1, 2002 are shown to the right. Holidays for the remainder of 2002 and for the first six months of 2003 are shown as if the holiday provisions of the agreements remain unchanged.

2002

January	1	New Year's Day[1]
	21	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	18	Washington's Birthday
April	1	Cesar Chavez' Birthday (observed)
May	27	Memorial Day
July	4	Independence Day
	5	Bloody Thursday[1]
	29	Harry Bridges' Birthday (observed)
September	2	Labor Day[1]
November	11	Veterans' Day
	28	Thanksgiving Day[1]
December	24	Christmas Eve Day[1]
	25	Christmas Day[1]
	31	New Year's Eve Day[1]

2003

January	1	New Year's Day[1]
	20	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	17	Washington's Birthday
March	31	Cesar Chavez' Birthday
May	26	Memorial Day

Holidays shown in color are non-paid holidays.

[1]No work will be performed except for passenger vessels, essential military cargo and emergencies from 1500 December 31 until 0700 January 2, from 0800 Bloody Thursday, Labor Day, and Thanksgiving Day until 0700 the following day, and from 1500 December 24 until 0700 December 26. However, an extended shift may be worked from 1500 to 1700 on December 24 and on December 31 to complete a vessel.

NOTE: When a holiday falls on a Sunday, the holiday is observed on the following Monday.

PAY GUARANTEE PLAN

The Pay Guarantee Plan (PGP) provides a weekly income supplement to longshore, clerk, and foreman registrants who meet certain eligibility criteria and are unable to obtain a week's work.

A Class "A" longshore or clerk registrant who qualifies is guaranteed an income equivalent to a 38-hour week at the longshore basic straight time hourly wage ($27.68 per hour, effective June 30, 2001, or $1,051.84 per week). Class "B" registrants with 5 or more vacation qualifying years receive the same guarantee. Those Class "B" registrants with fewer than five vacation qualifying years are guaranteed income equivalent to a 28-hour week ($775.04).

In general, to be eligible, a Class "A" or "B" registrant must, during the most recent four payroll quarters, have worked at least 50% of the average hours available in the home port. Further, the registrant must be available for work Monday through Friday in a given payroll week and may not refuse any work offered for which the registrant is qualified. Class "B" registrants are not eligible for benefits until after one year of registration.

The actual amount guaranteed to an individual for a week is the difference between the guarantee amount ($1,051.84 or $775.04) and the weekly average of earnings and other compensation received over the most recent four weeks.

The contingent PGP liability for 2001/2002 is $20,020,000. This amount is divided into quarterly amounts. One-thirteenth of each quarter's amount is available at the end of each payroll week to meet that week's obligation.

Unused funds for a week are added to the next week and so on. If funds available during a given week are insufficient to pay all the guarantees on the coast in full, the payments to all are reduced proportionally. If funds remain at the end of a quarter, a lump sum make-whole payment is given to those whose PGP payment had been reduced.

The foremen's plan guarantees weekly pay equivalent to a 38-hour week at the foreman straight time rate, but PGP is suspended if the registrant's quarterly earnings exceed a negotiated limit.

ILWU-PMA 401(k) PLAN

The ILWU-PMA 401(k) Savings Plan went into effect on June 30, 1991. The unique status PMA holds as payroll agent for the industry on the West Coast provided the opportunity for the Parties to establish this as the first tax-qualified multiemployer 401(k) plan in the United States.

Longshore, clerk, and foreman registrants may elect to defer, in increments of $1, up to $8 per hour paid each payroll week into their 401(k) accounts.

The Employers contribute to a fund each year an amount sufficient to provide to the 401(k) account of each registrant, who has established a pension qualifying year in the previous payroll year, a contribution for qualifying hours paid by PMA member companies. The employer contributions are made to each account as soon as practicable following the end of each contract year. Registered walking bosses/foremen will receive $4 per qualifying hour up to a maximum of 2,800 hours and longshore and clerk registrants will receive $1 per qualifying hour up to a maximum of 2,000 hours.

The first employer contribution to registered walking bosses/foremen was negotiated in the 1993-96 agreement, and the first employer contribution to longshore and clerk registrants was negotiated in the 1999-2002 agreement.

INDUSTRY TRAVEL SYSTEM

The Industry Travel System, originally called the Voluntary Travel Fund, was established to provide PMA member employers with an economic incentive to use voluntary travelers.

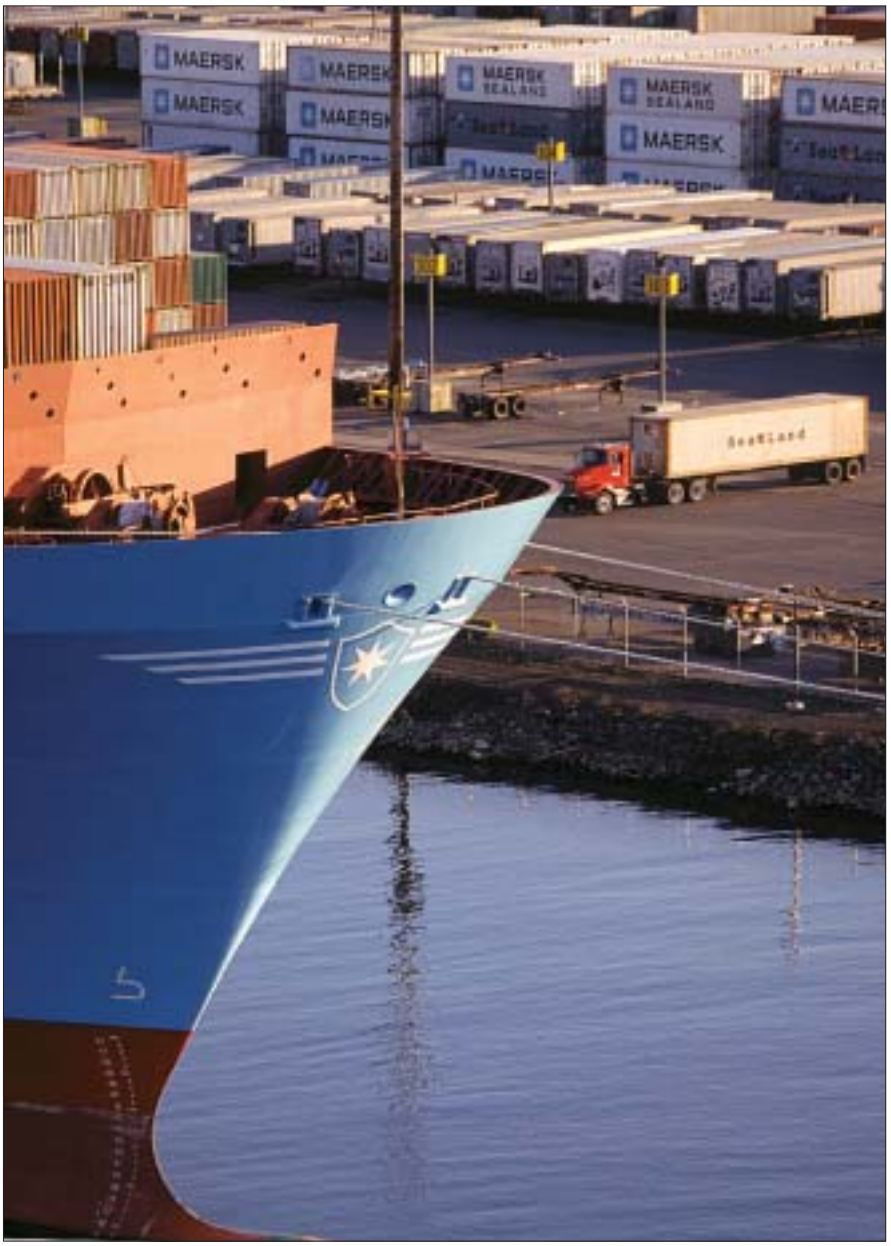
The purpose of the system is to provide a mechanism whereby all ports may have available qualified longshore employees in periods of peak work opportunity and to provide reimbursement for travel expenses to longshore registrants who travel to nearby ports to seek work opportunity.

Individual longshore registrants who travel voluntarily or individual longshore registrants and/or gangs who are ordered to travel by an employer within a defined area are paid for travel, when assigned to a job, under the provisions of the Industry Travel System. Clerks registered in the multi-chartered locals receive the same benefit when they travel.

Employers are reimbursed for the payments made to individuals and/or gangs ordered to travel for their travel expenses, payroll taxes, payroll hour assessments, and an allowance for workmen's compensation insurance and other related expenses.

Qualified travelers are paid for travel time at the rate of one-half of the basic hourly rate. A mileage allowance for transportation is also paid, not to exceed the maximum nontaxable rate allowed by IRS standards.

Travelers employed on successive days are paid travel time and transportation allowances for the first day and the last day. For any intervening days, travelers are paid the lesser of travel time plus transportation and subsistence. Subsistence rates are $70.00 per night for lodging and $14.00 per meal.



A Maersk Sealand container ship calls at the Port of Tacoma.

CFS PROGRAM FUND

The purpose of the Container Freight Station (CFS) Program is to "encourage the establishment, development and growth of efficient and productive container freight stations on the docks to preserve work which has historically been performed by the longshore work force."

In order to accomplish the program objective, assessments collected on containerized cargo are used to reimburse PMA member employers operating designated CFS facilities for payments they have made for payroll hour assessments. CFS hours are hours that are paid to certain longshore, clerk, and walking boss/foreman for job assignments in designated CFS facilities.

There are two types of reimbursements made for CFS activity: (1) a credit based on CFS hours paid in a facility defined as an "A-Credit," for "Assessment Credit," and (2) a credit based on CFS tonnage defined as an "I-Credit," for "Incentive Credit."

The A-Credit is an amount equal to 90% of the hourly benefit assessment rate excluding that portion of the vacation assessment collected to cover insurance and

taxes. The I-Credits are an amount that equal 11.1% of the sum of A-Credits paid in a PMA administrative area. Therefore, the sum of A-Credits and I-Credits equals the total hourly assessments paid.

Payments for A-Credits are made on a regular basis. However, I-Credit payments are made only after the close of the payroll year. Each employer's share of I-Credits is to be the same proportion that the employer's CFS tons are of the total CFS tons for the area; no employer's I-Credit is allowed to exceed 22.2% of his A-Credits.

DISPATCH HALLS

All longshore employees in a port are dispatched through a hall maintained and operated jointly by the ILWU and the PMA under the auspices of a Joint Port Labor Relations Committee.

Any longshore worker who is not a member of the Union is permitted to use the dispatching hall only if the worker pays a pro rata share of the dispatching hall expenses, the Labor Relations Committee's expenses, and other related expenses. Any non-PMA employer may use the dispatching hall only if that company pays to PMA the equivalent of the dues and assessments paid by PMA members for the support of the hall. Workers not on the registered list may not be dispatched from the dispatching hall or employed by any employer while there are individuals on the registered list who are qualified, ready, and willing to do the work.

The personnel for each dispatching hall, with the exception of the Dispatchers, are determined and appointed by the Joint Labor Relations Committee of each port. Dispatchers are selected by the Union through elections in which all candidates must be qualified according to standards prescribed and measured by the Joint Port Labor Relations Committee. All dispatch hall personnel are governed by rules and regulations set down by the Joint Port Labor Relations Committee. PMA may, at its option, maintain a representative in the dispatching hall, and any authorized representative of the PMA or the Union may inspect dispatching hall records.

The dispatching of clerks is similar to that of longshore employees except that there are four central dispatching halls, one in each respective port area with such branch halls as may be mutually agreed. Walking bosses' and foremen's dispatching procedures are contained in local supplemental agreements.

The joint operating expenses of the dispatch halls were equally shared by the parties until 1978. During the 1978/81 contract, PMA's portion of all jointly-agreed-to dispatch hall expenses was 75% of the joint dispatch hall costs in the contract year ending July 1, 1978, plus an additional amount each year of the contract. The additional amount was equal to the 1977/78 dispatch hall wage costs multiplied by the cumulative percentage increases in the longshore base wage applicable each of the contract years. From July 1, 1981, to October 1, 1993, PMA was obligated to pay 85% of joint expenses.

The parties agreed to return to the original 50/50 cost sharing formula in the 1993 negotiations. This was accomplished in three steps beginning July 1, 1993, when PMA's share was reduced to 75% of all jointly agreed to dispatch hall expenses. The PMA portion was reduced to 65% effective July 1, 1994, and was returned to 50% effective July 1, 1995.

It was agreed during the 1996 contract negotiations that the Union would trade one paid holiday (Bloody Thursday) in return for which PMA would be obligated to pay 65% of all 1996 base year joint Dispatch Hall expenses. All jointly agreed to expenses above the base year expenses would continue to be paid on a 50/50 basis.

During the 1999 contract negotiations it was agreed that PMA would be obligated to pay 85% of all 1998 base year dispatch hall expenses in exchange for implementation of seven-day allocations, orders, and dispatch in those Areas in which it was not currently enacted.

Assessments

FUNDING OF BENEFITS

Assessment systems designed to accumulate funds to pay for collectively bargained fringe benefits and other programs have increased in complexity over the years as the amount of money required has increased and the structure of the industry has changed. Benefits and other Industry obligations have historically been funded by assessments levied on hours paid or on tons handled or on a combination of the two. As assessment systems have changed, direct responsibility for paying for benefits programs have shifted between stevedores and vessel operators.

FUNDING BENEFITS WITH HOURS AND TONNAGE CONTRIBUTIONS

The genesis of the current benefits funding assessment system was an agreement among the PMA membership dated December 14, 1983. Although the agreement has been amended a number of times over the last 18 years, the basic structure remains.

The 1983 assessment agreement was based on the premise that all benefits will be funded by an assessment on hours paid unless the total hours paid falls below a defined number, which is referred to as the *divisor*. When paid hours fall below the divisor, a portion of the benefits funding obligation is transferred to the tonnage sector.

A gantry crane operator discharging and loading containers at the Long Beach Container Terminal, Port of Long Beach.

A straddle carrier moving containers, Port of Tacoma.

The hours portion of the benefits obligation is derived by first dividing the total benefits costs by the divisor. The result is the hourly benefits assessment rate. Then, this rate is multiplied by the number of hours expected to be paid to determine the total amount to be raised by the hours sector. If the amount raised by the hours sector is less than the total benefits costs, the difference will be raised by the tonnage sector.

The process of arriving at an agreement on the establishment of the divisor used in the assessment formula was a formidable undertaking. During the fall of 1983 Pres Lancaster, now retired, and a group of Industry executives worked intensely for many weeks to develop the divisor and the assessment system in which it would be deployed.

After reaching consensus on a solution, the group presented their assessment proposal to the PMA Board of Directors. The Board, however, demanded a further refinement of the divisor, and after further deliberations, a compromise was reached and the number 24,800,546 was agreed upon.

The divisor first proposed in September 1983 was 26,021,071. This had been the total number of payroll hours reported for calendar year 1962. The number was "brokered" down because some of the PMA members felt that the higher number shifted too much of the benefits costs to tonnage.

On November 9, 1983, the Board adopted a resolution recommending approval of the proposed assessment system by the PMA membership. The membership adopted the proposal on December 14, 1983. The agreement was filed with the Federal Maritime Commission and was approved and designated LM-84 on December 22, 1983.

The newly established assessment system was used to calculate an hourly assessment rate that was put into effect for the payroll week beginning December 24, 1983. The accompanying tonnage assessment rates became effective January 1, 1984.

In 1999, it became apparent that hours paid might, in the very near future, exceed the 24,800,546 divisor that had been in place since 1983. The Coast Executive Committee (CEC) appointed a subcommittee to examine the applicability of the assessment system in relation to cargo volume and hours activity. The subcommittee, after many meetings, recommended to the CEC that the divisor be increased to 28,556,221. The CEC in turn recommended to the Board of Directors that the divisor be increased. At the June 28, 2000 Membership Meeting, the membership voted unanimously to adopt the 28,556,221 divisor.

CALCULATION OF ASSESSMENT RATES

To calculate assessment rates, tonnage, hours, and benefits costs are projected for the period for which the rate calculations will be applicable.

The first step is to calculate the net funding objective for each collectively bargained fringe benefit plan. The cost of the plan benefits and expenses is estimated. A prudent reserve is added to the cost, and any interest income and carry-over from the prior year is subtracted.

The payroll hour rate is calculated by dividing the sum of all adjusted benefits plans costs by the divisor, 28,556,221. The result is the hourly assessment rate. The rate is then multiplied by the estimated number of assessable hours that will be paid in the fiscal year for which the rates will be applicable. The resulting amount is subtracted from the net benefits plans funding objective. The amount remaining will be collected from the tonnage sector. The tonnage rates are calculated in accordance

with formulas described in detail on pages 32 and 33 of the 1989 PMA Annual Report.

RATE COMPONENTS

The number of hours that are projected to be paid during an assessment period has no impact on the hourly assessment rate; only the total costs of benefits affects the hourly assessment rate. The higher the benefits costs rise, the higher the hourly assessment rate becomes.

Changes in tonnage rates are not as easily explained. Tonnage rates are dependent on estimates of both hours and tonnage. Given a constant benefits cost, the total dollar obligation of the tonnage sector will increase as the estimated number of hours paid decreases, but if the estimated tonnage handled increases sufficiently, tonnage assessment rates may actually decrease—even though increased benefits costs cause the hourly assessment rate and the total tonnage sector obligation to increase.

The PMA Board of Directors approves the assessment rates required to fund collectively bargained fringe benefit plans. The Board also approves PMA Cargo Dues assessment rates that fund the operations of PMA, including a portion of the Joint Port Labor Relations Committees' expenses (dispatch halls), industry training programs, legal settlements, and other industry expenses.

ASSESSMENT RATE HISTORY

The waterfront organizations that preceded PMA used tonnage as a means of funding operations well before the turn of the last century. However, on January 1, 1946 a 7.3¢ assessment on each hour was implemented to fund a paid vacation plan

The SPARCS Container Loading System being used at APL's Global Gateway South, Los Angeles.

for longshore workers, the first benefit to be assessed by the Industry. A welfare benefits plan was funded beginning August 1, 1949 with a 3¢ per hour assessment. A Pension Plan was added effective July 1, 1951 and was funded by a 15¢ per hour contribution.

The first benefit tonnage assessment, effective August 10, 1959, was collected to fund the Walking Bosses/Foremen's Mechanization Fund. Additional "Mechanization & Modernization" (M&M) agreement tonnage assessments for the Longshoremen's and Clerks' Mechanization Fund went into effect on January 16, 1961.

Shortly after the termination of the M&M Plan on June 30, 1971, the Pay Guarantee Plan was negotiated and was funded primarily by tonnage assessments. Tonnage assessments were used to fund pension, welfare, and other benefits beginning in 1980. During the last six months of 1983, all benefits were funded by assessments on hours; only the CFS plan was funded by tonnage. On December 14, 1983 the Memorandum of Agreement Concerning Assessments to Pay ILWU-PMA Employee Benefit Costs was approved and implemented.

TONNAGE REPORTING

All waterborne cargo tonnage loaded and discharged in California, Oregon, and Washington ports, for which persons were paid in connection with its movement under the terms of ILWU-PMA collective bargaining agreements, is required to be reported to PMA.

Cargo tonnage is subject to assessments to fund that portion of the collectively bargained fringe benefits costs that are not funded by hourly assessments and to fund other industry obligations. Data generated by the tonnage reporting system is used to determine membership voting strength, to measure terminal and port productivity, to compile statistics necessary for the collective bargaining process, and to assist in projecting short term work force and training requirements.

An Internet based online tonnage reporting system was introduced in February 2000 that replaced a paper based reporting system. The Internet tonnage reporting system provides many additional features such as automatic conversion from metric to common U.S. measurement and automatic container box conversion to twenty-foot-equivalent-units. The metric conversion was a particularly important feature for reporting companies since nearly all import and export manifests record cargo weight or volume in metric units.

Tonnage data published by PMA includes cargo moving in international (foreign) trade and in domestic trade (Alaska, Hawaii, coastwise, and intercoastal). For this reason PMA's data will generally differ from data published by government agencies, PIERS™, and other reporting entities. In general, the PMA tonnage data will be greater.

Tonnage definitions and reporting requirements are shown in the PMA Tonnage Reporting System Manual available to tonnage reporting activities. A brief description of the reporting system follows.

REPORTING RESPONSIBILITIES

PMA Members and other companies that have entered into collective bargaining agreements that include participation in benefits plans administered by PMA are required to pay applicable assessments on all cargo tonnage loaded and discharged in California, Oregon, and Washington ports.

Any Member (Vessel Operator, Contracting Stevedore, or Member Agent) who is responsible for paying but fails to pay tonnage assessments may be further liable for penalties and interest.

CARGO MOVEMENT

One of the important distinctions in tonnage reporting is the Cargo Movement type. Cargo assessment rates differ according to the geographic movement of cargo and the type of cargo. The geographic movement of waterborne cargo may be:

- *Offshore & Intercoastal.* Cargo loaded or discharged at a California, Oregon, or Washington port which was originally loaded or is destined for final discharge in a port not located in California, Oregon, or Washington,
- *Coastwise.* Cargo loaded at one California, Oregon, or Washington port for discharge at another California, Oregon, or Washington port, or
- *Inbound from British Columbia.* Applicable only to General Cargo and Lumber & Logs loaded in the province of British Columbia, Canada for discharge in a California, Oregon, or Washington port.

A helicopter being discharged from a Westwood vessel at Terminal 5, Port of Seattle.

REPORTING CATEGORIES

Cargo is assessed on the basis of revenue units (RUs) and revenue tonnage. Containers are reported in RUs (also called twenty-foot equivalent units or TEUs), and Non-Containerized Cargo is reported in revenue tons.

CONTAINERS

Containers are reported according to the outside length of the container in feet, specifically in 20′, 24′, 35′, 40′, 45′, 48′ and 53′ lengths. The tonnage reporting system automatically converts the container length to revenue units: one revenue unit is reported for each 20 feet of outside container length.

Containers reported as Assessable are subject to assessment. Containers reported as Empty, Transshipped, and Exempt are not assessed. Containers reported as "containerized autos" are not assessed as containers, but the weight of the autos in the containers are reported and assessed under the Auto & Truck category. The tonnage reporting company also has the option of reporting containers loaded with autos in the Assessable container category.

A container is assessed one time as it moves through California, Oregon, and Washington ports from its point of origin to its final destination. A container, by definition, begins a new assessment cycle at any point at which its contents are changed. The removal or addition of any portion of the cargo in a container causes a new assessment cycle to begin.

NON-CONTAINERIZED CARGO

Non-containerized cargo is reported as revenue tons. The rules below specify how the cargo is converted to revenue tons for assessment purposes. Revenue tonnage for manifested cargo is determined based on how ocean revenue is calculated. When ocean revenue is based on:

- measurement, 40 cubic feet equals one revenue ton;
- weight, 2,000 pounds equals one revenue ton; or
- board feet, 1,000 board feet equals one revenue ton.

Aerial view of Pacific Container Terminal, operated by Stevedoring Services of America, Port of Long Beach.

All non-containerized revenue tonnage is reported in one of the following four categories.

General Cargo is reported as manifested. General cargo includes all non-containerized cargo that is not reported in the Lumber & Logs, Autos, and Bulk categories. Examples of such cargo include truck trailers, live animals, livestock, yachts, bagged and baled commodities, locomotives, newsprint, and other types of cargo.

General cargo for which the ocean revenue is based on measurement often generates questions about how it should be reported. Two of the most frequently asked questions concern "livestock in pens" and "yachts." Livestock in pens is converted to cubic feet by multiplying the outside width by the outside depth, by the outside height of the pens or stalls. Yachts are converted to cubic feet by multiplying the length by the width by the height of the yacht, including the cradle on which it is transported.

Lumber & Logs, regardless of how manifested, are reported on the basis of 1,000 board feet to the ton.

Logs are converted to board feet using the Brereton Log Scale. The Brereton Log Scale is used to calculate the volume of a log directly into board feet by approximating its shape as a truncated cone. Although today the Scribner Log Scale is the most commonly used method for scaling logs, the Brereton scaling method remains the basis for log conversion to board feet. There is no uniform standard formula for accurately making a conversion. However, it has been the practice to "convert" from the Scribner Log Scale by multiplying the Scribner board feet by 1.7 to obtain Brereton board feet before converting to revenue tonnage.

Automobiles (including light trucks), regardless of how manifested, are reported based on the cubic measurement of the vehicle. Nearly all automobile shipments

are correctly manifested with cubic measurements. In instances where cubic measurement is not available, marine and cargo surveyors compile listings of cubes and weights for each automobile model and type by year.

Bulk Cargo is reported on the basis of weight. Bulk Cargo is any commodity that by the nature of its unsegregated mass is loaded or unloaded and carried without wrapper or container and received and delivered by carriers without transportation mark or count. Bulk cargoes are usually handled by pouring, by pumping, or by mechanical conveyers. Bulk cargo also includes any liquid cargo for which members of the bargaining unit were paid for activity in its loading or discharging.

PACIFIC COAST TONNAGE STATISTICS

The tonnage data submitted to PMA by tonnage reporting companies are subject to audit by an independent auditing firm. Such periodic reviews as well as other changes by reporting companies sometimes require changes to previously published tonnage data.

It is important to note that PMA data include all "dry" cargo handled in ports in California, Oregon, and Washington. The official U.S. Waterborne Transportation Statistics published by the U.S. Maritime Administration do not include domestic tonnage moved to and from Alaska and Hawaii, nor do they contain coastwise and U.S. intercoastal tonnage. The U.S. Army Corps of Engineers publishes domestic cargo tonnage data.

The official U.S. Waterborne Transportation Statistics show import and export cargo data summarized by port by customs district, whereas PMA data are summarized by port, port area, and PMA administrative area. The Maritime Administration data provide detail regarding the cargo type, cargo origin, carrier type (liner, tanker, or tramp vessel), value, and the country of import or export, in addition to other information.

CHANGES IN REPORTING CATEGORIES

Tonnage reporting categories have changed over the years. For example, automobiles were reported as General Cargo until 1962 after which they were reported separately.

Automobiles in containers were reported in the Container category through 1983; beginning in 1983, autos and trucks containerized for the convenience of the carrier could be reported in the Automobile category at the option of the carrier.

Cargo in containers was reported as General Cargo until 1969 after which containerized cargo tonnage is reported separately.

Beginning in 1984, cargo in containers is reported as Revenue Units and converted into tonnage at the rate of 17 revenue tons for each Revenue Unit. A Revenue Unit is defined as 20 linear feet of outside container length and is equivalent to a TEU.

COASTWISE TONNAGE

Coastwise tonnage represents a subset of the total revenue tonnage reported to PMA. Reporting separate coastwise tonnage for each of the commodity categories was instituted in November 1989. Previously, there were only provisions for General Cargo and Lumber & Logs to be reported as coastwise tonnage. Other coastwise commodities had to be reported in the Offshore and Intercoastal category.

Coastwise cargo is assessed only on discharge. Coastwise cargo, which is loaded, is reported for statistical purposes only. Cargos inbound from British Columbia represents a subset of total revenue tonnage. General Cargo and Lumber and Logs were reported inbound from British Columbia in 2001 and were discharged in Long Beach, Eureka, North Bend/Coos Bay, Olympia, and Tacoma.

Statistical Information

REVENUE TONNAGE LOADED AND DISCHARGED BY PORT

The data on these two pages represent the revenue tonnage reported to PMA in 2001 by category by port. There are six sets of columns: one set for total revenue tonnage and one set for each of the five reporting categories.

Since November, 1989, tonnage has been reported in "Loaded" and "Discharged" categories. Concurrent with that change in reporting, the summaries of the tonnage data which had been traditionally prepared for statistical purposes by "port area" were further divided into individual port summaries.

Ports have been arranged geographically south to north along the coast. Ports along bays or rivers are listed as though the coastline followed the edge of the interior body of water.

	TOTAL TONNAGE				CONTAINERS				GENERAL CARGO			
	Total	% of Coast	Chg from 2000	% Discharged: % Loaded	Total (TEUs)	% of Coast	Chg from 2000	% Discharged: % Loaded	Total	% of Coast	Chg from 2000	% Discharged: % Loaded
SOUTHERN CALIFORNIA												
San Diego	4,492,692	1.8%	-8.1%	16.7: 83.3	15	<0.1%	-76.2%	26.7: 73.3	211,272	2.2%	11.2%	1.4: 98.6
Long Beach	68,339,268	27.0	-2.9	29.9: 70.1	3,338,499	33.0	-2.9	27.8: 72.2	1,909,133	19.9	9.6	1.5: 98.5
Los Angeles	74,019,253	29.2	4.3	31.0: 69.0	3,643,162	36.1	7.3	27.1: 72.9	3,046,159	31.8	-15.6	1.9: 98.1
Port Hueneme	3,294,287	1.3	-3.9	7.9: 92.1	12,001	0.1	-12.0	23.0: 77.0	706,411	7.4	6.2	17.7: 82.3
AREA TOTAL	**150,145,500**	**59.3%**	**0.3%**	**29.6: 70.4**	**6,993,677**	**69.2%**	**2.2%**	**27.4: 72.6**	**5,872,975**	**61.2%**	**-5.4%**	**3.7: 96.3**
NORTHERN CALIFORNIA												
San Francisco	436,838	0.2%	-31.7%	26.8: 73.2	23,064	0.2%	-37.3%	29.7: 70.3	6,393	0.1%	-56.1%	7.5: 92.5
Redwood City	406,725	0.2	10.3	0.0: 100.0	-				-			
Oakland	20,472,573	8.1	-4.5	60.0: 40.0	1,126,553	11.2	-5.2	61.4: 38.6	500,548	5.2	69.9	5.0: 95.0
Richmond	185,395	0.1	-39.5	0.0: 100.0	7	<0.1	--	0.0: 100.0	184,244	1.9	-39.3	0.0: 100.0
Crockett	674,922	0.3	3.5	7.1: 92.9	-				-			
Pittsburg	159,534	0.1	-40.4	100.0: 0.0	-				-			
Stockton	1,984,207	0.8	31.5	23.6: 76.4	9	<0.1	125.0	0.0: 100.0	159,557	1.7	-33.0	47.3: 52.7
Sacramento	688,263	0.3	-28.5	69.7: 30.3	21	<0.1	--	47.6: 52.4	231,571	2.4	8.4	80.0: 20.0
Benicia	882,913	0.3	38.8	31.6: 68.4	-				13,228	0.1	-79.3	100.0: 0.0
Eureka	453,769	0.2	-27.7	68.1: 31.9	-				174,869	1.8	0.8	100.0: 0.0
AREA TOTAL	**26,345,139**	**10.4%**	**-3.9%**	**53.7: 46.3**	**1,149,654**	**11.4%**	**-6.1%**	**60.8: 39.2**	**1,270,410**	**13.2%**	**-2.4%**	**37.3: 62.7**
PACIFIC NORTHWEST: Oregon												
Coos Bay/No. Bend	1,696,256	0.7%	-21.1%	97.0: 3.0	78	<0.1%	*	100.0: 0.0	16,495	0.2%	30.3%	97.2: 2.8
Astoria	12,891	<0.1	-16.5	0.0: 100.0	-				-			
Portland	18,140,975	7.2	-5.7	70.0: 30.0	210,707	2.1	-2.5%	77.5: 22.5	779,342	8.1	23.0	2.9: 97.1
Vancouver, WA	5,219,799	2.1	14.4	77.7: 22.3	480	<0.1	-25.8	42.5: 57.5	406,800	4.2	5.9	10.5: 89.5
Kalama, WA	6,597,237	2.6	-4.7	94.0: 6.0	-				396,526	4.1	-4.4	0.0: 100.0
Longview, WA	2,351,794	0.9	-10.1	94.6: 5.4	-				393,805	4.1	-17.2	76.5: 23.5
AREA TOTAL	**34,018,952**	**13.4%**	**-4.2%**	**78.8: 21.2**	**211,265**	**2.1%**	**-2.6%**	**77.4: 22.6**	**1,992,968**	**20.8%**	**3.8%**	**19.2: 80.8**
PACIFIC NORTHWEST: Washington												
Aberdeen	329,782	0.1%	7.9%	59.9: 40.1	16	<0.1%	-94.9%	100.0: 0.0	64,316	0.7%	101.8%	11.8: 88.2
Port Angeles	165,138	0.1	-21.9	96.8: 3.2	-				-			
Olympia	43,412	<0.1	9.1	71.2: 28.8	-				-			
Tacoma	23,061,669	9.1	-4.6	60.1: 39.9	869,347	8.6	-3.7	54.7: 45.3	197,341	2.1	9.0	27.6: 72.4
Seattle	18,539,769	7.3	-11.5	51.5: 48.5	877,440	8.7	-15.9	43.5: 56.5	175,323	1.8	-28.3	11.1: 88.9
Everett	87,862	<0.1	-79.0	39.1: 60.9	1,056	<0.1	-53.1	58.1: 41.9	5,749	0.1	46.8	67.6: 32.4
Anacortes	416,787	0.2	39.5	100.0: 0.0	2	<0.1	--	0.0: 100.0	151	<0.1	--	0.0: 100.0
Bellingham	203,563	0.1	-68.4	41.3: 58.7	-				13,696	0.1	-77.2	100.0: 0.0
AREA TOTAL	**42,847,982**	**16.9%**	**-8.9%**	**56.8: 43.2**	**1,747,861**	**17.3%**	**-10.3%**	**49.1: 50.9**	**456,576**	**4.8%**	**-12.5%**	**21.7: 78.3**
COAST TOTAL	**253,357,573**	**100.0%**	**-2.4%**	**43.3: 56.7**	**10,102,457**	**100.0%**	**-1.3%**	**36.0: 64.0**	**9,592,929**	**100.0%**	**-3.6%**	**12.2: 87.8**

Total tonnage reported for the port.

Chg from 2000 shows the percent 2001 tonnage changed from 2000 tonnage.
* denotes change greater than 1,000%

% of Coast shows the percentage that the port's tonnage represents of the coast total.

% Discharged:% Loaded shows the ratio of the percentage of total tons or TEUs discharged in the port to the corresponding percentage of tons or TEUs loaded. The categories "loaded" and "discharged" cannot be used synonymously with "export" and "import" because these data include not only foreign trade cargo but also U.S. intercoastal cargo, cargo bound to and from Alaska and Hawaii, and discharged coastwise cargo.

LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO				
Total	% of Coast	Chg from 2000	% Discharged: % Loaded	Total	% of Coast	Chg from 2000	% Discharged: % Loaded	Total	% of Coast	Chg from 2000	% Discharged: % Loaded	
SOUTHERN CALIFORNIA												
74,711	4.0%	-11.1%	0.0: 100.0	2,492,556	12.9%	-12.4%	1.5: 98.5	1,713,898	3.4%	-3.2%	41.4: 58.6	San Diego
187,719	10.1	13.2	1.4: 98.6	3,140,650	16.3	-2.5	5.4: 94.6	6,347,283	12.5	-6.7	70.5: 29.5	Long Beach
-				2,585,306	13.4	-10.5	16.1: 83.9	6,454,034	12.7	-4.4	87.6: 12.4	Los Angeles
-				2,337,182	12.1	-4.8	2.7: 97.3	46,677	0.1	-38.8	57.6: 42.4	Port Hueneme
262,430	**14.2%**	**5.0%**	**1.0: 99.0**	**10,555,694**	**54.8%**	**-7.5%**	**6.5: 93.5**	**14,561,892**	**28.6%**	**-5.4%**	**74.6: 25.4**	**AREA TOTAL**
NORTHERN CALIFORNIA												
-				-				38,357	0.1%	--	0.0: 100.0	San Francisco
-				-				406,725	0.8	10.4%	0.0: 100.0	Redwood City
1,283	0.1%	*	0.0: 100.0	753,035	3.9%	-20.9%	66.4: 33.6	66,306	0.1	--	0.0: 100.0	Oakland
1,032	0.1	-61.5%	4.9: 95.1	-				-				Richmond
-				-				674,922	1.3	3.5	7.1: 92.9	Crockett
-				-				159,534	0.3	-40.4	100.0: 0.0	Pittsburg
-				-				1,824,497	3.6	44.2	21.5: 78.5	Stockton
41,586	2.2	394.4	0.0: 100.0	-				414,749	0.8	-44.0	71.0: 29.0	Sacramento
-				582,881	3.0	82.0	0.3: 99.7	286,804	0.6	13.9	92.0: 8.0	Benicia
128,553	6.9	-26.6	0.0: 100.0	-				150,347	0.3	-46.1	89.2: 10.8	Eureka
172,454	**9.3%**	**-10.1%**	**0.0: 100.0**	**1,335,916**	**6.9%**	**5.0%**	**37.6: 62.4**	**4,022,241**	**7.9%**	**5.2%**	**32.1: 67.9**	**AREA TOTAL**
PACIFIC NORTHWEST: Oregon												
130,503	7.0%	-22.2%	64.9: 35.1	-				1,547,932	3.0%	-21.3%	99.7: 0.3	No. Bend/Coos Bay
12,891	0.7	-16.5	0.0: 100.0	-				-				Astoria/Warrenton
54,250	2.9	74.2	14.1: 85.9	3,834,877	19.9%	4.8%	3.1: 96.9	9,890,487	19.4	-12.1	98.8: 1.2	Portland
9,482	0.5	-37.0	13.7: 86.3	713,558	3.7	20.8	0.0: 100.0	4,081,799	8.0	14.6	98.1: 1.9	Vancouver, WA
-				-				6,200,711	12.2	-4.7	100.0: 0.0	Kalama
594,041	32.1	-12.8	99.2: 0.8	-				1,363,948	2.7	-6.5	97.9: 2.1	Longview, WA
801,167	**43.3%**	**-12.4%**	**85.2: 14.8**	**4,548,435**	**23.6%**	**7.0%**	**2.6: 97.4**	**23,084,877**	**45.3%**	**-6.7%**	**99.0: 1.0**	**AREA TOTAL**
PACIFIC NORTHWEST: Washington												
265,194	14.3%	-1.2%	71.5: 28.5	-				-				Aberdeen
5,297	0.3	-74.5	0.0: 100.0	-				159,841	0.3%	-16.2%	100.0: 0.0	Port Angeles
43,412	2.3	70.0	71.2: 28.8	-				-				Olympia
259,388	14.0	-27.0	82.4: 17.6	2,355,211	12.2%	12.3%	20.5: 79.5	5,470,830	10.7	-11.9	91.8: 8.2	Tacoma
4,384	0.2	-6.9	94.8: 5.2	461,399	2.4	-35.1	11.7: 88.3	2,982,183	5.9	32.4	100.0: 0.0	Seattle
20,056	1.1	-64.9	100.0: 0.0	-				44,105	0.1	-86.2	0.0: 100.0	Everett
17,637	1.0	-24.0	100.0: 0.0	-				398,965	0.8	44.8	100.0: 0.0	Anacortes
-				-				189,867	0.4	-67.5	37.1: 62.9	Bellingham/Blaine
615,368	**33.2%**	**-18.5%**	**77.4: 22.6**	**2,816,610**	**14.6%**	**0.3%**	**19.1: 80.9**	**9,245,791**	**18.2%**	**-6.1%**	**93.4: 6.6**	**AREA TOTAL**
1,851,419	**100.0%**	**-12.3%**	**62.7: 37.3**	**19,256,655**	**100.0%**	**-2.4%**	**9.6: 90.4**	**50,914,801**	**100.0%**	**-5.4%**	**85.7: 14.3**	**COAST TOTAL**

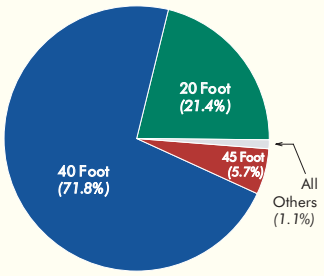
CONTAINER BOX COUNTS

In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48, and 53 foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: Loaded and Empty. Loaded containers include assessable, those containing cargo exempt from assessments, auto-bearing containers, and transshipped containers.

All Box Lengths is the total of all containers reported including 24, 35, 48, and 53 foot containers, which are not shown in the columns to the left.

2001

Box Length:	20 Feet			40 Feet			45 Feet			All Box Lengths				
	Discharge	Load	Total	Discharge	Load	Total	Discharge	Load	Total	Discharge	Load	Total	*Pct. of Port*	TEUs
LONG BEACH														
Loaded	274,759	140,075	**414,834**	977,962	378,008	**1,355,970**	83,787	26,610	**110,397**	1,336,526	544,696	**1,881,222**	*75.9%*	**3,375,204**
Empty	2,320	112,797	**115,117**	15,928	427,545	**443,473**	942	38,896	**39,838**	19,190	579,267	**598,457**	*24.1*	**1,091,749**
TOTAL	277,079	252,872	**529,951**	993,890	805,553	**1,799,443**	84,729	65,506	**150,235**	1,355,716	1,123,963	**2,479,679**	*100.0%*	**4,466,953**
LOS ANGELES														
Loaded	351,290	150,294	**501,584**	1,070,165	413,074	**1,483,239**	76,531	24,032	**100,563**	1,505,124	597,559	**2,102,683**	*72.6%*	**3,718,959**
Empty	6,678	136,846	**143,524**	48,700	533,850	**582,550**	5,881	50,107	**55,988**	68,811	724,867	**793,678**	*27.4*	**1,454,701**
TOTAL	357,968	287,140	**645,108**	1,118,865	946,924	**2,065,789**	82,412	74,139	**156,551**	1,573,935	1,322,426	**2,896,361**	*100.0%*	**5,173,660**
OAKLAND														
Loaded	79,906	82,991	**162,897**	183,396	298,283	**481,679**	6,967	12,566	**19,533**	272,604	403,548	**676,152**	*76.2%*	**1,184,725**
Empty	14,092	26,524	**40,616**	91,239	58,909	**150,148**	3,070	9,705	**12,775**	115,732	95,185	**210,917**	*23.8*	**378,587**
TOTAL	93,998	109,515	**203,513**	274,635	357,192	**631,827**	10,037	22,271	**32,308**	388,336	498,733	**887,069**	*100.0%*	**1,563,313**
PORTLAND														
Loaded	7,588	17,996	**25,584**	19,286	71,298	**90,584**	569	1,181	**1,750**	27,443	90,475	**117,918**	*76.6%*	**210,690**
Empty	2,032	5,371	**7,403**	7,143	17,678	**24,821**	158	3,738	**3,896**	9,333	26,787	**36,120**	*23.4*	**65,811**
TOTAL	9,620	23,367	**32,987**	26,429	88,976	**115,405**	727	4,919	**5,646**	36,776	117,262	**154,038**	*100.0%*	**276,501**
TACOMA														
Loaded	43,962	30,470	**74,432**	162,186	210,253	**372,439**	18,010	15,394	**33,404**	224,158	256,117	**480,275**	*77.5%*	**894,469**
Empty	1,214	12,390	**13,604**	52,441	51,926	**104,367**	7,035	14,461	**21,496**	60,690	78,777	**139,467**	*22.5*	**270,704**
TOTAL	45,176	42,860	**88,036**	214,627	262,179	**476,806**	25,045	29,855	**54,900**	284,848	334,894	**619,742**	*100.0%*	**1,165,173**
SEATTLE														
Loaded	69,231	51,995	**121,226**	187,418	153,721	**341,139**	22,000	4,039	**26,039**	282,738	225,095	**507,833**	*78.1%*	**888,717**
Empty	2,724	14,913	**17,637**	40,905	53,721	**94,626**	568	14,055	**14,623**	58,598	84,137	**142,735**	*21.9*	**260,723**
TOTAL	71,955	66,908	**138,863**	228,323	207,442	**435,765**	22,568	18,094	**40,662**	341,336	309,232	**650,568**	*100.0%*	**1,149,441**
ALL OTHERS														
Loaded	5,229	4,188	**9,417**	11,024	3,613	**14,637**	258	92	**350**	16,511	7,899	**24,410**	*68.0%*	**39,494**
Empty	534	2,148	**2,682**	991	7,563	**8,554**		228	**228**	1,525	9,939	**11,464**	*32.0*	**20,303**
TOTAL	5,763	6,336	**12,099**	12,015	11,176	**23,191**	258	320	**578**	18,036	17,838	**35,874**	*100.0%*	**59,797**
COAST TOTALS														
Loaded	831,965	478,009	**1,309,974**	2,611,437	1,528,250	**4,139,687**	208,122	83,914	**292,036**	3,665,104	2,125,389	**5,790,493**	*75.0%*	**10,312,258**
Empty	29,594	310,989	**340,583**	257,347	1,151,192	**1,408,539**	17,654	131,190	**148,844**	333,879	1,598,959	**1,932,838**	*25.0*	**3,542,579**
TOTAL	861,559	788,998	**1,650,557**	2,868,784	2,679,442	**5,548,226**	225,776	215,104	**440,880**	3,998,983	3,724,348	**7,723,331**	*100.0%*	**13,854,838**
Pct of Total	11.2%	10.2%	21.4%	37.1%	34.7%	71.8%	2.9%	2.8%	5.7%	51.8%	48.2%	100.0%		



2001 CONTAINER COUNTS
BY LENGTH OF BOX

OVERSTOWS AND REHANDLES

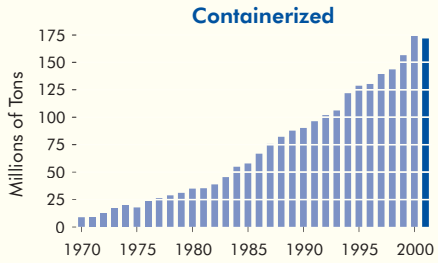
2001	Cell to Cell	Cell-Dock -Cell
Long Beach	325	21,729
Los Angeles	445	19,558
Port Hueneme	10	-
San Francisco	23	1,470
Oakland	722	17,687
West Sacramento	3	-
Portland	44	2,920
Tacoma	107	6,021
Seattle	315	5,908
Coast Total	**1,994**	**75,293**

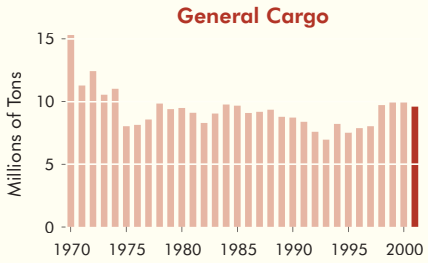
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell to cell and cell-dock-cell lifts. A cell to cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs when a container is moved off a vessel, placed on the dock so that other cargo may be moved, and then the container is restowed onto the vessel. A cell to cell move counts as one lift, and a cell-dock-cell move as two lifts. About 1 overstow/rehandle lift has been reported for every 100 containers reported.

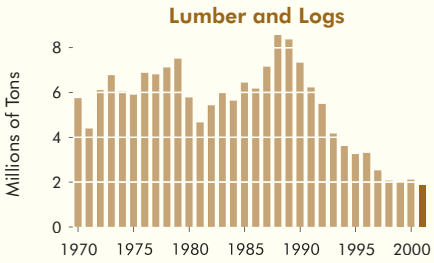
WEST COAST WATERBORNE REVENUE TONNAGE

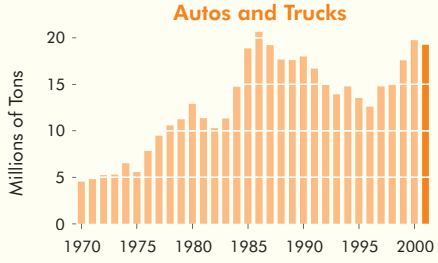
Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1970 is shown below. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each TEU contains on average 17 revenue tons. The percent that each tonnage sector represents of the total for each year is shown in the column to the right of the revenue tonnage.

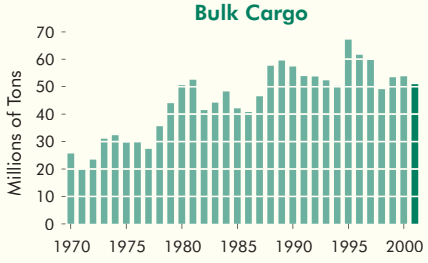
Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1970	8,782,425	14.6%	15,316,358	25.5%	5,742,211	9.6%	4,524,600	7.5%	25,660,018	42.7%	60,025,612
1971	8,237,217	17.0	11,282,218	23.3	4,390,446	9.1	4,805,033	9.9	19,762,760	40.8	48,477,674
1972	12,427,891	20.8	12,432,221	20.8	6,103,609	10.2	5,233,750	8.8	23,435,590	39.3	59,633,061
1973	17,286,133	24.4	10,542,056	14.9	6,771,119	9.5	5,302,086	7.5	31,053,499	43.8	70,954,893
1974	19,645,497	26.0	11,022,499	14.6	6,045,637	8.0	6,502,908	8.6	32,320,845	42.8	75,537,386
1975	17,826,596	26.6	8,033,396	12.0	5,901,839	8.8	5,561,014	8.3	29,645,689	44.3	66,968,534
1976	23,221,682	30.4	8,134,498	10.7	6,877,271	9.0	7,828,243	10.3	30,228,242	39.6	76,289,936
1977	26,414,368	33.6	8,563,580	10.9	6,805,138	8.7	9,457,329	12.0	27,330,016	34.8	78,570,431
1978	28,819,244	31.3	9,844,671	10.7	7,116,000	7.7	10,571,245	11.5	35,622,335	38.7	91,973,495
1979	31,004,124	30.1	9,402,025	9.1	7,512,088	7.3	11,243,783	10.9	43,973,689	42.6	103,135,709
1980	34,961,122	30.8	9,485,736	8.3	5,778,206	5.1	12,889,020	11.3	50,568,290	44.5	113,682,374
1981	35,285,833	31.2	9,101,434	8.1	4,663,983	4.1	11,361,442	10.1	52,547,465	46.5	112,960,157
1982	38,698,403	37.1	8,297,299	8.0	5,428,609	5.2	10,298,415	9.9	41,483,760	39.8	104,206,486
1983	45,429,483	39.2	9,047,558	7.8	5,981,043	5.2	11,317,759	9.8	44,204,444	38.1	115,980,287
1984	54,865,052	41.2	9,756,682	7.3	5,636,415	4.2	14,731,180	11.1	48,293,596	36.2	133,282,925
1985	57,766,646	42.8	9,674,183	7.2	6,438,557	4.8	18,849,314	14.0	42,106,859	31.2	134,835,559
1986	66,718,404	46.5	9,094,687	6.3	6,178,052	4.3	20,642,032	14.4	40,777,087	28.4	143,410,262
1987	75,658,551	48.0	9,185,331	5.8	7,153,443	4.5	19,209,803	12.2	46,483,967	29.5	157,691,095
1988	82,177,507	46.9	9,348,783	5.3	8,568,982	4.9	17,657,367	10.1	57,635,530	32.9	175,388,169
1989	87,685,303	48.2	8,783,588	4.8	8,370,546	4.6	17,591,459	9.7	59,506,199	32.7	181,937,095
1990	90,273,077	49.7	8,725,931	4.8	7,328,202	4.0	17,981,501	9.9	57,355,691	31.6	181,664,402
1991	96,273,125	53.1	8,384,586	4.6	6,225,273	3.4	16,692,545	9.2	53,881,933	29.7	181,457,462
1992	101,978,206	55.5	7,591,757	4.1	5,489,640	3.0	15,063,006	8.2	53,699,428	29.2	183,822,037
1993	106,219,196	57.9	6,954,623	3.8	4,167,694	2.3	13,915,249	7.6	52,344,375	28.5	183,601,137
1994	121,870,484	61.3	8,216,857	4.1	3,609,270	1.8	14,770,607	7.4	50,305,273	25.3	198,772,491
1995	128,775,816	58.5	7,510,216	3.4	3,251,827	1.5	13,530,428	6.1	67,172,576	30.5	220,240,863
1996	130,286,300	60.4	7,879,062	3.7	3,304,565	1.5	12,611,072	5.8	61,600,326	28.6	215,681,325
1997	139,362,736	62.0	8,032,536	3.6	2,523,657	1.1	14,761,793	6.6	59,934,309	26.7	224,615,031
1998	143,548,068	65.4	9,719,501	4.4	2,071,769	0.9	14,944,308	6.8	49,101,074	22.4	219,384,720
1999	156,545,401	65.3	10,010,412	4.2	2,005,755	0.8	17,570,694	7.3	53,456,900	22.3	239,589,162
2000	174,023,849	67.0	9,952,335	3.8	2,111,341	0.8	19,739,577	7.6	53,809,757	20.7	259,636,859
2001	171,741,769	67.8	9,592,929	3.8	1,851,419	0.7	19,256,655	7.6	50,914,801	20.1	253,357,573

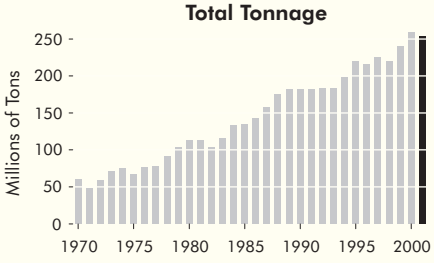












COAST REVENUE TONNAGE MARKET SHARE

In the table below, the column labeled "Percent of Coast"represents the cargo tonnage as a percent of the coast total for that sector. This percentage represents what is commonly referred to as "market share." The six major ports listed below handled 87.8% of the total coast tonnage in 2001 and 99.6% of the containerized cargo.

For each of the six major ports and for **All Other Ports**, the number of assessable container TEUs and the revenue tonnage reported in each of the other four cargo sectors are shown for each year since 1997.

The **Port Total** tonnage includes container tonnage. Container TEUs are converted to tonnage by multiplying the number of TEUs by 17 tons.

	2001		2000		1999		1998		1997	
	TEUs/Tons	*Percent of Coast*	TEUs/Tons	*Percent of Coast*	TEUs/Tons	*Percent of Coast*	TEUs/Tons	*Percent of Coast*	TEUs/Tons	*Percent of Coast*
LONG BEACH										
Container TEUs	3,338,499	*33.0%*	3,438,433	*33.6%*	3,224,722	*35.0%*	2,958,782	*35.0%*	2,815,979	*34.4%*
General Cargo	1,909,133	*19.9*	1,741,811	*17.5*	1,702,461	*17.0*	1,740,983	*17.9*	1,671,561	*20.8*
Lumber & Logs	187,719	*10.1*	165,803	*7.9*	129,633	*6.5*	133,648	*6.5*	100,748	*4.0*
Autos & Trucks	3,140,650	*16.3*	3,219,578	*16.3*	2,984,514	*17.0*	2,990,375	*20.0*	2,805,099	*19.0*
Bulk Cargo	6,347,283	*12.5*	6,803,155	*12.6*	6,209,675	*11.6*	8,228,636	*16.8*	9,387,336	*15.7*
Port Total	**68,339,268**	***27.0%***	**70,383,708**	***27.1%***	**65,846,557**	***27.5%***	**63,392,936**	***28.9%***	**61,836,387**	***27.5%***
LOS ANGELES										
Container TEUs	3,643,162	*36.1%*	3,394,256	*33.2%*	2,694,626	*29.3%*	2,424,296	*28.7%*	2,287,137	*27.9%*
General Cargo	3,046,159	*31.8*	3,610,637	*36.3*	3,545,426	*35.4*	3,464,596	*35.6*	2,617,137	*32.6*
Lumber & Logs	-	-	-	-	4,140	*0.2*	35,020	*1.7*	25,079	*1.0*
Autos & Trucks	2,585,306	*13.4*	2,889,854	*14.6*	3,111,451	*17.7*	2,281,740	*15.3*	2,308,277	*15.6*
Bulk Cargo	6,454,034	*12.7*	6,748,296	*12.5*	6,640,284	*12.4*	4,945,696	*10.1*	3,576,158	*6.0*
Port Total	**74,019,253**	***29.2%***	**70,951,139**	***27.3%***	**59,109,943**	***24.7%***	**51,940,084**	***23.7%***	**47,407,980**	***21.1%***
OAKLAND										
Container TEUs	1,126,553	*11.2%*	1,188,134	*11.6%*	1,130,862	*12.3%*	1,058,022	*12.5%*	1,051,036	*12.8%*
General Cargo	500,548	*5.2*	294,589	*3.0*	310,604	*3.1*	417,108	*4.3*	244,672	*3.0*
Lumber & Logs	1,283	*0.1*	15	-	-	-	-	-	48	*0.0*
Autos & Trucks	753,035	*3.9*	952,443	*4.8*	768,711	*4.4*	688,741	*4.6*	638,777	*4.3*
Bulk Cargo	66,306	*0.1*	-	-	65,644	*0.1*	36,792	*0.1*	4,851	*0.0*
Port Total	**20,472,573**	***8.1%***	**21,445,325**	***8.3%***	**20,369,613**	***8.5%***	**19,129,015**	***8.7%***	**18,755,960**	***8.4%***
PORTLAND										
Container TEUs	210,707	*2.1%*	216,213	*2.1%*	219,294	*2.4%*	189,965	*2.2%*	213,337	*2.6%*
General Cargo	779,342	*8.1*	633,694	*6.4*	796,744	*8.0*	631,717	*6.5*	261,402	*3.3*
Lumber & Logs	52,099	*2.8*	31,146	*1.5*	33,126	*1.7*	72,049	*3.5*	106,120	*4.2*
Autos & Trucks	3,834,877	*19.9*	3,658,980	*18.5*	3,316,992	*18.9*	2,643,646	*17.7*	2,795,810	*18.9*
Bulk Cargo	9,890,487	*19.4*	11,246,385	*20.9*	11,099,680	*20.8*	11,499,458	*23.4*	11,437,267	*19.1*
Port Total	**18,138,824**	***7.2%***	**19,245,826**	***7.4%***	**18,974,540**	***7.9%***	**18,076,275**	***8.2%***	**18,227,328**	***8.1%***
TACOMA										
Container TEUs	869,347	*8.6%*	902,410	*8.8%*	841,114	*9.1%*	723,678	*8.6%*	771,392	*9.4%*
General Cargo	197,341	*2.1*	181,001	*1.8*	249,248	*2.5*	315,908	*3.3*	278,550	*3.5*
Lumber & Logs	259,388	*14.0*	355,116	*16.8*	332,314	*16.6*	376,842	*18.2*	435,604	*17.3*
Autos & Trucks	2,355,211	*12.2*	2,097,418	*10.6*	1,829,786	*10.4*	1,605,080	*10.7*	1,626,043	*11.0*
Bulk Cargo	5,470,830	*10.7*	6,211,192	*11.5*	6,627,203	*12.4*	4,578,840	*9.3*	7,113,345	*11.9*
Port Total	**23,061,669**	***9.1%***	**24,185,697**	***9.3%***	**23,337,489**	***9.7%***	**19,179,196**	***8.7%***	**22,567,206**	***10.0%***
SEATTLE										
Container TEUs	877,440	*8.7%*	1,043,481	*10.2%*	1,055,283	*11.5%*	1,057,881	*12.5%*	1,020,024	*12.4%*
General Cargo	175,323	*1.8*	244,479	*2.5*	255,367	*2.6*	304,963	*3.1*	284,106	*3.5*
Lumber & Logs	4,384	*0.2*	4,711	*0.2*	20,518	*1.0*	6,835	*0.3*	13,028	*0.5*
Autos & Trucks	461,399	*2.4*	711,373	*3.6*	709,830	*4.0*	531,988	*3.6*	792,748	*5.4*
Bulk Cargo	2,982,183	*5.9*	2,251,807	*4.2*	2,099,443	*3.9*	1,462,698	*3.0*	4,042,335	*6.7*
Port Total	**18,539,769**	***7.3%***	**20,951,547**	***8.1%***	**21,024,969**	***8.8%***	**20,290,461**	***9.2%***	**22,472,625**	***10.0%***
ALL OTHER PORTS										
Container TEUs	36,749	*0.4%*	53,770	*0.5%*	42,652	*0.5%*	31,380	*0.4%*	38,903	*0.5%*
General Cargo	2,985,083	*31.1*	3,246,124	*32.6*	3,150,562	*31.5*	2,844,226	*29.3*	2,675,108	*33.3*
Lumber & Logs	1,346,546	*72.7*	1,554,550	*73.6*	1,486,024	*74.1*	1,447,375	*69.9*	1,843,030	*73.0*
Autos & Trucks	6,126,177	*31.8*	6,209,931	*31.5*	4,849,410	*27.6*	4,202,738	*28.1*	3,795,039	*25.7*
Bulk Cargo	19,703,678	*38.7*	20,548,922	*38.2*	20,714,971	*38.8*	18,348,954	*37.4*	24,373,017	*40.7*
Port Total	**30,786,217**	***12.2%***	**32,473,617**	***12.5%***	**30,926,051**	***12.9%***	**27,376,753**	***12.5%***	**33,347,545**	***14.8%***
COAST TOTALS										
Container TEUs	10,102,457		10,236,697		9,208,553		8,444,004		8,197,808	
General Cargo	9,592,929		9,952,335		10,010,412		9,719,501		8,032,536	
Lumber & Logs	1,851,419		2,111,341		2,005,755		2,071,769		2,523,657	
Autos & Trucks	19,256,655		19,739,577		17,570,694		14,944,308		14,761,793	
Bulk Cargo	50,914,801		53,809,757		53,456,900		49,101,074		59,934,309	
Total Coast	**253,357,573**		**259,636,859**		**239,589,162**		**219,384,720**		**224,615,031**	

AVERAGE ANNUAL EARNINGS

These average annual earnings data include on-the-job pay, holiday pay, vacation pay, pay for travel hours, and taxable meals and fares. Pay Guarantee Plan payments, mileage, and nontaxable meals and fares payments are NOT included.

The first three columns, identified as **1 or More Hours**, shows the number of registrants paid one or more hours and their corresponding average annual hours and average annual earnings.

The **% of Registrants** column shows the percent of the total number of registrants who were paid hours equal to or greater than the number of hours under the hours heading.

Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400 hour units.

The **Average Hours** column shows the average numbers of hours paid to those registrants who were paid 2,800 or more hours.

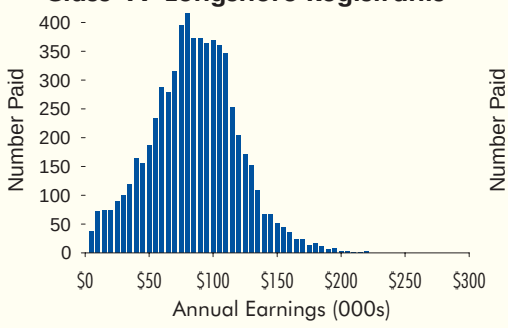
Four pairs of columns follow showing the percent of registrants and average earnings for those registrants paid 1,600 or more hours, 2,000 or more hours, 2,400 or more hours, and 2,800 or more hours.

The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

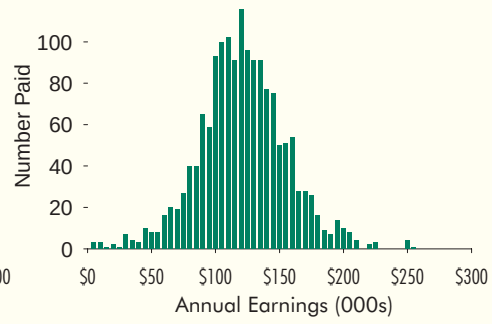
	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
Year	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings
CLASS "A" LONGSHORE REGISTRANTS												
1992	6,152	1,744	54,980	59.9	68,813	38.7	75,931	16.2	84,703	4.6	3,061	97,559
1993	5,889	1,717	56,004	58.7	70,765	38.2	77,877	15.0	87,119	3.9	3,088	101,946
1994	5,559	1,871	62,031	66.9	74,988	47.8	81,565	22.0	91,122	7.8	3,122	103,988
1995	5,248	1,923	64,820	69.1	77,747	50.4	84,663	25.2	94,035	10.0	3,141	106,910
1996	5,105	1,907	68,842	68.4	83,115	49.7	90,545	24.3	101,165	9.7	3,112	115,081
1997	5,280	1,988	75,880	71.4	89,812	53.7	96,865	30.1	107,130	11.6	3,158	123,042
1998	5,695	2,029	79,135	72.6	93,766	56.1	100,921	33.8	111,765	14.8	3,178	126,573
1999	5,977	2,013	79,767	72.2	94,256	55.1	101,554	32.5	111,958	13.3	3,158	127,192
2000	6,291	2,076	84,113	74.9	97,899	58.0	105,278	35.1	116,300	15.3	3,194	131,869
2001	6,463	2,006	82,895	71.7	98,585	53.8	106,883	31.8	118,613	13.8	3,208	135,379
CLASS "A" CLERKS												
1992	1,288	2,377	81,106	86.1	87,510	75.9	90,661	56.3	95,493	26.6	3,120	105,190
1993	1,249	2,367	82,696	88.2	88,224	75.0	92,235	53.6	97,912	26.3	3,115	107,658
1994	1,223	2,513	89,053	89.2	95,008	80.2	98,120	62.4	103,558	36.5	3,196	112,665
1995	1,337	2,569	91,127	91.1	96,103	82.4	99,306	65.1	104,847	38.0	3,237	115,077
1996	1,373	2,558	96,430	90.3	102,030	82.0	105,196	63.3	111,685	37.9	3,226	122,447
1997	1,449	2,489	104,526	90.8	109,827	80.3	113,808	59.4	121,122	31.8	3,167	133,731
1998	1,537	2,590	111,139	91.2	116,598	83.5	119,879	66.4	126,000	38.6	3,223	138,330
1999	1,500	2,610	113,879	91.9	119,064	84.0	122,466	67.7	128,317	40.5	3,222	140,212
2000	1,558	2,685	118,982	92.1	124,390	84.4	128,058	69.2	134,495	45.4	3,300	145,960
2001	1,583	2,662	118,844	91.7	124,563	83.3	128,421	67.5	135,258	44.0	3,302	147,046
WALKING BOSSES/FOREMEN												
1992	511	2,662	111,039	92.4	115,823	84.9	119,037	73.2	122,714	43.8	3,221	131,358
1993	495	2,613	112,317	92.5	116,858	84.2	120,351	69.9	125,693	39.4	3,204	135,553
1994	510	2,790	121,266	93.5	125,839	87.6	128,856	75.1	134,344	51.4	3,329	143,948
1995	518	2,787	124,194	93.6	128,904	86.9	132,740	75.5	137,975	50.8	3,337	148,374
1996	531	2,731	129,611	91.9	136,195	87.0	139,034	75.3	144,286	48.6	3,271	155,759
1997	562	3,006	139,703	93.4	145,834	89.1	148,477	79.5	153,191	62.3	3,532	161,426
1998	577	3,174	150,194	94.3	155,880	89.4	159,256	81.8	164,005	67.1	3,687	171,957
1999	554	3,125	150,286	91.9	158,438	88.6	160,832	82.7	164,283	70.0	3,603	170,881
2000	618	3,282	160,452	95.6	165,149	93.0	167,122	84.1	172,585	73.0	3,702	178,640
2001	616	3,130	157,352	93.8	163,609	89.6	166,508	80.4	171,928	66.1	3,638	179,754

NUMBER OF REGISTRANTS PAID BY 2001 ANNUAL EARNINGS *(grouped in $5,000 increments)*

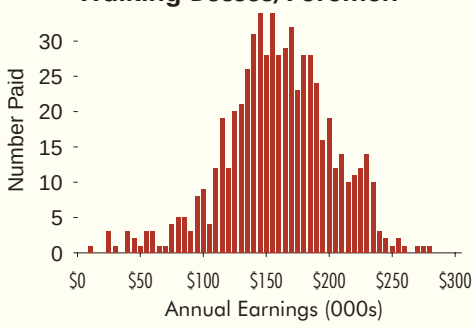
Class "A" Longshore Registrants



Class "A" Clerks



Walking Bosses/Foremen



REGISTERED WORK FORCE BY LOCAL

The information below shows various hours and earnings averages for those members of the locals who (1) were active for the full payroll year and (2) were paid for one or more hours during the payroll year. Information is also shown about the ages of working registrants.

Average Total Income shows all income including vacation pay, holiday pay, PGP, meals, fares and mileage.

AVERAGE DAYS OF: shows the average days of vacation, paid holidays, and PGP (1 day = 1/5 of one week).

PERCENT OF EARNINGS FROM: shows the portion of total earnings paid at hourly wage rates and those portions which the various designated benefits represent.

NUMBER WORKING shows the total number of registrants paid for one or more hours and the number of Class "B" workers included in that total.

Average Hours Paid is the average of all hours paid at any occupation code.

No. Registered is the active registration count at the end of the payroll year.

Local		No. Registered	NUMBER WORKING: Total Local	NUMBER WORKING: Class "B" Only	Average Hours Paid	AVERAGE DAYS OF: Vacation Paid	AVERAGE DAYS OF: Paid Holidays	AVERAGE DAYS OF: PGP Paid	PERCENT OF EARNINGS FROM: Hours Paid	PERCENT OF EARNINGS FROM: Vacation Pay	PERCENT OF EARNINGS FROM: Paid Holidays	PERCENT OF EARNINGS FROM: PGP Payments	Average Total Income
		#	#	#	Hours	Days	Days	Days	%	%	%	%	$
LONGSHORE REGISTRANTS													
Southern California													
13	LA/LB	4,541	4,223	561	2,149	13.1	12.2		93.3	3.6	3.0		$88,244
29	San Diego	57	57	13	2,161	18.0	12.8	0.1	89.8	5.1	3.2		87,636
46	Port Hueneme	73	71	-	2,247	16.6	12.2		90.8	4.6	3.0		89,043
	Total	4,671	4,351	574	2,151	13.2	12.2		93.2	3.6	3.0		$88,249
Northern California													
10	SF Bay Area	1,165	1,065	297	1,677	12.6	9.9	1.7	90.9	4.7	3.2	0.3	$64,840
14	Eureka	23	21	-	1,319	24.0	12.6	59.6	59.2	8.4	3.8	17.6	70,839
18	Sacramento	29	24	4	1,640	16.9	11.3	27.5	82.1	5.9	3.4	7.8	70,954
54	Stockton	60	55	12	1,915	16.6	12.2	7.6	87.6	5.1	3.4	1.9	79,801
	Total	1,277	1,165	313	1,681	13.1	10.1	3.5	89.9	4.8	3.2	0.9	$65,781
Oregon													
04	Vancouver, WA	153	141	19	1,792	16.3	12.2	4.7	87.8	5.5	3.8	1.4	$70,896
08	Portland	442	435	45	1,765	16.8	11.9	2.8	88.6	5.7	3.7	0.8	70,677
12	North Bend	77	73	-	1,151	16.8	11.7	72.5	54.1	6.2	3.9	23.3	65,101
21	Longview, WA	185	177	28	1,837	17.0	12.8	5.2	86.8	5.7	3.8	1.4	72,067
50	Astoria	33	33	-	742	12.7	7.3	131.1	34.2	4.6	2.6	44.1	61,896
53	Newport	10	10	2	784	7.0	9.1	125.0	32.1	2.5	3.2	42.8	57,533
	Total	900	869	94	1,682	16.5	11.9	15.7	83.0	5.7	3.7	4.6	$70,043
Washington													
07	Bellingham	28	28	-	588	20.5	12.7	101.1	38.0	10.0	5.5	41.9	$50,330
19	Seattle	565	536	83	1,758	16.8	12.3	1.7	89.4	5.6	3.7	0.5	73,054
23	Tacoma	550	529	134	1,926	16.6	12.1		91.0	5.2	3.4		77,711
24	Aberdeen	65	63	2	1,164	24.9	11.0	48.8	62.7	9.9	4.0	16.8	60,276
25	Anacortes	12	12	-	1,234	20.4	13.0	42.5	70.8	7.8	4.5	14.0	63,177
27	Port Angeles	48	47	-	624	28.6	4.5	157.8	27.3	9.7	1.5	50.6	65,044
32	Everett	40	40	-	677	25.3	11.7	87.2	41.7	13.1	5.3	37.9	48,062
47	Olympia	26	26	4	678	21.2	6.3	130.3	39.1	8.7	2.5	47.8	56,275
51	Port Gamble	10	10	-	462	24.5	2.6	184.3	21.3	8.9	0.9	63.4	60,600
	Total	1,344	1,291	223	1,661	18.0	11.7	18.2	83.8	6.1	3.5	5.2	$72,254
Total Longshore		8,192	7,676	1204	1,944	14.4	11.8	5.4	90.3	4.3	3.2	1.4	$80,088
CLERKS													
29	San Diego	4	4	-	2,634	30.0	12.8	*	88.5	6.7	2.4		$118,390
46	Port Hueneme	14	14	-	2,809	30.3	13.0		90.1	6.7	2.4		117,075
63	LA/LB	968	958	1	2,780	22.0	12.6		93.3	4.5	2.2		126,038
14	Eureka	2	2	-	1,161	30.0	13.0	*	67.3	12.3	4.4	8.8	65,098
34	SF Bay Area	273	270	1	2,398	25.8	12.7	0.1	90.4	6.5	2.7		103,036
40	Portland	104	97	-	2,451	24.3	12.7	1.0	89.1	5.9	2.6	0.2	105,459
23	Tacoma	92	91	-	2,645	28.2	12.9		91.2	6.3	2.5		114,959
52	Seattle	157	154	-	2,517	27.4	12.6		89.8	6.3	2.4		113,206
Total Clerks		1,614	1,590	2	2,660	23.7	12.7	0.1	92.1	5.2	2.3		$118,825
WALKING BOSSES/FOREMEN													
29	San Diego	5	5	-	2,674	30.5	13.8		90.5	6.6	2.9		$133,662
46	Port Hueneme	6	6	-	3,232	32.5	13.0		91.3	6.2	2.5		151,191
94	LA/LB	388	384	-	3,459	27.9	12.9		93.2	4.6	2.2		172,635
91	SF Bay Area	73	73	-	2,730	31.0	12.9	1.5	90.2	6.4	2.7	0.3	138,361
92	Portland	49	48	-	2,466	29.9	12.4	7.6	88.7	6.6	2.8	1.6	129,000
98	Seattle	101	100	-	2,495	28.8	12.8	3.6	89.0	6.3	2.8	0.8	131,764
Total Foremen		622	616	-	3,130	28.6	12.8	1.4	92.0	5.2	2.3	0.2	$158,013

* Average Hours Paid, Average Days of PGP Paid, and Average Total Income for groups of fewer than five individuals are not shown, but the data are included in category averages.

Average Age represents the age of members at the end of the year.

PERCENT OF WORKING REGISTRANTS BY AGE GROUP shows the percentage of those members in each of the age categories from Under 30 to Over 70½.

PERCENT OF WORKING REGISTRANTS BY HOURS PAID shows the percentage of those working registrants whose total paid hours fall into each of the hours categories shown. Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400-hour units.

		PERCENT OF WORKING REGISTRANTS BY AGE GROUP										PERCENT OF WORKING REGISTRANTS BY HOURS PAID							
Local	Average Age	Under 30	30-34	35-39	40-44	45-49	50-54	55-61	62-64	65-70½	Over 70½	400 or More	800 or More	1200 or More	1600 or More	2000 or More	2400 or More	2800 or More	3200 or More
	Years	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
13	44.4	8.7	10.9	17.2	16.4	15.3	11.7	12.4	3.0	3.1	1.3	98.1	95.7	89.3	78.9	60.9	36.7	16.9	6.7
29	53.1	1.8	3.5	14.0	10.5	5.3	8.8	29.8	8.8	15.8	1.8	100.0	100.0	94.7	80.7	61.4	33.3	10.5	8.8
46	48.0	1.4	2.8	18.3	23.9	11.3	18.3	12.7	2.8	5.6	2.8	98.6	98.6	93.0	85.9	63.4	49.3	23.9	4.2
	44.6	**8.5**	**10.6**	**17.1**	**16.4**	**15.1**	**11.8**	**12.7**	**3.1**	**3.3**	**1.3**	**98.1**	**95.8**	**89.5**	**79.1**	**60.9**	**36.8**	**17.0**	**6.6**
10	45.6	7.8	12.6	16.5	15.2	10.2	8.1	18.0	5.0	5.2	1.4	94.6	87.2	68.7	51.3	35.9	22.2	8.6	1.9
14	54.7	4.8		4.8	9.5		4.8	57.1	19.0			100.0	81.0	38.1	28.6	14.3	9.5	4.8	
18	51.0	4.2	4.2	4.2	25.0	12.5	20.8	8.3	12.5		8.3	100.0	87.5	70.8	54.2	29.2	12.5	4.2	
54	49.5	1.8	7.3	14.5	16.4	10.9	14.5	14.5	9.1	9.1	1.8	98.2	98.2	83.6	72.7	47.3	21.8	7.3	1.8
	46.0	**7.4**	**11.9**	**16.0**	**15.4**	**10.1**	**8.6**	**18.4**	**5.6**	**5.2**	**1.5**	**94.9**	**87.6**	**68.9**	**51.9**	**35.9**	**21.7**	**8.4**	**1.8**
4	44.5	8.5	14.9	17.7	7.8	9.9	12.8	27.0	1.4			99.3	95.7	87.9	66.0	32.6	14.2	2.8	0.7
8	47.4	2.8	5.3	11.7	18.4	20.0	17.0	19.3	3.9	1.6		97.0	93.6	81.4	61.6	40.7	17.0	3.0	0.5
12	50.9		2.7	6.8	8.2	21.9	23.3	34.2	2.7			95.9	65.8	42.5	17.8	9.6	4.1	1.4	
21	46.8	4.5	9.0	11.3	10.2	23.7	16.9	20.9	2.3		1.1	99.4	95.5	91.0	72.9	35.6	10.2	2.3	
50	56.2					21.2	15.2	48.5	12.1		3.0	54.5	27.3	21.2	21.2	6.1			
53	47.0		10.0		40.0		40.0	10.0				90.0	40.0	20.0	10.0				
	47.4	**3.7**	**7.2**	**11.6**	**13.7**	**19.1**	**17.0**	**23.1**	**3.3**	**0.8**	**0.3**	**96.1**	**88.8**	**78.1**	**58.8**	**33.9**	**13.2**	**2.5**	**0.3**
7	50.3	3.6	3.6	3.6	17.9	14.3	14.3	32.1	7.1	3.6		57.1	28.6	7.1					
19	48.5	2.6	6.2	9.3	21.3	15.7	13.8	22.9	3.5	3.7	0.9	95.7	91.6	81.7	60.3	36.9	17.9	4.3	0.6
23	44.2	6.0	11.9	16.1	22.7	15.3	10.2	11.5	3.4	1.5	1.3	98.9	96.2	88.3	71.3	48.6	19.8	7.4	1.5
24	51.7	1.6	4.8	3.2	1.6	25.4	20.6	36.5	4.8	1.6		87.3	60.3	47.6	28.6	19.0	4.8		
25	54.8					33.3	16.7	25.0	16.7		8.3	100.0	100.0	41.7	16.7	8.3			
27	53.3				4.3	29.8	25.5	29.8	6.4	4.3		36.2	27.7	19.1	12.8	8.5	4.3	2.1	
32	57.2		2.5	2.5	2.5	2.5	15.0	55.0	10.0	5.0	5.0	65.0	22.5	15.0	10.0	5.0	5.0	5.0	
47	48.2			15.4	26.9	19.2	7.7	26.9	3.8			61.5	26.9	11.5	11.5	7.7	3.8		
51	50.3		10.0		30.0		20.0	40.0				30.0	20.0	10.0	10.0	10.0	10.0	10.0	
	47.4	**3.7**	**7.9**	**11.1**	**19.6**	**16.2**	**13.1**	**20.6**	**4.0**	**2.6**	**1.2**	**91.5**	**84.4**	**74.4**	**56.9**	**36.9**	**16.3**	**5.1**	**0.9**
	45.6	**7.0**	**10.0**	**15.3**	**16.5**	**15.0**	**12.1**	**16.1**	**3.7**	**3.2**	**1.2**	**96.3**	**91.8**	**82.5**	**68.9**	**50.0**	**28.4**	**12.0**	**4.2**
29	59.5					25.0		50.0		25.0		100.0	100.0	100.0	100.0	100.0	50.0	50.0	25.0
46	57.9				7.1		21.4	50.0	14.3		7.1	100.0	100.0	100.0	100.0	100.0	78.6	42.9	14.3
63	52.1	0.2	2.5	6.8	12.8	14.8	21.5	27.5	6.6	6.1	1.3	99.6	98.9	96.0	91.4	83.6	71.5	54.7	32.4
14	65.0								50.0	50.0		100.0	100.0	50.0					
34	54.8	1.9	2.6	6.3	7.4	4.4	13.7	44.1	8.5	6.7	4.4	99.3	98.5	97.4	90.4	80.4	55.9	23.3	4.4
40	52.5	1.0	1.0	4.1	15.5	13.4	16.5	38.1	6.2	4.1		99.0	99.0	95.9	91.8	85.6	60.8	19.6	6.2
23	54.5			1.1	6.6	19.8	18.7	40.7	5.5	5.5	2.2	98.9	98.9	97.8	95.6	89.0	67.0	36.3	14.3
52	55.4	1.3	1.3	1.9	5.2	11.0	13.0	48.1	11.0	5.2	1.9	99.4	99.4	96.1	91.6	77.9	65.6	33.1	11.0
	53.1	**0.6**	**2.1**	**5.7**	**10.9**	**12.8**	**18.8**	**33.9**	**7.4**	**6.0**	**1.9**	**99.4**	**98.9**	**96.4**	**91.5**	**83.0**	**67.3**	**43.9**	**22.7**
29	63.4							40.0		40.0	20.0	100.0	100.0	100.0	100.0	100.0	80.0	40.0	
46	59.0						16.7	66.7		16.7		100.0	100.0	100.0	100.0	100.0	100.0	66.7	50.0
94	55.5			3.4	11.5	10.2	19.3	29.7	10.2	11.5	4.4	99.5	98.7	98.2	96.4	94.5	89.8	80.5	65.4
91	60.1			4.1	1.4	4.1	2.7	50.7	15.1	13.7	8.2	98.6	97.3	95.9	90.4	87.7	71.2	57.5	21.9
92	59.1					4.2	8.3	64.6	12.5	6.3	4.2	100.0	97.9	91.7	83.3	70.8	58.3	39.6	10.4
98	54.6			3.0	14.0	14.0	10.0	42.0	9.0	7.0	1.0	98.0	98.0	96.0	91.0	80.0	60.0	31.0	11.0
	56.3			**3.1**	**9.6**	**9.4**	**14.8**	**37.3**	**10.6**	**10.9**	**4.4**	**99.2**	**98.4**	**97.1**	**93.8**	**89.6**	**80.4**	**66.1**	**46.4**

The omission of a value indicates <0.05%.

HOURS BY JOB CATEGORIES

The hours shown are summarized from payroll information reported to PMA. The hours are shown by the job category (determined by occupation code number) in which they are reported for payroll and/or benefit assessment purposes. The hours listed under the various CFS Agreement categories do not represent total CFS activity because a CFS operator may payroll employees at job categories other than CFS Agreement categories.

"Pct. Chg. from 2000" shows the percent change of the 2001 hours paid from the 2000 hours.

"Percent of Category" shows the percent that each job category comprises of the total hours for the category group, *i.e.* longshore, clerk, and foreman.

"Percent Paid to Casuals" shows the percent of hours paid in each job category that were paid to registrants who were *not* longshore, clerk, or foreman registrants. For example, a member of an ILWU longshore local being paid in a clerk job category is NOT a casual, but a member of an ILWU warehouse local (not part of the bargaining unit) being paid in a longshore job category IS a casual.

These are the hours paid in payroll years 2001 and 2000.

Job Category	2001	2000	Pct. Chg. from 2000	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	2,762,344	2,843,611	-2.9%	17.5%	9.2%
- Lasher	998,855	1,130,505	-11.6	6.3%	9.4%
- Auto Driver	279,249	282,613	-1.2	1.8%	29.6%
Skill I Rate - General	837,234	907,247	-7.7	5.3%	8.4%
- Tractor Driver	3,503,112	3,614,185	-3.1	22.1%	17.9%
Skill II Rate - General	100,347	96,479	4.0	0.6%	0.6%
- Crane Operator	2,332,020	2,482,076	-6.0	14.7%	0.1%
- Top Handler/Heavy Lift	1,480,434	1,474,051	0.4	9.4%	1.0%
- Straddle Carrier	148,032	198,997	-25.6	0.9%	0.9%
CFS Agreement Rate	27,914	54,954	-49.2	0.2%	6.4%
Miscellaneous Dock - General	63,816	71,359	-10.6	0.4%	6.7%
- Mechanics	1,703,254	1,521,137	12.0	10.8%	4.3%
- Gear	398,618	520,446	-23.4	2.5%	0.5%
- Lines	368,734	390,935	-5.7	2.3%	0.1%
- Sweepers	131,533	123,981	6.1	0.8%	1.3%
Joint Dispatch	196,256	176,265	11.3	1.2%	0.0%
Member Company Agmts.	32,424	30,658	5.8	0.2%	1.7%
Grain/Whse/NonMember Agmts.	433,141	437,825	-1.1	2.7%	5.4%
Subtotal	15,797,317	16,357,324	-3.4%	99.9%	7.9%
Travel Time	18,483	19,527	-5.3	0.1%	
TOTAL LONGSHORE HOURS	15,815,800	16,376,851	-3.4%	100.0%	
CLERK CATEGORIES					
Basic Clerk	457,685	506,773	-9.7%	8.1%	53.0%
15% ($3.40) Skilled Wage	551,408	613,604	-10.1%	9.8%	26.2%
25% ($5.67) Skilled Wage	3,187,461	3,188,185	0.0%	56.6%	10.7%
Chief Supervisor	689,796	654,775	5.3%	12.3%	0.0%
Supercargo	388,552	413,879	-6.1%	6.9%	0.1%
Vessel Planner	274,726	250,478	9.7%	4.9%	-
CFS Agreement Clerk	15,231	26,059	-41.6%	0.3%	6.1%
Joint Dispatcher	42,967	38,436	11.8%	0.8%	-
Subtotal	5,607,826	5,692,189	-1.5%	99.6%	13.0%
Travel Time	20,323	22,014	-7.7%	0.4%	
TOTAL CLERK HOURS	5,628,149	5,714,203	-1.5%	100.0%	
FOREMAN CATEGORIES					
Foreman - 20%	14,406	16,715	-13.8%	0.7%	0.9%
Foreman - 30%	2,008,311	2,096,611	-4.2	97.3%	0.0%
CFS Agreement Foreman	18,682	24,396	-23.4	0.9%	-
Joint Dispatcher	17,725	17,500	1.3	0.9%	-
Subtotal	2,059,124	2,155,222	-4.5%	99.7%	0.0%
Travel Time	5,961	7,731	-22.9	0.3%	
TOTAL FOREMAN HOURS	2,065,085	2,162,953	-4.5%	100.0%	
ALL CATEGORIES					
Subtotal - All Job Categories	23,464,267	24,204,735	-3.1%	99.8%	8.5%
Travel Time	44,767	49,272	-9.1	0.2%	
TOTAL HOURS	23,509,034	24,254,007	-3.1%	100.0%	

OCCUPATION CODES ASSOCIATED WITH SELECTED LONGSHORE JOB CATEGORIES

BASIC RATE

General

0002 Boardman
0003 Boatman
0004 Carpenter - w/o Tool
0005 Dockman
0006 Frontman-Slingman
0007 Holdman
0008 Jitney Driver
0011 PMA Training L/S
0012 Car Man
0732 LS/Clk Safety Committee

Lasher

0009 Lasher

Auto Driver

0001 Auto Driver

SKILL I RATE

General

0021 Boom Man/Raft Man
0023 Button Pusher
0024 Carpenter w/ Tools
0025 Combo Lift/Jitney
0026 Crane Chaser
0027 Dock Gang Leader
0028 Hatch Tender
0029 Lift Truck Operator
0030 Payloader Operator
0031 Rail Car Pusher
0032 Side Runner
0033 Skilled Holdman
0037 Utility Lift Driver
0038 Winch Driver
0044 Mechanical Hopper Operator
0052 Gang Boss
0054 Hatch Boss Tender
0056 Dead Time
0070 Bulldozer/ Caterpillar

Tractor Driver

0036 Tractor -Semi-Dock-
0043 Monthly UTR Guarantee
0075 Monthly UTR Guarantee

SKILL II RATE

General

0078 Rail Car Pusher - Container
0080 Bulkloader Operator
0081 Crane Barge Operator
0091 Excavator/ Coverhoist
0092 Log Loader -Snapper-
0094 Switch Engine Operator

Crane Operator

0067 Hall Crane Rated Equipment
0068 LA/LB Steady Crane-Yard
0084 Crane Container Gantry
0085 Crane Mobile
0086 Crane Sheer Leg/Stiff Leg
0087 Crane Shipboard
0088 Crane Whirley
0089 Crane Steady Dead Time
0090 Crane Steady Training
0096 LA/LB Steady Crane-Quay
0097 LA/LB Steady Crane Guarantee
0098 SF Steady Skill
0099 SF Steady Skill Guarantee

Top Handler/Heavy Lift

0053 Payloader Over 15 Tons
0055 Lift Truck-Heavy
0072 Top Handler/Side Pick
0079 Monthly UTR Work - Top/Side
0095 Port Packer

Straddle Carrier

0093 Straddle Carrier Operator

TOTAL SHORESIDE PAYROLLS PROCESSED BY PMA

The data in the table below include payments to all occupations reported by PMA members for payroll purposes. Occupational categories include longshoremen, clerks, foremen, watchmen, mechanics, warehousemen, maintenance men, dispatchers, Joint Labor Relations Committee employees, and other miscellaneous workers.

Year	Southern California	Northern California	Oregon	Washington	Total
1992	273,371,753	105,351,339	74,726,110	112,632,145	566,081,347
1993	284,471,370	98,956,602	73,489,746	107,000,511	563,918,229
1994	319,709,467	101,737,074	73,677,433	109,470,265	604,594,239
1995	343,548,860	96,497,444	74,956,472	114,307,399	629,310,175
1996	370,647,234	95,707,890	74,253,654	120,767,232	661,376,010
1997	459,117,898	104,278,998	79,699,998	140,372,774	783,469,668
1998*	$655,503,360		47,963,817	156,640,904	860,108,081
1999	556,636,573	119,657,029	81,956,977	142,152,862	900,403,441
2000	639,216,711	132,258,890	81,081,187	151,386,303	1,003,943,091
2001	**654,975,466**	**128,077,721**	**79,182,058**	**141,929,443**	**1,004,164,688**

* In 1998, Shoreside Payrolls were reported by State and not by PMA Administrative Area.

PMA also collects and transfers employer contributions to the Federal Insurance Contributions Act (F.I.C.A.) accounts and State Unemployment Insurance (S.U.I.) accounts on these payrolls. In 2001, employer FICA taxes paid were $61,385,804 and SUI taxes paid were $20,749,056.

ASSESSMENT RATES

2001/2002 ASSESSMENT RATES

	Benefits Plans	Other Assessments CFS Prog.	Other Assessments 401(k)	PMA Cargo Dues	Total
Payroll Hour Rate					
L/S & Clk	$11.04		$0.83	$0.74	$12.61
Walking Boss	11.04		3.49	0.74	15.27
Offshore and Intercoastal Tonnage Rates					
Containers (per R.U.)	$ 6.28	$0.19		$4.28	$10.75
General Cargo	0.370			0.252	0.622
Lumber & Logs	0.370			0.252	0.622
Autos & Trucks	0.030			0.252	0.282
Bulk Cargo	0.007			0.005	0.012
Coastwise and Inbound from British Columbia					
Containers (per R.U.)	$ 4.43	$0.13		$4.28	$8.84
General Cargo	0.152			0.252	0.404
Lumber & Logs	0.152			0.252	0.404
Autos & Trucks	0.012			0.252	0.264
Bulk Cargo	0.003			0.005	0.008

	Hourly Assessment			Offshore and Intercoastal Assessment Rates					
		401(k)		Benefits Plans					
	Benefit Plans	L/S and Clerk	Walking Boss	Container RU/TEU	General Cargo	Lumber & Logs	Autos & Trucks	Bulk	CFS Fund RU/TEU
1980	$ 4.108			$ 0.579	$1.495	$1.014	$0.071	$0.029	
1981	6.878			0.573	0.430	0.430	0.134	0.030	
1982	8.371			0.621	0.467	0.467	0.144	0.033	$0.202
1983	12.270			-	-	-	-	-	0.247
1984	7.680			18.710	1.101	1.101	0.089	0.022	1.284
1985	6.740			14.549	0.856	0.856	0.069	0.017	1.301
1987	7.520			13.775	0.810	0.810	0.066	0.016	0.785
1989	7.520			13.762	0.783	0.783	0.063	0.016	0.798
1990	7.520			13.306	0.783	0.783	0.063	0.016	1.458
1991	7.520			12.674	0.746	0.746	0.060	0.015	1.014
1992	8.810			13.221	0.778	0.778	0.063	0.015	0.49
1993	10.010			14.79	0.870	0.870	0.070	0.017	0.35
1994	11.700		$0.50	16.70	0.982	0.982	0.080	0.019	0.88
1995	9.300		0.50	9.79	0.576	0.576	0.047	0.011	0.66
1996	10.870		0.50	11.39	0.670	0.670	0.054	0.013	0.52
1997	11.530		2.00	9.98	0.587	0.587	0.048	0.012	0.10
1998	10.340		1.84	7.35	0.433	0.433	0.035	0.009	0.31
1999	10.340	$1.00	3.84	7.35	0.433	0.433	0.035	0.009	0.31
2001	**11.040**	**0.83**	**3.49**	**6.28**	**0.370**	**0.370**	**0.030**	**0.007**	**0.19**

Prior to 1984, Container rates for benefits and the CFS Fund were assessed on a per ton basis. Tonnage assessments discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and the CFS Program Fund.

Container operations at Ben E. Nutter container terminal, operated by Marine Terminals Corporation, Oakland.

PENSION BENEFITS

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from the audited annual financial statements of the ILWU-PMA Pension Plan. The records for the Plan are maintained on the accrual basis of accounting; each Plan Year ends June 30.

For Plan Year Ended June 30:	2001	2000	1999	1998	1997	1996
Benefits Paid and Expenses						
Pensions paid	$ 132,944,103	$ 126,396,608	$ 110,559,864	$ 107,984,312	$ 101,498,035	$ 94,963,310
Admin. expenses	2,824,335	2,628,159	2,227,295	2,067,657	1,993,104	1,986,647
Total Deductions	$ 135,768,438	$ 129,024,767	$ 112,787,159	$ 110,051,969	$ 103,491,139	$ 96,949,957
Investment Income and Employer Contributions						
Net appreciation of fair value of invest.	$ (281,126,613)	$ (42,530,552)	$ 78,179,002	$ (17,319,232)	$ 250,625,233	$ 101,044,259
Net gain (loss) on sale/redemption of sec.	86,954,171	305,846,746	183,174,034	306,283,240	-	35,900,505
Interest	113,771,260	79,056,057	60,935,133	52,104,429	34,569,765	25,927,249
Dividends from investments	5,912,417	6,166,643	13,067,021	14,625,519	20,440,372	23,395,064
Less investment expense	(4,312,251)	(4,358,152)	(3,389,704)	(4,513,767)	(3,748,992)	(3,267,020)
Total Income Gain (Loss)	(78,801,016)	$ 344,180,742	$ 331,965,486	$ 351,180,189	$ 301,886,378	$ 183,000,057
Contributions from Employers	26,944,908	32,486,144	28,796,000	35,040,507	104,087,238	99,696,224
Total Additions/Subtractions	$ (51,856,108)	$ 376,666,886	$ 360,761,486	$ 386,220,696	$ 405,973,616	$ 282,696,281
Net Increase/Decrease	(187,624,546)	247,642,119	247,974,327	276,168,727	302,482,477	185,746,324
Net Assets Avail for Benefits: Beg. of Year	$2,403,349,150	$2,155,707,031	$1,907,732,704	$1,631,563,977	$1,329,081,500	$1,143,335,176
End of Year	$2,215,724,604	$2,403,349,150	$2,155,707,031	$1,907,732,704	$1,631,563,977	$1,329,081,500

EMPLOYER WITHDRAWAL LIABILITY

Multi-employer plans are required by the Multi-employer Pension Plan Amendments Act of 1980 to establish procedures for the determination and imposition of *withdrawal liability* upon the withdrawal of a contributing employer.

Under special rules approved by the Pension Benefit Guaranty Corporation, *the ILWU-PMA Pension Plan will impose withdrawal liability for a withdrawal where the employer*

a) during the 5 years following withdrawal continues or resumes covered operation without an obligation to make contributions or

b) sells or transfers all or a substantial portion of his business or assets to a non-contributing employer.

An employer that simply goes out of business will generally have no withdrawal liability.

To satisfy the withdrawal requirement, the Plan uses the *presumptive method* for the computation of withdrawal liability. The presumptive method bases such liability on certain components of the Plan's unfunded vested benefits liability.

The unfunded vested benefits liability for the Plan Year ended June 30 is shown below. The benefits reflected in the calculation for active employees include only retirement benefits already accumulated, already vested, and for which the active employees qualified as a result of age and service through June 30.

Vested Liabilities as of Plan Year Ended June 30:	2001	2000	1999	1998	1997	1996
Retired Participants & Beneficiaries	$1,058,353,547	$1,019,710,333	$ 865,191,983	$ 884,271,911	$ 879,777,731	$ 801,092,819
Inactive Vested	3,742,209	3,558,643	3,637,770	3,751,233	3,254,033	3,350,058
Active Vested Employees	929,737,426	808,569,339	762,590,010	771,985,796	808,700,931	812,693,247
Total Present Value Vested Liabilities	$1,991,833,182	$1,831,838,315	$1,631,419,763	$1,660,008,940	$1,691,732,695	$1,617,136,124
Actuarial Value of Assets	$2,265,007,122	$2,106,388,802	$1,891,175,004	$1,728,124,401	$1,430,817,465	$1,196,786,850
Unfunded Vested Benefits Liability	-	-	-	-	$ 260,915,230	$ 420,349,274

ACTUARIAL ACCRUED LIABILITY

On July 21, 1997, after careful study of the funding level of the Plan, the parties adopted and the Pension Benefit Guaranty Corporation (PBGC) approved an amendment to the special withdrawal liability rules, which eliminates the requirement that contributions for each Plan Year be at least equal to benefits and administrative costs. In lieu of that requirement, the parties agreed that should the funding percentage for the ILWU-PMA Pension Plan fall below 85% at the beginning of a particular Plan Year, the contributions in the following Plan Year will not be less than the lesser of (a) the total administrative costs and benefits or (b) the amount required to increase the funding percentage to 85%.

The actuarial accrued liability is the amount which, together with assumed investment earnings, will be sufficient to pay earned retirement benefits for the lifetimes of those Plan participants eligible for retirement benefits. The difference between net assets and total actuarial accrued liability is the unfunded actuarial accrued liability.

Actuarial Accrued Liability July 1:	2001	2000	1999	1998	1997	1996
Actuarial Value of Assets	$2,265,007,122	$2,106,388,802	$1,891,175,004	$1,728,124,401	$1,430,817,465	$1,196,786,850
Actuarial Liability:						
Pensioners/Survivors	1,070,787,479	1,041,933,471	940,024,193	872,253,965	897,675,786	820,513,788
Inactive Vested	3,912,595	3,753,100	4,059,736	3,607,645	3,339,033	3,499,791
Active Employees	1,260,166,108	1,171,885,186	1,085,318,929	922,413,451	1,024,169,087	1,039,483,866
Total Actuarial Liability	$2,334,866,182	$2,217,571,757	$2,029,402,858	$1,798,275,061	$1,925,183,906	$1,863,497,445
Unfunded Actuarial Accrued Liability	$ 69,859,060	$ 111,182,955	$ 138,227,854	$ 70,150,660	$ 494,366,441	$ 666,710,595

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30, 2001:

Year	Benefits Paid:	Administrative Expenses:	Total Deductions:	Contributions by Employers:
2001	$12,500,640	$141,663	$12,642,303	$12,642,303
2000	5,632,689	88,247	5,720,936	5,720,936

WELFARE BENEFITS

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2001	2000	1999	1998	1997	1996
Investment Income	$ 723,921	$ 497,272	$ 628,847	$ 1,658,425	$ 1,038,470	$ 1,765,232
Contributions:						
Employers	198,696,752	139,675,684	125,435,837	113,477,370	94,889,777	77,864,683
Employees	3,939,445	3,132,661	3,121,751	3,424,816	3,921,616	4,160,756
WILSP/Union	199,253	174,591	156,599	187,643	177,272	123,420
COBRA/self-pay contrib.	168,126	168,094	139,306	106,918	136,178	-
Total contributions	$203,003,576	$143,151,030	$128,853,493	$117,196,747	$ 99,124,843	$ 82,148,859
Total Additions	$203,727,497	$143,648,302	$129,482,340	$118,855,172	$100,163,313	$ 83,914,091
Deductions:						
Benefits paid	$165,913,818	$139,329,193	$124,640,060	$116,301,083	$100,709,167	$102,128,192
Administrative expenses	4,309,264	3,696,554	2,803,639	2,571,617	2,488,127	2,395,300
Total Deductions	$170,223,082	$143,025,747	$127,443,699	$118,872,700	$103,197,294	$104,523,492
Net Increase(Decrease)	$ 33,504,415	$ 622,555	$ 2,038,641	$ (17,528)	$ (3,033,981)	$ (20,609,401)
Net assets available for benefits:						
Beginning of year	$ 32,861,783	$ 32,239,228	$ 30,200,587	$ 30,218,115	$ 32,802,788	$ 53,412,189
Watchmen asset transfer					449,308	
End of year	$ 66,366,198	$ 32,861,783	$ 32,239,228	$ 30,200,587	$ 30,218,115	$ 32,802,788

COSTS OF WELFARE BENEFITS PAID

For Plan Year Ended June 30:	2001	2000	1999	1998	1997	1996
Hospital, Medical, Surgical-self funded	$ 72,659,083	$58,084,936	$49,023,220	$47,094,462	$32,599,353	$34,146,496
HMO Plans, inc. vision & presc.drugs	34,415,405	30,313,962	29,822,161	28,275,976	28,301,622	32,175,960
Dental services - Adult Program	15,248,089	13,729,466	12,818,400	11,616,915	10,790,511	10,265,117
Dental services - Children's Program	5,049,409	3,873,627	4,015,074	2,544,559	2,562,649	2,604,931
Life insurance, AD&D	3,094,598	2,747,312	3,324,027	3,330,967	3,577,497	3,464,776
Prescription Drug Program	19,238,147	16,363,843	13,270,881	10,836,628	9,672,173	7,476,190
Medicare premiums reimbursements	5,476,063	5,240,115	5,209,411	5,160,021	5,149,728	5,320,900
Vision care	1,667,218	1,542,410	1,260,008	1,200,127	996,185	1,109,246
Vision supplement (frames, contacts)	2,011	2,664	2,679	4,400	3,219	3,122
Non-industrial disability supplement	1,920,680	1,399,254	1,256,873	1,289,117	1,472,075	1,339,647
Weekly indemnity	2,206,030	1,377,507	1,211,870	1,299,561	1,558,042	1,240,627
Subsequent Prosthetic Device	31,308	-	-	-	-	-
Alcoholism/Drug Recovery Program	1,304,170	874,238	916,370	1,043,815	921,563	909,200
Social Security supplement	1,209,986	1,658,079	794,531	1,065,134	1,860,898	655,416
Hearing aids	438,302	388,505	406,772	417,205	395,744	448,543
Chiropractic	1,716,737	1,471,866	1,245,363	1,046,022	761,875	867,084
Diabetic durable equipment	1,186	774	1,133	1,774	1,633	2,937
California State Disability Ins. Supp.	-	2,652	-	-	-	-
WILSP subsidy payments	235,396	257,983	61,287	74,400	84,400	98,000
Subtotal	$165,913,818	$139,329,193	$124,640,060	$116,301,083	$100,709,167	$102,128,192
Reconciliation to Form 5500 (accrual)	1,360,897	5,286,441	646,357	(3,777,592)	2,350,717	
TOTAL BENEFITS	$167,274,715	$144,615,634	$125,286,417	$112,523,491	$103,059,884	$102,128,192

ILWU-PMA 401(k) PLAN

For Plan Year Ended June 30:	2001	2000	1999	1998	1997
Contributions					
Employee	$ 51,434,326	$ 45,375,991	$ 34,917,117	$ 30,858,774	$ 25,069,169
Employer	23,224,484	21,772,978	3,027,842	2,905,413	2,780,086
Total Contributions	$ 74,658,810	$ 67,148,969	$ 37,944,959	$ 33,764,187	$ 27,849,255
Investment Income					
Net realized/unrealized appreciation	(63,907,440)	50,443,128	44,755,482	31,770,851	18,983,504
Interest	6,364,103	4,615,891	3,360,633	2,405,993	1,908,758
Dividends	1,941,927	992,593	600,566	484,287	401,928
Less: Investment expense	(337,169)	(354,885)	(237,800)	(324,461)	(199,466)
	$ (55,938,579)	$ 55,696,727	$ 48,478,881	$ 34,336,670	$ 21,094,724
Total Additions	$ 18,720,231	$122,845,696	$ 86,423,840	$ 68,100,857	$ 48,943,979
Distributions					
Distributions to participants	(18,407,013)	(19,061,355)	(5,053,966)	(3,775,593)	(3,563,877)
Net Change	$ 313,218	$103,784,341	$ 81,369,874	$ 64,325,264	$ 45,380,102
Net Assets available for Benefits					
Beginning of year	372,854,648	269,070,307	187,700,433	123,375,169	77,995,067
End of year	$373,167,866	$372,854,648	$269,070,307	$187,700,433	$123,375,169

VACATIONS: BENEFITS AND EXPENSES

Vacation benefits are paid in early February (March from 1997 through 2000 and April before 1997) for vacations earned in the prior payroll year. For example, the benefits shown for 2001 are to be paid in February 2002 for vacations earned in payroll year 2001.

Payroll Year in Which Vacation Earned	**2001***	2000	1999	1998	1997	1996
Total Payments	**$50,228,526**	$48,556,598	$46,937,106	$44,898,744	$44,109,545	$41,954,936

* Estimated

HOLIDAY PAYMENTS

Fiscal Year Ended June 30	**2001**	2000	1999	1998	1997	1996
Benefits Paid	**$28,848,182**	$27,027,030	$25,468,321	$23,950,707	$23,611,718	$21,503,195

PAY GUARANTEE PLAN: Benefits and Expenses

Fiscal Year Ended June 30	**2001**	2001	1999	1998	1997	1996
Longshore and Clerk Plan	**$7,734,511**	$8,256,649	$7,880,783	$7,599,881	$5,756,611	$5,199,868
Walking Boss/Foreman Plan	**201,287**	193,769	224,300	288,033	197,763	237,230

INDUSTRY TRAVEL PAYMENTS

Fiscal Year Ended June 30	**2001**	2000	1999	1998	1997	1996
Total Reimbursements	**$6,423,758**	$6,495,549	$5,637,171	$5,961,471	$6,432,519	$5,583,177

CFS PROGRAM FUND: Total "Assessment" and "Incentive" Credits by Year

Payroll Year	**2001**	2000	1999	1998	1997	1996
A-Credit	**$2,196,415**	$2,630,118	$2,575,304	$3,194,190	$3,571,644	$3,100,883
I-Credit*	**264,112**	284,459	329,980	354,910	396,849	344,539
Total Reimbursements	**$2,460,527**	$2,914,577	$2,905,284	$3,549,100	$3,968,493	$3,445,422

* The I-Credit figures are shown in the year in which paid. The I-Credit payments are calculated based on work performed in the previous year.

DISPATCH HALL COSTS

Payroll Year	**2001**	2000	1999	1998	1997	1996
ILWU Share	**$ 2,150,519**	$ 1,978,090	$ 3,741,651	$ 4,542,745	$ 4,173,700	$ 4,954,861
PMA Share	**14,426,940**	12,287,232	8,440,638	8,105,565	7,374,680	5,256,681
Total Cost	**$16,577,459**	$14,265,322	$12,182,289	$12,648,310	$11,548,380	$10,211,542

A Pacific Harbor Line locomotive leading a "K" Line intermodal train out of one of the Port of Long Beach's on-dock rail facilities.

DISTRIBUTION OF LONGSHORE PGP BY LOCAL

The table below shows the distribution of longshore PGP by local for Class "A" and "B" longshore registrants who were paid 1 or more hours and were registered for the full year. The payments shown represent PGP earned during the payroll year.

% Chg from '00 shows the percent change of 2001 PGP paid from 2000.

Total PGP shows the total PGP payments made to the local.

% of Coast shows the total PGP paid to the local as a percent of the total paid to the Coast.

RECEIVING ANY PGP includes longshore registrants who received PGP payments.

MORE THAN 1 WEEK includes longshore registrants with PGP payments greater than a calculated weekly average of $1,023.34.

MORE THAN 6 WEEKS includes longshoremen receiving payments greater than $6,140.04.

Local (Number Working)	Total	% Chg from '00	% of Coast	RECEIVING ANY PGP No.	RECEIVING ANY PGP % of Local	RECEIVING ANY PGP Average Payment	MORE THAN 1 WEEK No.	MORE THAN 1 WEEK % of Local	MORE THAN 1 WEEK Average Payment	MORE THAN 6 WEEKS No.	MORE THAN 6 WEEKS % of Local	MORE THAN 6 WEEKS Average Payment
SOUTHERN CALIFORNIA												
13 LA/LB (4,223)	$25,867	-16.6%	0.3%	119	2.8%	$217	3	0.1%	$1,632	0	-	-
29 San Diego (57)	1,486	16.9	0.0	4	7.0	372	1	1.8	1,215	0	-	-
46 Port Hueneme (71)	431	-68.5	0.0	2	2.8	216	0	-	-	0	-	-
Total (4,351)	$27,785	-17.5%	0.3%	125	2.9%	$222	4	0.1%	$1,528	0	-	-
NORTHERN CALIFORNIA												
10 SF Bay Area (1,065)	$222,420	5,410.7%	2.6%	173	16.2%	$ 1,286	71	6.7%	$ 2,560	0	-	-
14 Eureka (21)	261,158	17.5	3.1	20	95.2	13,058	18	85.7	14,480	15	71.4	$16,420
18 Sacramento (24)	133,238	-1.5	1.6	18	75.0	7,402	17	70.8	7,792	8	33.3	11,629
54 Stockton (55)	82,332	28.0	1.0	41	74.5	2,008	31	56.4	2,515	0	-	-
Total (1,165)	$699,148	64.1%	8.3%	252	21.6%	$ 2,774	137	11.8%	$ 4,765	23	2.0%	$14,753
PACIFIC NORTHWEST: Oregon Area												
4 Vancouver, WA (141)	$ 136,713	23.0%	1.6%	74	52.5%	$ 1,847	41	29.1%	$ 3,055	3	2.1%	$ 8,032
8 Portland (435)	251,761	14.8	3.0	175	40.2	1,439	60	13.8	3,495	4	0.9	14,875
12 North Bend (73)	1,105,622	12.2	13.1	70	95.9	15,795	69	94.5	16,012	62	84.9	17,464
21 Longview, WA (177)	176,997	158.6	2.1	94	53.1	1,883	53	29.9	2,945	2	1.1	7,332
50 Astoria (33)	901,250	-3.3	10.7	31	93.9	29,073	30	90.9	30,029	29	87.9	30,899
53 Newport (10)	246,070	21.2	2.9	10	100.0	24,607	10	100.0	24,607	9	90.0	26,700
Total (869)	$2,818,413	11.9%	33.5%	454	52.2%	$ 6,208	263	30.3%	$10,429	109	12.5%	$21,261
PACIFIC NORTHWEST: Washington Area												
7 Bellingham (28)	$ 590,840	30.3%	7.0%	28	100.0%	$21,101	28	100.0%	$21,101	27	96.4%	$21,737
19 Seattle (536)	184,750	587.7	2.2	181	33.8	1,021	62	11.6	2,229	1	0.2	12,419
23 Tacoma (529)	1,720	-59.7	0.0	2	0.4	860	1	0.2	1,429	0	-	-
24 Aberdeen (63)	638,044	-1.0	7.6	56	88.9	11,394	52	82.5	12,243	39	61.9	15,290
25 Anacortes (12)	106,374	-29.8	1.3	12	100.0	8,865	11	91.7	9,648	9	75.0	11,274
27 Port Angeles (47)	1,545,540	5.9	18.3	45	95.7	34,345	44	93.6	35,125	41	87.2	37,393
32 Everett (40)	728,129	61.0	8.6	33	82.5	22,065	33	82.5	22,065	31	77.5	23,198
47 Olympia (26)	698,913	9.0	8.3	24	92.3	29,121	24	92.3	29,121	24	92.3	29,121
51 Port Gamble (10)	384,428	4.3	4.6	9	90.0	42,714	9	90.0	42,714	9	90.0	42,714
Total (1,291)	$4,878,738	16.1%	57.9%	390	30.2%	$12,510	264	20.4%	$18,296	181	14.0%	$25,595
COAST TOTAL (7,676)	$8,424,084	17.3%	100.0%	1221	15.9%	$ 6,899	668	8.7%	$12,323	313	4.1%	$23,289

PGP PAYMENTS

BY REGISTRATION CATEGORY: Coast Summaries

Payroll Year	**2001**	2000	1999	1998	1997	1996
Longshore PGP						
Class "A"	$7,980,972	$7,073,068	$7,636,548	$8,144,125	$5,956,936	$5,275,090
Class "B"	532,999	214,292	322,088	299,034	221,522	216,776
Total Longshore PGP	$8,513,971	$7,287,360	$7,958,636	$8,443,159	$6,178,458	$5,491,866
Clerk PGP						
Class "A"	$ 36,171	$ 42,663	$ 68,195	$ 87,567	$ 127,749	$ 63,209
Class "B"	-	-	-	-	-	4,391
Total Clerk PGP	$ 36,171	$ 42,663	$ 68,195	$ 87,567	$ 127,749	$ 67,600
Walking Boss/Foreman PGP	$ 400,205	$ 169,911	$ 195,033	$ 236,633	$ 159,761	$ 250,624

BY AREA (Longshore and Clerk Payments)

Southern California	$ 27,685	$ 41,000	$ 21,505	$ 17,580	$ 26,567	$ 63,162
Northern California	769,706	426,063	720,832	1,177,534	1,115,936	1,042,696
Oregon	2,836,725	2,597,985	3,015,683	3,030,454	2,240,522	1,703,305
Washington	4,916,025	4,264,975	4,268,811	4,305,158	2,923,182	2,750,301
Total	$8,550,141	$7,330,023	$8,026,832	$8,530,726	$6,306,207	$5,559,466

TRAINING PROGRAMS

	2001		2000		1999		1998		1997	
Terminal Equipment										
Container Handling Equipment (CHE)*	-	-	-	-	320	3.5%	368	2.1%	139	1.7%
Forklift	2,413	10.5%	246	1.6%	363	4.0	460	2.6	119	1.4
Heavy Lift	2,473	10.7	230	1.5	47	0.5	59	0.3	-	-
Log Loader	134	0.6								
Reach Stacker	148	0.6	40	0.3	-	-	-	-	-	-
Semi-Tractor	2,897	12.5	1,201	7.6	552	6.1	3,219	18.4	2,209	26.4
Side-Pick	1,001	4.3	180	1.1	-	-	-	-	-	-
Straddle Truck	53	0.2	18	0.1	30	0.3	61	0.3	-	-
Top Handler	1,125	4.9	272	1.7	-	-	-	-	-	-
Subtotal	10,244	44.4%	2,187	13.8%	1,312	14.4%	4,167	23.9%	2,467	29.4%
Other Ship & Dock Equipment										
Commercial Driver's License (CDL)	15	0.1%	119	0.8%	-	-	-	-	-	-
Crane Bulk, Ship Unloader	10	<0.1	21	0.1	24	0.3%	5	<0.1%	-	-
Crane Program**	-	-	-	-	195	2.1	188	1.1	176	2.1%
Crane Simulator	154	0.7	48	0.3	-	-	-	-	-	-
Crane, Container Gantry	95	0.4	143	0.9	-	-	-	-	-	-
Crane, Dock Whirley	5	<0.1								
Crane, Mobile	-	-	55	0.3	-	-	-	-	-	-
Crane, Rubber-Tired Gantry (RTG)	77	0.3	99	0.6	-	-	-	-	-	-
Crane, Ship Gantry	38	0.2	11	0.1	-	-	-	-	-	-
Excavator	2	<0.1	7	-	3	<0.1	-	-	16	0.2
Frontloader	18	0.1	32	0.2	14	0.2	-	-	-	-
Lashing	1,809	7.8	1,443	9.1	1,078	11.8	2,894	16.6	1,219	14.5
Ship Pedestal Crane	42	0.2	32	0.2	85	0.9	161	0.9	8	0.1
Subtotal	2,265	9.8%	2,010	12.7%	1,399	15.4%	3,248	18.6%	1,419	16.9%
Clerk Training										
Basic Marine Clerk	49	0.2%	124	0.8%	45	0.5%	78	0.4%	158	1.9%
Clerk Computer	76	0.3	210	1.3	5	0.1	118	0.7	153	1.8
Supercargo	34	0.1	22	0.1	25	0.3	-	-	-	-
Vessel Planner	7	<0.1	23	0.1	24	0.3	14	0.1	-	-
Vessel Rigging	34	0.1								
Subtotal	200	0.9%	379	2.4%	99	1.1%	210	1.2%	311	3.7%
Walking Boss Training										
Clerk Supervisor	5	<0.1%								
Walking Boss Orientation	-	-	80	0.5%	24	0.3%	56	0.3%	20	0.2%
Walking Boss Seminar	179	0.8	198	1.2	289	3.2	527	3.0	416	5.0
Subtotal	184	0.8%	278	1.8%	313	3.4%	583	3.3%	436	5.2%
Safety, Diversity, First Aid, Other										
Alcohol/Drug Awareness	-	-	65	0.4%	244	2.7%	131	0.8%	-	-
Ammo Handling Safety	106	0.5%	119	0.8	-	-	-	-	-	-
Basic Safety Orientation	64	0.3	114	0.7	164	1.8	48	0.3	108	1.3%
Clerk Cognitive	270	1.2	1,546	9.8	-	-	-	-	-	-
Clerk Keyboard	21	0.1	561	3.5	-	-	-	-	-	-
Diversity Training	1,699	7.4	1,383	8.7	944	10.4	635	3.6	350	4.2
General Safety Training	6,651	28.8	4,269	26.9	4,063	44.6	7,798	44.7	2,993	35.7
Instructor Training	35	0.2	15	0.1	-	-	-	-	-	-
Powered Gangway	-	-	45	0.3	-	-	-	-	-	-
Respirator Evaluation	96	0.4	190	1.2	188	2.1	-	-	-	-
Standard First Aid	685	3.0	483	3.0	279	3.1	634	3.6	225	2.7
Strength and Agility	553	2.4	2,166	13.7	-	-	-	-	-	-
Watchman	15	0.1	36	0.2	107	1.2	-	-	73	0.9
Subtotal	10,195	44.2%	10,992	69.4%	5,989	65.7%	9,246	53.0%	3,749	44.7%
TOTAL	23,088	100.0%	15,846	100.0%	9,112	100.0%	17,454	100.0%	8,382	100.0%
EXPENDITURES	$17,102,535		$14,035,747		$9,078,602		$14,346,740		$8,625,764	

* Prior to 2000, Top Handler, Side Pick, and Reach Stacker were combined in the Container Handling Equipment (CHE) category.
** Prior to 2000, Container Gantry, Crane Simulator, Mobile, RTG, and Ship Gantry were combined under the Crane Program category.

PORT HOURS, WAGES, AND TONNAGE DATA

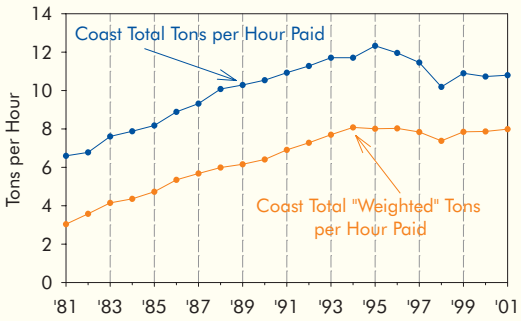
CALCULATION OF TOTAL TONNAGE AND "WEIGHTED TONNAGE"

Cargo moving through West Coast ports is manifested in a variety of ways, but when reported it is ultimately distilled into revenue tons or revenue units (TEUs). General Cargo is reported by weight or measure; Lumber & Logs, by 1,000 board feet to the ton; Automobiles (and light trucks) by measure; Bulk Cargo by weight; and Containerized Cargo, as number of boxes that are converted into Revenue Units, or TEUs. A Revenue Unit, by definition, is equivalent to 17 revenue tons.

From this collection of data, PMA constructs a variety of tonnage statistics that are used for many different purposes. Some of those uses require adjusting, or "weighting," one or more of the cargo sector tonnage values to develop useful indices for comparisons over time or among ports or port groups. One such tonnage "weighting" is used in this section.

Total Tonnage

The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons, and Bulk tons. The "Total Tonnage" data for each port table shown in this section is calculated by this method.



"Weighted" Tonnage

For the purpose of comparing the volume of tonnage handled in a port or group of ports to the corresponding number of hours paid, a "weighted tonnage" statistic is used. Only two of the cargo sectors are altered to "weight" the total tonnage: Autos and Bulk.

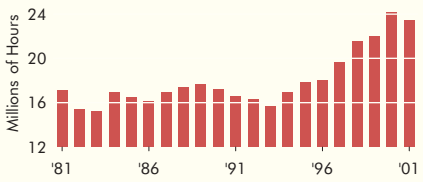
Applying a "weighting" factor to bulk tonnage has been a common approach to measuring productivity for decades. Bulk tonnage is currently weighted at 50 to 1. The reason for greatly reducing the amount of the Bulk tonnage used in studies about productivity is that Bulk Cargo, because of the methods of loading and discharging it, requires far fewer payroll hours per ton than the other sectors of cargo.

Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on specialized auto carriers and are driven off the vessel and parked. This operation generally takes much less time than handling general cargo or lumber and logs. To offset this difference in labor requirements, auto tonnage is weighted at 6 to 1.

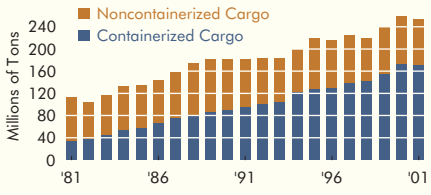
Total "Weighted" Tonnage

Thus, the "weighted" tonnage statistic that is used in the graphs on this page and in calculating the "Weighted Tons" per Hour data in the following tables is the sum of container TEUs x 17, General Cargo tonnage, Lumber & Logs tonnage, 1/6 of Automobiles & Trucks tonnage, and 1/50 of Bulk Cargo tonnage.

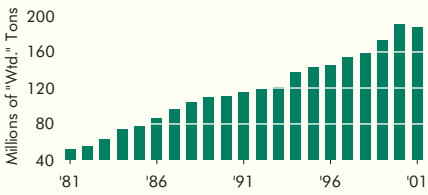
Coast Total Hours Paid
1981 - 2001



Coast Total Tonnage
1981- 2001



Coast Total "Weighted" Tons
1981 - 2001



"Weighted" Tons = Containerzed + (Autos & Trucks)/6 + Lumber & Logs + Gerneral Cargo + Bulk/50

EXPLANATION OF PORT HOURS, WAGES, AND TONNAGE DATA

The order in which the ports are listed on the following pages is a function of their location. The southernmost US West Coast port, San Diego, California, is shown first, followed by each succeeding northerly port to Bellingham, Washington, near the Canadian border.

Following the port data are summaries for each PMA Area and for the Coast.

These three columns show the *Percent of [the] Port Total* hours that were paid at occupation codes in each job category—longshore, clerk, and foreman. The hours were paid to persons belonging to that port's local(s), to workers traveling in from other locals, and to casuals. Travel time hours are not included.

These three columns show the *Avg. Hourly Wage* for each job category. The Avg. Hourly Wage value is the result of dividing the wages paid for each job category by the number of hours paid at that job category.

The *Percent of [the] Port Total* that each commodity (tonnage) category represents is the percent of the total port "constructed" tonnage.

HOURS **WAGES** **TONNAGE**

Year	Total Hours	*Percent of Coast Total*	Percent of Port Total L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Pd (000s)	Avg. Hourly Wage L/S	Clk	Fmn	Total Tonnage	*Percent of Coast Total*	Percent of Port Total Contain-erized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" per Hour Paid

The **Total Hours** data include all hours paid under the terms of the Pacific Coast Longshore and Clerks' Agreement, the Pacific Coast Walking Bosses and Foremen's Agreement, ILWU-PMA Area Agreements, Member Company Agreements, and participating nonmember company agreements. Travel time hours are not included.

Following the **Total Hours** for each year is the *Percent of [the] Coast Total* that those hours represented.

The **Total Wages Pd** figure is the sum of all wages paid for the hours shown in the Total Hours column. These wages do not include any mileage or benefits payments, and they are shown in thousands (000s) of dollars.

The **Total Tonnage** figure is the sum of all revenue tonnage reported as General Cargo, Lumber & Logs, Automobiles & Trucks, Bulk Cargo, and a constructed container tonnage figure calculated by multiplying the number of TEUs by 17 tons per revenue unit.

Following the **Total Tonnage** is the *Percent of [the] Coast Total* that the port tonnage represents.

This value is the result of dividing "Weighted Tonnage" by Total Hours. *(See Total "Weighted" Tonnage on page 74.) The Total Hours value in 1998 has been annualized to 52 weeks to allow comparison with the other payroll years shown.*

A Hanjin container ship approaches Port of Portland's Terminal 6.

HOURS — WAGES — TONNAGE

Year	Total Hours	Percent of Coast Total	Percent of Port Total L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Pd (000s)	Avg. Hourly Wage L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Percent of Port Total Containerized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" per Hour Paid
SOUTHERN CALIFORNIA																	
San Diego																	
1996	108,458	0.6%	75.1%	11.5%	13.4%	$3,341	$29.10	$31.82	$39.42	1,495,349	0.7%	8.6%	6.6%	4.9%	26.8%	53.1%	3.54
1997	144,566	0.7	77.0	10.5	12.5	4,701	30.76	33.99	42.06	2,562,353	1.1	4.8	3.4	2.6	57.6	31.6	3.73
1998	168,446	0.8	78.4	9.4	12.3	5,450	30.56	34.85	41.90	2,994,757	1.4	1.7	4.0	2.4	63.2	28.7	3.48
1999	208,425	0.9	77.7	9.7	12.6	7,012	31.78	36.45	42.99	4,283,309	1.8	-	4.9	2.0	52.0	41.2	3.36
2000	229,821	0.9	78.1	9.2	12.6	7,673	31.52	35.64	43.31	4,889,979	1.9	<0.1	3.9	1.7	58.2	36.2	3.41
2001	**217,694**	**0.9**	**78.2**	**9.4**	**12.4**	**7,520**	**32.72**	**36.73**	**44.41**	**4,492,692**	**1.8**	**<0.1**	**4.7**	**1.7**	**55.5**	**38.2**	**3.38**
Los Angeles/Long Beach																	
1996	9,575,227	53.1%	66.1%	24.7%	9.1%	$333,033	$33.25	$34.65	$46.25	102,577,322	47.6%	76.7%	4.1%	0.1%	5.0%	14.2%	8.78
1997	11,277,516	57.5	66.5	23.6	9.9	403,018	34.00	37.58	43.02	109,244,367	48.6	79.4	3.9	0.1	4.7	11.9	8.18
1998	13,138,586	61.0	66.3	24.0	9.7	480,519	34.73	38.73	43.89	115,333,020	52.6	79.4	4.5	0.2	4.6	11.4	7.60
1999	13,310,915	60.5	66.0	24.5	9.4	496,338	35.64	38.96	44.42	124,956,500	52.2	80.5	4.2	0.1	4.9	10.3	8.06
2000	15,122,266	62.5	65.6	25.0	9.4	572,038	36.27	38.94	45.74	141,334,847	54.4	82.2	3.8	0.1	4.3	9.6	8.13
2001	**14,993,304**	**63.9**	**65.5**	**25.3**	**9.2**	**581,034**	**37.29**	**39.74**	**46.50**	**142,358,521**	**56.2**	**83.4**	**3.5**	**0.1**	**4.0**	**9.0**	**8.34**
Port Hueneme																	
1996	250,476	1.4%	79.5%	14.4%	6.1%	$6,914	$26.33	$30.41	$37.67	1,797,452	0.8%	0.6%	38.8%	-	60.6%	-	3.55
1997	232,992	1.2	79.0	14.8	6.2	7,149	29.36	33.46	40.85	2,090,080	0.9	4.4	31.7	-	63.9	-	4.20
1998	310,619	1.4	78.6	14.8	6.6	9,647	29.63	33.83	41.89	2,484,428	1.1	4.9	28.2	-	65.3	1.6%	3.59
1999	316,889	1.4	77.6	16.0	6.5	9,934	29.92	34.01	41.95	2,860,025	1.2	6.8	23.4	-	68.3	1.5	3.76
2000	355,684	1.5	76.3	17.1	6.6	11,481	30.75	34.99	42.83	3,427,710	1.3	6.8	19.4	-	71.6	2.2	3.68
2001	**370,398**	**1.6**	**75.8**	**16.8**	**7.3**	**12,184**	**31.39**	**35.16**	**43.25**	**3,294,287**	**1.3**	**6.2**	**21.4**	**-**	**71.0**	**1.4**	**3.51**
NORTHERN CALIFORNIA																	
San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia																	
1996	2,217,973	12.3%	63.9%	28.3%	7.9%	$71,124	$30.87	$32.36	$40.71	21,552,855	10.0%	84.9%	2.3%	<0.1%	8.0%	4.8%	8.62
1997	2,206,899	11.3	65.3	26.7	8.0	76,233	32.99	35.97	42.46	20,940,746	9.3	87.0	2.6	<0.1	5.8	4.6	8.61
1998	2,523,349	11.7	65.4	26.7	7.9	87,371	32.82	36.46	43.33	21,071,317	9.6	86.6	3.7	<0.1	4.6	5.2	7.76
1999	2,577,386	11.7	65.2	26.5	8.2	91,299	33.60	37.21	44.12	22,493,872	9.4	87.7	3.0	<0.1	4.0	5.3	7.98
2000	2,783,306	11.5	65.5	26.1	8.4	100,437	34.21	37.78	45.40	24,047,751	9.3	86.6	2.8	<0.1	5.3	5.3	7.81
2001	**2,579,338**	**11.0**	**65.2**	**26.5**	**8.3**	**94,920**	**35.11**	**38.17**	**45.75**	**23,059,366**	**9.1**	**84.8**	**3.1**	**<0.1**	**5.8**	**6.4**	**7.95**
Stockton/Pittsburg/Antioch																	
1996	142,864	0.8%	83.8%	10.3%	5.9%	$4,483	$30.55	$33.22	$40.02	1,510,565	0.7%	-	6.4%	-	-	93.6%	0.88
1997	136,092	0.7	83.0	9.1	7.8	4,439	31.31	36.41	42.08	1,703,641	0.8	-	7.4	-	-	92.6	1.16
1998	126,178	0.6	77.6	14.8	7.6	4,235	32.15	36.11	43.07	1,488,632	0.7	<0.1%	16.1	-	-	83.9	2.14
1999	113,916	0.5	72.6	19.9	7.5	3,982	33.08	38.49	43.83	1,594,555	0.7	-	5.4	-	-	94.6	1.02
2000	150,910	0.6	73.4	18.7	7.8	5,301	33.44	37.53	45.18	1,776,425	0.7	-	13.4	0.3%	-	86.3	1.82
2001	**165,489**	**0.7**	**73.2**	**18.0**	**8.8**	**6,004**	**34.38**	**38.98**	**46.52**	**2,143,741**	**0.8**	**<0.1**	**7.4**	**-**	**-**	**92.6**	**1.20**
Sacramento																	
1996	88,260	0.5%	72.3%	21.0%	6.7%	$2,899	$32.06	$33.33	$39.83	1,000,980	0.5%	-	17.8%	1.7%	-	80.5%	2.40
1997	71,483	0.4	70.2	22.8	6.9	2,353	30.98	35.90	42.69	888,907	0.4	-	19.0	0.5	-	80.5	2.62
1998	60,666	0.3	68.2	24.5	7.2	2,038	31.66	36.21	42.99	779,997	0.4	-	14.4	0.7	-	84.9	2.20
1999	79,752	0.4	69.3	23.5	7.2	2,646	31.18	36.19	42.58	838,883	0.4	-	27.9	0.2	-	71.9	3.11
2000	81,894	0.3	70.0	22.3	7.7	2,905	33.76	37.45	45.45	963,224	0.4	-	22.2	0.9	-	77.0	2.89
2001	**95,996**	**0.4**	**68.1**	**25.6**	**6.4**	**3,282**	**32.65**	**35.70**	**44.66**	**688,263**	**0.3**	**<0.1**	**33.7**	**6.0**	**-**	**60.3**	**2.94**
Eureka/Crescent City																	
1996	27,919	0.2%	78.2%	12.1%	9.7%	$888	$29.70	$37.54	$41.79	531,331	0.2%	-	40.3%	6.4%	-	53.3%	9.09
1997	21,575	0.1	76.7	12.7	10.7	724	30.93	40.49	44.18	585,118	0.3	-	34.7	3.7	-	61.6	10.75
1998	20,728	<0.1	77.6	11.5	10.9	717	32.10	40.95	45.66	480,394	0.2	-	32.5	7.5	-	60.1	9.72
1999	32,723	0.1	76.0	12.4	11.6	1,169	33.61	39.72	45.41	701,256	0.3	0.6	31.9	16.4	-	51.2	10.68
2000	35,571	0.1	78.2	11.6	10.2	1,268	33.54	39.89	46.87	627,437	0.2	-	27.7	27.9	-	44.4	9.96
2001	**27,868**	**0.1**	**78.1**	**11.6**	**10.3**	**1,023**	**34.76**	**39.89**	**47.72**	**453,769**	**0.2**	**-**	**38.5**	**28.3**	**-**	**33.1**	**11.00**

	HOURS					WAGES				TONNAGE								
			Percent of Port Total				Avg. Hourly Wage					Percent of Port Total						
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Pd (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain-erized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" per Hour Paid
PACIFIC NORTHWEST: Oregon and Columbia River																		
North Bend/Coos Bay/Reedsport/Gardiner/Bandon																		
1996	210,864	1.2%	84.6%	7.7%	7.7%	$6,690	$30.31	$37.87	$41.14	3,702,738	1.7%	-	2.4%	9.8%	-	87.8%	2.46
1997	154,137	0.8	84.7	7.6	7.7	5,373	33.30	42.45	44.54	3,801,824	1.7	-	2.2	4.9	-	92.9	2.21
1998	88,352	0.4	83.3	8.3	8.5	3,122	33.50	42.82	46.01	2,437,436	1.1	-	2.1	7.7	-	90.2	3.27
1999	55,672	0.3	82.4	8.6	9.0	2,022	34.52	43.40	45.95	2,252,699	0.9	-	0.5	6.1	-	93.4	3.43
2000	61,076	0.3	84.2	7.6	8.1	2,238	35.07	43.27	46.75	2,148,520	0.8	-	0.6	7.8	-	91.6	3.60
2001	58,128	0.2	85.4	7.0	7.5	2,141	35.36	43.51	47.26	1,696,256	0.7	<0.1%	1.0	7.7	-	91.3	3.08
Newport/Toledo																		
1996	3,141	<0.1%	89.0%	7.0%	3.9%	$91	$28.12	$33.61	$37.22	10,889	<0.1%	-	-	100.0%	-	-	3.47
1997	2,032	<0.1	88.9	6.2	4.9	61	29.16	35.96	41.01	5,503	<0.1	-	-	100.0	-	-	2.71
1998	1,149	<0.1	100.0	-	-	36	30.92	-	-	4,866	<0.1	-	-	100.0	-	-	4.32
1999	2,068	<0.1	93.6	5.2	1.1	64	31.23	25.69	39.17	8,673	<0.1	-	-	100.0	-	-	4.19
2000	987	<0.1	100.0	-	-	35	35.41	-	-	2,890	<0.1	-	-	100.0	-	-	2.93
2001	561	<0.1	100.0	-	-	20	35.54	-	-	0	<0.1	-	-	-	-	-	-
Astoria/Warrenton																		
1996	11,603	<0.1%	92.7%	3.4%	3.9%	$344	$29.07	$34.39	$39.09	17,065	<0.1%	-	-	100.0%	-	-	1.47
1997	4,335	<0.1	100.0	-	-	143	33.06	-	-	35,131	<0.1	-	-	100.0	-	-	8.10
1998	5,615	<0.1	99.6	0.2	0.2	181	32.09	35.43	63.36	44,114	<0.1	-	0.9%	99.1	-	-	8.01
1999	4,329	<0.1	99.8	-	0.2	151	34.80	-	52.95	20,306	<0.1	-	-	100.0	-	-	4.69
2000	4,034	<0.1	99.5	-	0.5	146	36.05	-	40.17	15,433	<0.1	-	-	100.0	-	-	3.83
2001	3,949	<0.1	99.8	-	0.2	142	35.95	-	35.90	12,891	<0.1	-	-	100.0	-	-	3.26
Portland/Columbia City/St. Helens																		
1996	1,108,988	6.1%	78.7%	14.3%	7.0%	$33,831	$29.20	$33.10	$39.90	18,095,703	8.4%	20.7%	1.3%	0.5%	12.3%	65.2%	4.22
1997	1,081,797	5.5	78.4	14.4	7.3	35,722	31.41	37.01	42.53	18,227,328	8.1	19.9	1.4	0.6	15.3	62.8	4.33
1998	1,124,786	5.2	78.3	14.5	7.2	38,678	33.01	37.19	43.74	18,076,275	8.2	17.9	3.5	0.4	14.6	63.6	4.17
1999	1,134,998	5.2	77.7	14.6	7.7	39,708	33.56	37.58	44.46	18,985,738	7.9	19.6	4.2	0.2	17.5	58.5	4.71
2000	1,101,666	4.6	76.5	15.9	7.6	38,989	33.90	37.82	45.26	19,245,826	7.4	19.1	3.3	0.2	19.0	58.4	4.70
2001	1,040,578	4.4	75.6	16.6	7.8	38,121	35.32	38.16	46.07	18,140,975	7.2	19.8	4.3	0.3	21.1	54.5	5.05
Vancouver, WA																		
1996	379,530	2.1%	79.0%	14.5%	6.5%	$11,300	$28.67	$31.07	$40.27	5,036,171	2.3%	<0.1%	6.3%	1.9%	3.3%	88.4%	1.40
1997	351,038	1.8	79.3	14.4	6.3	11,230	30.80	33.53	43.45	5,801,301	2.6	<0.1	5.2	1.0	7.1	86.7	1.51
1998	331,491	1.5	78.7	14.8	6.6	10,995	31.98	34.69	43.99	5,030,859	2.3	-	7.7	0.1	8.3	83.9	1.68
1999	327,328	1.5	79.1	14.1	6.9	10,905	31.99	35.62	43.83	4,998,814	2.1	<0.1	7.8	-	10.6	81.5	1.72
2000	320,856	1.3	78.8	14.5	6.7	11,025	33.11	36.03	45.37	4,561,945	1.8	0.2	8.4	0.3	12.9	78.1	1.81
2001	330,816	1.4	79.4	14.0	6.6	11,799	34.66	36.42	46.08	5,219,799	2.1	0.2	7.8	0.2	13.7	78.2	1.89
Longview, WA/Kalama, WA/Rainier																		
1996	467,027	2.6%	83.9%	7.8%	8.3%	$14,013	$28.74	$33.41	$39.54	11,075,734	5.1%	-	3.8%	7.9%	-	88.3%	3.20
1997	422,964	2.2	83.2	8.2	8.7	13,739	31.07	36.03	42.69	10,773,039	4.8	-	4.3	6.8	-	88.9	3.28
1998	403,127	1.9	83.7	8.1	8.2	13,452	32.07	36.61	43.43	7,427,146	3.4	-	7.6	8.3	-	84.1	3.31
1999	436,895	2.0	83.7	8.1	8.2	14,915	32.86	36.93	44.47	8,994,670	3.8	-	8.2	6.9	-	84.9	3.46
2000	444,656	1.8	83.0	8.6	8.4	15,371	33.20	37.22	45.47	9,539,425	3.7	<0.1	9.3	7.2	-	83.5	3.90
2001	382,314	1.6	82.6	8.8	8.6	13,539	33.99	37.59	46.87	8,949,031	3.5	-	8.8	6.6	-	84.5	4.02
PACIFIC NORTHWEST: Washington Coast and Puget Sound																		
Aberdeen/Raymond																		
1996	137,002	0.8%	87.3%	4.4%	8.3%	$4,105	$28.75	$36.78	$38.98	630,306	0.3%	-	11.5%	88.5%	-	-	4.60
1997	123,205	0.6	87.6	4.8	7.7	3,948	30.91	37.55	41.59	514,971	0.2	-	11.1	88.9	-	-	4.18
1998	86,000	0.4	87.2	6.1	6.7	2,746	30.91	35.81	41.75	333,553	0.2	1.8%	18.1	80.1	-	-	3.95
1999	91,848	0.4	87.7	5.7	6.6	3,077	32.53	36.78	43.51	384,856	0.2	1.4	20.7	77.9	-	-	4.19
2000	67,876	0.3	89.7	4.8	5.6	2,320	33.41	37.30	43.83	305,511	0.1	1.8	10.4	87.8	-	-	4.50
2001	65,930	0.3	89.9	4.1	5.9	2,287	33.96	38.61	42.96	329,782	0.1	<0.1	19.5	80.4	-	-	5.00

Year	HOURS: Total Hours	HOURS: Percent of Coast Total	HOURS: Percent of Port Total L/S Jobs	HOURS: Percent of Port Total Clk Jobs	HOURS: Percent of Port Total Fmn Jobs	WAGES: Total Wages Pd (000s)	WAGES: Avg. Hourly Wage L/S	WAGES: Avg. Hourly Wage Clk	WAGES: Avg. Hourly Wage Fmn	TONNAGE: Total Tonnage	TONNAGE: Percent of Coast Total	TONNAGE: Percent of Port Total Containerized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" per Hour Paid
PACIFIC NORTHWEST: Washington (continued)																	
Port Angeles/Port Townsend																	
1996	38,305	0.2%	83.9%	8.5%	7.6%	$1,139	$28.34	$34.97	$39.30	400,862	0.2%	-	-	30.7%	-	69.3%	3.36
1997	26,817	0.1	86.6	6.6	6.8	870	31.17	38.69	42.55	261,906	0.1	-	-	32.9	-	67.1	3.34
1998	18,692	<0.1	86.3	6.5	7.1	617	31.68	39.56	43.29	241,118	0.1	-	<0.1%	16.8	-	83.1	2.44
1999	14,236	<0.1	86.2	6.8	7.0	500	33.95	40.48	44.65	270,660	0.1	-	-	12.5	-	87.5	2.72
2000	11,048	<0.1	86.8	6.1	7.1	397	34.75	41.46	45.31	211,406	<0.1	-	-	9.8	-	90.2	2.22
2001	**6,948**	**<0.1**	**90.1**	**4.9**	**5.0**	**257**	**36.15**	**42.96**	**46.46**	**165,138**	**<0.1**	**-**	**-**	**3.2**	**-**	**96.8**	**1.22**
Port Gamble																	
1996	1,534	<0.1%	94.7%	2.0%	3.3%	$43	$27.26	$43.16	$46.86	2,706	<0.1%	-	100.0%	-	-	-	1.76
1997	942	<0.1	93.0	4.7	2.3	25	25.30	35.63	38.64	0	<0.1	-	-	-	-	-	-
1998	918	<0.1	98.7	-	1.3	24	26.36	-	51.00	0	<0.1	-	-	-	-	-	-
1999	853	<0.1	99.9	-	-	24	27.85	-	-	0	<0.1	-	-	-	-	-	-
2000	899	<0.1	99.9	-	-	32	35.22	-	-	0	<0.1	-	-	-	-	-	-
2001	**832**	**<0.1**	**100.0**	**-**	**-**	**30**	**35.82**	**-**	**-**	**0**	**<0.1**	**-**	**-**	**-**	**-**	**-**	**-**
Olympia																	
1996	26,669	0.1%	81.5%	4.2%	14.3%	$776	$27.47	$36.86	$36.06	109,329	<0.1%	-	0.4%	99.6%	-	-	4.10
1997	54,411	0.3	73.6	12.0	14.4	1,725	29.76	33.77	39.88	158,082	<0.1	59.1%	4.2	36.6	<0.1%	-	2.90
1998	38,654	0.2	69.9	14.2	15.9	1,304	31.79	35.30	40.82	117,184	<0.1	72.6	4.8	22.6	-	-	3.09
1999	13,655	<0.1	76.9	3.1	20.0	453	31.26	39.97	39.50	39,071	<0.1	-	9.1	54.4	-	36.5%	1.84
2000	11,166	<0.1	77.4	2.9	19.7	392	33.48	41.64	40.53	39,798	<0.1	0.6	0.7	64.2	-	34.6	2.36
2001	**14,559**	**<0.1**	**80.4**	**3.1**	**16.5**	**493**	**32.04**	**39.95**	**41.65**	**43,412**	**<0.1**	**-**	**-**	**100.0**	**-**	**-**	**2.98**
Tacoma																	
1996	1,364,059	7.6%	70.3%	20.9%	8.9%	$43,359	$30.39	$32.69	$40.68	22,001,205	10.2%	55.9%	1.0%	2.6%	6.1%	34.4%	9.88
1997	1,363,611	7.0	70.5	20.7	8.7	47,038	32.66	36.83	43.80	22,567,206	10.0	58.1	1.2	1.9	7.2	31.5	10.44
1998	1,250,950	5.8	68.7	22.2	9.1	44,269	33.64	36.94	44.77	19,179,196	8.7	64.2	1.7	2.0	8.4	23.9	10.88
1999	1,493,991	6.8	70.3	21.1	8.7	53,806	34.22	38.10	45.52	23,337,489	9.7	61.3	1.1	1.4	7.8	28.4	10.25
2000	1,713,168	7.1	70.2	21.8	8.0	62,646	34.77	38.66	46.62	24,185,697	9.3	63.4	0.8	1.5	8.7	25.7	9.54
2001	**1,582,053**	**6.7**	**69.9**	**22.3**	**7.8**	**58,983**	**35.66**	**38.88**	**47.19**	**23,061,669**	**9.1**	**64.1**	**0.9**	**1.1**	**10.2**	**23.7**	**9.95**
Seattle																	
1996	1,690,569	9.4%	65.0%	27.0%	8.0%	$54,616	$30.81	$33.21	$41.36	22,098,895	10.2%	77.7%	1.6%	<0.1%	2.6%	18.0%	10.47
1997	1,767,965	9.0	65.3	26.9	7.8	62,369	33.15	37.82	44.33	22,472,625	10.0	77.2	1.3	<0.1	3.5	18.0	10.10
1998	1,721,994	8.0	65.8	26.4	7.8	62,330	34.22	38.54	44.92	20,290,461	9.2	88.6	1.5	<0.1	2.6	7.2	10.90
1999	1,645,819	7.5	66.4	25.8	7.9	60,540	34.97	38.75	45.66	21,024,969	8.8	85.3	1.2	0.1	3.4	10.0	11.17
2000	1,609,503	6.6	67.0	25.0	7.9	61,217	36.39	39.51	47.25	20,951,547	8.1	84.7	1.2	<0.1	3.4	10.8	11.28
2001	**1,470,056**	**6.3**	**67.0**	**25.1**	**7.9**	**56,957**	**37.28**	**39.82**	**47.77**	**18,539,769**	**7.3**	**80.5**	**1.0**	**<0.1**	**2.5**	**16.1**	**10.36**
Everett																	
1996	104,868	0.6%	85.0%	6.9%	8.1%	$3,092	$28.21	$34.65	$38.42	596,023	0.3%	<0.1%	2.9%	33.7%	-	63.3%	2.16
1997	90,263	0.5	83.4	7.9	8.6	2,891	30.61	36.83	41.35	510,432	0.2	0.2	4.6	25.7	-	69.6	1.80
1998	71,435	0.3	85.3	6.2	8.4	2,345	31.34	39.95	42.59	494,669	0.2	<0.1	1.4	25.2	-	73.4	1.98
1999	63,570	0.3	85.2	6.4	8.4	2,138	32.12	40.93	43.30	478,220	0.2	<0.1	3.4	21.8	1.2%	73.7	2.02
2000	53,280	0.2	82.7	8.2	9.1	1,857	33.34	40.19	43.73	418,148	0.2	9.2	0.9	13.7	-	76.2	1.98
2001	**25,832**	**0.1**	**81.5**	**8.7**	**9.8**	**898**	**33.36**	**38.51**	**43.02**	**87,862**	**<0.1**	**20.4**	**6.5**	**22.8**	**-**	**50.2**	**1.73**
Anacortes																	
1996	16,400	<0.1%	80.5%	10.1%	9.4%	$547	$31.82	$37.63	$41.97	267,691	0.1%	-	-	8.2%	-	91.9%	1.63
1997	13,946	<0.1	68.4	10.0	21.6	502	33.36	40.30	42.52	336,968	0.2	-	-	0.3	-	99.7	0.56
1998	14,263	<0.1	71.1	9.9	19.0	510	33.07	40.93	43.23	309,121	0.1	-	-	3.7	-	96.3	1.23
1999	14,078	<0.1	75.2	9.7	15.1	491	32.40	40.05	43.74	269,058	0.1	7.3%	-	8.2	-	84.5	3.28
2000	16,445	<0.1	74.0	10.4	15.6	602	34.08	41.14	45.63	298,802	0.1	-	-	7.8	-	92.2	1.75
2001	**19,652**	**<0.1**	**70.0**	**11.2**	**18.8**	**753**	**35.48**	**42.37**	**46.54**	**416,787**	**0.2**	**<0.1**	**<0.1%**	**4.2**	**-**	**95.7**	**1.31**

Year	HOURS: Total Hours	HOURS: Percent of Coast Total	HOURS: Percent of Port Total L/S Jobs	HOURS: Percent of Port Total Clk Jobs	HOURS: Percent of Port Total Fmn Jobs	WAGES: Total Wages Pd (000s)	WAGES: Avg. Hourly Wage L/S	WAGES: Avg. Hourly Wage Clk	WAGES: Avg. Hourly Wage Fmn	TONNAGE: Total Tonnage	TONNAGE: Percent of Coast Total	TONNAGE: Percent of Port Total Containerized	TONNAGE: Percent of Port Total General Cargo	TONNAGE: Percent of Port Total Lumber & Logs	TONNAGE: Percent of Port Total Autos & Trucks	TONNAGE: Percent of Port Total Bulk Cargo	"Weighted Tons" per Hour Paid
PACIFIC NORTHWEST: Washington (continued)																	
Bellingham																	
1996	72,634	0.4%	83.4%	6.9%	9.7%	$2,358	$30.80	$39.52	$41.79	1,170,154	0.5%	<0.1%	-	15.4%	0.2%	84.4%	2.79
1997	59,086	0.3	82.0	8.2	9.8	2,079	33.20	42.72	45.38	1,133,503	0.5	-	-	16.4	-	83.6	3.46
1998	32,275	0.1	79.6	9.7	10.7	1,183	34.43	43.71	46.94	766,177	0.3	-	11.3%	-	-	88.7	3.17
1999	45,340	0.2	80.3	8.3	11.4	1,667	34.66	43.88	46.49	795,539	0.3	-	15.3	0.1	1.0	83.6	3.03
2000	28,623	0.1	80.1	9.0	10.9	1,090	35.84	45.27	48.57	644,538	0.2	-	9.3	-	-	90.7	2.51
2001	11,972	<0.1	86.0	4.7	9.3	432	34.63	45.76	44.87	203,563	<0.1	-	6.7	-	-	93.3	1.46
AREA SUMMARIES																	
Southern California Area Summary																	
1996	9,934,161	55.1%	66.6%	24.3%	9.1%	$343,288	$32.99	$34.57	$45.99	105,870,123	49.1%	74.4%	4.7%	0.2%	6.2%	14.5%	8.59
1997	11,655,074	59.4	66.9	23.2	9.9	414,867	33.84	37.51	42.98	113,896,800	50.7	76.4	4.4	0.2	7.0	12.1	8.05
1998	13,617,651	63.2	66.7	23.6	9.7	495,616	34.53	38.64	43.82	120,812,205	55.1	75.9	5.0	0.2	7.3	11.7	7.46
1999	13,836,229	62.9	66.4	24.1	9.4	513,285	35.42	38.87	44.35	132,099,834	55.1	76.3	4.6	0.2	7.8	11.1	7.89
2000	15,707,771	64.9	66.1	24.6	9.4	591,191	36.05	38.86	45.64	149,652,536	57.6	77.8	4.2	0.2	7.6	10.3	7.96
2001	15,581,396	66.4	65.9	24.9	9.2	600,738	37.05	39.65	46.40	150,145,500	59.3	79.2	3.9	0.2	7.0	9.7	8.16
Northern California Area Summary																	
1996	2,477,016	13.7%	65.5%	26.8%	7.7%	$79,395	$30.88	$32.43	$40.66	24,595,731	11.4%	74.4%	4.0%	0.2%	7.0%	14.3%	7.96
1997	2,436,049	12.4	66.5	25.5	8.0	83,749	32.79	36.00	42.47	24,118,412	10.7	75.5	4.3	0.1	5.0	15.0	8.03
1998	2,730,921	12.7	66.1	26.0	7.9	94,361	32.75	36.46	43.34	23,820,340	10.9	76.6	5.4	0.2	4.0	13.8	7.39
1999	2,803,777	12.8	65.8	26.0	8.2	99,097	33.51	37.24	44.09	25,628,566	10.7	77.0	4.8	0.5	3.5	14.3	7.59
2000	3,051,681	12.6	66.1	25.5	8.4	109,911	34.15	37.77	45.41	27,414,837	10.6	76.0	4.8	0.7	4.6	14.0	7.41
2001	2,868,691	12.2	65.9	25.8	8.3	105,229	34.97	38.12	45.79	26,345,139	10.4	74.2	4.8	0.7	5.1	15.3	7.42
Pacific Northwest Area: Oregon and Columbia River Summary																	
1996	2,181,153	12.1%	80.5%	12.3%	7.3%	$66,269	$29.12	$33.02	$39.99	37,938,300	17.6%	9.9%	2.8%	3.8%	6.3%	77.2%	3.32
1997	2,016,303	10.3	80.1	12.5	7.4	66,269	31.38	36.43	42.87	38,644,126	17.2	9.4	2.9	2.9	8.3	76.5	3.46
1998	1,954,520	9.1	79.8	12.9	7.3	66,462	32.65	36.79	43.83	33,020,696	15.1	9.8	5.0	2.8	9.3	73.2	3.54
1999	1,961,290	8.9	79.5	12.8	7.7	67,765	33.16	37.23	44.42	35,260,900	14.7	10.6	5.5	2.4	10.9	70.7	3.89
2000	1,933,275	8.0	78.7	13.7	7.6	67,803	33.65	37.51	45.38	35,514,039	13.7	10.4	5.4	2.6	12.0	69.7	4.00
2001	1,816,346	7.7	78.1	14.1	7.7	65,762	34.91	37.86	46.30	34,018,952	13.4	10.6	5.9	2.4	13.4	67.9	4.19
Pacific Northwest Area: Washington Coast and Puget Sound Summary																	
1996	3,452,040	19.1%	69.4%	22.2%	8.5%	$110,035	$30.38	$33.12	$40.83	47,277,171	21.9%	62.3%	1.8%	3.4%	4.1%	28.4%	9.42
1997	3,500,246	17.9	69.2	22.5	8.3	121,447	32.70	37.46	43.82	47,955,693	21.4	63.7	1.7	2.5	5.0	27.1	9.49
1998	3,235,181	15.0	68.2	23.3	8.5	115,329	33.75	37.94	44.65	41,731,479	19.0	72.8	1.9	2.1	5.1	18.2	10.25
1999	3,383,390	15.4	69.4	22.3	8.3	122,696	34.44	38.51	45.44	46,599,862	19.4	69.2	1.6	1.8	5.5	21.9	10.18
2000	3,512,008	14.5	69.5	22.5	8.0	130,551	35.43	39.13	46.78	47,055,447	18.1	70.4	1.1	1.6	6.0	20.9	9.98
2001	3,197,834	13.6	69.2	22.8	7.9	121,090	36.29	39.37	47.27	42,847,982	16.9	69.4	1.1	1.4	6.6	21.6	9.83
COAST SUMMARY																	
1996	18,044,370	100.0%	68.6%	22.8%	8.6%	$598,987	$31.66	$33.86	$43.74	215,681,325	100.0%	60.4%	3.7%	1.5%	5.9%	28.6%	8.02
1997	19,607,672	100.0	68.6	22.3	9.1	686,332	33.21	37.22	43.05	224,615,031	100.0	62.1	3.6	1.1	6.6	26.7	7.83
1998	21,538,273	100.0	68.1	22.9	9.0	771,768	33.99	38.12	43.89	219,384,720	100.0	65.4	4.4	0.9	6.8	22.4	7.52
1999	21,984,686	100.0	68.0	23.1	8.9	802,843	34.80	38.50	44.48	239,589,162	100.0	65.3	4.2	0.8	7.3	22.3	7.85
2000	24,204,735	100.0	67.6	23.5	8.9	899,457	35.50	38.69	45.75	259,636,859	100.0	67.0	3.8	0.8	7.6	20.7	7.87
2001	23,464,267	100.0	67.3	23.9	8.8	892,819	36.50	39.33	46.43	253,357,573	100.0	67.8	3.8	0.7	7.6	20.1	7.99

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PHOTO DESCRIPTIONS AND CREDITS

Front Cover

A COSCO container ship calls at the Pacific Container Terminal in Long Beach, operated by Stevedoring Services of America.
Credit: Tom Paiva, courtesy of Stevedoring Services of America

Page 8

The *Cho Yang Ace* at the Hanjin terminal in Long Beach
Credit: Port of Long Beach

Page 9

Left: Dock men handling cones for containers being loaded at TRAPAC Berth 30 in Oakland.
Credit: Art Chu

Center: Aerial view of Terminal 2, Port of Portland.
Credit: Port of Portland

Right: Aerial view of Terminal 18 in Seattle.
Credit: Port of Seattle

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Working containers, Port of Tacoma.
Credit: Port of Tacoma

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Top Left: A Local 10 lasher unfastening KIA autos for discharge at the Benicia Port Terminal operated by Metropolitan Stevedore Company.
Credit: Art Chu

Top right: Bulk sugar discharged from the M/V *Perelik* in Crockett.
Credit: Colby Communications Corp.

Bottom Left: Specially built railcars carrying steel slabs imported from Brazil, Mexico, and Australia.
Credit: Elmar Baxter, Images, Ink. and Colby Communications Corp.

Bottom Right: Steel sheet coils being discharged from the M/V *Tete Oldendorff* in Oakland.
Credit: Colby Communications Corp.

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A container being hoisted onto a vessel at the Port of Tacoma.
Credit: Port of Tacoma

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Longshore workers lashing containers aboard ship at the Port of Portland's Terminal 6.
Credit: Port of Portland

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Top: Trucks at the gate of APL's Global Gateway South, Los Angeles.
Credit: APL, Ltd.

Bottom left: Working containers, M/V *Quetzal* at Pier 80, San Francisco.
Credit: Colby Communications Corp.

Bottom right: Supplemental walking boss Jolita Lewis conferring with a Local 10 lasher at APL's Middle Harbor Road terminal in Oakland.
Credit: Art Chu

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Left: Local 34 marine clerk Jerry Sherman accessing steel products inventory for delivery at Marine Terminals Corporation's Burma Road Terminal, Oakland
Credit: Art Chu

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A Local 8 longshoreman operating one of the Port of Portland's new Kalmar reach stackers in the Terminal 6 container yard.
Credit: Port of Portland

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Left: A local 10 longshoreman being certified on top handler by ILWU-PMA instructor Bill Armstrong in Oakland.
Credit: Art Chu

Center: Longshore workers working coils of steel sheets being discharged from the M/V *Tete Oldendorff*, Oakland.
Credit: Colby Communications Corp.

Right: Steel products being discharged at Berth 87, Port of Los Angeles.
Credit: Colby Communications Corp.

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Left: Newsprint rolls being discharged from the M/V *Thorseggen* at Forest Terminals, Berth 50, Long Beach.
Credit: Colby Communications Corp.

Center: Local 10 instructor Brian MacDonald instructing a casual longshore worker in the safe handling of lashing cones.
Credit: Art Chu.

Right: Working containers, M/V *Tausala Samoa* at Pier 80, San Francisco.
Credit: Colby Communications Corp.

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Left: The *Karen Maersk* calling at the Port of Tacoma with Mt. Rainier in the background.
Credit: Port of Tacoma

Center: A crane operator loading containers aboard the *Ever Urban* at Terminal 6, Portland.
Credit: Port of Portland

Right: Aerial view of the Alameda corridor.
Credit: Port of Long Beach

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Top left: A subway car being readied for loading at Pier F/Berth 206, Long Beach.
Credit: Tony Liberatore, courtesy of Stevedoring Services of America

Top right: Raising a flag in remembrance, Berth 32, Oakland.
Credit: Hung Hua, courtesy of Stevedoring Services of America

Bottom: Containerized cattle at Berth 32, Oakland.
Credit: Hung Hua, courtesy of Stevedoring Services of America

Marine Terminals Corporation – page 22
Ray Waters – page 23
APL, Ltd. – Inside Front Cover, and pages 24 and 50
Bob Luxa, courtesy of Stevedoring Services of America – page 25
Colby Communications Corp. – pages 26, 40, and 65
Don Jarrell – page 27
Tom Paiva, courtesy of Stevedoring Services of America – page 31
Art Chu – pages 32, 36, and Inside Back Cover
Port of Tacoma – pages 35, 42, and 48-49
Port of Portland – page 37 and 72
Brian Dalbalcon, courtesy of Port of Tacoma – pages 38 and 45
Port of Long Beach – pages 47, 53, and 68
Port of Seattle – page 52

Report design, editing, and production by PMA Communications and Research. Produced using QuarkXpress®, Adobe Photoshop® and Adobe Illustrator®. Photographs also submitted by member companies and ports.

Printed computer-to-plate by p.s. PrintSmart and Waller Press on Signature Gloss 100 Cover, Signature Gloss 100 Book.

Inside Back Cover: *Stern vessel walkway aboard the* APL Holland.

The Pacific Maritime Association is a nonprofit mutual benefit corporation, incorporated under the laws of the State of California on June 3, 1949.

 • ISSN 8756-3622 • http://www.pmanet.org

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