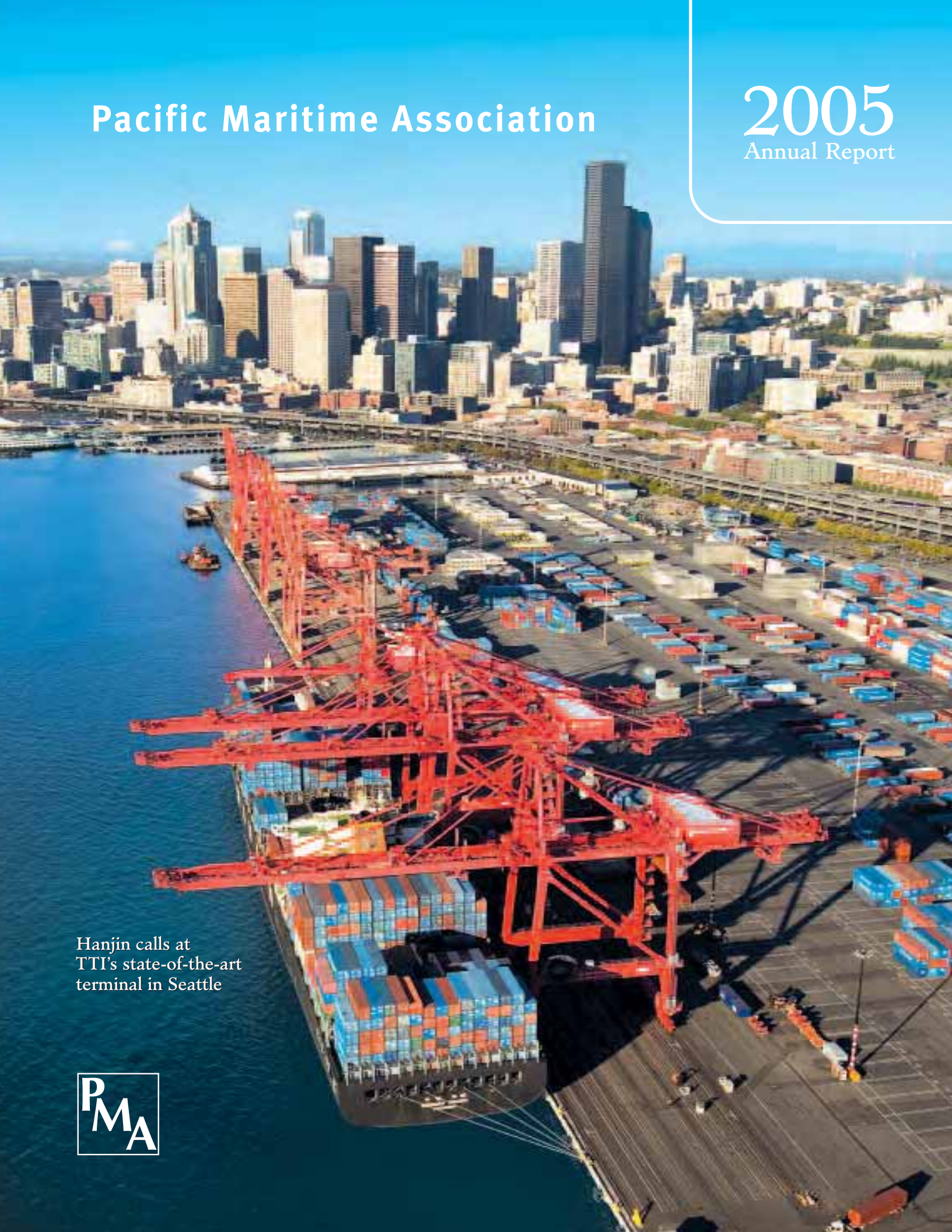
Pacific Maritime Association

2005
Annual Report



Hanjin calls at
TTI's state-of-the-art
terminal in Seattle

PMA

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.

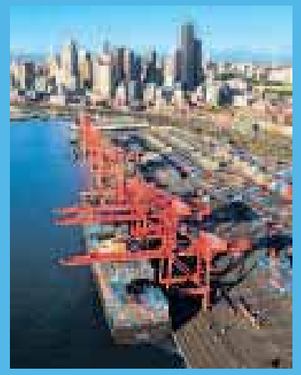
The labor agreements the PMA negotiates on behalf of its members cover wages, employee benefits, and conditions of employment for workers employed at longshore, marine clerk, and walking boss/foreman jobs.

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.

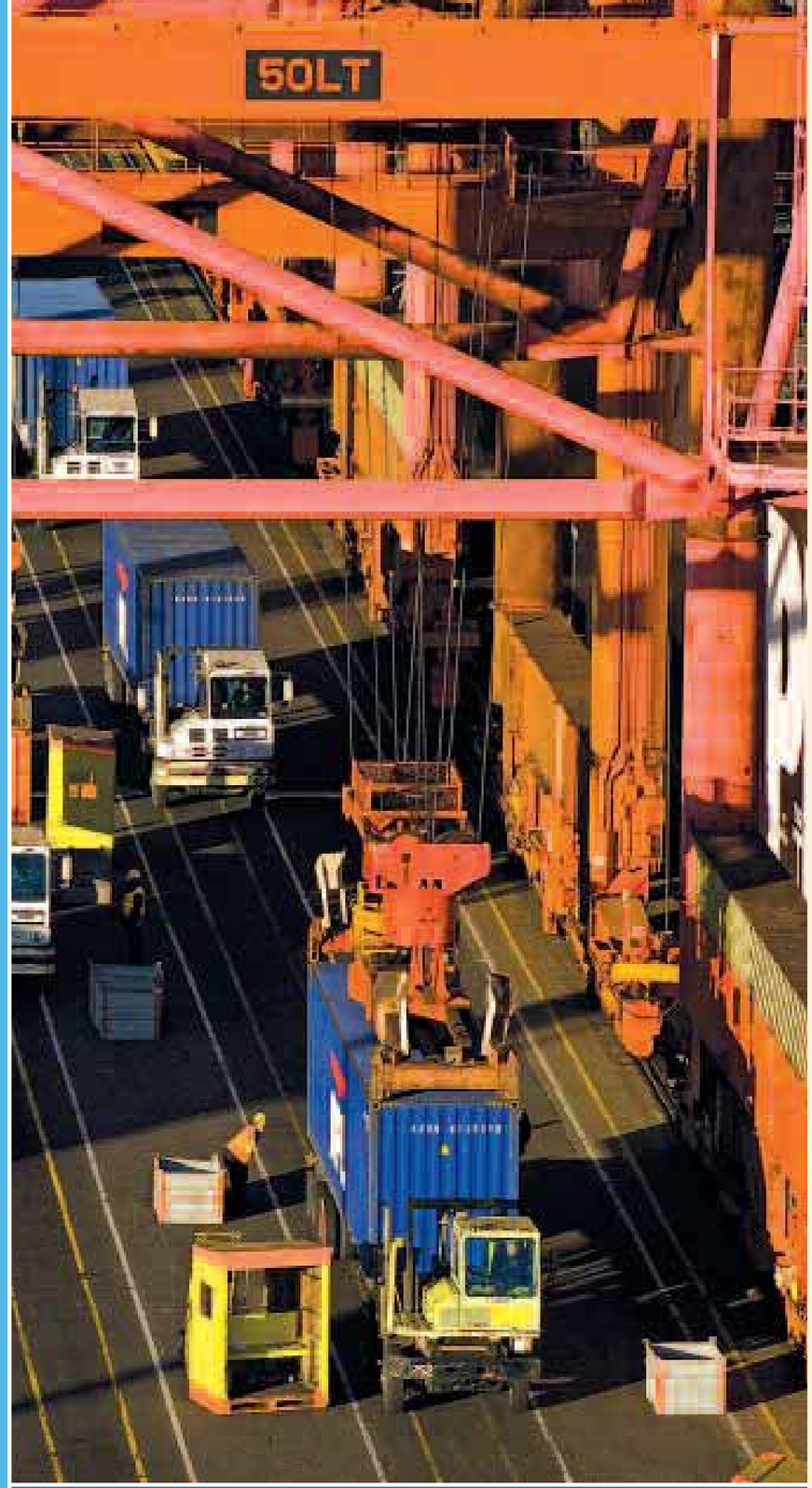
The regular meeting of the membership will be held at Pacific Maritime Association Headquarters, San Francisco, California on Wednesday, March 15, 2006 at 2:00 p.m. in Conference Room 1.

On the Cover



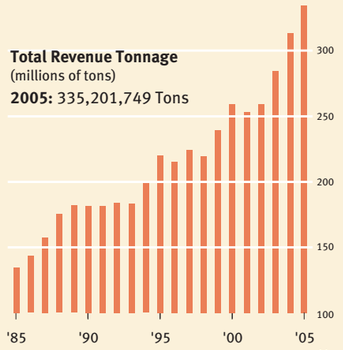
Th Pacific Northwest saw a substantial increase in cargo volume, as terminals and ports innovated in 2005.

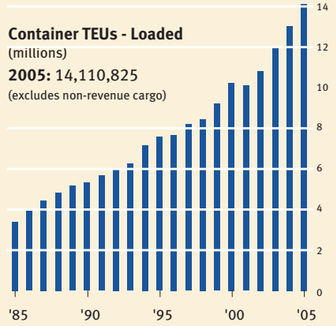
–See page 21 for more.

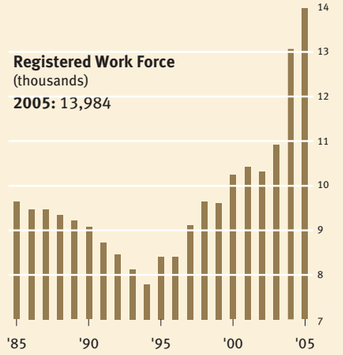


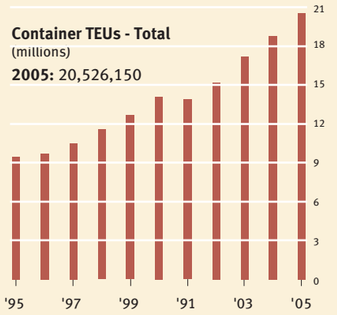
APL's Seattle terminal, Global Gateway North, features on-dock rail and computerized operations.

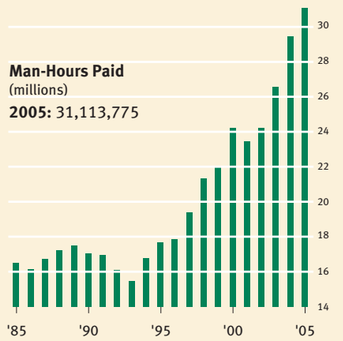
Highlights

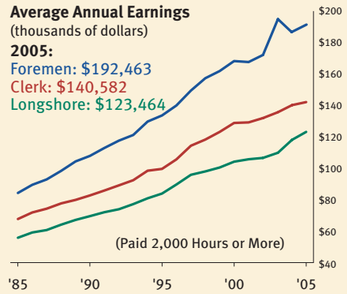


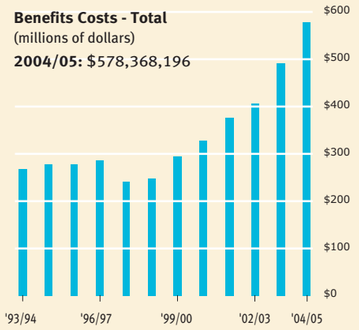


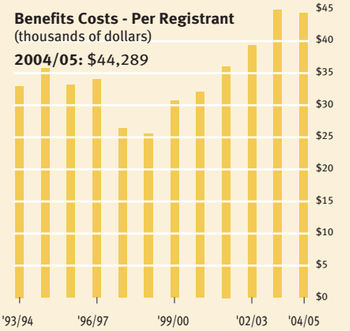












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James C. McKenna
President and CEO

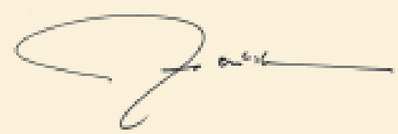
To Our Stakeholders:

In a year in which the West Coast ports moved more cargo than ever before – 14 million TEUs, or enough loaded containers to circle the globe twice – we did so without the significant cargo back-ups and resulting diversions of the previous year. The PMA dispatched labor with a nearly perfect record: more than 99 percent of all requested labor was provided. And our members succeeded in bringing fully integrated technology systems to terminals across the coast.

This past year saw the emergence of the Pacific Northwest as a true cargo giant. The ports of Seattle and Tacoma each moved more than 1.3 million TEUs of containerized cargo, in both cases their highest totals ever, as shippers took advantage of their state-of-the-art terminals and an outstanding infrastructure linking those ports to the rest of the transportation system. In Northern California, Oakland saw double-digit gains as shippers continued to diversify their operations. The Southern California ports continued to lead the nation, with the Los Angeles-Long Beach port complex moving 9.6 million TEUs of cargo – among the top five ports in the world.

Looking ahead, there is no question that further challenges await us: cargo volumes continue to rise, fueled by imports from Asia, and there is little land on which to expand marine terminals. That means we will need to innovate even further, in order to move goods efficiently on existing land. At the same time, communities and stakeholders are asking for a balance between growth of the ports and the need to grow respectfully, in ways that are consistent with economic, environmental and community success.

The Pacific Maritime Association and its members will continue to work closely with the International Longshore and Warehouse Union and other stakeholders to bring about the smooth movement of cargo into and out of these Western United States. We will continue to innovate, both as an organization and as an industry, to ensure the current and future success of the West Coast waterfront.



James C. McKenna

LEFT: Maersk and other carriers move millions of containers through West Coast ports each year.

Membership

American President Lines, Ltd.
APM Pacific Terminals LTD.
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Centennial Stevedoring Services
Ceres Marine Terminals Inc.
China Shipping (North America) Holding Co., Ltd.
Coast Maritime Services
Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO Container Lines Americas, Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Deep Pacific, L.L.C.
Eagle Marine Services, Ltd.
East Coast Cranes & Electrical Contracting, Inc.
Evergreen Marine Corp. (Taiwan) Ltd.
Foss Alaska Line, Inc.
Hanjin Shipping Company, Ltd.
Hapag Lloyd AG
Harbor Industrial Service Corporation
Horizon Lines, LLC
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
Innovative Terminal Services Inc.
International Transportation Service, Inc.
Italia Line
Jones Stevedoring Company
"K" Line (Kawasaki Kisen Kaisha, Ltd.)
Kinder Morgan Terminals
Long Beach Container Terminal, Inc.
Maersk Inc.
Main Lines Inc.
Marine Terminals Corporation
Marine Terminals Corporation - Puget Sound
Marine Terminals Corporation - Columbia River
Marine Terminals Corporation of Los Angeles
Matson Navigation Company, Inc.
Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
Norske Skog Canada (USA) Inc.
Norsk Pacific Steamship Company, Ltd.
NYK Line
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, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Maritime Services, Inc.
Pasha Stevedoring & Terminals, L.P.
Pier Maintenance Incorporated
Portland Lines Bureau
Reliable Line Service
Rogers Terminal & Shipping Corporation
Sea Star Stevedore Company
SSA Marine, Inc.
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
Tesoro Refining and Marketing Company
TraPac, Inc.
TransBay Container Terminal, Inc.
Transpac Terminal Services, LLC
Wallenius Wilhelmsen Logistics
Washington United Terminals
Western Stevedoring Corporation
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, Inc.
Zim American Israeli Integrated Shipping Service Company, Inc.

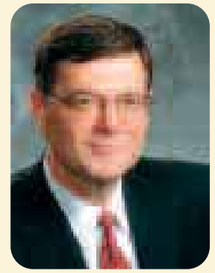
SSA's Terminal 46 in Seattle, as seen at night.

"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

Board of Directors

James S. Andrasick†
President and CEO
Matson Navigation Company, Inc.
Domestic Carrier Class



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International Carrier Class

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Joji "George" Hayashi
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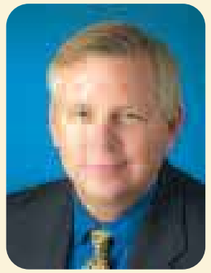

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"K" Line America, Inc.
International Carrier Class

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Domestic Carrier Class

William F. Rooney
Managing Director
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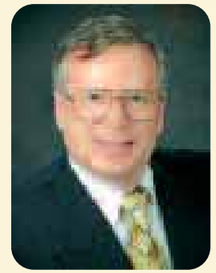
International Carrier Class

Anthony Scioscia*
President
APM Terminals North America, Inc.
International Carrier Class



Douglas A. Tilden
President and CEO
Marine Terminals Corporation
Stevedore/Non-Carrier Class

*Compensation Committee Member

†Audit Committee Member

Finance Committee

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Director of Finance & Accounting
OOCL (USA) Inc.

Bernard B. Druck
Director, Operations Support Services
APL Americas, Operations

John Loepprich
Sr. Vice President & CFO
APM Terminals North America, Inc.

Gail A. Parris
Chief Financial Officer
Marine Terminals Corporation & MTC Holdings

Charlie Sadoski
Chief Financial Officer
SSA Marine, Inc.

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Vice President
SSA Marine, Inc.

Dave Adam
Executive Vice President - Operations
Marine Terminals Corporation

Bill Alverson
Terminal Manager
Horizon Lines, LLC

Peter D. Bennett
Vice President - Pacific Region Operations
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Evergreen America Corporation

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Matson Navigation Company

Alan McCorkle
Senior Vice President
APM Terminals Pacific, Ltd.

David Mehus
Vice President - Operations
Yusen Terminals, Inc.

Robert L. Stephens
Vice President - Labor Relations
American President Lines, Ltd.

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Larry Bennett
Total Terminals International (TTI)

Robert Clark
APL/Eagle Marine Services, Ltd.

Joe DiMassa
Yusen Terminals, Inc.

Phil Feldhus
International Transportation Services Inc.

Albert Garnier
Metropolitan Stevedore Company

Daryl Hoshide
Trans Pacific Container Service Corp.

Jason Hsu
Evergreen America Corporation

Eileen Kuljis
Matson Navigation Company, Inc.

George Lang
California United Terminals

Sean Lindsay
Marine Terminals Corporation

Robert Loya
Horizon Lines, LLC

John Ochs
APM Terminals (North America, Inc.)

Anthony Otto
Long Beach Container Terminal, Inc.

Tim Tess
Pasha Stevedoring & Terminals, L.P.

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Chairman:
Doug Beeber
Jones Stevedoring Company

Ken Davais
"K" Line America, Inc.

Art Hayes
Rogers Terminal & Shipping Corporation

Paul Huculak
SSA Marine, Inc.

Steve Johnson
Hanjin Shipping Company, Ltd.

Kevin Jones
Kinder Morgan Bulk Terminals, Inc.

Jim Mullen
Marine Terminals Corp.

Pacific Northwest: Washington and Puget Sound Area

Chairman:
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SSA Terminals, LLC

K.C. Bacon
Rogers Terminal & Shipping Corporation

Greg Chu
Matson Navigation Company, Inc.

Kevin Dietsch
Horizon Lines, LLC

Clayton R. Jones, III
Jones Stevedoring Company

Capt. Chyr-Ming Leng
Evergreen America Corporation

Mike Lingerfelt
Washington United Terminals

David A. Pickles
Eagle Marine Services, Ltd.

Blair Smith
Marine Terminals Corporation

Jeff Thomas
Husky Terminal & Stevedoring, Inc.

Eric Waltz
APM Terminals Pacific Ltd. – Tacoma

Northern California Area

Chairman:
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SSA Terminals, LLC

Bob Bergmann
TransBay Container Terminal, Inc.

Larry Cassity
Horizon Lines, LLC

Mike Cuffe
Yusen Terminals, Inc.

Leif Gistrand
Metropolitan Stevedore Company

Steve Hessenauer
Eagle Marine Services, Ltd.

Bob Johnson
APM Terminals

Brian Morgan
Matson Navigation Company, Inc.

Mike Porte
TraPac, Inc.

Dean Wilson
Total Terminals International, LLC

Dennis Woodfork
Marine Terminals Corporation

Part of America's Business Enterprise

West Coast ports play an integral role in our country's economy, supporting thousands of retail, manufacturing and service businesses that employ millions of workers coast-to-coast.

Steady Cargo Growth in 2005

Ports from Southern California to Washington State experienced significant growth in volume, primarily from Asia. At the current rate of growth, trade volume will double in the next eight years.

Building Our Capacity

The onset of new technologies and other capacity-building measures will boost terminal productivity and throughput.

Beyond the Terminal

The ports and their surrounding communities that invest in highway and rail infrastructure will be rewarded with increased economic activity and job creation.

An Anchor in the Community

Ports drive economic activity, job creation and prosperity.

We must recognize that community investment and environmental stewardship go hand-in-hand with this economic growth.

The Year in Review

As 2005 began, observers of the West Coast waterfront wondered what the year would hold. Just months earlier, during the 2004 peak season, the ports endured cargo delays brought on by unanticipated volume increases and related labor shortages. Yet the coming year would prove to tell a very different story.

In response to the events of 2004, the PMA and its members redoubled efforts to ensure that goods would move smoothly through the West Coast ports. The results were clear: all-time records in cargo volume at major ports along the coast; plenty of labor to move that cargo; and a lack of the congestion that had been an issue the previous year.

The PMA continued to transform into a proactive, information-driven organization, providing essential, real-time information to its members, and leading the drive to secure the reputation of the West Coast ports as the leading gateway for the nation's goods.

The Horizon Kodiak sails from Tacoma, WA, to Alaska.

ABOVE: TraPac moves an MOL container at the Port of Los Angeles.

14 million containers … and counting

Recent years have seen record levels of cargo becoming routine, and 2005 was no exception. For the fourth year running, coast-wide tonnage set an all-time record, with containerized goods once again leading the way. A total of 14 million loaded container TEUs (twenty-foot equivalent units) moved through West Coast ports – nearly twice the number of one decade earlier. These increases are expected to continue in the years to come. A great deal of statistical information on cargo movement may be found on pages 55-76.

Pacific Northwest ports set pace

The ports of Seattle and Tacoma moved record amounts of cargo in 2005 – and then moved even more. Each port grew by double-digit percentages, shattering previous records as shippers sought to secure a second region of the coast as a significant entry-point to the U.S. market.

In order to meet this demand, industry employers registered additional workers and continued to invest in infrastructure. Terminals at Tacoma and Seattle both added new container cranes, and employers continued their efforts to bring technology to the waterfront. Port authorities, too, contributed to the mix, developing new facilities and enabling older ones to grow. Tacoma's Pierce County Terminal opened in January with an estimated annual throughput capacity of 840,000 TEUs and a 12-track intermodal yard capable of accommodating 72 double-stack cars.

Looking ahead, the Pacific Northwest is expecting continued double-digit growth in 2006, a result of the investments above and the region's connections to the national transportation infrastructure.

Southern California: full steam ahead

The Los Angeles/Long Beach complex once again reached record levels and led the U.S. in containerized cargo, moving nearly 9.6 million TEUs, an increase of 550,000 TEUs over the previous year. In all, containerized movement rose 8.3 percent in Southern California.

If there is one fact that epitomizes the success of the Southern California ports in 2005, it is this: PMA provided labor to fill 99.9 percent of the orders it received. In fact, with the exception of two days in January, PMA filled 100 percent of all labor orders throughout the year. As a result, ships moved in a timely manner, cargo was offloaded efficiently, and goods moved through the system without back-ups or unnecessary congestion.

Of course, providing sufficient labor was not the only factor in the success of the Southern California ports. Building on thousands of new hires the previous year, additional casual (or part-time) workers were added, as were new registrants to the unionized workforce. At the same time, technology played a critical role in boosting efficiency, as did the performance of the rail infrastructure.

ABOVE: West Coast ports moved enough loaded containers in 2005 to circle the globe — twice.

Steve Hennessey
Chief Operating Officer

Hennessey Named Chief Operating Officer

Upon his promotion to chief operating officer and senior vice president of PMA in April of 2005, Steve Hennessey assumed labor relations responsibility for the entire west coast. His promotion reflects an ongoing effort with the PMA to aggressively manage its operations to meet the needs of the industry during a crucial time of growth. Prior to his promotion, Steve was PMA's vice president for labor relations in Southern California. He has extensive transportation industry knowledge, joining PMA after career experiences at Sea-Land, Horizon Lines and Roadway Express, one of North America's leading transporter of industrial, commercial and retail goods.

Chad Lindsay
Vice President, Labor Relations

Chad Lindsay Promoted to Top Spot in SoCal

In August of 2005, Chad Lindsay succeeded Hennessey as vice president of labor relations in Southern California. In his new role, Chad has primary responsibility for managing and directing the labor relations functions in the Southern California marketplace, including San Diego, Long Beach, Los Angeles and Port Hueneme. Before joining PMA, Chad was the managing director of APM Terminals, and has worked in other key sectors of the transportation industry. He has served as co-chair of PMA's Southern California Sub-Steering Committee and on the Coast Steering Committee.

Paul Holmes
Retired

Technology VP Paul Holmes Retires

Paul E. Holmes, PMA's vice president of information technology, retired on September 30 following eight years running the technology and Longshore Payroll departments in the organization. He also functioned as president of PMA's payroll subsidiary, Maritech Corporation. During Paul's tenure, he successfully modernized the IT infrastructure, directed the implementation of PMA's Y2K conversion project so that no disruption took place, and managed the standardization of the Longshore Payroll process. "Paul transformed the way PMA does its business," said PMA President and CEO Jim McKenna. "He brought us into the 21st century, and for that we are extremely grateful."

The following employees also retired from PMA in 2005: Millie Bluford, Northern California; Joyce Hardy, Wilmington Training Center; Shyla Relva, Northern California; Nancy Rodriguez, Southern California.

Legal Issues and Developments

Beginning in 2004 and continuing through 2005, PMA added more than 8,500 casuals coastwide, of which 83% were for operations in Southern California. Historically, the addition of large numbers of casuals has resulted in legal claims challenging aspects of the hiring process. This trend continued in 2005.

Throughout the year, PMA defended numerous claims, more than half of which were related directly to the casual hiring process. The common theme in these complaints was the use of industry referrals in the casual selection process.

During the 2004-2005 casual hiring process, interest cards to our workforce became the source for one-half of the applicants who were selected. The other half came from the general public. The challenges to this process alleged that the use of "Industry Interest Cards" was unlawful because it preferred Union members, their families and friends. The NLRB Division of Advice in Washington D.C. determined that a complaint should not be issued and the charges should be dismissed. The regional NLRB office in Southern California dismissed the charges, thereby providing a pathway to select a significant portion of new casuals from industry referrals in the future.

Also related to the casual hiring process, PMA defended more than three dozen discrimination claims filed with the Equal Employment Opportunity Committee (EEOC). The EEOC ruled in PMA's favor, not finding unlawful discrimination in the casual selection process in Southern California.

A third challenge to the casual hiring process was filed on behalf of "temporary" casuals. The suit was a purported class action on behalf of "temporary" casuals who alleged they should have been given priority in the hiring process. The PMA obtained a dismissal of this lawsuit.

Port Security Developments

In 2005, the PMA also continued its commitment to port security. At the local level in 2005, PMA was engaged in Coast Guard Port Area Maritime Security Committee meetings and coordinated and encouraged member participation in Coast Guard Security Exercises. PMA also participated on working groups engaged in developing the implementation policy for the security regulations, and provided security awareness training to new workers and recurrent security awareness training to the entire workforce within the General Safety Training structure.

PierPASS Introduced at Ports of LA/LB

2005 saw the introduction of PierPASS, an effort in and around the Southern California ports to reduce peak hour congestion on the region's highways. PierPASS features the OffPeak program which incentivizes shippers to move cargo at night and on weekends.

The results during 2005 were impressive. On an average day, approximately 10,000 truckers used the OffPeak program, accounting for 30-33 percent of daily volume, according to PierPASS statistics. A study by the Alameda Corridor Transportation Authority found that peak hour truck traffic on the 710 freeway in Long Beach was reduced by 24 percent since PierPASS was launched. Operating at night without roadway congestion also enables trucks to flow better and results in reduced emissions.

More cargo left Southern California ports at night as a result of the PierPASS OffPeak program.

In Memoriam: Ed Flynn

Edmund Flynn, who served with distinction as president of the PMA from 1969 to 1981, passed away on January 11, 2006, at the age of 89. Flynn presided over the PMA during one of the most turbulent periods in the history of the modern maritime industry. He inherited a highly volatile environment causing intense economic pressure on labor, maritime companies and government from a variety of factors, including the transition from break bulk to containerization, the Vietnam War, rising interest rates, skyrocketing oil prices and the era of wage and price controls.

In 1971, Flynn was thrust onto the national stage when he presided over the negotiations that resulted in a 134-day strike, the longest longshore strike in American history. He and ILWU President Harry Bridges met with President Richard Nixon during the period of impasse. On February 20, 1972, Flynn and Bridges reached a milestone agreement that included a Pay Guarantee Plan to address ILWU concerns about lost work opportunity. Flynn worked to build a lasting relationship with the ILWU, helping to avoid major disputes for the remainder of his career as PMA's president.

Flynn was an American success story. The son of Irish immigrants, he earned an academic scholarship to Indiana University and served as an Air Force pilot during World War II. He returned to earn his law degree at Harvard, and began his career in labor relations as a staff member of the National Labor Relations Board in Washington, D.C.

After retiring from the PMA in 1981, he and his wife of 50 years, Jean, became close friends with Harry and Nikki Bridges. In a twist of fate, Ed and Nikki ultimately married years after the deaths of their respective spouses.

The maritime industry and its workforce owe a debt of gratitude to Ed Flynn. He was an American patriot, a respected labor negotiator and a leader who helped usher in the modern era of maritime trade in the United States.

Regional developments:

Pacific Northwest—

As noted previously, the Pacific Northwest saw huge increases in container volume at the ports of Seattle and Tacoma, where 337 new casual workers were added, and 257 were promoted to registered status. In addition to record levels of container traffic, non-container business grew, as well. In Seattle, cruise ships again saw significant increases in work. This trend has continued for several years running.

Other ports in the Pacific Northwest moved goods ranging from grain to wood products to automobiles to windmills. While Portland has lost container volume in recent years, its grain operation continues to be strong. Ports such as Longview and Vancouver continued to move various forms of breakbulk, while Olympia and Everett saw a resurgence as they specialized in particular forms of cargo. Everett, for example, moves airplane parts for Boeing, while Olympia ships lumber, logs and pulp for Weyerhauser's operation nearby.

Pallets of bananas move through Port Hueneme.

Northern California—

2005 was another strong year for the Port of Oakland, which moved nearly 1.6 million TEUs of containerized cargo – an all-time record, and more than all but two other port complexes in the United States. This increase in cargo was matched by efforts to ensure that workers were deployed in sufficient numbers across all major job types. The rightsizing of the workforce included additional casuals, more than 200 new registrants and training to ensure that skilled workers were available in sufficient numbers. These efforts are expected to continue as cargo volumes keep rising.

Among the smaller Northern California ports, Stockton also saw increased registration and a rising tide of cargo. In particular, cement volume through the port has increased, and steel is also moving through on its way to construction sites. The Port of Benicia was expected to begin servicing Toyota vessels in January 2006, and the Port of Eureka anticipates steady volumes from its nearby pulp mill.

Southern California—

For some observers of the Southern California waterfront, the most significant fact of 2005 was that little of significance seemed to occur – other than the moving of record amounts of cargo, with improved technology, off-peak gates and nearly all labor orders filled. [See related stories earlier in this section.] The predictability of movement through the ports of Los Angeles and Long Beach was largely the result of efforts begun in 2004, when thousands of new workers were added to the labor force, and when employers began a process of finely tuned forecasting and reviewing of waterfront operations.

Training: more grads than ever before

As waterfront employers have hired additional workers to move record amounts of cargo, the work of the PMA training staff has expanded in tandem. During 2005, PMA trained more workers than in any other year. Training programs had a total of 57,037 graduates. In addition to the General Safety Training and other elements of processing new casual workers, the focus in 2005 was on training skilled equipment operators to respond to increased volume.

As a result, there were increases in the crane operator training program, top handler and side pick operating programs in Southern California, straddle carrier in Tacoma and semi-tractor and forklift/heavy-lift programs in all areas. These training programs are part of PMA's efforts to rightsize the workforce, ensuring not only that there are sufficient numbers of workers on the waterfront, but that those workers are properly trained for the tasks that are necessary to keep cargo moving. Details of PMA's training programs are on page 69.

SHORESIDE OCCUPATIONAL INJURY AND ILLNESS INCIDENCE RATES

The Pacific Maritime Association processes injury and illness reports submitted by companies to analyze industry injury and illness trends and to evaluate the safety programs of individual companies.

The information shown in the tables on this page is summarized from injury and illness reports submitted to PMA in 2005.

The Injury and Illness Incidence Rate is based on Occupational Safety and Health Act (OSHA) record keeping criteria and is a national standard used by the government and most industries to provide an overall indication of injury and illness trends.

The formula for the lost time injury and illness incidence rate includes the number of lost time injuries and illnesses that occurred in the workplace and the total hours worked during the period (usually one year). It is based upon a work force of 100, each working 2,000 hours per year. (Number of injuries and illnesses x 200,000 ÷ total hours worked = Incidence Rate)

Year	Coast	Southern California	Northern California	Pacific Northwest	
				Oregon	Washington
1991	13.6	12.7	13	16	14.8
1992	14	14.6	12.3	14.1	14.1
1993	13	12.1	13.4	16.5	13
1994	11.2	10	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	8.67	6.64	13.7	12.6	11.2
2000	7.2	5.68	9.81	10.7	10.7
2001	8.4	6.6	13.3	9.64	12.6
2002	8.5	6.4	14.1	11.2	13.3
2003	7.5	6	10.5	10	11.9
2004	6.77	5.71	9.04	9.95	9.11
2005	**7.12**	**6.15**	**9.37**	**9.19**	**9.06**

ACCIDENT PREVENTION "TOP TENS" FOR 2005

Most Injured Occupations

Semi- Tractor	548
Lasher	495
Mechanic, ILWU	271
Holdmen	226
Mechanic, IAM	163
Foremen/Walking Boss	158
Clerk Supervisor	147
Dockmen	134
Auto Driver	81
Swing Person	73

Cause of Most Injuries

Strained	453
Slip/Trip/Fall <4ft	444
Stuck By	356
Struck Against	245
Onset of Pain	154
Twisted	129
Object in Eye	93
Stuck by 2 vehicle	86
Bounced in Vehicle	74
Slip	73

Most Common Injuries

Sprain/Strain/Spasm	1311
Contusion	708
Cut, Laceration	242
Foreign Object in Eye	95
Scratch/Abrasion	85
Hearing Impair - Illness	48
Fracture	44
Fainting, Dizziness	22
Toxic Respiratory	20
Burn or Scald	16

Most Injured Body Part

Back	628
Knee	341
Shoulder	299
Finger	269
Neck	242
Ankle	215
Head	200
Hand	176
Leg	147
Arm	128

Safety tip flyers build awareness on the waterfront.

GENERAL SAFETY TRAINING:
A FIFTEEN-YEAR HISTORY ON THE WATERFRONT THROUGH 12/31/2005

YEAR	GRADUATES	CUMULATIVE
GST I – Safety First		
1991	552	552
1992	5,246	5,798
1993	4,512	10,310
GST II- Your Right, Your Life		
1994	1,068	1,068
1995	6,867	7,935
1996	4,798	12,724
GST III- What Counts		
1997	2,993	2,993
1998	7,788	10,781
1999	4,059	14,840
GST IV- Going Home Safe		
2000	4,007	4,007
2001	6,675	10,682
2002	5,464	16,146
GST V- Aware Today, Everyday		
2003	**3,443**	**3,443**
2004	**9,733**	**13,176**
2005	**11,582**	**24,758**

Keeping Safe: Getting the Word Out

The Accident Prevention department has continued to focus on spreading the word about safety issues. Prominent means of distribution are safety tip flyers and posters, which are distributed to build workers awareness and vigilance on the waterfront. In the past year, one area of particular focus was "floating the load," in order to reduce injuries among semi-tractor drivers and front men. Other flyers on linesman safety and heat stress also were published. In addition, PMA published a compendium of 2001-2004 safety tip flyers in one booklet. This was intended for new casuals who had not been in the industry to receive the individual flyers. The booklet was also distributed at the NMSA annual meeting and received wide praise.

The Safety Shoe Program: Five Years Strong!

The PMA safety shoe program has been in place for five years, and has provided more than $3 million in safety shoes to the workforce. Every year, waterfront workers are eligible for a pair of free safety shoes – footwear with molded steel or plastic toes to guard against injury. Red Wing, which supplies the shoes through a voucher system, touts the PMA program to their other corporate customers as the model to use. During the past year, the program expanded 10 percent due to the addition of many new casuals.

Working with State and Federal Regulators

In the past year, air quality and diesel emissions were among the top issues receiving attention from state and federal regulators. Among other efforts, PMA articulated industry positions to the California Air Resources Board regarding regulations of off-road marine terminal equipment. During this process, CARB noted that voluntary efforts on the part of terminal operators have significantly reduced emissions from terminal equipment.

Heat illness has been another area of focus for state regulators in California and Washington, where agriculture, construction and fire fighting workers have been affected. Although this issue has not caused major problems among longshore workers, PMA published a safety bulletin and safety tip flyer to alert employers and employees to new regulations, and to be sure that proper precautions are taken.

The OOCL Hamburg berths at the Long Beach Container Terminal.

Coast Accident Prevention Award-Winners

Stevedoring Companies
(companies engaged in one or more types of cargo handing operations)

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

First Place: Pasha Stevedore & Terminals L.P.
Los Angeles - Long Beach - Southern California Area

Second Place: Marine Terminals Corporation
Los Angeles - Long Beach – Southern California

Group B (100,000 to 399,999 man-hours and/or less than 400 members)

First Place: Stevedore Services of America Marine, Inc.
Stockton - Northern California Area

Second Place: Pasha Stevedore & Terminals L.P.
San Diego - Southern California Area

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

First Place: Crescent City Marine Way & Drydock Company, Inc.
Oregon - Pacific Northwest Area

Second Place: Pacific Ro-Ro Stevedoring, LLC
Los Angeles - Long Beach - Southern California Area

Container Operators
(companies that predominantly handle intermodal containers to and from ships)

Group A (1 million or more man-hours)

First Place: Yusen Terminals Inc.
Los Angeles - Long Beach - Southern California Area

Second Place: International Transportation Services, Inc.
Los Angeles - Long Beach - Southern California Area

Group B (500,000 to 999,999 man-hours)

First Place: California United Terminals
Los Angeles - Long Beach - Southern California Area

Second Place: Long Beach Container Terminal
Los Angeles - Long Beach - Southern California Area

Group C (100,000 to 499,999 man-hours)

First Place: Marine Terminal Corporation
Portland – Pacific Northwest Area

Second Place: Husky Terminal & Stevedoring, Inc.
Washington – Pacific Northwest Area

Terminal Operators
(companies engaged primarily in terminal and or container freight operations with total man-hours exceeding 5,000)

First Place: Norske Skog Canada (USA), Inc.
Los Angeles - Long Beach - Southern California Area

Second Place: Pacific Northwest Auto Terminals
Oregon - Pacific Northwest Area

Bulk Operators
(companies engaged primarily in bulk cargo operations with total man-hours exceeding 9,000)

First Place: Roger Terminals & Shipping Corporation
Washington - Pacific Northwest Area

Second Place: Metropolitan Stevedore Company
Stockton - Northern California Area

Coast Award - Lines Companies
(companies engaged primarily in line handling operations with total man hours exceeding 5000)

First Place: Coast Maritime Services
Los Angeles - Long Beach - Southern California Area

Second Place: Main Line, Inc.
Washington – Pacific Northwest Area

ILWU WORK FORCE AWARDS

Longshore Locals

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

Group B (less than 400 Registered Members, less than 100,000 Man Hours)
Local 54 Stockton - Northern California Area

Group C (less than 100 Registered Members an/or less than 100,000 Man Hours)
Local 14 Eureka - Northern California Area

Foreman Locals
Local 94 - Southern California Area

Clerk Locals
Local 40 - Oregon - Pacific Northwest Area

COAST FOUR YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost time incident rate 4 consecutive times over a 4 year period)

Metropolitan Stevedore Company
Anacortes - Pacific Northwest Area

COAST SIX YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost time incident rate 6 consecutive times over a 6 year period)

Pacific Northwest Auto Terminals
Oregon - Pacific Northwest Area

COAST THREE YEAR REDUCTION AWARD
(Those companies who have reduced their lost time incident rate 3 consecutive times over a 4 year period)

Coast Maritime Services
Los Angeles - Long Beach - Southern California Area

Marine Terminals Corporation
Vancouver - Pacific Northwest Area

Pacific RO-RO Stevedoring, LLC
Los Angeles - Long Beach - Southern California Area

Stevedoring Services of America Terminals
Washington - Pacific Northwest Area

COAST FOUR YEAR REDUCTION AWARD
(Those companies who have reduced their lost time incident rate 4 consecutive times over a 5 year period)

Stevedore Services of America Marine, Inc - San Francisco
Northern California Area

THE COAST ACCIDENT PREVENTION AWARDS

Pacific Maritime Association sponsors an annual Accident Prevention Awards Program, a valuable feature of the coast-wide 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 by terminal, port or area and 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.

Winners are listed above.

TECHNOLOGY

Technology:

From the Contract to the Waterfront

Just as the era of containerization was ushered in by a landmark labor agreement four decades earlier, employers worked with the longshore union in 2002 to ink a forward-looking contract that would bring the age of technology to the West Coast waterfront. In the time since then, employers have moved the ports forward, as they position the coast for continued growth in the years to come. Following is a brief look at the past four years:

The 2002 Agreement

2002 Four years ago, the Pacific Maritime Association and the International Longshore and Warehouse Union engaged in hard bargaining to secure a six-year labor contract. Chief among the issues was the employers' desire to bring technology to the West Coast waterfront. After months of talks, the two sides agreed to a comprehensive process that would create a 21st century waterfront with modern tools and efficient practices.

Prior to negotiations, PMA had promised that no registered clerk would lose a job to technology, and that all new jobs created within the ILWU's jurisdiction would remain Union jobs. In addition, existing marine clerks received a work guarantee to ensure full work opportunity or equivalent payment. The PMA has delivered on those promises, and has also hired thousands of additional longshore workers as a result of rising demand.

2003: The process begins

2003 Once employers won the right to bring technology to the waterfront, they began the process of researching and developing those systems that would best meet the needs of each individual terminal. In some cases, this was done quickly; in others, it took longer. Generally, the question was the same: how best to maximize existing terminal space, enabling greater throughput while better utilizing the workforce.

Some steps were simple, such as reducing the amount of "re-keying" by marine clerks on a terminal site, when information could be sent electronically from the port of origin or elsewhere. Others involved existing technologies that were already in wide use in other industries: GPS to track containers, along with optical character readers and cameras to capture information such as container identification or a trucker's license plate number.

A jump-start in 2004

2004 From the dark clouds lingering over the Los Angeles-Long Beach port complex during the peak season of 2004 came one bright silver lining: the cargo back-ups and resulting congestion couldn't have made the case for technology any plainer. In order to meet the future demand for cargo movement through the West Coast ports, it would be essential to have fully integrated technology systems on marine terminals. A number of employers had already taken major steps in this regard, and were beginning to see positive results. Others completed their planning in anticipation of the following year.

"The Year of Technology" – 2005

2005 The year 2005 saw the accelerated implementation of technology in all major West Coast ports. Fully integrated systems – linking vessel, cargo and gate operations – became a reality at a number of terminals. This, in turn, contributed to a year in which more cargo moved than ever before – and without cargo back-ups or labor shortages. Looking ahead, further productivity gains are expected as more terminals complete the essential pieces of an integrated system and as the West Coast moves forward to "the port of the future."

On November 30, 2005, a who's who of the maritime industry's leading executives gathered in Savannah, Georgia, for the annual "TOC Americas" event. At this event, PMA President and CEO Jim McKenna delivered a speech highlighting his vision of the Port of the Future. Below are excerpts from his groundbreaking address:

McKenna: "Port of the Future" Within Reach

Introduction

It is a pleasure to be here today and to discuss a subject that continues to be a concern and a focus of the entire maritime industry: namely, terminal capacity and the impact port congestion will have on the overall efficiency of the supply chain. In essence, what is being debated is the port of the future, positive solutions and economic developments.

The current framework

The "givens" of transportation are that containers in their most common sizes – 20', 40' and 45' – are here to stay for the foreseeable future, and that the vast majority of non-North American international container trade will continue to arrive by water.

Through August of 2005, international container trade through U.S. ports has increased by 8.8% over the comparable 7-month period in 2004, based on PIERS data… The year-to-date 2005 increase is the equivalent of adding a port the size of Oakland on the West Coast and the size of Houston on the East or Gulf Coast every year.

I suggest that we not only have the capacity, but we could theoretically move more than twice the current entire United States volume through just the ports of Los Angeles and Long Beach by maximizing terminal productivity and throughput.

The Port of the Future

Now, I want us to move 20 years into the future and visualize what a standard container facility might look like and how it might operate. First, we notice that all ship arrivals are carefully planned. Container gantry cranes are always working and ships are so accurately timed that there is almost no wait time for a berth. Terminals are working ships 24/7. Next we notice that the practice of storing containers on chassis has long ago disappeared and that all containers are now grounded.

"We could move more than twice the current entire United States volume through the ports of Los Angeles and Long Beach by maximizing terminal productivity and throughput."

Most of the terminals in 2025 are operating in a manner not unlike some of the 2005 advanced-design European and Asian terminals.

The main terminal storage area is made up of as many as 30 rectangular blocks where containers are stacked and sorted by two large rail-mounted bridge cranes operating in each block. The bridge crane on one end of the block services the ship gantry cranes – or water side – and the other bridge crane services the road and railway receiving and delivery area – or the land side.

A 10,000-TEU vessel takes two days to offload and reload all of its containers, still allowing time for vessel repositioning and crane set up.

On the land side of the container blocks, the container receiving and delivery area is highly efficient, with most containers leaving by rail for intermodal transfer points and further connection 1 to 100 miles from the port, depending on the specific requirements of each port…

Off-peak gates are now the norm, not the exception.

How do we get there from here?

So, how do we, the employers along with labor, engage in long-range planning that will serve both of our interest as well as the economic interest of the United States?

Labor must join management and take a forward-looking approach to developing long-term solutions to accommodate the projected increase in international trade. Management and labor must agree on operations, technology and other advances that will allow at least a minimum of doubling of container throughput per acre.

As we have experienced, additional volume has more than made up for those jobs lost to technology. Will new jobs be created? Very likely they will.

In the end, the ultimate throughput of container terminals will be determined by the entire land-side transportation system's capacity to move containers. The terminal, rail and highway capacity will ultimately cap the amount of containerized cargo that can be safely transported through any U.S. port.

Industry Overview

Economic Significance of West Coast Ports

In the past two decades, containerized cargo movement through the West Coast ports has risen more than four-fold – to an all-time record of 14 million container TEUs (twenty-foot equivalent units) in 2005. With cargo ranging from tennis shoes and personal computers to heavy equipment and produce, these containers contain many of the staples of our economy.

Furthermore, this trade has an annual domestic business impact of three-quarters of a trillion dollars – greater than the GDP of Australia or Taiwan – and supports upwards of 4 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors. In all, seven percent of the nation's gross domestic product is tied to the loading and unloading of goods from West Coast ports.

The National (and Global) Transportation Network

Once on land, goods moving through the West Coast ports are carried by rail and truck to destinations across the United States. Exports, too, come from around the nation. The ports, then, are one piece in a much larger transportation infrastructure: highways, rail lines, distribution centers, warehouses and final destinations such as factories, stores and homes.

The significance of West Coast cargo movement is not limited to any one region of the country, or to any one industry. The West Coast ports truly fuel the nation – and in the coming years, further investment in infrastructure and technology will be an essential part of enabling the ports to continue playing this vital role.

Waterfront Work: 14,000 jobs ... and counting

As of December 2005, PMA members employed nearly 14,000 registered workers at 27 West Coast ports, and thousands more "casual" workers, who typically work part-time. These workers are engaged in all kinds of cargo-handling operations – from lashing containers to driving yard equipment to operating the huge gantry cranes that line most major port terminals. Some are also involved in clerical tasks to keep track of the roughly 1 million tons of cargo that move through West Coast ports *on a daily basis*.

As recently as 1994, the registered workforce was less than 8,000. Since the date of the last labor contract, in June 2002, the workforce has increased 34 percent. As a result of continued growth in cargo volumes, the waterfront labor force is expected to grow for many years to come.

ABOVE: APL is one of the largest carriers operating on the West Coast.

SUPPLEMENTARY AREA AGREEMENTS

LOCAL	EFFECTIVE
Southern California	
13 – Supplementary Agreement for 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	7/1/02
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
46 – Mechanics' Port Supplement	3/17/97
46 – Mechanics'/Gearmen Port Supplement	4/8/91
63 – Clerks' Port Supplement	11/10/53
94 – Foremen's Port Supplement	7/1/84
Northern California	
10 – APL Mechanics' Agreement	7/1/02
10 – Crockett Gantry Maintenance Agreement	7/1/99
10 – Miscellaneous Dock Workers	11/1/99
10 – Mechanics Port Supplement	7/1/93
10 – Rotary Dispatch Rules	9/16/95
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	7/1/02
75 – Watchmen's Supplement	7/1/02
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	4/12/03
4, 8 & 21 – Shipboard Bulk Grain Operators' Agreement	1/8/05
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	7/1/00
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	12/12/03
19 – Gear and Locker Agreement	12/12/03
19 – Seattle Mechanics' Supplement	12/12/03
19 & 23 – Shipboard Bulk Grain Operators' Agreement	1/8/05
23 – Working and Dispatching Rules	6/17/88
23 – Lines Handling Agreement	3/21/00
23 – Gear and Locker Agreement	8/19/04
23 – Tacoma Mechanics' Supplement	11/29/04
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

Labor Agreements

The ILWU-PMA coastwise agreements remain in effect until 5:00 p.m., July 1, 2008.

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/02*
Walking Bosses and Foremen's Agreement	7/1/02**

* MOU was signed 11/23/2002

** MOU was signed 12/18/2002

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.

PMA allocates and dispatches labor for all West Coast ports.

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 allocator. If the employer will be loading or unloading a ship or barge, they report 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.

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.

Effective November 23, 2002, three *Skill Rates* were defined for several specific types of longshore and clerk work. 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.

Longshore & Clerk Skills	SKILL RATE
Longshore Skill I & Clerk Supervisor	$2.40
Longshore Skill II & Kitchen/ Tower/Computer Clerk	$4.67
Longshore Skill III & Chief Supervisor & Supercargo	$5.80

Longshore mechanics' skill 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 (work experience) 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. Experience rates of pay are paid to those with less than 4,000 hours work experience in accordance with the following formulas.

Work Experience Group	
4,001 or more hours:	Basic Straight Time Rate of Pay
2,001 through 4,000 Hours:	Basic S/T Rate x 0.72053526 + $3.00
1,001 through 2,000 Hours:	Basic S/T Rate x 0.72053526 + $1.00
0 through 1,000 Hours:	Basic S/T Rate x 0.72053526

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
June 28	**2003**	0.50	*1.8*	28.18
July 3	**2004**	0.50	*1.8*	28.68
July 2	**2005**	1.00	*3.5*	29.68
July 1	**2006**	0.50	*1.7*	30.18
June 30	**2007**	0.50	*1.7*	30.68

* 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.

OCCUPATIONAL CODE RANGES

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
0125-0143	Foreman/Walking Boss Work
0150-0183	CFS Supplement Work
0200-0299	Miscellaneous Dock Work
0300-0399	Local Labor Relations Committee
0400-0499	Other Member Agreements

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 2005 payroll year began on December 25, 2004, and ended December 23, 2005. (Some payroll quarters and years require 1-week adjustments to maintain consistency with the tax year. For example, the 2004 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.

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 and re-elected in 2003. The other Titled Officers are Robert McEllrath, Vice President (Mainland); Wesley Furtado, Vice President (Hawaii); and William E. Adams, Secretary-Treasurer.

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.

INDUSTRY OVERVIEW

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 process 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.

NYK's Rotterdam Express docks at Long Beach Pier J, operated by ITS.

Industry Benefits

The ILWU benefits package includes comprehensive health care coverage, a pension plan, a savings plan, and vacation and holiday leave. Following is an overview of the benefits program; more information may be found at the PMA website (www.pmanet.org) or through the ILWU-PMA Benefit Plans Office, funded by PMA.

ILWU workers receive comprehensive benefits.

For health coverage, registrants and retirees (and eligible dependents) generally have a choice between HMO coverage and a self-insured PPO plan; new registrants enter an HMO for the first 18 months. In either case, employees pay no premiums. The PPO covers basic hospital, medical and surgical benefits at 100% of scheduled limits, regardless of whether the treatment is received in-network or out-of-network. If there are remaining out-of-network charges, the PPO pays for those up to 80% of Usual, Customary and Reasonable limits. The PPO has an annual family deductible of $300 and out-of-pocket maximum of $1,000. The PPO also provides prescription drug coverage with a $1 co-pay per prescription.

The employers spend more than $1 million per day for health coverage for registrants, retirees and their dependents. Registrants and retirees generally have access to dental and vision benefits for themselves and their dependents at little or no cost, as well as employer-paid life insurance coverage. Active registrants receive employer-paid disability coverage.

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is $50,400, and scheduled increases will raise it to $63,000 by July 2007 — more than twice the benefit that was available one decade earlier. In addition, workers have access to a 401(k) savings program and receive a PMA contribution, which can be as much as $2,000 per year for longshore workers and marine clerks, and $11,200 per year for walking bosses and foremen.

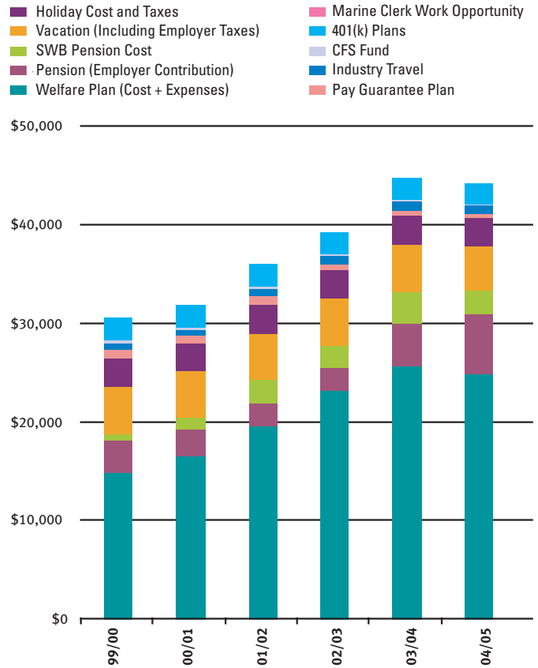
Registrants also receive 13 paid holidays each year, and up to six weeks of paid vacation. Other worker benefits include a pay guarantee plan, an industry travel system, a CFS program fund and payments for up to 85% of the expenses of the jointly operated dispatch halls.

The graphs below show the total benefits costs for the industry, which were nearly $600 million for the fiscal year ending June 30, 2005, up almost 50% since 2002, and the cost per active participant of $44,000 for the same period, which increased by about 25% since 2002.

For information on specific benefits that comprise this overall program, please turn to the following pages.

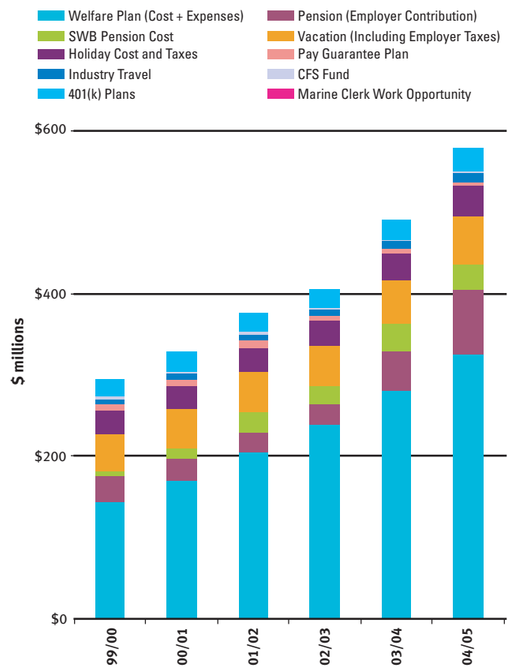
TOTAL BENEFITS COSTS PER ACTIVE REGISTRANT

1999/00 through 2004/05



TOTAL BENEFITS COSTS

1999/00 through 2004/05



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2002	78	103	40	221
2003	166	309	57	532
2004	98	162	34	294
2005	**84**	**80**	**38**	**202**

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.

PENSION BENEFITS FOR NORMAL RETIREMENT

(the following benefits were effective July 1, 2002)

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
7/02-6/03	35	100	3,500
7/03-6/04	35	105	3,675
7/04-6/05	35	110	3,850
7/05-6/06	**35**	**120**	**4,200**

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.

FRACTIONAL BENEFIT ACCRUAL

Credited Annual Hours	Monthly Benefit Accrued
1,300	$120.00
1,250	$115.38
1,200	$110.77
1,150	$106.15
1,100	$101.54
1.050	$96.92
1,000	$92.31
950	$87.69
900	$83.07
850	$78.46
800	$73.85

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, 2005. A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility

ILWU-PMA Pension Plan

The "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, 2005, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2002, was $120 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $4,200 for a participant with 35 or more years of qualifying service retiring at age 62 or 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).

The plan is completely funded by employer contributions.

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.

An early retirement incentive window was available to any registered longshore and marine clerk participant who submitted an application for retirement with all required documentation completed between August 1, 2003 and March 1, 2004. A second early retirement window will be made available from August 1, 2006, to January 31, 2007. The applicant for an early unreduced pension benefit without the actuarial reduction that otherwise applies must, as of the date of application, be at least 59½ years old and have accrued at least 13 qualifying years of service under the Plan.

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.

Effective July 1, 2005, all surviving spouses of actives who retired prior to July 1, 2002, receive $53.90 per month per qualifying year of service. Survivors of actives who retire after June 30, 2002 will receive 55% of the pensioner's basic pension benefit (excluding any supplement).

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.

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.

Retirees, Pensioners and Surviving Spouses

The table to the right 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. The in-service distribution rules under the Plan were eliminated for participants reaching age 70½ after the end of the 2002 calendar year.

At the end of 2005, the Plan was paying $18,119,584.77 per month to 8,568 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.

ILWU-PMA Supplemental Welfare Benefit Plan

An additional income supplement is paid from the ILWU-PMA Supplemental Welfare Benefit Plan for registrants who retired before July 1, 2002 under the ILWU-PMA Pension Plan. Effective July 1, 2005, the additional monthly Supplemental Welfare Benefit Plan benefit payable to these individuals is shown in the chart below.

NUMBER OF BENEFIT RECIPIENTS BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis-ability	In-Service	QDRO	Sub-total	Post-Retire	Pre-Retire	Sub-total	Total
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
2002	3,463	1,180	161	159	4,963	3,237	430	3,667	8,630
2003	3,699	1,168	158	179	5,204	3,085	456	3,541	8,745
2004	3,731	1,136	138	195	5,200	3,004	487	3,491	8,691
2005	**3,685**	**1,112**	**120**	**201**	**5,118**	**2,954**	**496**	**3,450**	**8,568**

ILWU-PMA Welfare Plan

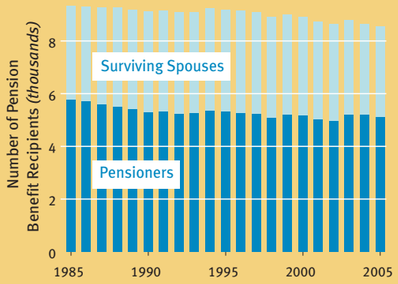
The ILWU-PMA Welfare Plan provides comprehensive health care and related benefits to qualified active and retired participants and their qualified dependents.

Plan Funding

The Plan is primarily funded by PMA through employer assessments on tonnage and payroll hours. 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.

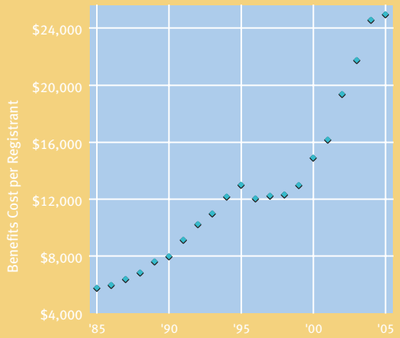


ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

Date of Retirement	SWB Benefit	Pension Benefit	Combined Retirement Income
Before July 1, 1993	$26	$48	$74
July 1, 1993 to June 30, 1996	$6	$69	$75
July 1, 1996 to June 30, 1999	$5	$72	$77
July 1, 1999 to June 30, 2002	$3	$95	$98

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1985-2005



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 2004/2005 are divided by the count of active registrants at the end of 2004.

This worker is one of thousands at Los Angeles/Long Beach.

Tenure of the Agreement

The Plan runs concurrently with the 2002-2008 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 arbiters 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, a 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, 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.

New Registrants: Longshore and clerk registrants who were registered after July 1, 2002 in ports with HMO coverage will be covered by the HMO programs for the first eighteen months of registration, with no requirement for 400 hours of work for initial eligibility coverage. Additionally, new registrants after July 1, 2002 in ports with *no* HMO coverage will be covered by the Coastwise Indemnity Plan for the first eighteen months of eligibility. Thereafter, the Welfare Plan's normal eligibility requirements for continuation of coverage will apply.

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.

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.

New straddle carriers are delivered to the Pierce County Terminal in Tacoma.

This program provides a cash subsidy benefit and Medicare supplement benefits. Benefits are available to certain widows of pensioners under t he 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 BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:	
2005*	**62,781,560**
2004	58,762,839
2003	53,653,753
2002	50,137,652
2001	48,766,271

*Estimated benefits

Vacation benefits are paid in the first full payroll week in February for vacations earned in the prior payroll year.

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

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 the vacation is earned 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 a basic one- or two-week vacation.

Basic one-or two-week vacation eligibility requirements are based on the age of the registrant and the average hours of the individual's registration port.

"Average port hours" are calculated separately for longshore, clerk and foremen registrations 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. After registration, service in the Armed Forces of the United States is considered qualifying time.

Service as a full-time Union official or as a joint employee of a Labor Relations Committee, Welfare Fund, Pension Fund, or of any joint entity of the ILWU and the PMA 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 Foremen

Clerks and walking bosses/foremen receive additional hours of vacation pay, depending on the total hours paid to the individual in the previous payroll years. Clerks receive two additional hours for each 50 hours paid in excess of 2,024 in the previous payroll year, up to a maximum of 16 additional hours. Walking bosses and foremen receive two additional hours for each 100 hours paid in excess of 1,400 hours, up to a maximum of 20 additional hours.

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 the right.

To receive a third week of vacation, a registrant must have qualified for a two-week basic vacation in the previous payroll year and must also have eight total years of service with a one-week vacation. Individuals registered prior to July 1, 1990, in ports other than Seattle, Portland, San Francisco, and Los Angeles, may receive a third week of vacation if they have qualified for a two-week basic vacation in the previous payroll year, have qualified for at least a one-week basic vacation in five of the previous ten payroll years, and have been available for employment for ten or more years. "Available for employment," in this instance, means any year that the individual has been paid at least 100 longshore hours, regardless of registrations 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 years of service. After 17, 23, and 25 years of service with one week of vacation, one, two, or three extra weeks of vacation are earned, respectively. Therefore, an individual with sufficient 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.

ADDITIONAL VACATION WEEKS

Registrants who qualify for a basic one-week vacation may qualify for additional vacation weeks based on total qualifying years:

One additional week
if registrant has 17 total qualifying years

– *or* –

Two additional weeks
if registrant has 23 total qualifying years

– *or* –

Three additional weeks
if registrant has 25 total qualifying years

Registrants who qualify for a basic two-week vacation may also qualify for one additional vacation week independent of weeks paid above:

if registrant has 8 total vacation qualifying years

– or –

if registrant has 5 total vacation qualifying years in the last 10, and was registered before July 1, 1990 in ports other than Seattle, Portland, San Francisco and Los Angeles, and has been available for employment 10 or more years

RIGHT: APM Terminals' Pier 400 in Los Angeles is one of the most modern operations in the nation.

HOLIDAY PLAN

2006

January	2	New Year's Day[1,2]
	16	Martin Luther King's Birthday
February	13	Lincoln's Birthday[2]
	20	Washington's Birthday
March	31	Cesar Chavez' Birthday
May	29	Memorial Day
July	4	Independence Day
	5	Bloody Thursday[1]
	28	Harry Bridges' Birthday
September	4	Labor Day[1]
November	11	Veterans' Day
	23	Thanksgiving Day[1]
December	25	Christmas Eve Day[1,2]
	25	Christmas Day[1]

2007

January	1	New Year's Eve Day[1,2]
January	1	New Year's Day[1]
	15	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	19	Washington's Birthday
March	31	Cesar Chavez' Birthday
May	28	Memorial Day

Holidays shown in **blue** are non-paid holidays. An employee who performs work on non-paid holidays shall receive the holiday rate of pay for time worked, with the exception of Bloody Thursday which is a no-work, non-paid holiday.

[1] No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 4 to 0700 September 5, 0800 November 23 to 0700 November 24. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

[2] When a holiday falls on a Sunday, the work schedule applies to Sunday. However the holiday is observed the following Monday, and payment for the holiday applies to Monday. An employee who performs work on the Monday observation date shall receive the holiday rate of pay for time worked.

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 for 2006 and for the first six months of 2007 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR*

Contract Year Ended June 30

2005	**$37,813,700**
2004	32,320,236
2003	29,938,741
2002	30,381,249
2001	28,848,182

* includes taxes and expenses

A clerk communicates remotely with a trucker.

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 ($29.68 per hour, effective July 2, 2005, or $1,127.84 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 ($831.04).

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 an eligible individual each week is the difference between the four-week guarantee and the sum of earnings and other compensation received over the most recent four weeks.

The contingent PGP liability for longshore and clerk registrants for 2005/2006 is $24,960,000. 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 Savings 401(k) Plan

The ILWU-PMA Savings 401(k) 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 multi-employer 401(k) plan in the United States.

Longshore, clerk and foreman registrants may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, into their 401(k) accounts. Prior to 2005, the maximum was $8 per hour. Participants age 50 and older may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, an additional amount, called a Catch-up Contribution. Deferrals and Catch-up Contributions are subject to annual statutory limits.

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 e "nd of each contract year. Registered walking bosses/foremen will receive $5 per qualifying hour up to a maximum of 2,240 hours and longshore and clerk registrants will receive $1 per qualifying hour up to a maximum of 2,000 hours.

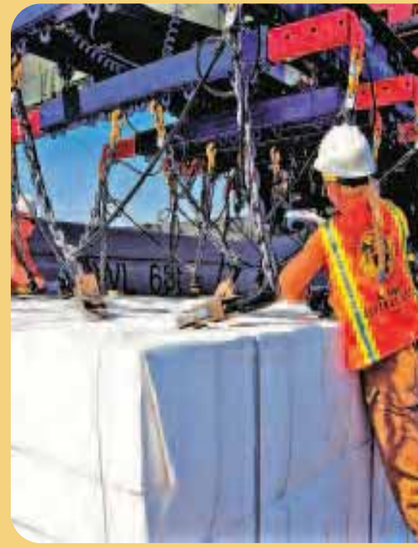
The first employer contribution to registered walking bosses/foremen was negotiated in the 1993-96 agreement, and the first employer contribution to longshore and clerk registrants was negotiated in the 1999-2002 agreement.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2005	**$3,891,858**	**$152,394**
2004	4,851,179	97,138
2003	5,671,239	162,722
2002	9,050,662	227,387
2001	7,734,511	201,287

Workers at the Port of Vancouver, WA, move wood pulp.



INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2005	**$12,264,008**
2004	11,123,055
2003	8,904,541
2002	7,573,827
2001	6,423,758

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2004	1,463,510	162,612	1,626,123
2003	1,610,028	178,892	1,788,920
2002	1,289,830	143,314	1,433,145
2001	1,824,879	202,764	2,027,644

MOL sails through the main channel at the Port of Los Angeles.

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 non-taxable 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 $80.00 per night for lodging and $20.00 per meal.

ILWU-PMA Marine Clerk Opportunity Fund

The purpose of the ILWU-PMA Marine Clerk Work Opportunity Program is to ensure a registered marine clerk will be provided full work opportunity as a marine clerk five out of seven days in any payroll week pursuant to the "Framework for Special Agreement on Application of Technologies and Preservation of Marine Clerk Jurisdiction, Item VI, November 23, 2002 Memorandum of Understanding." If the employer is unable to provide a work opportunity, a marine clerk checked into the hall on five out of seven days in any payroll week will receive a payment in lieu of work.

The Program is funded through assessments on containers as described in a membership agreement filed with the Federal Maritime Commission. When a clerk qualifies for payment through the Marine Clerk Work Opportunity Program, the fund pays wages, taxes and appropriate hourly benefits assessments.

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 both CFS hours paid and 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 that is 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 less the vacation insurance and taxes portion.

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 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 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 to 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.

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.

Walking bosses use computers for training in Oakland.

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
2005	**$2,613,138**	**$20,206,592**	**$ 22,819,730**
2004	**$2,460,899**	**$17,296,970**	**$19,757,869**
2003	2,541,687	17,062,723	19,604,410
2002	2,160,373	15,214,066	17,374,439
2001	2,150,519	14,426,940	16,577,459

2004 and 2005 are based on unaudited financial reports.

Assessments

Assessments are levied on payroll hours and tonnage to fund the costs of collectively bargained fringe benefits and to fund the cost of other industry obligations. Payroll hour assessments are paid by the companies simultaneously with weekly payrolls. Tonnage is reported and assessments paid on a monthly basis. The tonnage reporting is also a source of statistical data that chronicle waterborne cargo movements through West Coast ports.

Funding of Benefits

Methods designed to assess funds to pay for collectively bargained fringe benefits and other programs have increased in complexity over the years because of the increasing amounts of money required and the changing structure of the industry. Benefits and other Industry obligations historically have been funded by assessments levied on hours paid or on tons handled or on a combination of the two. As assessment systems have changed, 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 19 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 shifts to the tonnage sector.

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. This rate is then multiplied by the number of hours expected to be paid to determine the total amount that will be raised by the hours sector. If total benefits costs exceed the amount raised by the hours sector then the difference will be raised by the tonnage sector.

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

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 on December 22, 1983 and was designated LM-84.

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.

By early 1999, the number of hours paid was approaching the 24,800,546. The Coast Executive Committee (CEC) appointed a subcommittee to examine the applicability of the assessment system in relation to cargo volume and hours paid. The subcommittee recommended to the CEC that the divisor be increased in a three-step process beginning with a change 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 new figure.

In October 2000, the PMA membership approved amended and restated bylaws and the following month a new Board of Directors was elected. By the Spring of 2002 the Board was ready for another review of the assessment system. A subcommittee was appointed. The first task was to review the work performed by the previous subcommittee on the proposal for a three-step phase-in of a new divisor. The first step was in place and the question was whether to do a delayed second step or move to the third step. After deliberation, the subcommittee recommended to the Board that the divisor be increased to 32,311,896 - the third step. The membership approved the new divisor on August 23, 2002.

Several months after the August 2002 divisor change, a new six-year longshore agreement was reached that resulted in greater than expected increases in benefits costs. The benefits increases, coupled with a projected increase in assessable hours again raised the percentage of the benefits costs paid by the hours sector higher than the ratio of hours to tonnage reflected in the original appendix to the Membership agreement dated December 14, 1983. In order to bring the hours and tonnage cost distribution within the target range established in 1983, the Board, after careful study, recommended to the Membership that the divisor be increased to 34,189,733, using the previous incremental increase. The Membership approved the change on June 3, 2003 to be effective for benefits assessments rates calculated for the 2003/04 fiscal year.

The Port of Portland moves millions of tons of bulk cargo each year.

Similarly, the following year after further study, the Board recommended, and on May 24, 2004, the membership approved, another increase in the divisor to 36,067,570 to be effective for benefits assessment rates for the 2004/2005 fiscal year. The most recent change to the divisor was on June 13, 2005, as the members agreed on 43,578,918 for benefits assessment rates for 2005/2006.

Calculation of Assessment Rates

Assessments are calculated based on projected tonnage, payroll hours, and benefits plans costs applicable to the future period for which the rate calculations will be applicable.

The first step is to determine the projected benefits costs for each plan. After adjusting each of these numbers to reflect prior year experience, anticipated interest earnings, and a prudent level of reserves, a "net funding requirement" is determined.

The payroll hourly assessment rate is calculated by dividing the sum of the plan's net funding requirements by the divisor, 36,067,570. The result is the hourly assessment rate. The hourly assessment 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. If the result equals the total "net funding requirement" there will be no tonnage assessments. If the hourly assessment rate generates insufficient funds, the remainder of the needed money is 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 expected to be paid during a time period has no impact on the hourly assessment rate; only the total net funding requirement affects the hourly assessment rate. The greater the net funding requirements, 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. The PMA portion also pays for operation 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 the internal operations of their organizations well before the turn of the last century. The first ILWU employee benefit was a paid vacation that was funded based upon an hourly assessment paid by each employer. The vacation plan for longshore workers, was instituted on January 1, 1946 with a 7.3¢ hourly assessment. A welfare benefits plan, the first under the auspices of the newly formed PMA, was added 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 tonnage assessment for a benefit was collected to fund the Walking Bosses/Foremen's Mechanization Fund effective August 10, 1959. Additional "Mechanization & Modernization" (M&M) tonnage assessments were collected for the Longshoremen's and Clerks' Mechanization Fund effective 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.

ASSESSMENT RATE HISTORY

	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	0.490
1993	10.010			14.790	0.870	0.870	0.070	0.017	0.350
1994	11.700		$0.50	16.700	0.982	0.982	0.080	0.019	0.880
1995	9.300		0.50	9.790	0.576	0.576	0.047	0.011	0.660
1996	10.870		0.50	11.390	0.670	0.670	0.054	0.013	0.520
1997	11.530		2.00	9.980	0.587	0.587	0.048	0.012	0.100
1998	10.340		1.84	7.350	0.433	0.433	0.035	0.009	0.310
1999	10.340	$1.00	3.84	7.350	0.433	0.433	0.035	0.009	0.310
2001	11.040	0.83	3.49	6.280	0.370	0.370	0.030	0.007	0.190
2002	13.110	0.84	3.49	12.120	0.713	0.713	0.058	0.014	
2003	14.080	0.81	3.77	13.470	0.792	0.792	0.064	0.016	0.100
2004	15.620	0.82	3.82	13.650	0.803	0.803	0.065	0.016	0.120
2005	**15.710**	**0.87**	**1.35**	**14.790**	**0.870**	**0.870**	**0.70**	**0.017**	**0.090**

The assessment system formula was changed effective 12/24/83 to allow rates to vary for certain benefit plans by PMA area while maintaining a single coastwise rate. Initially, only the Welfare and Vacation Plans were included. Effective 2/23/85 the Holiday Plan was also included. The rates shown are the average assessment rates for the affected Plans. Coastwise rates for all affected plans were established on September 28, 1991. Tonnage assessments discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and CFS Program Fund.

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

Revenue Tonnage Reporting

All waterborne cargo revenue 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 revenue 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 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 and/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 entities. 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

Revenue tonnage is identified by the geographic movement of the cargo. 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.

Reporting Categories

Container cargo is assessed on the basis of a revenue unit or a TEU (twenty-foot equivalent unit), and Non-Containerized Cargo is reported in revenue tons.

A transformer is offloaded in Everett by Jones Stevedoring Company.

Automobiles move frequently through West Coast ports.

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 TEUs: one TEU 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 cubic measurement of the autos in the containers are reported and assessed under the Auto & Truck category. A company that reports tonnage also has the option of reporting containers loaded with autos in the Assessable container category.

A cargo bearing 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.

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.

Two of the most frequently asked questions, how are "livestock in pens" and "yachts" reported? 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 revenue tonnage data submitted to PMA by tonnage reporting companies are subject to audit by an independent auditing firm. Such periodic reviews as well as updated information from reporting companies sometimes require changes to previously published tonnage data. Current West Coast revenue tonnage data is always available on-line at www.pmanet.org.

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 show foreign trade by type of carrier (liner, tanker, and tramp), and do not include domestic tonnage moved to and from Alaska and Hawaii, nor do they contain PMA tonnage described as coastwise and U.S. intercoastal tonnage. PMA data do not include tanker liquid bulk or LPG carrier cargo. The U.S. Army Corps of Engineers publishes domestic cargo tonnage data. Government agencies report tonnage based upon reported actual weight and not in terms of revenue tonnage used by PMA.

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, value, and the country of import or export, in addition to other information.

Changes in Reporting Categories

Revenue 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 TEUs and converted into tonnage at the rate of 17 revenue tons for each TEU. A TEU is defined as 20 linear feet of outside container length and is equivalent to a Revenue Unit (RU) described in the PMA Tonnage Reporting Manual distributed to reporting companies.

Coastwise Tonnage

Coastwise revenue 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, however, coastwise loaded cargo is reported for statistical and auditing purposes. Cargos inbound from British Columbia represent another subset of total revenue tonnage. General Cargo and Lumber & Logs were reported inbound from British Columbia in 2002 and were discharged in Eureka, Long Beach, North Bend/Coos Bay, Oakland, Olympia, San Diego, San Francisco, and Tacoma.

Matson calls Long Beach.

Statistical Information

In addition to serving as the labor relations arm of the West Coast maritime industry, and processing payroll and benefits for thousands of longshore workers each week, the Pacific Maritime Association has come to be known as a leading resource for reliable information on the waterfront. The pages that follow contain some of the most requested data sets, detailing cargo movement, the labor force and a host of other maritime issues.

The PMA strives to provide timely, reliable information to many stakeholders, including its members, customers and workforce, as well as public officials, news media and other interested third-parties. Much of the data that follows is supplied by the PMA strategic analysis group, which analyzes trends and works to forecast industry needs and capabilities.

For even more up-to-date information on the movement of cargo at West Cost ports, see the PMA website, www.pmanet.org.

For details on West Coast cargo movement, turn the page.

ABOVE: SSA operates Terminal A in Long Beach.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2005 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 reported for the port.

Chg from 2004 shows the percent 2005 tonnage changed from 2004 tonnage.

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

% Loaded: % Discharged shows the ratio of the percentage of total tons or TEUs loaded in the port to the corresponding percentage of tons or TEUs discharged. 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.

	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO				LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO				
	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	Total	% of Coast	Chg from 2004	% Loaded: % Discharged	
SOUTHERN CALIFORNIA																									**SOUTHERN CALIFORNIA**
San Diego	5,306,865	1.6%	12.8%	7.1: 92.9	53,446	0.4%	-6.9%	6.3: 93.7	312,477	3.3%	46.5%	6.1: 93.9	114,573	6.6%	2.3%	0.0:100.0	2,569,111	11.9%	15.9%	9.1: 90.9	1,402,122	2.2%	18.3%	4.9: 95.1	San Diego
Long Beach	88,388,402	26.4%	13.1%	25.9: 74.1	4,359,432	30.9%	14.5%	24.0: 76.0	1,248,632	13.1%	-25.9%	7.5: 92.5	232,536	13.4%	-11.6%	0.0:100.0	4,446,608	20.6%	17.8%	0.4: 99.6	8,350,282	13.4%	8.1%	59.9: 40.1	Long Beach
Los Angeles	98,329,287	29.3%	-1.1%	27.0: 73.0	5,194,340	36.8%	0.1%	25.2: 74.8	3,259,540	34.2%	-23.6%	2.2: 97.8	13,647	0.8%	1272.9%	0.0:100.0	2,186,946	10.1%	-18.5%	25.0: 75.0	4,565,374	7.3%	9.1%	79.6: 20.4	Los Angeles
Port Hueneme	4,606,977	1.4%	14.0%	4.9: 95.1	22,670	0.2%	60.3%	28.4: 71.6	877,448	9.2%	28.7%	11.4: 88.6	–		–		3,201,172	14.8%	7.3%	0.5: 99.5	142,967	0.2%	4.6%	0.0:100.0	Port Hueneme
AREA TOTAL	**196,631,531**	**58.7%**	**5.5%**	**25.4: 74.6**	**9,629,888**	**68.2%**	**6.2%**	**24.6: 75.4**	**5,698,097**	**59.9%**	**-16.8%**	**5.0: 95.0**	**360,756**	**20.8%**	**-4.1%**	**0.0:100.0**	**12,403,837**	**57.5%**	**6.4%**	**6.6: 93.4**	**14,460,745**	**23.1%**	**9.3%**	**60.2: 39.8**	**AREA TOTAL**
NORTHERN CALIFORNIA																									**NORTHERN CALIFORNIA**
San Francisco	1,382,867	0.4%	-17.6%	0.7: 99.3	96	<0.1%	-99.5%	72.9: 27.1	227,802	2.4%	0.4%	3.8: 96.2	–		–		–		–		1,153,433	1.8%	6.2%	0.0:100.0	San Francisco
Redwood City	1,144,941	0.3%	22.7%	0.0:100.0	–		–		–	–	–		–		–		–		–		1,144,941	1.8%	22.7%	0.0:100.0	Redwood City
Oakland	27,822,530	8.3%	12.7%	51.1: 48.9	1,572,922	11.1%	13.2%	50.4: 49.6	36,557	0.4%	-24.6%	78.1: 21.9	–		–		1,046,299	4.8%	3.7%	66.0: 34.0	–		–		Oakland
Richmond	836,307	0.2%		0.3: 99.7	–		–		–		–		–		–		836,307	3.9%	3.2%	0.3: 99.7	–		–		Richmond
Crockett	775,471	0.2%	15.7%	0.0:100.0	–		–		–		–		–		–		–		–		775,471	1.2%	15.7%	0.0:100.0	Crockett
Pittsburgh	237,158	0.1%	-20.3%	100.0: 0.0	–		–		–		–		–		–		–		–		237,158	0.4%	-20.3%	100.0: 0.0	Pittsburgh
Stockton	2,989,139	0.9%	45.0%	12.8: 87.2	35	<0.1%	34.6%	100.0: 0.0	355,423	3.7%	21.2%	39.1: 60.9	–		–		–		–		2,633,121	4.2%	48.9%	9.2: 90.8	Stockton
Sacramento	556,394	0.2%	12.9%	47.3: 52.7	–		–		335,124	3.5%	10.3%	46.1: 53.9	10,124	0.6%	-34.1%	0.0:100.0	–		–		211,146	0.3%	21.9%	51.5: 48.5	Sacramento
Benicia	834,156	0.2%	-27.2%	13.8: 86.2	–		–		–		–		–		–		695,965	3.2%	-33.8%	0.0:100.0	138,191	0.2%	58.1%	83.3: 16.7	Benicia
Eureka	279,795	0.1%	-22.8%	21.2: 78.8	–		–		103,837	1.1%	-49.1%	57.2: 42.8	134,849	7.8%	-14.8%	0.0:100.0	–		–		41,109	0.1%	–	0.0:100.0	Eureka
AREA TOTAL	**36,858,758**	**11.0%**	**11.2%**	**41.4: 58.6**	**1,573,053**	**11.1%**	**11.6%**	**50.4: 49.6**	**1,058,743**	**11.1%**	**-4.6%**	**36.8: 63.2**	**144,973**	**8.4%**	**-19.4%**	**0.0:100.0**	**2,578,571**	**11.9%**	**-10.7%**	**26.9: 73.1**	**6,334,570**	**10.1%**	**26.3%**	**11.1: 88.9**	**AREA TOTAL**
PACIFIC NORTHWEST: Oregon																									**PACIFIC NORTHWEST: Oregon**
Coos Bay, North Bend	2,004,396	0.6%	19.9%	97.6: 2.4	–		–		25,284	0.3%	-5.5%	100.0: 0.0	99,183	5.7%	-14.2%	52.0: 48.0	–		–		1,879,929	3.0%	22.9%	100.0: 0.0	North Bend/Coos Bay
Gardiner	–		–		–		–		–		–		–		–		–		–		–		–		Gardiner/Reedsport
Portland	18,733,926	5.6%	-8.0%	67.5: 32.5	124,260	0.9%	-40.1%	50.5: 49.5	974,466	10.2%	3.7%	0.0:100.0	28,292	1.6%	49.1%	0.0:100.0	4,010,992	18.6%	-1.5%	0.2: 99.8	11,607,756	18.6%	-1.7%	99.6: 0.4	Portland
Vancouver, WA	4,101,194	1.2%	-18.3%	76.4: 23.6	93	<0.1%	-25.0%	64.5: 35.5	380,462	4.0%	11.5%	9.0: 91.0	67,683	3.9%	-0.6%	7.0: 93.0	484,301	2.2%	-11.0%	0.0:100.0	3,167,167	5.1%	-22.1%	97.7: 2.3	Vancouver, WA
Kalama, WA	9,506,339	2.8%	2.1%	95.7: 4.3	–		–		411,312	4.3%	-14.6%	0.0:100.0	–		–		–		–		9,095,027	14.6%	3.1%	100.0: 0.0	Kalama
Longview, WA	2,505,060	0.7%	6.9%	92.7: 7.3	1,704	<0.1%	326.0%	92.1: 7.9	367,462	3.9%	-4.7%	81.3: 18.7	641,059	37.0%	-6.9%	99.0: 1.0	–		–		1,467,571	2.3%	16.2%	92.7: 7.3	Longview, WA
AREA TOTAL	**36,850,915**	**11.0%**	**-4.8%**	**79.1: 20.9**	**126,057**	**0.9%**	**-39.4%**	**51.1: 48.9**	**2,158,986**	**22.7%**	**-0.7%**	**16.6: 83.4**	**836,217**	**48.3%**	**-6.1%**	**82.6: 17.4**	**4,495,293**	**20.8%**	**-2.6%**	**0.2: 99.8**	**27,217,450**	**43.6%**	**-1.0%**	**99.2: 0.8**	**AREA TOTAL**
PACIFIC NORTHWEST: Washington																									**PACIFIC NORTHWEST: Washington**
Aberdeen	793,294	0.2%	48.1%	92.0: 8.0	17	<0.1%	–	94.1: 5.9	19,944	0.2%	10.5%	64.6: 35.4	173,678	10.0%	-6.7%	67.4: 32.6	–		–		599,383	1.0%	80.8%	100.0: 0.0	Aberdeen
Olympia	100,839	<0.1%	-51.3%	23.6: 76.4	910	<0.1%	232.1%	0.7: 99.3	65,569	0.7%	-42.9%	9.7: 90.3	17,320	1.0%	-77.3%	100.0: 0.0	–		–		2,480	<0.1%	-78.5%	0.0:100.0	Olympia
Tacoma	34,005,335	10.1%	10.6%	54.0: 46.0	1,385,388	9.8%	15.6%	41.9: 58.1	273,276	2.9%	7.0%	21.7: 78.3	192,916	11.1%	16.4%	69.0: 31.0	2,007,498	9.3%	-13.9%	17.7: 82.3	7,980,049	12.8%	4.9%	99.6: 0.4	Tacoma
Seattle	29,513,250	8.8%	23.1%	50.0: 50.0	1,393,260	9.9%	22.0%	38.6: 61.4	179,514	1.9%	-8.4%	3.5: 96.5	–		–		92,221	0.4%	29.3%	52.2: 47.8	5,556,095	8.9%	29.3%	100.0: 0.0	Seattle
Everett	169,485	0.1%	527.7%	61.8: 38.2	2,252	<0.1%	595.1%	97.6: 2.4	63,082	0.7%	854.8%	78.2: 21.8	5,230	0.3%	-64.9%	100.0: 0.0	12,935	0.1%	–	98.1: 1.9	49,954	0.1%	–	0.0:100.0	Everett
Anacortes	278,342	0.1%	-10.5%	99.9: 0.1	–		–		420	<0.1%	–	30.0: 70.0	–		–		–		–		277,922	0.4%	-10.1%	100.0: 0.0	Anacortes
Bellingham	–		–		–		–		–		–		–		–		–		–		–		–		Bellingham/Blaine
AREA TOTAL	**64,860,545**	**19.3%**	**16.2%**	**52.8: 47.2**	**2,781,827**	**19.7%**	**18.8%**	**40.3: 59.7**	**601,805**	**6.3%**	**1.8%**	**22.3: 77.7**	**389,144**	**22.5%**	**-12.9%**	**70.1: 29.9**	**2,112,654**	**9.8%**	**-12.0%**	**19.7: 80.3**	**14,465,883**	**23.2%**	**14.9%**	**99.4: 0.6**	**AREA TOTAL**
COAST TOTAL	**335,201,749**	**100.0%**	**6.8%**	**38.4: 61.6**	**14,110,825**	**100.0%**	**8.3%**	**30.8: 69.2**	**9,517,631**	**100.0%**	**-11.2%**	**12.3: 87.7**	**1,731,090**	**100.0%**	**-8.6%**	**55.7: 44.3**	**21,590,355**	**100.0%**	**0.1%**	**9.0: 91.0**	**62,478,648**	**100.0%**	**7.1%**	**81.3: 18.7**	**COAST TOTAL**

Container Box Counts

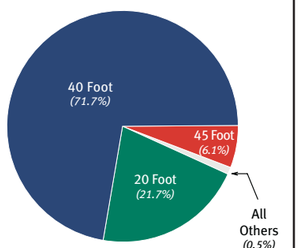
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48, and 53 foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: 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.

2005

Box Length:	20 Feet			40 Feet			45 Feet			All Box Lengths				
	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	% of Port	TEUs
Long Beach														
Cargo Bearing	422,528	150,997	573,525	1,345,440	421,842	1,767,282	89,597	25,579	115,176	1,857,996	598,418	2,456,414	68.8%	4,368,377
Empty	2,305	217,909	220,214	6,284	817,840	824,124	126	66,685	66,811	9,391	1,102,669	1,112,060	31.2%	2,021,199
TOTAL	**424,833**	**368,906**	**793,739**	**1,351,724**	**1,239,682**	**2,591,406**	**89,723**	**92,264**	**181,987**	**1,867,387**	**1,701,087**	**3,568,474**	**100.0%**	**6,389,576**
Los Angeles														
Cargo Bearing	445,370	172,674	618,044	1,557,885	554,005	2,111,890	152,687	40,923	193,610	2,161,228	771,343	2,932,571	68.0%	5,293,727
Empty	7,088	242,705	249,793	70,657	922,890	993,547	12,159	114,652	126,811	96,993	1,283,073	1,380,066	32.0%	2,544,145
TOTAL	**452,458**	**415,379**	**867,837**	**1,628,542**	**1,476,895**	**3,105,437**	**164,846**	**155,575**	**320,421**	**2,258,221**	**2,054,416**	**4,312,637**	**100.0%**	**7,837,873**
Oakland														
Cargo Bearing	140,754	105,172	245,926	313,906	339,875	653,781	16,083	15,977	32,060	471,419	466,154	937,573	74.9%	1,632,950
Empty	8,873	63,959	72,832	77,996	133,137	211,133	4,654	20,660	25,314	96,159	217,923	314,082	25.1%	557,997
TOTAL	**149,627**	**169,131**	**318,758**	**391,902**	**473,012**	**864,914**	**20,737**	**36,637**	**57,374**	**567,578**	**684,077**	**1,251,655**	**100.0%**	**2,190,947**
Portland														
Cargo Bearing	8,460	10,956	19,416	24,879	25,434	50,313	1,463	524	1,987	34,802	36,914	71,716	79.1%	124,513
Empty	875	2,587	3,462	1,545	13,236	14,781	0	751	751	2,420	16,574	18,994	20.9%	34,714
TOTAL	**9,335**	**13,543**	**22,878**	**26,424**	**38,670**	**65,094**	**1,463**	**1,275**	**2,738**	**37,222**	**53,488**	**90,710**	**100.0%**	**159,227**
Tacoma														
Cargo Bearing	114,923	37,212	152,135	323,670	255,082	578,752	26,719	19,250	45,969	465,312	311,544	776,856	72.3%	1,413,069
Empty	659	73,557	74,216	45,671	148,806	194,477	9,524	18,671	28,195	56,457	241,034	297,491	27.7%	528,207
TOTAL	**115,582**	**110,769**	**226,351**	**369,341**	**403,888**	**773,229**	**36,243**	**37,921**	**74,164**	**521,769**	**552,578**	**1,074,347**	**100.0%**	**1,941,276**
Seattle														
Cargo Bearing	116,275	57,393	173,668	332,893	233,140	566,033	34,876	3,857	38,733	484,935	305,642	790,577	75.4%	1,407,635
Empty	1,228	50,991	52,219	47,948	122,871	170,819	430	23,477	23,907	60,395	197,378	257,773	24.6%	460,721
TOTAL	**117,503**	**108,384**	**225,887**	**380,841**	**356,011**	**736,852**	**35,306**	**27,334**	**62,640**	**545,330**	**503,020**	**1,048,350**	**100.0%**	**1,868,357**
All Others														
Cargo Bearing	11,982	6,763	18,745	28,027	3,500	31,527	45	39	84	40,429	11,346	51,775	65.2%	84,194
Empty	0	4	4	226	26,620	26,846	0	0	0	1,047	26,624	27,671	34.8%	54,702
TOTAL	**11,982**	**6,767**	**18,749**	**28,253**	**30,120**	**58,373**	**45**	**39**	**84**	**41,476**	**37,970**	**79,446**	**100.0%**	**138,895**
COAST TOTALS														
Cargo Bearing	1,260,292	541,167	1,801,459	3,926,700	1,832,878	5,759,578	321,470	106,149	427,619	5,516,121	2,501,361	8,017,482	70.2%	14,324,465
Empty	21,028	651,712	672,740	250,327	2,185,400	2,435,727	26,893	244,896	271,789	322,862	3,085,275	3,408,137	29.8%	6,201,685
TOTAL	**1,281,320**	**1,192,879**	**2,474,199**	**4,177,027**	**4,018,278**	**8,195,305**	**348,363**	**351,045**	**699,408**	**5,838,983**	**5,586,636**	**11,425,619**	**100.0%**	**20,526,150**
% of Total	**11.2%**	**10.4%**	**21.7%**	**36.6%**	**35.2%**	**71.7%**	**3.0%**	**3.1%**	**6.1%**	**51.1%**	**48.9%**	**100.0%**	**–**	**–**

2005 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

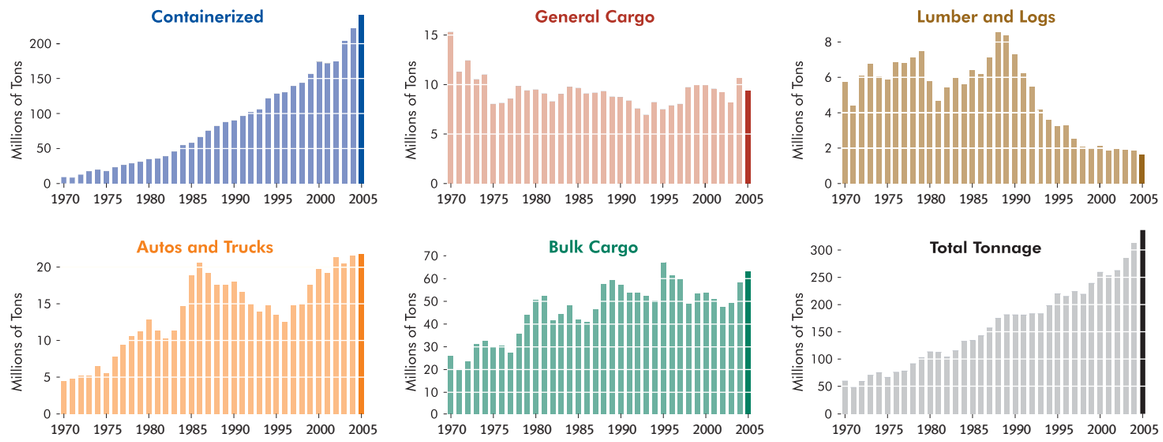
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell to cell and cell-dock-cell lifts. A cell to cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs 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. Approximately 1 overstow/rehandle lift has been reported for every 100 containers reported.

2005	Cell to Cell	Cell-Dock-Cell
Long Beach	190	22,180
Los Angeles	218	10,388
Port Hueneme	17	0
San Diego	0	160
So. Calif. Total	**425**	**32,728**
Oakland	121	8,082
No. Calif. Total	**121**	**8,082**
Portland	37	1,294
Tacoma	41	5,248
Seattle	44	14,542
Washington Total	**85**	**19,790**
Coast Total	**668**	**61,894**

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1973 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
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	174,037,823	67.0%	9,953,279	3.8%	2,116,780	0.8%	19,720,596	7.6%	53,874,796	20.7%	259,703,274
2001	171,727,013	67.8%	9,596,293	3.8%	1,851,419	0.7%	19,288,262	7.6%	50,914,801	20.1%	253,377,788
2002	183,991,918	69.9%	9,136,577	3.5%	1,941,063	0.7%	21,095,589	8.0%	46,955,465	17.8%	263,120,612
2003	202,703,172	71.4%	8,360,951	2.9%	1,932,002	0.7%	20,416,810	7.2%	50,324,864	17.7%	283,737,799
2004	221,497,794	70.5%	10,719,788	3.4%	1,893,398	0.6%	21,562,960	6.9%	58,318,911	18.6%	313,992,851
2005	**239,884,025**	**71.6%**	**9,517,631**	**2.8%**	**1,731,090**	**0.5%**	**21,590,355**	**6.4%**	**62,478,648**	**18.6%**	**335,201,749**



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 88.5% of the total coast tonnage in 2005 and 99.4% of the containerized cargo.

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

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 2001.

	2005		2004		2003		2002		2001	
	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	4,359,432	30.9%	3,807,274	29.2%	3,138,513	26.3%	3,265,213	30.2%	3,338,632	33.1%
General Cargo	1,248,632	13.1%	1,685,976	15.7%	1,553,750	18.6%	1,433,486	15.7%	1,906,338	19.9%
Lumber & Logs	232,536	13.4%	263,137	13.9%	229,683	11.9%	198,647	10.2%	187,719	10.1%
Autos & Trucks	4,446,608	20.6%	3,774,108	17.5%	3,171,592	15.5%	3,422,961	16.2%	3,140,650	16.3%
Bulk Cargo	8,350,282	13.4%	7,724,198	13.2%	7,269,307	14.4%	7,251,011	15.4%	6,347,283	12.5%
Port Total	**88,388,402**	**26.4%**	**78,171,077**	**24.9%**	**65,579,053**	**23.1%**	**67,814,726**	**25.8%**	**68,338,734**	**27.0%**
LOS ANGELES										
Container TEUs	5,194,340	36.8%	5,191,337	39.8%	5,119,570	42.9%	4,239,230	39.2%	3,643,162	36.1%
General Cargo	3,259,540	34.2%	4,263,772	39.8%	2,797,226	33.5%	3,443,311	37.7%	3,046,750	31.7%
Lumber & Logs	13,647	0.8%	994	0.1%	–	0.0%	–	0.0%	–	0.0%
Autos & Trucks	2,186,946	10.1%	2,683,435	12.4%	3,929,364	19.2%	3,281,326	15.6%	2,585,306	13.4%
Bulk Cargo	4,565,374	7.3%	4,183,133	7.2%	4,657,878	9.3%	5,624,351	12.0%	6,454,034	12.7%
Port Total	**98,329,287**	**29.3%**	**99,384,063**	**31.7%**	**98,417,158**	**34.7%**	**84,415,898**	**32.1%**	**74,019,844**	**29.2%**
OAKLAND										
Container TEUs	1,572,922	11.1%	1,389,530	10.7%	1,269,046	10.6%	1,152,619	10.6%	1,125,471	11.1%
General Cargo	36,557	0.4%	48,468	0.5%	38,395	0.5%	97,242	1.1%	500,548	5.2%
Lumber & Logs	–	0.0%	–	0.0%	–	0.0%	–	0.0%	1,283	0.1%
Autos & Trucks	1,046,299	4.8%	1,009,305	4.7%	862,431	4.2%	738,609	3.5%	778,691	4.0%
Bulk Cargo	–	0.0%	–	0.0%	–	0.0%	–	0.0%	66,306	0.1%
Port Total	**27,822,530**	**8.3%**	**24,679,783**	**7.9%**	**22,474,608**	**7.9%**	**20,430,374**	**7.8%**	**20,479,835**	**8.1%**
PORTLAND										
Container TEUs	124,260	0.9%	207,394	1.6%	217,008	1.8%	188,027	1.7%	210,707	2.1%
General Cargo	974,466	10.2%	939,661	8.8%	642,693	7.7%	777,088	8.5%	779,342	8.1%
Lumber & Logs	21,690	1.3%	15,847	0.8%	31,140	1.6%	65,706	3.4%	52,099	2.8%
Autos & Trucks	4,010,992	18.6%	4,071,128	18.9%	4,099,823	20.1%	4,418,520	20.9%	3,834,877	19.9%
Bulk Cargo	11,607,756	18.6%	11,804,563	20.2%	10,532,545	20.9%	8,993,185	19.2%	9,890,487	19.4%
Port Total	**18,727,324**	**5.6%**	**20,356,897**	**6.5%**	**18,995,337**	**6.7%**	**17,450,958**	**6.6%**	**18,138,824**	**7.2%**
TACOMA										
Container TEUs	1,385,388	9.8%	1,198,948	9.2%	1,144,634	9.6%	984,691	9.1%	869,347	8.6%
General Cargo	273,276	2.9%	255,379	2.4%	231,974	2.8%	215,120	2.4%	197,341	2.1%
Lumber & Logs	192,916	11.1%	165,779	8.8%	184,753	9.6%	240,780	12.4%	259,388	14.0%
Autos & Trucks	2,007,498	9.3%	2,330,438	10.8%	2,320,213	11.4%	2,596,336	12.3%	2,355,211	12.2%
Bulk Cargo	7,980,049	12.8%	7,604,111	13.0%	5,397,966	10.7%	4,469,982	9.5%	5,470,830	10.7%
Port Total	**34,005,335**	**10.1%**	**30,737,823**	**9.8%**	**27,593,684**	**9.7%**	**24,261,965**	**9.2%**	**23,061,669**	**9.1%**
SEATTLE										
Container TEUs	1,393,260	9.9%	1,141,796	8.8%	948,193	8.0%	949,859	8.8%	877,441	8.7%
General Cargo	179,514	1.9%	196,052	1.8%	120,212	1.4%	145,518	1.6%	175,323	1.8%
Lumber & Logs	–	0.0%	353	0.0%	3,314	0.2%	2,754	0.1%	4,384	0.2%
Autos & Trucks	92,221	0.4%	71,326	0.3%	85,680	0.4%	94,546	0.4%	461,399	2.4%
Bulk Cargo	5,556,095	8.9%	4,297,061	7.4%	3,487,000	6.9%	1,848,218	3.9%	2,982,183	5.9%
Port Total	**29,513,250**	**8.8%**	**23,975,324**	**7.6%**	**19,815,487**	**7.0%**	**18,238,639**	**6.9%**	**18,539,786**	**7.3%**
ALL OTHER PORTS										
Container TEUs	81,223	0.6%	93,003	0.7%	86,752	0.7%	43,415	0.4%	36,829	0.4%
General Cargo	3,545,646	37.3%	3,330,480	31.1%	2,976,701	35.6%	3,024,812	33.1%	2,990,651	31.2%
Lumber & Logs	1,270,301	73.4%	1,447,288	76.4%	1,483,112	76.8%	1,433,176	73.8%	1,346,546	72.7%
Autos & Trucks	7,799,791	36.1%	7,623,220	35.4%	5,947,707	29.1%	6,543,291	31.0%	6,132,128	31.8%
Bulk Cargo	24,419,092	39.1%	22,705,845	38.9%	18,980,168	37.7%	18,768,718	40.0%	19,703,678	38.7%
Port Total	**38,415,621**	**11.5%**	**36,687,884**	**11.7%**	**30,862,472**	**10.9%**	**30,508,052**	**11.6%**	**30,799,096**	**12.2%**
COAST TOTALS										
Container TEUs	14,110,825		13,029,282		11,923,716		10,823,054		10,101,589	
General Cargo	9,517,631		10,719,788		8,360,951		9,136,577		9,596,293	
Lumber & Logs	1,731,090		1,893,398		1,932,002		1,941,063		1,851,419	
Autos & Trucks	21,590,355		21,562,960		20,416,810		21,095,589		19,288,262	
Bulk Cargo	62,478,648		58,318,911		50,324,864		46,955,465		50,914,801	
Coast Total	**335,201,749**		**313,992,851**		**283,737,799**		**263,120,612**		**253,377,788**	

ABOVE: Among West Coast ports, Tacoma trailed only Los Angeles/Long Beach in overall tonnage.

Average Annual Earnings

The table below shows the average annual earnings of Class "A" longshore and clerk registrants and of walking bosses/foremen. The data include hours paid, holiday pay, vacation pay, pay for travel hours, and taxable travel-related meals, fares and lodging. The earnings data do NOT include Pay Guarantee Plan (PGP) payments; taxable mileage; and nontaxable travel-related meals, fares, and lodging. Data for Class "B" registrants 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.

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.

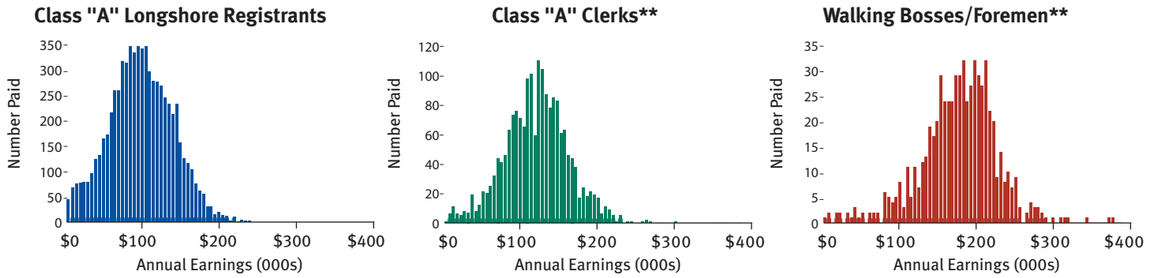
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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

	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												
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
2002	6,628	1,973	83,116	70.4	99,662	53.0	107,781	30.3	119,825	13.0	3,165	135,548
2003	6,676	2,066	89,484	72.3	106,520	55.2	115,591	36.2	127,084	19.1	3,196	141,058
2004 *	7,170	2,119	$93,369	75.4	$109,031	59.7	$117,343	40.0	$129,448	23.0	3,243	$142,876
2005	**7,070**	**2,123**	**$96,332**	**73.5**	**$114,219**	**57.5**	**$123,464**	**39.0**	**$135,658**	**22.4**	**3,243**	**$149,550**
CLASS "A" CLERKS												
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
2002	1,568	2,633	119,404	90.1	126,593	80.9	131,131	65.9	138,209	44.0	3,308	149,351
2003	1,529	2,719	124,519	90.4	131,860	82.1	136,340	68.0	143,343	50.2	3,356	152,586
2004 *	1,578	2,713	$125,880	89.5	$134,234	81.4	$138,996	70.3	$144,885	51.8	3,421	$154,710
2005	**1,877**	**2,629**	**$124,333**	**87.4**	**$134,584**	**77.3**	**$140,582**	**64.1**	**$148,240**	**45.4**	**3,372**	**$159,739**
WALKING BOSSES/FOREMEN												
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
2002	591	3,088	158,507	92.6	166,296	86.5	170,975	76.1	177,447	64.5	3,671	184,565
2003	556	3,317	182,965	93.5	191,454	89.7	194,843	83.3	199,894	69.1	3,871	210,609
2004 *	605	3,205	$177,654	94.5	$184,032	91.7	$186,573	84.8	$191,268	72.7	3,697	$198,771
2005	**654**	**3,180**	**$181,217**	**94.0**	**$188,789**	**89.8**	**$192,463**	**82.3**	**$197,930**	**70.9**	**3,650**	**$205,018**

*Data for 1998 and 2004 have been annualized to 52 weeks to allow comparison with other years. These years are 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2005 ANNUAL EARNINGS *(grouped in $5,000 increments)*



**One Class A clerk and seven walking bosses/foremen made over $300,000 in 2005.

Registered Work Force by Local

The information below shows average 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. The average ages of working registrants is also shown.

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

Number Working shows the total number of registrants paid for one or more hours.

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

Average Days Of shows the average days of vacation, paid holidays, and PGP (1 day = 1/5 of one week).

Average Total Income shows pay for hours paid; vacation pay; holiday pay; PGP; and taxable and non taxable travel-related meals, fares, lodging, and mileage for all Class "A" and Class "B" registrants combined.

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

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.

				AVERAGE DAYS OF:					PERCENT OF WORKING REGISTRANTS BY HOURS PAID			
Local	Number Registered	Number Working	Average Hours Paid	Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	800 or More	1600 or More	2000 or More	2800 or More
	#	#	Hours	Days	Days	Days	$	Years	%	%	%	%
Longshore Registrants												
Southern California												
13 LA/LB	7,050	6,505	2,051	11.9	11.5		$90,652	43.3	94.7%	76.2%	50.3%	16.7%
29 San Diego	108	90	2,204	13.8	12.4		95,848	49.6	96.7	81.1	61.1	21.1
46 Port Hueneme	112	84	2,495	16.4	11.8		109,490	51.2	92.9	84.5	76.2	45.2
Total	**7,270**	**6,679**	**2,059**	**11.9**	**11.5**		**$90,959**	**43.5**	**94.7%**	**76.3%**	**50.8%**	**17.2%**
Northern California												
10 SF Bay Area	1,444	1,145	1,785	10.4	9.6	0.2	$75,684	45.2	88.5%	56.4%	39.4%	13.9%
14 Eureka	17	15	1,419	17.7	10.9	30.7	70,831	52.5	80.0	26.7	26.7	13.3
18 Sacramento	25	25	1,651	14.8	11.3	33.2	77,676	50.9	96.0	48.0	20.0	4.0
54 Stockton	71	59	2,215	14.8	12.6	3.1	98,110	48.6	96.6	84.7	71.2	15.3
Total	**1,557**	**1,244**	**1,798**	**10.7**	**9.8**	**1.4**	**$76,729**	**45.6**	**88.9%**	**57.2%**	**40.4%**	**13.7%**
Pacific Northwest: Oregon												
04 Vancouver, WA	163	148	1,864	14.3	12.0	2.0	$78,404	43.6	94.6%	70.9%	45.9%	5.4%
08 Portland	443	434	1,777	15.7	12.1	2.0	77,412	46.4	90.6	62.2	38.7	4.6
12 North Bend	58	56	1,291	17.9	12.0	48.5	71,773	52.3	76.8	26.8	19.6	3.6
21 Longview, WA	175	163	1,986	15.4	12.2	2.5	83,231	45.7	96.9	70.6	51.5	9.2
50 Astoria	17	15	1,242	27.0	11.9	56.1	76,173	55.9	60.0	40.0	20.0	
53 Newport	9	9	547	10.6	12.9	119.2	55,296	50.2	11.1			
Total	**865**	**825**	**1,778**	**15.7**	**12.1**	**7.5**	**$78,093**	**46.4**	**90.2%**	**61.9%**	**40.5%**	**5.5%**
Pacific Northwest: Washington												
07 Bellingham	22	22	895	24.5	9.0	119.2	$75,361	52.1	50.0%	18.2%	9.1%	
19 Seattle	758	582	2,029	15.4	11.4		91,333	48.3	91.8	72.3	54.6	14.8
23 Tacoma	803	622	2,349	15.0	12.0		107,470	45.0	94.9	82.3	69.6	28.1
24 Aberdeen	36	35	1,775	28.3	12.5	19.0	88,382	53.3	91.4	57.1	34.3	11.4
25 Anacortes	10	9	1,739	26.7	11.6	36.8	90,096	54.8	77.8	33.3	33.3	22.2
27 Port Angeles	35	35	960	29.3	8.3	118.9	79,556	54.5	37.1	22.9	17.1	8.6
32 Everett	28	21	1,998	26.9	12.0	9.3	83,981	57.3	95.2	81.0	38.1	14.3
47 Olympia	22	22	1,344	25.6	13.0	61.8	76,305	51.2	81.8	27.3	27.3	4.5
51 Port Gamble	10	10	1,215	20.5	6.7	103.0	75,933	47.3	60.0	40.0	30.0	10.0
Total	**1,724**	**1,358**	**2,104**	**16.5**	**11.6**	**7.6**	**$97,607**	**47.4**	**90.6%**	**73.3%**	**58.2%**	**20.3%**
Longshore Total	**11,416**	**10,106**	**2,010**	**12.7**	**11.3**	**1.8**	**$89,050**	**44.5**	**93.1%**	**72.4%**	**49.7%**	**16.2%**
Clerks												
29 San Diego	8	8	2,474	27.8	12.9	0.4	$114,615	60.0	100.0%	75.0%	62.5%	50.0%
46 Port Hueneme	16	16	2,923	29.4	12.9		129,113	56.4	100.0	93.8	93.8	50.0
63 LA/LB	1,271	1,257	2,608	21.1	12.3		123,748	52.2	96.9	86.4	76.2	45.7
14 Eureka	1	1	*	30.0	13.0	*	*	67.0	100.0	100.0	100.0	
34 SF Bay Area	256	255	2,414	21.5	11.8		108,985	53.7	98.0	87.1	74.1	31.4
40 Portland	84	84	2,573	24.7	12.6		119,781	51.9	100.0	91.7	79.8	38.1
23 Tacoma	109	108	3,041	26.4	12.5		145,271	51.3	97.2	90.7	86.1	60.2
52 Seattle	160	159	2,844	25.0	12.5	0.2	139,433	54.1	96.9	90.6	78.6	56.0
Clerk Total	**1,905**	**1,888**	**2,627**	**22.1**	**12.3**		**$124,121**	**52.6**	**97.2%**	**87.3%**	**77%**	**45.2%**
Foremen												
29 San Diego	6	6	2,596	30.5	12.3		$147,617	65.7	100.0%	83.3%	83.3%	33.3%
46 Port Hueneme	5	4	*	32.5	12.0	*	*	60.0	100.0	100.0	100.0	100.0
94 LA/LB	410	406	3,312	26.9	11.9		186,918	55.0	98.0	94.6	90.9	75.9
91 SF Bay Area	84	81	2,866	26.1	12.0	0.4	162,620	56.5	96.3	95.1	90.1	59.3
92 Portland	49	49	2,583	30.6	12.1	7.3	153,293	57.4	93.9	87.8	79.6	51.0
98 Seattle	109	108	3,204	27.7	12.1		191,728	51.9	99.1	94.4	89.8	71.3
Foremen Total	**663**	**654**	**3,180**	**27.3**	**11.9**	**0.6**	**$181,900**	**55.0**	**97.7%**	**94.0%**	**89.8%**	**70.9%**

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

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.

These are the hours paid in 2005, a 52-week payroll year. For comparison to 2004 data, also shown are hours paid in 2004 annualized to 52 weeks.

These are the hours paid in payroll year 2004.

Pct. Chg. from 2004 shows the percent change of the 2005 hours paid from 2004 annualized hours.

"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.

"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.

Job Category	2005	2004 (52 weeks)	2004	Pct. Chg. from 2004 (52 weeks)	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES						
Basic Rate - General	**2,058,430**	1,779,866	1,814,093	15.7%	9.3%	23.8%
- Lasher	**1,368,596**	1,295,324	1,320,234	5.7	6.2	18.9
- Holdman	**1,587,859**	1,542,740	1,572,408	2.9	7.2	32.2
- Auto Driver	**362,308**	377,271	384,526	-4.0	1.6	30.8
Skilled Wage I	**446,736**	413,526	421,478	8.0	2.0	12.0
- Hatch Tender	**134,868**	117,852	120,119	14.4	0.6	2.3
- Lift Truck Operator	**225,413**	215,574	219,720	4.6	1.0	9.2
- Skilled Holdman	**213,490**	197,210	201,003	8.3	1.0	20.4
- Tractor Driver	**5,271,792**	4,900,132	4,994,366	7.6	23.9	8.2
Skilled Wage II	**185,031**	158,162	161,204	17.0	0.8	0.9
- Crane Operator	**171,999**	156,477	159,487	9.9	0.8	0.6
- Top Handler/Heavy Lift	**511,474**	465,788	474,746	9.8	2.3	2.6
Skilled Wage III	**1,320,382**	1,295,882	1,320,803	1.9	6.0	0.0
- Crane Gantry/Hammerhead	**1,232,956**	1,171,662	1,194,194	5.2	5.6	0.0
- Top Handler/Heavy Lift	**1,924,281**	1,687,237	1,719,683	14.0	8.7	0.0
- Transtainer	**388,864**	296,189	301,885	31.3	1.8	0.0
- Straddle Carrier	**241,969**	212,849	216,942	13.7	1.1	0.1
CFS Agreement Rate	**4,926**	8,557	8,722	-42.4	0.0	11.0
Miscellaneous Dock - General	**123,691**	109,543	111,650	12.9	0.6	9.5
- Mechanics	**2,411,169**	2,085,140	2,125,238	15.6	10.9	8.9
- Gear	**498,163**	449,109	457,746	10.9	2.3	0.6
- Lines	**393,345**	384,036	391,421	2.4	1.8	0.2
- Sweepers	**162,183**	158,777	161,830	2.1	0.7	1.4
Joint Dispatch	**232,690**	222,891	227,178	4.4	1.1	0.0
Member Company Agmts.	**36,138**	34,767	35,436	3.9	0.2	0.7
Grain/Whse/NonMember Agmts.	**512,214**	472,096	481,175	8.5	2.3	8.8
Subtotal	**22,020,967**	**20,208,657**	**20,597,287**	**9.0%**	**99.9%**	**10.1%**
Travel	**19,000**	20,653	21,050	-8.0%	0.1%	
TOTAL LONGSHORE HOURS	**22,039,967**	**20,229,310**	**20,618,337**	**9.0%**	**100.0%**	
CLERK CATEGORIES						
Basic Clerk	**627,179**	574,997	586,054	9.1%	9.3%	49.7%
15% Skilled Wage	**613,251**	527,765	537,915	16.2	9.0	16.8
25% Skilled Wage	**3,786,616**	3,696,485	3,767,571	2.4	55.9	6.4
30% Skilled Wage						
- Chief Supervisor	**918,095**	834,771	850,824	10.0	13.5	0.0
- Supercargo	**467,163**	452,180	460,876	3.3	6.9	0.2
- Vessel Planner	**289,554**	293,860	299,511	-1.5	4.3	0.0
CFS Agreement Clerk	**1,838**	(10)	(10)	184.8	0.0	2.3
Joint Dispatcher	**50,736**	45,048	45,914	12.6	0.7	0.0
Subtotal	**6,754,432**	**6,425,096**	**6,548,655**	**5.1%**	**99.7%**	**9.7%**
Travel Time	**22,905**	21,168	21,575	8.2%	0.3%	
TOTAL CLERK HOURS	**6,777,337**	**6,446,264**	**6,570,230**	**5.1%**	**100.0%**	
FOREMAN CATEGORIES						
Foreman - 20%	**19,863**	16,263	16,576	22.1%	0.8%	0.0%
Foreman - 30%	**2,284,814**	2,198,561	2,240,839	3.9	97.3	0.0
CFS Agreement Foreman	**12,376**	12,670	12,914	-2.3	0.5	0.0
Joint Dispatcher	**21,323**	20,323	20,714	4.9	0.9	0.0
Subtotal	**2,338,376**	**2,247,817**	**2,291,043**	**4.0%**	**99.6%**	**0.0%**
Travel Time	**8,983**	10,000	10,192	-10.2%	0.4%	
TOTAL FOREMAN HOURS	**2,347,359**	**2,257,817**	**2,301,235**	**4.0%**	**100.0%**	
ALL CATEGORIES						
Subtotal - All Job Categories	**31,113,775**	**28,881,570**	**29,436,985**	**7.7%**	**99.8%**	**9.3%**
Travel Time	**50,888**	51,820	52,817	-1.8%	0.2%	
TOTAL HOURS	**31,164,663**	**28,933,390**	**29,489,802**	**7.7%**	**100.0%**	

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate
General

0001 Auto Driver
0002 Boardman
0005 Dockman
0006 Frontman/Slingman
0007 Holdman
0009 Lasher
0150 CFS Utility Man

Skill I Rate

0021 Boom Man/Raft Man
0023 Button Pusher
0025 Combo Lift/Jitney
0026 Crane Chaser
0027 Dock Gang Leader
0028 Hatch Tender
0029 Lift Truck Operator
0030 Payloader Operator
0032 Side Runner
0033 Skilled Holdman
0036 Tractor - Semi-Dock
0037 Utility Lift Driver
0038 Winch Driver
0044 Mechanical Hopper Opener
0045 Monthly UTR Work - Tractor
0052 Gang Boss
0054 Hatch Boss Tender
0070 Bulldozer/Caterpillar

Skill II Rate

0053 Payloader Over 15 Tons
0055 Lift Truck - Heavy
0078 Rail Car Pusher - Container
0080 Bulkloader Operator
0081 Crane Barge Operator
0085 Crane Mobile
0087 Crane Shipboard
0088 Crane Whirley
0092 Log Loader - Snapper
0094 Switch Engine Operator

Skill III Rate

066 LA/LB Whirley/Winch
067 Hall Crane Rated Equipment - Yard
072 Top Handler/Side Pick
079 Monthly UTR Work - Top/Side Pick
083 Transtainer Operator
084 Crane Container Gantry
093 Straddle Carrier Operator
095 Port Packer
098 SF Steady Skill

CLERK JOB CATEGORIES

Basic clerk

100 Basic Clerk - Ship
101 Basic Clerk - Dock
108 Basic Clerk - Ship Registered
109 Basic Clerk - Dock Registered

Clerk Supervisor

102 Supervisor - Ship
103 Supervisor - Dock
170 CFS Supervisor Clerk

Kitchen/Tower/Computer Clerk

115 Computer Kitchen/ Tower Supervisor
116 Yard Directing Supervisor (Computer)
117 Vessel Clerk Supervisor (Computer)
118 Rail Clerk Supervisor Computer

Chief Supervisor & Supercargo

104 Supercargo/ Bulk/Ship
105 Supercargo/ Other/Ship
106 Chief Supervisor
120 Vessel Planner

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
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
2002	700,565,895	124,649,275	73,682,073	149,444,144	1,048,341,387
2003	782,186,349	135,007,505	78,203,842	168,844,117	1,164,241,813
2004	879,867,498	148,792,441	83,241,784	191,073,284	1,302,975,008
2005	**935,494,748**	**159,916,047**	**80,443,269**	**237,498,746**	**1,413,352,809**

* 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 2005, employer FICA taxes paid were $86,831,635 and SUI taxes paid were $50,954,576.

Assessment Rates

2005/2006 ASSESSMENT RATES

		Other Assessments			
	Benefits Plans	CFS Program	401(k)	PMA Cargo Dues	Total
Payroll Hour Rate					
L/S & Clk	$15.710		$0.87	$0.530	$17.110
Walking Boss	$15.710		$1.35	$0.530	$17.590
Offshore and Intercoastal Tonnage Rates					
Containers (per R.U.)	$14.790	$0.09		$3.060	$17.940
General Cargo	$0.870			$0.180	$1.050
Lumber & Logs	$0.870			$0.180	$1.050
Autos & Trucks	$0.070			$0.180	$0.250
Bulk Cargo	$0.017			$0.004	$0.021
Coastwise and Inbound from British Columbia					
Containers (per R.U.)	$10.440	$0.06		$3.060	$13.560
General Cargo	$0.359			$0.180	$0.539
Lumber & Logs	$0.359			$0.180	$0.539
Autos & Trucks	$0.029			$0.180	$0.209
Bulk Cargo	$0.007			$0.004	$0.011

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Contributions						
Employee	**$ 68,900,744**	$ 56,394,942	$ 51,927,070	$ 51,365,289	$ 51,434,326	$ 45,375,991
Employer	**27,792,749**	24,372,413	23,192,959	23,212,183	23,224,484	21,772,978
Total Contributions	**$ 96,693,493**	$ 80,767,355	$ 75,120,029	$ 74,577,472	$ 74,658,810	$ 67,148,969
Investment Income						
Net realized/unrealized appreciation	**35,250,470**	45,460,248	(487,772)	(46,177,189)	(63,907,440)	50,443,128
Interest and Dividends	**1,261,102**	1,267,223	11,759,439	11,124,918	8,306,030	5,608,484
Less: Investment expense	**(612,843)**	(631,870)	(9,846)	(548,369)	(337,169)	(354,885)
Total Additions	**$ 132,592,222**	$126,862,956	$ 86,381,850	$ 38,976,832	$ 18,720,231	$122,845,696
Distributions						
Distributions to participants	**(35,254,447)**	(33,401,999)	(29,493,400)	(16,693,578)	(18,407,013)	(19,061,355)
Net Change	**$ 97,337,775**	$ 93,460,957	$ 56,888,450	$ 22,283,254	$ 313,218	$103,784,341
Net Assets available for Benefits						
Beginning of year	**545,800,526**	452,339,569	395,451,119	373,167,866	372,854,648	269,070,307
End of year	**$ 643,138,301**	$545,800,526	$ 452,339,569	$ 395,451,119	$ 373,167,866	$ 372,854,648

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:	2005	2004	2003	2002	2001	2000
Benefits Paid and Expenses						
Pensions paid	**$ 178,379,753**	$ 173,764,799	$ 139,658,164	$ 134,001,085	$ 132,944,103	$ 126,396,608
Administrative expenses	**4,827,321**	3,950,101	3,344,014	3,352,482	2,824,335	2,628,159
Total Deductions	**$ 183,207,074**	$ 177,714,900	$ 143,002,178	$ 137,353,567	$ 135,768,438	$ 129,024,767
Investment Income and Employer Contributions						
Net appreciation of fair value of invest.	**$ 143,840,483**	$ 172,474,460	$ 49,774,065	$ (241,578,790)	$ (194,172,442)	$ 263,316,194
Interest	**20,308,595**	27,118,070	61,275,332	67,678,012	113,771,260	79,056,057
Dividends from investments	**35,660,141**	29,801,798	11,107,923	8,998,088	5,912,417	6,166,643
Less investment expense	**(5,104,005)**	(4,761,574)	(3,776,391)	(4,458,572)	(4,312,251)	(4,358,152)
Total Income Gain (Loss)	**$ 194,705,214**	$ 224,632,754	$ 118,380,929	$ (169,361,262)	$ (78,801,016)	$ 344,180,742
Contributions from Employers	**80,000,000**	48,035,455	24,034,798	23,949,998	26,944,908	32,486,144
Miscellaneous Income	**15,870**	215,480	–	–	–	–
Total Additions (Subtractions)	**$ 274,721,084**	$ 272,883,689	$ 142,415,727	$ (145,411,264)	$ (51,856,108)	$ 376,666,886
Net Increase (Decrease)	**91,514,010**	95,168,789	(586,451)	(282,764,831)	(187,624,546)	247,642,119
Net Assets Avail for Benefits: Beg. of Year	**$2,027,542,111**	$'1,932,373,322	$1,932,959,773	$2,215,724,604	$2,403,349,150	$2,155,707,031
End of Year	**$2,119,056,121**	$'2,027,542,111	$1,932,373,322	$1,932,959,773	$2,215,724,604	$2,403,349,150

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:	2005	2004	2003	2002	2001	2000
Retired Participants & Beneficiaries	**$ 1,515,625,380**	$ 1,455,549,449	$ 1,305,884,979	$ 1,055,302,845	$ 1,058,353,547	$ 1,019,710,333
Inactive Vested	**4,686,585**	3,966,396	3,683,208	3,298,116	3,742,209	3,558,643
Active Vested Employees	**806,878,902**	755,977,668	781,907,078	784,705,118	929,737,426	808,569,339
Total Present Value Vested Liabilities	**$ 2,327,190,867**	$ 2,215,493,513	$ 2,091,475,265	$ 1,843,306,079	$ 1,991,833,182	$ 1,831,838,315
Actuarial Value of Assets	**$ 2,047,437,313**	$ 2,058,263,566	$ 2,178,348,340	$ 2,262,121,466	$ 2,265,007,122	$ 2,106,388,802
Unfunded Vested Benefits Liability	**279,753,554**	157,229,947	–	–	–	–

ACTUARIAL ACCRUED LIABILITY

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:	2005	2004	2003	2002	2001	2000
Actuarial Value of Assets	**$ 2,047,437,313**	$ 2,058,263,566	$ 2,178,348,340	$ 2,262,121,466	$2,265,007,122	$ 2,106,388,802
Actuarial Liability:						
Pensioners/Survivors	**1,567,817,904**	1,488,741,632	1,325,727,760	1,185,052,148	1,070,787,479	1,041,933,471
Inactive Vested	**4,871,544**	4,111,317	3,813,967	3,413,671	3,912,595	3,753,100
Active Employees	**1,341,173,874**	1,166,475,463	1,168,283,684	1,149,258,226	1,260,166,108	1,171,885,186
Total Actuarial Liability	**$ 2,913,863,322**	$ 2,659,328,412	$ 2,497,825,411	$ 2,337,724,045	$ 2,334,866,182	$ 2,217,571,757
Unfunded Actuarial Accrued Liability	**$ 866,426,009**	601,064,846	$ 319,477,071	$ 75,602,579	$ 69,859,060	$ 111,182,955

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Contributions by employer	**$ 30,696,735**	$ 34,440,703	$ 22,756,913	$ 25,202,778	$ 12,642,303	$ 5,720,936
Deductions:						
Benefits paid	**30,487,265**	34,269,318	22,610,299	25,058,910	12,500,640	5,632,689
Administrative expenses	**209,470**	171,385	146,614	143,868	141,663	88,247
Total deductions	**$ 30,696,735**	$ 34,440,703	$ 22,756,913	$ 25,202,778	$ 12,642,303	$ 5,720,936

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Investment Income	**$299,578**	$107,689	$ 31,289	$ 194,555	$ 723,921	$ 497,272
Contributions:						
Employers	**$ 325,950,687**	$ 281,553,606	$191,467,575	198,696,752	139,675,684	
Employees	**9,317,965**	8,570,383	5,505,270	4,304,387	3,939,445	3,132,661
WILSP/Union	**223,943**	195,884	194,960	187,959	199,253	174,591
COBRA/self-pay contrib.	**83,615**	54,029	239,910	146,635	168,126	168,094
Total contributions	**$ 335,576,210**	$ 290,373,902	$243,567,938	$196,106,556	$203,003,576	$143,151,030
Total additions	**$ 335,875,788**	$ 290,481,591	$243,599,227	$196,301,111	$203,727,497	$143,648,302
Deductions:						
Benefits paid	**$ 319,508,128**	275,512,366	$235,181,687	$200,546,643	$165,913,818	$139,329,193
Administrative expenses	**6,142,681**	4,969,605	4,362,971	4,573,239	4,309,264	3,696,554
Total deductions	**$ 325,650,809**	$ 280,481,971	$239,544,658	$205,119,882	$170,223,082	$143,025,747
Net increase(decrease)	**$10,224,979**	$9,999,620	$ 4,054,569	$ (8,818,771)	$ 33,504,415	$ 622,555
Net assets available for benefits:						
Beginning of year	**$ 71,601,616**	$ 61,601,996	$ 57,547,427	$ 66,366,198	$ 32,861,783	$ 32,239,228
End of year	**$ 81,826,595**	$ 71,601,616	$ 61,601,996	$ 57,547,427	$ 66,366,198	$ 32,861,783

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2005	2004	2003	2002	2001	2000
Health Maintenance Organizations						
Hospital, medical, surgery, vision, and prescription drugs	**$ 83,845,814**	$ 61,256,809	$ 44,147,703	$ 37,109,464	$ 34,415,405	$ 30,313,962
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 138,860,243**	$ 132,176,612	$ 118,033,767	$ 98,594,333	$ 72,690,391	$ 58,084,936
Prescription drug program	**37,915,711**	33,397,697	28,572,271	25,109,446	19,238,147	16,363,843
Vision service plan	**1,754,828**	1,825,983	1,588,888	1,566,451	1,667,218	1,542,410
Vision supplement (frames, contacts)	**1,079**	2,008	2,540	2,149	2,011	2,664
Diabetic durable equipment	**1,312**	1,832	1,474	1,298	1,186	774
Subtotal	**$ 178,533,173**	$ 167,404,132	$ 148,198,940	$125,273,677	$ 93,598,953	$ 75,994,627
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 8,044,092**	$ 6,557,231	$ 6,227,975	$ 5,828,498	$ 5,476,063	$ 5,240,115
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 20,977,712**	$ 17,768,215	$ 16,320,511	$ 14,860,557	$ 15,248,089	$ 13,729,466
Dental services - children	**7,414,952**	5,722,444	5,223,581	4,921,700	5,049,409	3,873,627
Subtotal	**$ 28,392,664**	$ 23,490,659	$ 21,544,092	$ 19,782,257	$ 20,297,498	$ 17,603,093
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 3,349,391**	$ 3,790,134	$ 3,254,040	$ 3,083,341	$ 3,094,598	$ 2,747,312
Chiropractic	**5,006,700**	2,676,986	1,908,505	2,017,310	1,716,737	1,471,866
Social security supplement	**1,206,882**	1,866,430	1,493,464	617,558	1,209,986	1,658,079
Alcoholism/Drug Recovery Program	**2,470,364**	1,981,048	1,554,894	1,030,473	1,304,170	874,238
Hearing aids	**394,623**	355,796	344,043	364,831	438,302	388,505
Subsequent prosthetic device	**42,407**	–	31,277	–	–	–
Subtotal	**$ 12,470,367**	$ 10,670,394	$ 8,586,223	$ 7,113,513	$ 7,763,793	$ 7,140,000
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 1,737,610**	$ 2,489,719	$ 2,501,566	$ 2,063,397	$ 1,920,680	$ 1,401,906
CSDI Supplement	**$118**	–	–	–	–	–
Weekly Indemnity & NIDS (OR & WA)	**6,405,290**	3,528,055	3,812,188	3,169,337	2,206,030	1,377,507
Subtotal	**$ 8,143,018**	$ 6,017,774	$ 6,313,754	$ 5,232,734	$ 4,126,710	$ 2,779,413
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 79,000**	$ 115,367	$ 163,000	$ 206,500	$ 235,396	$ 257,983
TOTAL BENEFITS	**$ 319,508,128**	$ 275,512,366	$ 235,181,687	$200,546,643	$165,913,818	$139,329,193
Reconciliation to Form 5500 (accrual)	**5,686,773**	(5,384,437)	2,257,443	3,745,292	1,360,897	5,286,441
TOTAL BENEFITS AFTER RECONCILIATION	**$ 325,194,901**	$ 270,127,929	$ 237,439,130	$204,291,935	$167,274,715	$144,615,634

Vacations Paid and Distribution of Longshore PGP by Local

No. of Vacations shows the number of inactives, actives, and employees over 60 who received vacation payments.

Avg. No. of Weeks shows the average number of vacation weeks paid to active employees in each local.

Average Payment shows the average vacation payment to to active employees with at least 1,600 qualifying hours. Payments made to 11 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs to the Vacation Plan such as the various employment taxes are not included. Payments made in August and December 2005 to employees who retired during the payroll year are not included in the data shown.

No. Receiving Any PGP includes longshore registrants who received PGP.

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

% Change from 2004 shows the percent change of 2005 PGP paid from 2004.

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

Average Payment included longshore registrants who received PGP payments.

		VACATIONS PAID				PAY GUARANTEE PAID				
Local		No. of Vacations	Average No. of Weeks	Average Payment	Total Payments	No. Receiving Any PGP	Total PGP	% Change From 2004	% of Coast	Average Payment
Southern California										
13	LA/LB	6,541	2.5	$3,663	$21,620,868	85	$20,526	130.5%	0.5%	$241
29	San Diego	93	2.8	4,113	355,958	1	119	-82.2	0.3	119
46	Port Hueneme	84	3.4	4,920	380,866	–	–	-100.0	–	–
Total		**6,718**	**2.6**	**$3,688**	**$22,357,692**	**86**	**$20,645**	**114.9%**	**0.5%**	**$240**
Northern California										
10	SF Bay Area	1,064	2.5	$3,832	$3,394,094	102	$30,432	72.0%	0.8%	$298
14	Eureka	15	3.7	6,935	71,920	12	94,733	55.7	235.1	7,894
18	Sacramento	23	3.2	3,900	96,091	21	186,169	-3.7	462.1	8,865
54	Stockton	60	3.0	4,153	232,235	25	40,001	-64.3	99.3	1,600
Total		**1,162**	**2.5**	**$3,870**	**$3,794,339**	**160**	**$351,335**	**-8.5%**	**8.7%**	**$2,196**
Pacific Northwest: Oregon										
04	Vancouver, WA	152	3.0	$4,313	$580,943	47	$65,781	63.6%	1.6%	$1,400
08	Portland	432	3.2	4,451	1,801,546	141	187,878	634.7	466.3	1,332
12	North Bend	54	3.9	5,270	257,392	50	599,812	-8.2	1488.8	11,996
21	Longview, WA	170	3.3	4,298	700,109	74	84,039	-29.7	208.6	1,136
50	Astoria	15	5.8	6,998	103,488	12	186,536	12.1	463.0	15,545
53	Newport	9	2.1	4,452	21,596	9	233,026	-3.3	578.4	25,892
Total		**832**	**3.3**	**$5,392**	**$3,465,074**	**333**	**$1,357,071**	**8.9%**	**33.7%**	**$4,075**
Pacific Northwest: Washington										
07	Bellingham	23	4.8	$4,701	$129,083	21	$581,848	13.7%	14.4%	$27,707
19	Seattle	588	3.3	4,553	2,512,212	4	433	-95.3	1.1%	108
23	Tacoma	644	3.2	7,078	2,681,155	–	–	-100.0	–	–
24	Aberdeen	38	5.7	7,630	280,187	22	148,683	-31.1	369.0	6,758
25	Anacortes	9	6.0	7,291	68,674	8	73,654	-22.0	182.8	9,207
27	Port Angeles	38	5.8	7,247	257,729	31	923,774	-9.9	2292.9	29,799
32	Everett	22	5.7	7,732	159,041	14	42,935	-80.9	106.6	3,067
47	Olympia	23	5.0	3,669	161,785	18	302,646	27.0	751.2	16,814
51	Port Gamble	10	4.1	4,780	47,737	8	225,789	1.8	560.4	28,224
Total		**1,395**	**3.5**	**$3,911**	**$6,297,602**	**126**	**$2,299,763**	**-9.5%**	**57.1%**	**$18,252**
Longshore Total		**10,107**	**2.7**	**$8,275**	**$35,914,707**	**705**	**$4,028,814**	**-3.6%**	**100.0%**	**$5,715**
Clerks										
29	San Diego	8	5.5	$6,650	$59,233					
46	Port Hueneme	15	5.7	7,448	120,183					
63	LA/LB	1,060	4.4	6,676	6,520,820					
14	Eureka	1	6.0	7,615*	8,275					
34	SF Bay Area	227	4.6	7,019	1,456,139					
40	Portland	85	4.7	8,012	563,501					
23	Tacoma	78	5.6	7,806	613,292					
52	Seattle	145	5.1	6,436	1,050,619					
Clerk Total		**1,619**	**4.6**	**$9,728**	**$10,392,062**					
Foremen										
29	San Diego	5	5.6	$10,504	$48,642					
46	Port Hueneme	4	6.0	9,151*	42,016					
94	LA/LB	392	5.2	9,550	3,483,207					
91	SF Bay Area	71	5.1	10,150	618,039					
92	Portland	52	5.8	9,145	491,830					
98	Seattle	96	5.4	9,303	909,211					
Foremen Total		**620**	**5.3**	**$9,303**	**$5,592,945**					
COAST TOTAL		**12,346**	**3.1**	**$4,673**	**$51,899,714**					

LONGSHORE PGP PAYMENTS BY AREA

	AREA			
Year	Southern California	Northern California	Oregon	Washington
2001	$27,785	$699,148	$2,818,413	$4,878,738
2002	$20,207	$660,735	$2,593,633	$3,941,306
2003	$15,660	$450,665	$1,365,298	$3,209,541
2004	$9,607	$383,978	$1,246,395	$2,540,945
2005	**$20,645**	**$351,335**	**$1,357,071**	**$2,299,763**

PMA Training Graduates

All Crane training program graduates include Crane certification, simulator training (except SC), and refresher/familiarization training.

Forklift graduates include Basic and Heavy Lift certification, and refresher/familiarization training.

Semi -Tractor graduates include Dock and Ro-Ro certification, and refresher & familiarization training. The number of graduates is higher in 2005 due to Casual Processing.

CHE graduates include Top Handler, Side Pick and Reachstacker certification, and refresher/ familiarization training.

The number of GST graduates is higher in 2005 due to Casual Processing.

The number of Lashing Test graduates is higher in 2005 due to Casual Processing.

The number of total program graduates is higher in 2005 due to Casual Processing.

	2005	2004	2003	2002
Crane / Crane Simulator				
Container Gantry Crane (Sim)	**338**	200	239	92
RTG Crane (Transtainer) (Sim)	**345**	103	91	86
Ship Gantry Crane	**–**	2	10	56
Ship Pedestal Crane (Winch)	**23**	45	71	19
Mobile Crane (Mobile Cr Light)	**85**	49	168	2
Ship Unloader, Bulk Crane	**12**	19	31	–
Dock Whirley Crane	**6**	16	10	3
Subtotal	**809**	434	620	258
	1%	2%	4%	2%
Skill Equipment / PIT				
Forklift	**1,755**	1,059	1,305	612
Semi-Tractor	**5,449**	3,192	857	845
Container Handling Equipment (CHE) (Log Loader)	**1,129**	675	356	702
Straddle Carrier	**147**	112	62	4
Excavator	**5**	15	–	–
Bulldozer (Front Loader)	**7**	11	–	–
Subtotal	**8,492**	5,064	2,654	2,196
	15%	18%	18%	15%
Job Specific / Promotions				
Basic Marine Clerk	**433**	73	98	73
Clerk Computer Gate (Yard)	**393**	83	80	72
Supercargo	**13**	28	–	–
Vessel Planner	**11**	7	4	4
Walking Boss Orientation	**83**	81	27	–
Powered Gangway	**12**	14	–	–
Walking Boss Seminar	**366**	150	640	266
Watchman	**35**	331	102	94
Holdman	**212**	24	5	13
(Mechanic – General & Crane)	**54**	–	–	–
Tank, M1 A1	**–**	10	–	–
Subtotal	**1,612**	801	976	545
	3%	3%	7%	4%
Safety / Technical / Employee Development				
GST (GIT) (D&A Awareness) (Orientation, Skill)	**12,332**	9,733	3,442	5,466
Diversity, Employee & Supervisor	**4,523**	605	2,954	4,215
Standard First Aid / CPR	**688**	568	369	273
Lashing	**824**	742	323	135
Ammo Handling Safety	**70**	45	118	52
Vessel Rigging	**–**	8	10	–
Basic Casual Safety (LS Entry)	**642**	21	102	104
Instructor (Train-the-Trainer)	**–**	12	5	13
Subtotal	**19,079**	11,734	7,427	10,264
	33%	41%	50%	70%
Testing				
Strength & Agility (Sked Practice)	**1,312**	1,078	637	419
Clerk Cognitive	**5,635**	2,810	450	201
Clerk Keyboard	**252**	264	236	79
Physical Exam (Physical Preemployment)	**7,891**	989	831	293
Drug & Alcohol Screen (Drug/Alcohol Preemployment)	**7,931**	1,010	844	345
Lashing Test	**4,024**	4,193	100	37
Subtotal	**27,045**	10,344	3,098	1,374
	47%	36%	21%	9%
TOTAL	**57,037**	**28,377**	**14,775**	**14,637**
EXPENDITURE	**$35,906,285**	**$19,442,172**	**$13,462,861**	**$12,997,266**

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

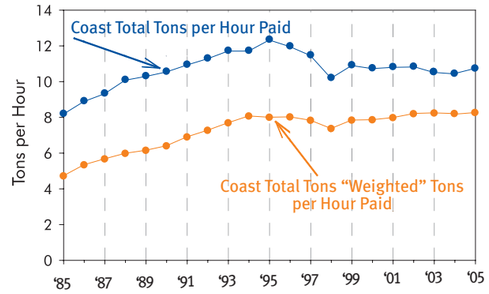
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons, and Bulk tons. The "Total Tonnage" data for each port table shown in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

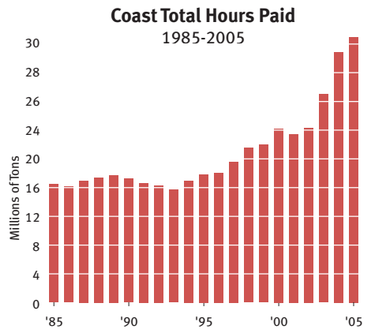
Applying a "weighting" factor to bulk tonnage has been a common approach to measuring productivity for decades. Bulk tonnage is currently weighted at 50 to 1. The reason for greatly reducing the amount of the Bulk tonnage used in studies about productivity is that Bulk Cargo, because of the methods of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

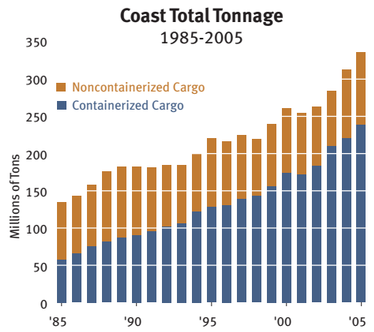
Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on 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.

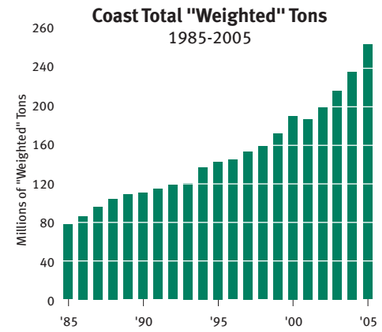


Total "Weighted" Tonnage

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.





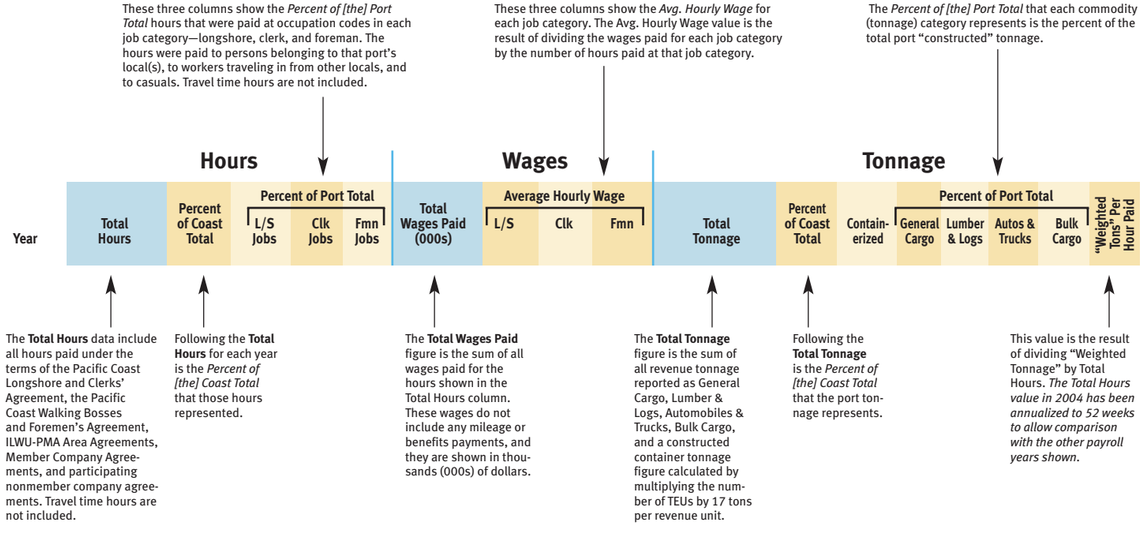


"Weighted" Tons =
Containerzed + (Autos & Trucks)/6 + Lumber & Logs + General Cargo + Bulk/50

ABOVE: This Yang Ming vessel carries thousands of containers.

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.



Evergreen calls at its Los Angeles terminal.

Port Hours, Wages, and Tonnage Data

Southern California

San Diego

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
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%	3.42
2001	217,694	0.9%	78.2%	9.4%	12.4%	$7,520	$32.72	$36.73	$44.41	4,890,999	1.9%	<0.1%	4.7%	1.7%	55.5%	38.2%	3.37
2002	229,839	0.9%	79.0%	9.6%	11.4%	$8,083	$33.50	$36.80	$45.33	4,093,178	1.6%	4.0%	3.9%	2.2%	64.6%	25.3%	3.80
2003	291,523	1.1%	77.1%	12.4%	10.5%	$10,363	$33.47	$37.13	$49.01	4,498,257	1.6%	20.3%	4.7%	2.0%	53.3%	19.8%	5.59
2004	324,353	1.1%	77.8%	11.9%	10.2%	$11,828	$34.53	$37.65	$49.81	4,703,823	1.5%	20.8%	4.5%	2.4%	47.1%	25.2%	5.33
2005	368,111	1.2%	78.2%	12.0%	9.8%	$13,610	$34.99	$38.91	$50.36	5,306,865	1.6%	17.1%	5.9%	2.2%	48.4%	26.4%	4.96

Los Angeles/Long Beach

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
2000	15,122,266	62.5%	65.6%	25.0%	9.4%	$572,038	$36.27	$38.94	$45.74	141,359,427	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	142,358,578	56.2%	83.4%	3.5%	0.1%	4.0%	9.0%	8.34
2002	16,004,796	65.8%	65.8%	25.3%	8.9%	$624,609	$37.50	$40.06	$47.34	152,230,624	57.9%	83.8%	3.2%	0.1%	4.4%	8.5%	8.37
2003	17,455,768	65.9%	67.1%	24.2%	8.8%	$702,277	$38.54	$40.85	$51.42	163,996,211	57.8%	85.6%	2.7%	0.1%	4.3%	7.3%	8.39
2004	19,390,603	65.9%	68.7%	23.7%	7.7%	$788,163	$39.14	$41.33	$52.01	177,555,140	56.5%	86.2%	3.4%	0.1%	3.6%	6.7%	8.44
2005	19,828,642	63.7%	69.3%	23.3%	7.4%	$827,478	$40.28	$42.41	$53.15	186,717,689	55.7%	87.0%	2.4%	0.1%	3.6%	6.9%	8.66

Port Hueneme

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
2000	355,684	1.5%	76.3%	17.1%	6.6%	$11,481	$30.75	$34.99	$42.83	3,403,486	1.3%	6.8%	19.4%	-	71.6%	2.2%	3.65
2001	370,398	1.6%	75.8%	16.8%	7.3%	$12,184	$31.39	$35.16	$43.25	3,308,110	1.3%	6.2%	21.6%	-	70.8%	1.4%	3.54
2002	390,255	1.6%	76.3%	16.4%	7.3%	$13,140	$32.18	$35.87	$44.25	3,586,456	1.4%	6.0%	20.2%	-	71.7%	2.1%	3.51
2003	384,845	1.5%	76.4%	16.5%	7.1%	$13,453	$33.25	$37.04	$48.47	3,412,548	1.2%	8.0%	20.3%	-	68.8%	3.0%	3.53
2004	435,241	1.5%	76.7%	16.8%	6.5%	$15,261	$33.48	$37.25	$48.08	4,042,129	1.3%	5.9%	16.9%	<0.1%	73.8%	3.4%	3.33
2005	520,868	1.7%	77.7%	16.2%	6.1%	$19,069	$35.15	$38.52	$50.11	4,606,977	1.4%	8.4%	19.0%	<0.1%	69.5%	3.1%	3.52

Northern California

San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
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	23,068,137	9.1%	84.6%	3.1%	<0.1%	5.9%	6.4%	7.94
2002	2,392,108	9.8%	65.3%	26.3%	8.4%	$90,380	$36.18	$38.84	$46.96	23,594,105	9.0%	84.4%	0.9%	<0.1%	6.2%	8.5%	8.54
2003	2,619,937	9.9%	67.7%	24.2%	8.1%	$101,882	$37.27	$39.32	$51.11	26,151,746	9.2%	83.5%	0.6%	<0.1%	6.1%	9.8%	8.52
2004	2,897,798	9.8%	69.2%	22.9%	8.0%	$114,106	$37.74	$39.92	$51.99	29,944,815	9.5%	80.0%	1.0%	<0.1%	9.6%	9.3%	8.73
2005	3,083,387	9.9%	70.3%	21.8%	7.8%	$123,379	$38.33	$40.85	$52.76	32,796,272	9.8%	81.5%	0.8%	<0.1%	7.9%	9.8%	9.09

Stockton/Pittsburgh/Antioch

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	217,727	0.9%	73.5%	18.2%	8.4%	$7,772	$34.00	$37.58	$46.53	2,330,667	0.9%	1.1%	16.3%	<0.1%	-	82.6%	2.05
2003	133,712	0.5%	71.8%	20.2%	8.0%	$4,946	$34.92	$39.10	$50.25	1,733,796	0.6%	0.9%	11.7%	-	-	87.5%	1.85
2004	176,534	0.6%	74.6%	16.6%	8.8%	$6,760	$36.38	$39.65	$51.87	2,359,031	0.8%	<0.1%	12.4%	<0.1%	<0.1%	87.5%	1.93
2005	212,360	0.7%	75.2%	15.8%	9.0%	$8,249	$36.93	$39.76	$53.12	3,226,297	1.0%	<0.1%	11.0%	<0.1%	<0.1%	89.0%	1.98

Sacramento

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	92,180	0.4%	65.9%	27.4%	6.7%	$3,203	$33.22	$35.84	$45.19	608,867	0.2%	0.1%	32.4%	9.7%	-	57.8%	2.87
2003	124,732	0.5%	69.0%	24.3%	6.8%	$4,355	$32.81	$37.13	$48.38	678,687	0.2%	0.3%	53.3%	5.4%	-	41.0%	3.25
2004	98,893	0.3%	68.5%	25.7%	5.9%	$3,539	$33.46	$38.65	$50.35	493,006	0.2%	0.1%	61.6%	3.1%	<0.1%	35.1%	3.33
2005	103,022	0.3%	69.4%	24.8%	5.8%	$3,762	$34.32	$39.09	$51.61	556,394	0.2%	<0.1%	60.2%	1.8%	<0.1%	37.9%	3.46

Eureka/Crescent City

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Contain-erized	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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	24,481	0.1%	76.8%	12.9%	10.3%	$888	$34.30	$38.41	$48.27	372,286	0.1%	-	49.6%	33.6%	-	16.8%	12.70
2003	25,795	<0.1%	77.3%	12.6%	10.0%	$946	$34.58	$37.81	$51.22	400,532	0.1%	-	54.4%	43.5%	-	2.1%	15.21
2004	23,797	<0.1%	79.0%	12.0%	9.0%	$852	$34.21	$35.39	$50.23	362,266	0.1%	<0.1%	56.3%	43.7%	<0.1%	<0.1%	15.52
2005	15,617	<0.1%	80.0%	13.3%	6.7%	$578	$36.01	$35.80	$51.05	279,795	<0.1%	<0.1%	37.1%	48.2%	<0.1%	14.7%	15.63

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay/Reedsport/Gardiner/Bandon

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	55,308	0.2%	83.8%	8.0%	8.2%	$2,100	$36.43	$43.71	$48.14	1,890,554	0.7%	-	1.0%	6.3%	-	92.8%	3.11
2003	52,438	0.2%	86.9%	6.1%	7.0%	$1,989	$36.42	$43.87	$51.36	1,692,557	0.6%	<0.1%	1.2%	6.9%	<0.1%	91.8%	3.22
2004	57,125	0.2%	87.0%	6.2%	6.8%	$2,172	$36.51	$44.22	$51.83	1,672,350	0.5%	<0.1%	1.6%	6.9%	<0.1%	91.5%	3.09
2005	50,693	0.2%	85.2%	7.3%	7.5%	$1,995	$37.65	$45.14	$53.01	2,004,396	0.6%	<0.1%	1.3%	4.9%	<0.1%	93.8%	3.26

Newport/Toledo

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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%	-	-	-	-	-	-
2002	700	<0.1%	100.0%	-	-	$24	$34.91	-	-	1,360	<0.1%	-	-	100.0%	-	-	1.94
2003	475	<0.1%	99.9%	-	-	$17	$35.55	-	-	0	<0.1%	-	-	-	-	-	-
2004	507	<0.1%	100.0%	0.0%	0.0%	$18	$35.83	-	-	0	<0.1%	-	-	-	-	-	-
2005	618	<0.1%	100.0%	0.0%	0.0%	$21	$34.58	-	-	0	<0.1%	-	-	-	-	-	-

Astoria/Warrenton

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	3,877	<0.1%	99.4%	0.3%	0.3%	$141	$36.28	$39.06	$42.58	5,580	<0.1%	-	-	100.0%	-	-	1.44
2003	4,811	<0.1%	95.9%	2.2%	1.9%	$166	$34.10	$38.29	$46.95	0	<0.1%	-	-	-	-	-	-
2004	6,188	<0.1%	91.6%	3.8%	4.6%	$231	$36.24	$45.89	$53.43	51	<0.1%	100.0%	<0.1%	<0.1%	<0.1%	<0.1%	0.01
2005	5,024	<0.1%	96.0%	2.0%	2.0%	$186	$36.48	$44.07	$52.30	0	<0.1%	-	-	-	-	-	-

Portland/Columbia City/St. Helens

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	974,997	4.0%	75.7%	16.2%	8.2%	$35,952	$35.55	$38.31	$46.26	17,459,379	6.6%	18.3%	4.5%	0.4%	25.3%	51.5%	5.09
2003	1,087,538	4.1%	76.0%	16.0%	8.0%	$41,164	$36.23	$39.23	$50.51	18,996,782	6.7%	19.4%	3.4%	0.2%	21.6%	55.4%	4.84
2004	1,123,393	3.8%	76.9%	15.3%	7.8%	$43,402	$36.97	$40.29	$51.79	20,360,025	6.5%	17.3%	4.6%	<0.1%	20.0%	58.0%	4.90
2005	934,140	3.0%	78.1%	14.1%	7.8%	$37,582	$38.54	$42.03	$53.80	18,733,926	5.6%	11.3%	5.2%	0.2%	21.4%	62.0%	4.38

Vancouver, WA

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	284,315	1.2%	79.7%	13.8%	6.5%	$10,161	$34.77	$36.45	$46.18	4,861,091	1.8%	<0.1%	6.5%	0.4%	12.6%	80.5%	1.82
2003	265,948	1.0%	79.3%	14.3%	6.4%	$9,623	$35.04	$36.43	$49.90	3,991,008	1.4%	0.1%	7.2%	1.2%	11.8%	79.7%	1.82
2004	347,479	1.2%	78.5%	15.3%	6.2%	$12,784	$35.62	$36.96	$51.06	5,021,408	1.6%	<0.1%	6.8%	1.4%	10.8%	81.0%	1.71
2005	389,660	1.3%	77.2%	16.2%	6.6%	$14,722	$36.38	$38.48	$52.37	4,101,194	1.2%	<0.1%	9.3%	1.7%	11.8%	77.2%	1.55

Longview, WA/Kalama, WA/Rainier

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	338,258	1.4%	82.2%	8.4%	9.4%	$12,218	$34.61	$38.96	$46.86	8,615,564	3.3%	-	9.6%	6.9%	-	83.5%	4.63
2003	351,909	1.3%	82.7%	8.0%	9.3%	$13,099	$35.33	$40.66	$51.09	9,895,474	3.5%	-	7.8%	6.6%	<0.1%	85.6%	4.52
2004	337,285	1.1%	82.2%	8.3%	9.5%	$12,777	$35.90	$41.33	$52.03	11,651,094	3.7%	<0.1%	7.4%	5.9%	<0.1%	86.6%	5.33
2005	374,548	1.2%	82.1%	8.6%	9.4%	$14,490	$36.71	$41.81	$53.17	12,011,399	3.6%	0.2%	6.5%	5.3%	<0.1%	87.9%	4.52

Pacific Northwest: Washington

Aberdeen/Raymond

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	76,766	0.3%	89.7%	5.7%	4.7%	$2,677	$34.13	$38.57	$44.67	388,889	0.1%	0.1%	23.0%	76.9%	-	-	5.07
2003	58,978	0.2%	88.3%	7.3%	4.4%	$2,136	$35.28	$39.43	$49.63	293,499	0.1%	<0.1%	8.2%	83.0%	-	8.7%	4.55
2004	62,320	0.2%	86.7%	9.1%	4.2%	$2,338	$36.46	$41.00	$51.60	535,813	0.2%	<0.1%	3.4%	34.7%	<0.1%	61.9%	3.45
2005	66,201	0.2%	86.3%	8.6%	5.1%	$2,630	$38.56	$43.63	$52.97	793,294	0.2%	<0.1%	2.5%	21.9%	<0.1%	75.6%	3.17

Pacific Northwest: Washington (continued)

Port Angeles/Port Townsend

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	6,384	<0.1%	96.5%	0.9%	2.6%	$234	$36.41	$42.76	$44.74	35,960	<0.1%	-	-	27.4%	-	72.6%	1.62
2003	5,763	<0.1%	98.6%	0.7%	0.7%	$212	$36.73	$42.99	$49.74	18,435	<0.1%	-	-	18.0%	-	82.0%	0.63
2004	6,746	<0.1%	97.3%	1.3%	1.3%	$257	$37.77	$46.01	$53.80	33,554	<0.1%	<0.1%	<0.1%	3.8%	<0.1%	96.2%	0.29
2005	4,911	<0.1%	100.0%	0.0%	0.0%	$190	$38.68	-	-	0	<0.1%	-	-	-	-	-	-

Port Gamble

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
2000	899	<0.1%	99.9%	-	-	$32	$35.22	-	-	0	<0.1%	-	-	-	-	-	-
2001	832	<0.1%	100.0%	-	-	$30	$35.82	-	-	0	<0.1%	-	-	-	-	-	-
2002	908	<0.1%	100.0%	-	-	$32	$35.55	-	-	0	<0.1%	-	-	-	-	-	-
2003	832	<0.1%	100.0%	-	-	$30	$36.47	-	-	0	<0.1%	-	-	-	-	-	-
2004	848	<0.1%	100.0%	0.0%	0.0%	$31	$37.12	-	-	0	<0.1%	-	-	-	-	-	-
2005	832	<0.1%	100.0%	0.0%	0.0%	$32	$38.10	-	-	0	<0.1%	-	-	-	-	-	-

Olympia

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	15,846	<0.1%	73.7%	3.2%	23.1%	$570	$33.74	$41.35	$42.34	59,123	<0.1%	-	13.9%	86.1%	-	-	3.73
2003	35,662	0.1%	71.6%	9.9%	18.5%	$1,270	$32.95	$35.42	$46.08	143,158	<0.1%	-	45.0%	55.1%	-	-	4.01
2004	62,898	0.2%	72.7%	11.6%	15.7%	$2,322	$34.46	$36.94	$48.28	207,184	<0.1%	2.2%	55.4%	36.8%	<0.1%	5.6%	3.17
2005	38,604	0.1%	63.7%	19.2%	17.0%	$1,476	$35.72	$36.76	$49.32	100,839	<0.1%	15.3%	65.0%	17.2%	<0.1%	2.5%	2.60

Tacoma

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	1,636,725	6.7%	68.8%	23.0%	8.3%	$62,839	$36.77	$39.76	$48.15	24,261,965	9.2%	69.0%	0.9%	1.0%	10.7%	18.4%	10.83
2003	1,919,194	7.2%	70.3%	21.5%	8.2%	$76,483	$38.07	$40.75	$52.76	27,593,684	9.7%	70.5%	0.8%	0.7%	8.4%	19.6%	10.61
2004	2,044,886	6.9%	71.3%	20.3%	8.4%	$83,948	$39.22	$42.11	$54.07	30,737,823	9.8%	66.3%	0.8%	0.5%	7.6%	24.7%	10.64
2005	2,689,203	8.6%	73.6%	18.8%	7.6%	$111,903	$39.77	$43.16	$55.62	34,005,335	10.1%	69.3%	0.8%	0.6%	5.9%	23.5%	9.29

Seattle

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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	18,539,786	7.3%	80.5%	1.0%	<0.1%	2.5%	16.1%	10.36
2002	1,531,454	6.3%	67.8%	24.4%	7.8%	$60,636	$38.10	$40.71	$49.07	18,238,639	6.9%	88.5%	0.8%	<0.1%	0.5%	10.1%	10.68
2003	1,623,566	6.1%	69.8%	22.9%	7.3%	$65,200	$38.47	$41.05	$53.50	19,815,487	7.0%	81.4%	0.6%	<0.1%	0.4%	17.6%	10.06
2004	1,999,276	6.8%	70.6%	22.0%	7.5%	$80,710	$38.37	$41.84	$54.91	23,975,324	7.6%	81.0%	0.8%	<0.1%	0.3%	17.9%	10.05
2005	2,341,959	7.5%	70.7%	22.2%	7.1%	$95,179	$38.49	$42.56	$55.97	29,513,250	8.8%	80.3%	0.6%	<0.1%	0.3%	18.8%	10.44

Everett

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	26,675	0.1%	84.6%	7.2%	8.2%	$951	$34.41	$39.59	$45.08	71,818	<0.1%	4.3%	3.3%	44.1%	-	48.4%	1.42
2003	29,106	0.1%	83.7%	8.1%	8.3%	$1,000	$33.05	$36.57	$45.57	25,641	<0.1%	3.2%	34.7%	62.1%	-	-	0.88
2004	26,572	<0.1%	77.4%	11.1%	11.5%	$932	$33.13	$37.09	$46.16	27,002	<0.1%	20.4%	24.5%	55.1%	<0.1%	<0.1%	1.04
2005	72,174	0.2%	75.1%	12.8%	12.2%	$2,672	$34.14	$41.11	$50.54	169,485	<0.1%	22.6%	37.2%	3.1%	7.6%	29.5%	1.55

Anacortes

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
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
2002	16,141	<0.1%	70.0%	11.4%	18.6%	$627	$36.04	$42.62	$47.23	369,410	0.1%	-	1.3%	4.2%	-	94.5%	1.70
2003	15,609	<0.1%	66.1%	11.6%	22.3%	$649	$37.70	$43.92	$51.97	399,057	0.1%	-	-	1.9%	-	98.2%	0.98
2004	11,744	<0.1%	69.3%	10.9%	19.8%	$476	$36.91	$43.43	$51.69	311,013	<0.1%	<0.1%	<0.1%	0.6%	<0.1%	99.4%	0.71
2005	11,023	<0.1%	69.0%	10.9%	20.1%	$445	$36.51	$43.56	$51.99	278,342	<0.1%	<0.1%	0.2%	<0.1%	<0.1%	99.8%	0.55

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 Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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	Tonnage: "Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
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
2002	3,927	<0.1%	93.7%	3.2%	3.0%	$142	$35.27	$50.43	$51.69	45,097	<0.1%	-	-	-	-	100.0%	0.23
2003	3,643	<0.1%	96.5%	1.2%	2.3%	$126	$34.33	$39.84	$45.77	1,240	<0.1%	-	100.0%	-	-	-	0.34
2004	2,501	<0.1%	98.9%	0.4%	0.7%	$91	$36.25	$37.38	$42.10	0	<0.1%	-	-	-	-	-	-
2005	2,179	<0.1%	99.6%	0.0%	0.4%	$81	$37.31	-	$41.05	0	<0.1%	-	-	-	-	-	-
Area Summaries																	
SOUTHERN CALIFORNIA SUMMARY																	
2000	15,707,771	64.9%	66.1%	24.6%	9.4%	$591,191	$36.05	$38.86	$45.64	149,653,912	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	150,156,927	59.3%	79.2%	3.9%	0.2%	7.0%	9.7%	8.16
2002	16,624,890	68.3%	66.2%	24.9%	8.9%	$645,832	$37.29	$39.98	$47.24	159,910,258	60.8%	80.0%	3.6%	0.2%	7.5%	8.8%	8.20
2003	18,132,136	68.4%	67.4%	23.8%	8.8%	$726,093	$38.32	$40.76	$51.33	171,907,016	60.6%	82.4%	3.1%	0.2%	6.9%	7.5%	8.24
2004	20,150,197	68.5%	69.0%	23.3%	7.7%	$815,251	$38.92	$41.24	$51.89	186,301,092	59.3%	82.8%	3.7%	0.2%	6.3%	7.1%	8.28
2005	20,717,620	66.6%	69.7%	22.9%	7.4%	$860,156	$40.03	$42.30	$53.02	196,631,531	58.7%	83.3%	2.9%	0.2%	6.3%	7.4%	8.47
NORTHERN CALIFORNIA SUMMARY																	
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	26,353,910	10.4%	74.1%	4.8%	0.7%	5.2%	15.3%	7.42
2002	2,726,496	11.2%	66.1%	25.6%	8.3%	$102,243	$35.87	$38.66	$46.89	26,905,925	10.2%	74.1%	3.6%	0.7%	5.4%	16.1%	7.86
2003	2,904,176	11.0%	68.0%	23.9%	8.0%	$112,128	$36.94	$39.21	$50.97	28,964,761	10.2%	75.5%	3.2%	0.8%	5.5%	15.0%	8.05
2004	3,197,022	10.9%	69.5%	22.5%	8.0%	$125,256	$37.50	$39.84	$51.93	33,159,118	10.6%	72.3%	3.3%	0.5%	8.7%	15.1%	8.24
2005	3,414,386	11.0%	70.6%	21.5%	7.9%	$135,967	$38.11	$40.72	$52.76	36,858,758	11.0%	72.6%	2.9%	0.4%	7.0%	17.2%	8.51
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
2000	1,933,275	8.0%	78.7%	13.7%	7.6%	$67,803	$33.65	$37.51	$45.38	35,579,078	13.7%	10.4%	5.4%	2.6%	11.9%	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
2002	1,657,455	6.8%	78.0%	13.9%	8.1%	$60,596	$35.25	$38.18	$46.46	32,833,528	12.5%	9.7%	5.9%	2.5%	15.3%	66.6%	4.36
2003	1,763,119	6.7%	78.2%	13.8%	8.0%	$66,057	$35.86	$39.02	$50.59	34,575,821	12.2%	10.7%	5.0%	2.5%	13.2%	68.7%	4.26
2004	1,871,976	6.4%	78.5%	13.7%	7.8%	$71,384	$36.70	$40.51	$51.86	38,704,928	12.3%	9.1%	5.6%	2.3%	11.9%	71.0%	4.31
2005	1,754,682	5.6%	79.0%	13.1%	7.9%	$68,995	$37.98	$42.06	$53.58	36,850,915	11.0%	5.8%	5.9%	2.3%	12.2%	73.9%	3.74
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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	42,847,999	16.9%	69.4%	1.1%	1.4%	6.6%	21.6%	9.83
2002	3,314,826	13.6%	69.1%	22.9%	8.1%	$128,710	$37.25	$40.23	$48.40	43,470,901	16.5%	75.7%	1.1%	1.5%	6.2%	15.6%	10.44
2003	3,692,353	13.9%	70.5%	21.6%	7.9%	$147,108	$38.08	$40.86	$52.81	48,290,201	17.0%	73.7%	0.9%	1.1%	5.0%	19.3%	10.06
2004	4,217,790	14.3%	71.3%	20.7%	8.0%	$171,105	$38.65	$41.91	$54.16	55,827,713	17.8%	71.3%	1.1%	0.8%	4.3%	22.5%	10.03
2005	5,227,086	16.8%	72.4%	20.1%	7.5%	$214,609	$39.08	$42.80	$55.51	64,860,545	19.3%	72.9%	0.9%	0.6%	3.3%	22.3%	9.54
COAST SUMMARY																	
2000	24,204,735	100.0%	67.6%	23.5%	8.9%	$899,457	$35.50	$38.69	$45.75	259,703,274	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	253,377,788	100.0%	67.8%	3.8%	0.7%	7.6%	20.1%	7.99
2002	24,323,665	100.0%	67.4%	24.0%	8.7%	$937,380	$36.97	$39.78	$47.30	263,120,612	100.0%	69.9%	3.5%	0.7%	8.0%	17.9%	8.20
2003	26,491,784	100.0%	68.6%	22.9%	8.5%	$1,051,386	$37.95	$40.53	$51.44	283,737,799	100.0%	71.4%	3.0%	0.7%	7.2%	17.7%	8.21
2004	29,436,985	100.0%	70.0%	22.2%	7.8%	$1,182,997	$38.55	$41.12	$52.22	313,992,851	100.0%	70.5%	3.4%	0.6%	6.9%	18.6%	8.27
2005	31,113,775	100.0%	70.8%	21.7%	7.5%	$1,279,727	$39.51	$42.17	$53.43	335,201,749	100.0%	71.6%	2.8%	0.5%	6.4%	18.6%	8.39

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ABOVE: Evening falls on the Port of Long Beach.
BACK COVER: Containers overlook the water's edge at the Port of Los Angeles.

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