2007
Annual Report

Pacific Maritime Association

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.

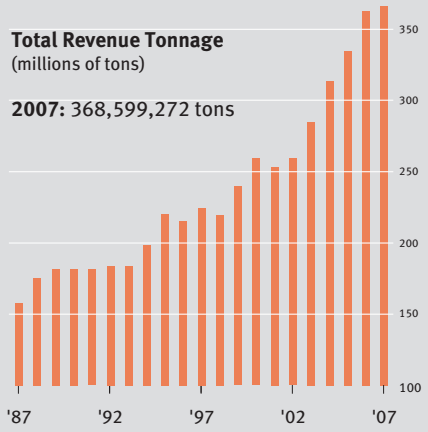
The regular meeting of the membership will be held at Pacific Maritime Association Headquarters, San Francisco, California, on Wednesday, March 19, 2008, at 2:00 p.m. in the Plaza Room.

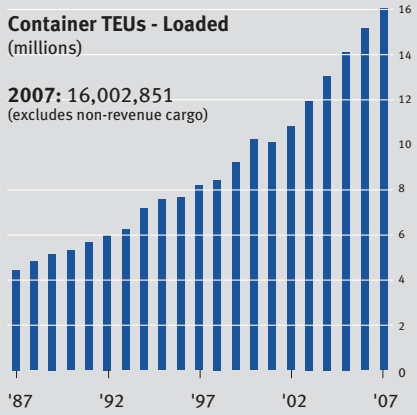
On the Cover

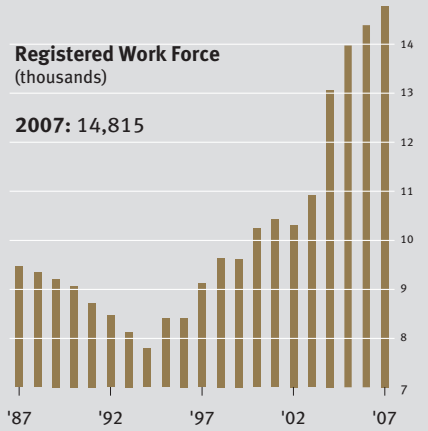
PMA member Matson Navigation Company celebrates its 125th anniversary. Fellow U.S. carrier Horizon Lines appears on the back cover.

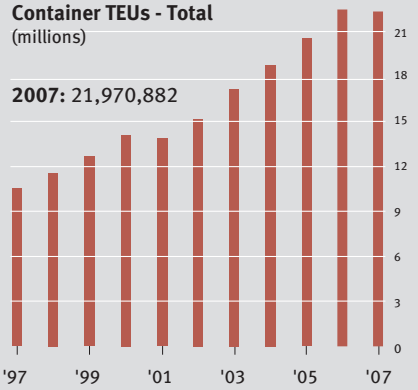
Containers are checked aboard a vessel in Portland.

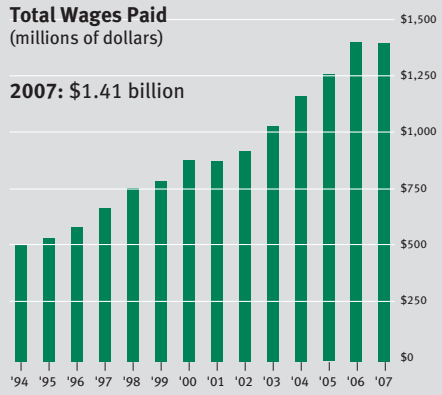
Highlights

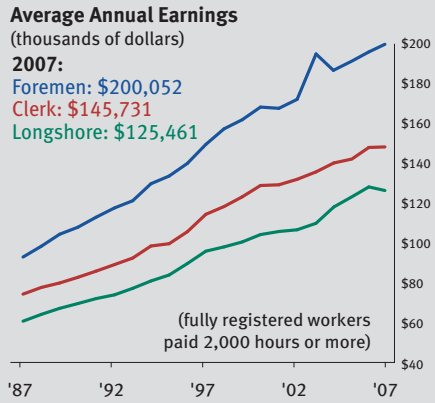


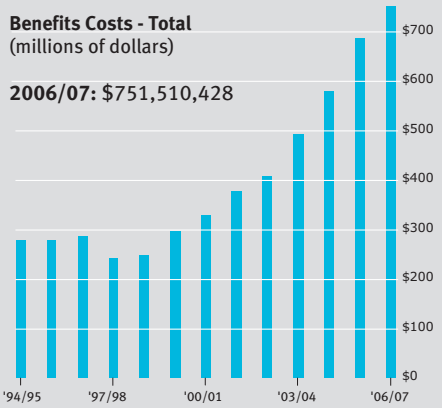


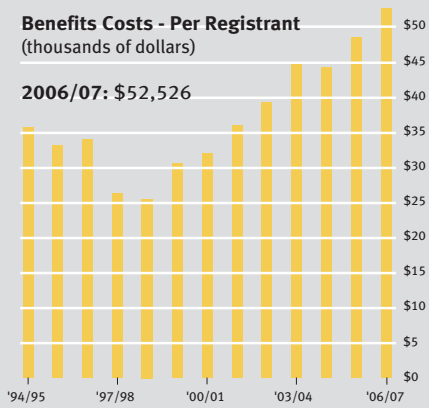












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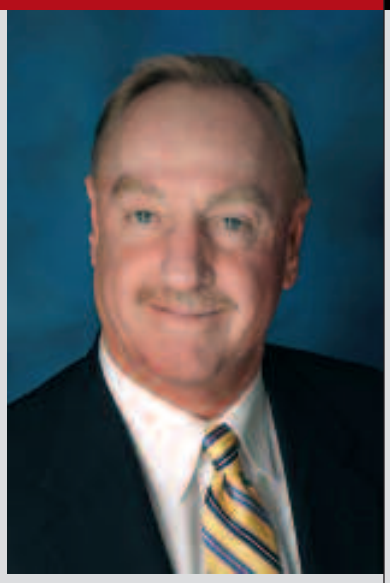
An aerial view of the Port of Seattle.

James C. McKenna
President and CEO



To Our Stakeholders:

I am writing this letter on the eve of our contract negotiations with the International Longshore and Warehouse Union. As a result, it's quite possible these words may be overtaken by events at the bargaining table. That said, I am cautiously optimistic we will reach agreement prior to the expiration of our current contract.

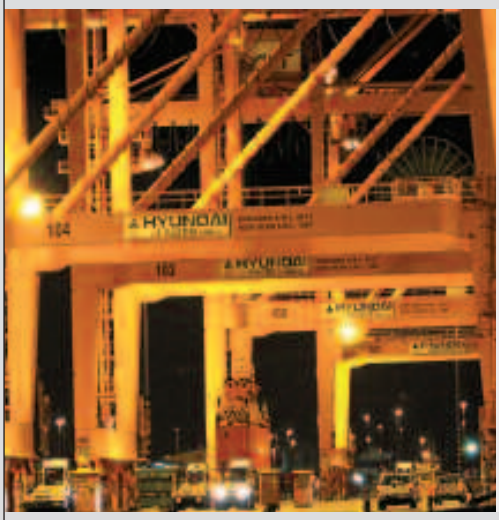
The Pacific Maritime Association has a straightforward mandate: to negotiate and administer labor contracts with the ILWU. Yet we are well aware that the impact of these negotiations extends far beyond our boardrooms - and beyond the waterfront. The U.S. economy depends in large part on the continued flow of goods through West Coast ports, and on our ability to reach a forward-looking labor agreement.

As detailed in later pages of this report, maritime trade through West Coast ports accounts for a stunning percentage of U.S. economic activity, and supports millions of jobs across the nation. Further, this trade is now an integral part of our lives, providing many of the goods that we use every day.

Given the tremendous importance of West Coast port operations, we've entered contract talks with two primary goals: We must continue to innovate, so that our ports can keep up with growing demand, and we must make every effort to resolve our differences at the negotiating table without any disruption to cargo movement at the docks.

Of course, the ILWU and the PMA are likely to have some competing points of view during negotiations. That is often the nature of labor talks. Yet it is my belief that we share a commitment to reach a contract agreement in a responsible manner.

James C. McKenna



"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

Membership

American President Lines, Ltd.
APM Pacific Terminals LTD.
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Cargotec Services USA, LLC
Catalyst Paper (USA) Inc.
Ceres Marine Terminals Inc.
China Shipping (North America) Holding Co., Ltd.
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Long Beach Container Terminal, Inc.
Maersk Inc.
Main Lines Inc.
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Marine Terminals Corporation - Columbia River
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Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
NYK Line
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Reliable Line Service
Rogers Terminal & Shipping Corporation
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SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
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Transpac Terminal Services, LLC
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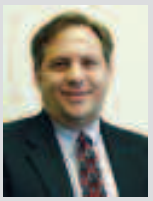
Anthony Otto
Long Beach Container Terminal, Inc.

Tim Tess
Pasha Stevedoring & Terminals, L.P.

Rob Waterman
Metropolitan Stevedore Company

Pacific Northwest: Oregon and Columbia River Area



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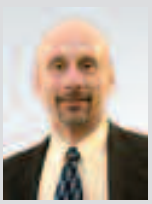
Jones Stevedoring Company

Ken Davais
"K" Line America, Inc.

Art Hayes
Rogers Terminal & Shipping Corp.



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SSA Terminals, LLC

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Kinder Morgan Bulk Terminals, Inc.

Jim Mullen
Marine Terminals Corp.

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SSA Terminals, LLC

K.C. Bacon
Rogers Terminal & Shipping Corporation

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Total Terminals International

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Jones Stevedoring Company

Capt. Chyr-Ming Leng
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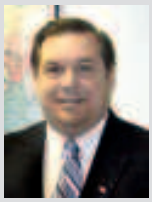
Husky Terminal & Stevedoring, Inc.

Northern California Area

Chairman:
Jacques Lira,
Stevedoring Services of America Terminals

Bob Bergmann
TransBay Container Terminal, Inc.

Mike Cuffe
Yusen Terminals, Inc.



Clifford Farley
Horizon Lines, LLC

Leif Gistrand
Metropolitan Stevedore Company

Steve Hessenauer
Eagle Marine Services, Ltd.

Brian Morgan
Matson Navigation Company, Inc.

Kurt Sulzbach
APM Terminals, North America

Dean Wilson
Total Terminals International, LLC

Dennis Woodfork
Marine Terminals Corporation

Jim Yanak
TraPac, Inc.

Six years ago, the Pacific Maritime Association and the International Longshore and Warehouse Union signed a historic labor contract.


NOELL
NOELL
NOELL


OOCL

The PMA-ILWU agreement ushered in a new age of technology at West Coast ports, fostering economic expansion and jobs — both on the waterfront and off.


K LINE
K LINE

Since 2002, overall container volume is up 45 percent. West Coast port operations now support 8 million jobs nationwide and contribute 11 percent of the U.S. GDP.


CHINA SHIPPING
CHINA SHIPPING
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Today, nearly 15,000 registered longshore workers are employed at West Coast ports — an increase of more than 4,000 since 2002.

Looking ahead, it will take further innovation – and partnership – for the West Coast ports to solidify these gains.


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MAERSK
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MAERSK
SEALAND
MAERSK


COSCO
HANJIN
HANJIN DALLAS

The Pacific Maritime Association is committed to good-faith negotiations with the ILWU, and to working toward a strong future for the West Coast waterfront.

A Hyundai container is discharged from a ship at the Port of Tacoma.

The Year in Review

2007

For the West Coast waterfront, 2007 was marked by huge cargo volumes that moved smoothly through the ports on their way to destinations across the country and around the world. PMA and its members were successful in allocating and training sufficient numbers of workers, finding additional ways to innovate operations and continuing to work with authorities on port security and environmental measures. These challenges and others will continue in 2008.

Coast Volume Consolidates Gains

After several years of across-the-board gains, West Coast cargo movement grew at a more modest pace in 2007. In fact, overall container volume was down slightly, while total revenue tonnage rose 2.1 percent. This anomaly can be explained by shifts in the U.S. economy, whereby additional exports took the place of empty containers being shipped West across the Pacific. The movement of loaded containers – the largest subset of cargo operations – was up 4.6 percent.

When viewing the 2007 totals it is worthwhile to consider the record-breaking volume in each of the previous five years. Indeed, despite a slowing of economic activity in the latter part of the year, both loaded container TEUs and overall revenue tonnage reached all-time highs. Once the U.S. business cycle moves toward further expansion, additional gains are expected.

To put these figures into perspective, it is worth noting that as recently as the early 1990s, West Coast ports were moving about 180 million tons of cargo each year – approximately half a million tons per day. Since then, the total has more than doubled: In 2007, the ports moved 368 million tons of cargo – more than a million tons per day.

For more details of 2007 cargo movement, please see pages 57-76 of this report.

Cargo growth was more modest in 2007 than in other recent years.

Training: Focus on Safety and Security

The PMA training program continued to provide a qualified workforce to the ports through casual processing and training of new workers, as well as skills training for the existing workforce. This allowed the PMA and its members to support the significant flow of cargo through the West Coast ports in 2007. As a result of the continued casual processing in Los Angeles/Long Beach, San Diego, Port Hueneme, Tacoma and Seattle, the PMA trained nearly 50 percent more workers than the previous year. These workers were trained and certified to safely operate Power Industrial Truck equipment such as top handler/side-pick, fork lift and semi-tractors. Training was also conducted in lashing, crane operations, First Aid/CPR and diversity.

ITS services a Horizon ship in Tacoma, WA.

The General Safety & Security Training (GSST) program gained momentum throughout 2007. GSST VI consists of interactive classroom discussions supported by instructional videos and a participant guide to follow up on key points. Security training instills an awareness of hazards on the job and focuses on using personal judgment to enhance security and safety at the ports. Specifically, the training provides instruction on how to identify suspicious behavior, how to report potential threats and who to notify in the event of an emergency. More than 10,000 workers participated in the program throughout the year.

In 2007, automated external defibrillator (AED) training was added to the First Aid/CPR training regimen. As a result, all walking bosses and foremen are now trained in these enhanced life-saving skills.

Presley Lancaster, 1920 - 2007

Pres Lancaster joined PMA in 1952, following U.S. Army service that included logistical planning for the Allies' D-Day invasion of Normandy during World War II. In his 32 years with PMA, Pres served four presidents and participated in all negotiations with the ILWU. Of special importance was his work with PMA President J. Paul St. Sure in negotiating the groundbreaking Mechanization & Modernization Agreement of 1960. This agreement anticipated the profound changes in cargo handling and in waterfront labor relations that resulted from containerization. The current Pay Guarantee Plan is a lineal descendant of that agreement. Pres also bore major responsibility for designing workable assessment systems to fund ILWU benefits and developed innovative methods to describe and illustrate labor contract costs. His integrity and ability to produce reasoned solutions to complex problems earned him the respect of company executives and union leaders alike. Those who knew him appreciated his warmth, wit and calm. Presley Lancaster, born in Seattle, died of cancer at age 87 at his home in San Francisco on October 1, 2007.

Trucks pass through security scanners as they enter Pier 400 in Los Angeles.

Terminal Security: TWIC Card Roll-Out

After several years in development, the federally mandated Transportation Worker Identification Card (TWIC) saw its initial roll-out at West Coast ports in 2007. The TWIC program will eventually provide for a secure identification credential that will enable authorities to know, at any given time, who is on a port terminal. Approved by Congress in 2002, it is considered essential to port security.

After seven years of development, the enrollment phase of the program began in mid-2007. The Port of Oakland opened the first enrollment center, followed closely by Seattle, Tacoma, Los Angeles and Long Beach. Now, dozens of ports nationwide have adopted the program, with tens of thousands of workers enrolled and many more in the pre-enrollment stage. The Transportation Security Administration is responsible for issuing TWIC cards.

Biometric reader prototype testing at the Los Angeles/Long Beach ports also constitutes a significant part of the first phase. Employers and the ILWU have played an important role in planning, designing and testing this equipment.

The next phase, TWIC implementation, will begin late in 2008. The cards will first be used as "flash passes," meaning that port security personnel will visually match the face on the card with the person attempting to enter the port. Further down the road, the cards will incorporate biometric data, leading to more regulated access. ■

Environment: Several Steps Forward

In 2007, PMA members continued to take leadership roles in seeking to decrease the environmental impact of their operations. A number of companies have voluntarily changed the fuel used on their ships, while others have agreed to use shore-side power while docked at the ports, thus reducing or eliminating smokestack emissions.

In June of 2007, industry officials expressed their support of the U.S. EPA's proposed international emissions standards for ocean-going vessels. If enacted, the EPA proposal would implement rigorous sulfur fuel requirements and, in some cases, extend the requirements to greater distances offshore. The proposal also sets limits on nitrogen oxide emissions from existing and future marine engines.

Effective at the start of 2007, new California state regulations created stricter rules for mobile cargo-handling equipment at the ports. Specifically, port equipment such as top handlers, reach stackers, tractors, mobile cranes and forklifts will all require significant upgrades in the coming years. State and local regulatory authorities announced phase-out schedules for these vehicles in an attempt to decrease the ports' impacts on the environment.

In addition to switching over to more environmentally friendly vehicles, PMA members continued their efforts to decrease truck trips and waiting times at West Coast ports. On-dock rail operations of PMA member companies removed tens of thousands of truck trips every week. With the implementation of GPS/RFID (automatic container locating) systems and automated gates, trucks were able to move through the gates more quickly and efficiently, thereby reducing truck idling times. ■

Hapag Lloyd AG's *Lisbon Express* docks at the Port of Portland.

Containers are moved onto the Horizon *Hawk* at the Port of Tacoma.

Regional Developments:

Pacific Northwest

The Ports of Seattle and Tacoma saw slight decreases in overall container TEUs, but modest increases of 2.9 percent and 3.8 percent, respectively, in revenue tonnage for the year. The smaller Pacific Northwest ports continued an upward trend toward niche cargo movement. In 2007, the smaller ports focused on moving commodities such as oil refinery equipment, wind energy equipment, forest products and cement. As a result of increased niche cargo movement, the Port of Everett experienced a 59.9 percent boost in volume and the Port of Vancouver saw a 13.5 percent increase in its total cargo traffic. Another bright spot for the region was a significant increase in container traffic at the Port of Portland. The port grew its container business 14.8 percent in 2007.

Seattle and Tacoma have continued adding to their workforces. Beginning in 2005 in Tacoma, and in 2006 in Seattle, the workforce additions have resulted in a 2.2 percent increase in the number of hours worked. These additions helped address variability in labor demand, ensuring that all shifts were covered throughout the year and increasing the ability to deliver a sufficient number of workers over a 24-hour period.

Exports of grain remained strong in the Northwest, with volumes expected to grow into the future. Once a seasonal commodity, grain demand from the United States is now fairly consistent through the year. Tacoma and Seattle loaded close to 60 percent of the West Coast's total grain tonnage, most of which was shipped to Asian countries. Grain volume in the two ports has grown nearly 120 percent in the past five years, and these exports are expected to continue to grow.

In the early fall, the Port of Tacoma announced the addition of a new NYK Terminal, to be completed in 2012. The new terminal will help boost container services between Asia and the West Coast.

GE-manufactured windmill blades are discharged at the Port of Olympia.

Spotlight On: Windmills

With greater awareness of global warming and an interest in reducing U.S. dependence on oil, a significant amount of effort has gone into developing the technology and tools necessary to harvest clean energy. Wind energy is one such renewable energy source. The wind energy fleet expanded its capacity by nearly 50 percent in the past year, according to the American Wind Energy Association (AWEA). Wind projects installed in 2007 account for about 30 percent of new power-producing capacity across the country.

Accordingly, the Pacific Northwest saw a significant increase in cargo movement related to this developing trend. The demand for windmills, in particular, skyrocketed. In 2007, the U.S. wind energy industry installed 5,244 megawatts, enough to power 1.5 million homes, and expanded wind power generating capacity by nearly 45 percent in one year. The Ports of Olympia, Longview and Vancouver, WA, handled a large portion of the windmill cargo manufactured in such faraway places as Denmark, India and China. The majority of this bulk cargo coming through these ports was transported to one of many windmill farms in Washington or Oregon.

The process of unloading such large cargo is understandably difficult and technically complex, requiring careful planning and coordination with the shipping line, manufacturer, port authority, union and stevedore company. The windmill arrives on the ship in several different parts, including a tower, nacelle, blades, hubs and ancillary components. The nacelle contains the gearbox, generator and computer controls; it is the heaviest component of the windmill, weighing upwards of 80 tons. Discharging the nacelle requires heavy-duty lifting slings, special purpose bars, heavy-duty trailers and mobile shore cranes.

The Pacific Northwest ports can expect to see its windmill cargo continue to grow in the near future. The AWEA estimates that 2008 could equal 2007 in new wind capacity installed. Developers are reporting that wind turbines have recently sold out due to strong demand for wind power across the country. More turbines will become available, however, as more companies enter the market in 2008.

Regional Developments:

Northern California

In 2007, the Port of Oakland moved roughly the same number of overall container TEUs as in the previous year. Total revenue tonnage was up 3 percent. Northern California's smaller ports also continued to grow throughout the year due to increased movement of windmills through the area's terminals. For more information about this bulk cargo movement, please see the feature story on the previous page.

The Port of Oakland underwent a number of renovations including the addition of a near-dock rail terminal, modernization of APL's Middle Harbor Terminal and extensive dredging. These improvements will allow the terminal to accommodate the latest technology, improve efficiency and increase annual container-handling capacity to prepare for future growth. APL's new, higher-capacity terminal will receive first-call vessels beginning in June of 2008; by bringing ships here as their first stop along the West Coast, cargo carriers are recognizing Oakland's place as a major port of entry for international cargo.

On the labor front, Oakland and San Francisco stayed consistent in the number of registered workers while the smaller ports experienced workforce growth. The Port of Sacramento added 20 percent to its workforce while the Port of Stockton added 18 percent. The Port of Eureka registered seven laborers and added several identified casuals for a total of 50 port workers.

A container ship sails near the Port of Oakland.

ILWU workers hoist rice onto a container ship at the Port of Stockton.

Spotlight On: Rice

The Port of Stockton has set itself apart from higher-capacity facilities by focusing its efforts on importing and exporting agricultural commodities and other bulk cargo. The port's bagged rice operations have seen considerable volume increases over the past year that are forecast to continue into the future. In 2007, the Port of Stockton announced that the 1 millionth metric ton of bagged rice exported in the new millennium was loaded onto a container vessel destined for Japan.

Today, California is the largest producer of short- and medium-grain rice in the United States. The majority of the rice is grown within 100 miles of the state capital, Sacramento, in the communities of Colusa, Butte, Sutter and Yuba. California's ideal climate, ample water supply and farming techniques result in some of the highest rice yields in the world.

Once it is ready to be shipped, the rice is transported from the various mills in Northern California to the Port of Stockton as well as the Ports of Sacramento and Oakland. Nearly 40 percent of the rice produced in these areas is exported to other nations. The largest market for California rice is found in Asia, with Japan as a leading importer. Taiwan, South Korea, Turkey, Syria and Jordan also comprise major international markets.

Regional Developments:

Southern California

The Ports of Los Angeles and Long Beach experienced flat volumes for the year, with overall container TEUs down a fraction of 1 percent and total revenue tonnage up by a similar margin. Stable volumes in the large Southern California ports enabled the industry to consolidate gains in recent years, and to ensure that training and registration were sufficient to meet current and expected labor demand. In 2007, Port Hueneme and San Diego focused their efforts on niche cargo such as automobiles, produce and military vehicles.

As a result of previous additions to the labor force and continued strategic planning, Southern California ports did not see disruptions caused by labor shortages. The ports, in general, were extremely well-positioned in terms of their work force over the year. A sufficient number of workers were registered, promoted, transferred and trained to meet the demand coming from the ports. The absence of shortages can be attributed to the large influx of casual workers dating back to 2004. In 2007, nearly 1,200 casuals were processed from the list created in 2004 at the Ports of Long Beach and Los Angeles.

Environmental matters continued to play prominently in Southern California throughout 2007 as the ports undertook a number of initiatives designed to help reduce their environmental impact. (See story earlier in this section.) One direct PMA initiative focused on the Wilmington training center, which received a $1.64 million grant from the Port of Los Angeles Port Air Quality Mitigation Incentive Program. These funds have been used to help reduce emissions associated with port operations in the communities of San Pedro and Wilmington. The grant enabled PMA's Wilmington training center to replace all 15 of its utility tractor rigs and one top-pick.

The PierPass *OffPeak* program continued to mitigate port-related vehicle traffic throughout 2007. The program consists of a traffic mitigation fee for trucks delivering cargo to the ports during the daytime hours, thus creating an incentive for trucks to use the evening hours for their deliveries, subsequently reducing highway congestion. The program, begun in 2005, made a significant impact on the flow of vehicle traffic in 2007, with an average of 13,000 trucks using each of the *OffPeak* shifts. This represents approximately 36 percent of the total truck traffic.

National City Marine Terminal in San Diego has become a leading automotive port.

Spotlight On: Automobiles

While the Port of San Diego saw healthy growth in the majority of its operations in 2007, its automobile business developed at an extraordinary rate over the past year. Pasha Automotive Services handles the automobile operations at the port through their 137-acre facility known as the National City Marine Terminal. The number of vehicles imported through the terminal increased by more than 10 percent, and by the end of 2008, the port anticipates auto tonnage to increase another 10 percent.

The National City Marine Terminal imports a wide array of vehicles originating from countries all over the world. Each vessel can carry just over 2,000 vehicles on average, but some shipments have delivered as many as 4,200 cars. Luxury vehicles such as Lamborghinis built in Italy, Bentleys shipped from the United Kingdom, as well as Lotuses and Porsches, make up a small portion of the port's total automobile operations. Acuras, Mitsubishis, Hondas, Volkswagens and Audis comprise the majority of the vehicles passing through the facility.

After being offloaded from the vessel, most cars remain on the lots for 24 to 72 hours. Some of the vehicles are outfitted with navigational systems, compact disc changers and emissions labels at the Pasha Automotive Services warehouse; the majority are transported to auto dealers throughout California and the Southwest via truck. In addition, a large component of the imported vehicles is moved to Texas by rail.

A new six-year contract from Mazda contributed significantly to the increase in vehicle imports throughout 2007. Not only did auto operation help boost the port's non-containerized cargo by 7 percent, it also contributed to a 4.5 percent increase in total hours worked in that division.

GENERAL SAFETY TRAINING:
A 17-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2007

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	12,332	25,508
2006	6,966	32,474
GST VI – Every Choice Counts		
2007	10,704	10,704

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 2007.

The lost time 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	Pacific Northwest Washington
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
2006	6.39	5.06	10.47	7.64	9.52
2007	5.79	4.45	10.32	7.03	8.58

ACCIDENT PREVENTION "TOP TENS" FOR 2007

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Semi-Tractor	400	Strained	314	Sprain/Strain/Spasm	1014	Back	475
Lasher	325	Struck by	290	Contusion	525	Knee	276
Mechanic, ILWU	233	Slip/Trip/fall <4ft	277	Cut, Laceration	208	Shoulder	256
Holdman	179	Struck Against	148	Foreign Obj. in Eye	102	Finger	235
Foreman/Walking Boss	135	Twisted	109	Scratch/Abrasion	69	Neck	214
Mechanic, IAM	114	Object in eye	99	Fracture	41	Head	189
Clerk Supervisor	109	Bounced in Vehicle	77	Crushing	31	Ankle	156
Auto Driver	96	Penetrating Object	67	Hearing Impair - illness	34	Eye	125
Dockmen	72	Overextension	64	Nausea	29	Hand	120
Crane, Container Gantry	59	Container landed hard on chassis	56	Puncture	23	Arm	100

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: Marine Terminals Corporation
Los Angeles – Long Beach – Southern California Area

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

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

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

Second Place: SSA Marine
Stockton, Northern California Area

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

First Place: SSA Marine, Inc.
Eureka, Northern California Area

Second Place: SSA Marine, Inc.
Sacramento, Northern California Area

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

Group A (1 million or more man-hours)

First Place: APM Pacific Terminals, Ltd.
Los Angeles – Long Beach, Southern California Area

Second Place: Yusen Terminals Inc.
Los Angeles – Long Beach, Southern California Area

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

First Place: Long Beach Container Terminal
Los Angeles – Long Beach – Southern California Area

Second Place: California United Terminals
Los Angeles – Long Beach – Southern California Area

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

First Place: Marine Terminals Corporation
Portland, Pacific Northwest Area

Second Place: APM Pacific Terminals, Ltd.
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: Pacific Northwest Auto Terminals Inc.
Oregon – Pacific Northwest Area

Second Place: Catalyst Paper "USA", Inc.
Los Angeles – Long Beach – Southern California Area

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

First Place: Rogers Terminal & Shipping Corporation
Washington, Pacific Northwest Area

Second Place: Rogers Terminal & Shipping Corporation
Oregon, Pacific Northwest Area

Lines Companies
(companies engaged primarily in line handling operations with total man hours exceeding 5,000)

First Place: Coast Marine Services
Los Angeles – Long Beach, Southern California Area

Second Place: Foss Alaska Lines, Inc.
Washington, Pacific Northwest Area

ILWU WORKFORCE AWARDS

Longshore Locals

Group A (More than 400 Registered Members)
Local 13 – LA/LB – Southern California Area

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

Group C (Fewer than 100 Registered Members and/or fewer than 100,000 Man Hours)
Local 12 North Bend, Oregon – Pacific Northwest Area

Foreman Locals
Local 92 Oregon – Pacific Northwest Area

Clerk Locals
Local 52 – Washington – Pacific Northwest Area

COAST THREE-YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost time incident rate 3 consecutive times over a 3-year period)

Foss Alaska Lines Inc.
Pacific Northwest Area

Tesoro Refining and Marketing Co.
Northern California 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)

Metropolitan Stevedore Company
Anacortes, Pacific Northwest Area

COAST EIGHT-YEAR ZERO INCIDENT RATE AWARD
(Those companies who have achieved a zero lost time incident rate 8 consecutive times over an 8-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)

APM Pacific Terminals, Ltd.

Eagle Marine Services Ltd.
Southern California Area

Pacific Ro-Ro Stevedoring, LLC
Los Angeles – Long Beach, Southern 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 OSHA-recordable 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 lost time 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.

PROGRESS ON THE WATERFRONT:
From 2002 to now ... and beyond

Since the landmark 2002 PMA-ILWU contract agreement, the West Coast waterfront has seen tremendous progress. Cargo volumes have reached record levels. The workforce has experienced double digit growth in its numbers. Modernization efforts have shown progress at terminals from Southern California to the Pacific Northwest. Over this same six-year period, maritime operations at West Coast ports have achieved many environmental firsts, helping to set the stage for smarter and cleaner ways to do business. And since 2002, significant efforts have been made, both on the West Coast and at ports of origin around the world, to secure the ports and the millions of containers that travel through marine terminals each year.

The progress made since 2002 is just the beginning. As we look to the upcoming contract negotiations with the ILWU, the PMA will build upon the following fundamental characteristics that will contribute to a healthy West Coast waterfront:

Economic Growth

The Horizon *Hawk* makes her first U.S. call at the Port of Tacoma.

Surging cargo growth since 2002 has transformed the waterfront into an economic powerhouse driving gains in wages, jobs and tax revenues across the United States. Since the last contract was approved, overall container volume has risen 45 percent. During the same period, the ILWU workforce increased by more than 4,000, to a total of nearly 15,000 registered workers. All told, West Coast cargo movement supports 8 million jobs throughout the United States. The domestic business impact is roughly $1.3 trillion – 11 percent of the total U.S. gross domestic product.

While growth in containerized trade has eased amid our current economic slowdown, the future outlook is for cargo volume to continue to rise. Importantly, PMA and its members have kept pace within the confines of existing port facilities through technology gains that resulted from the 2002 contract agreement. New approaches will be needed to keep the West Coast ports competitive and to manage expected growth, as well as minimizing environmental impacts and enhancing security.

World Class Compensation

Technology and cargo growth have produced significant job gains on the docks – and beyond. Wages and benefits for ILWU workers have increased to levels that make full-time registered longshoremen among the highest paid blue-collar workers in America. Average full-time wages for fully registered workers are $136,000. A rich benefits package, including pension and health care costs, totals more than $50,000 per registered member.

ILWU members receive a full benefits package, which includes in-network PPO and HMO plans that cover 100 percent of health care costs – with no co-pays and no deductibles – and participants pay only $1 for prescription drugs.

A container awaits loading onto an OOCL container ship at the Port of Long Beach.

Evergreen's *Ever Superb* prepares to dock at the Port of Los Angeles.

Environmental Leadership

A Hanjin ship at the Port of Long Beach.

PMA and its members are taking "responsible growth" approaches aimed at improving productivity and port capacity while reducing congestion and pollution at West Coast ports. Already, modifications to the vessels, terminal equipment and terminal operations have set new standards nationally and globally for ways to reduce the environmental effect of maritime trade. An off-peak truck program has resulted in the elimination of thousands of vehicles from roads during peak traffic periods. Increased on-dock rail programs have also resulted in the elimination of truck trips from local streets and highways. West Coast terminal operators also continue to upgrade and replace existing equipment to help decrease emissions.

Several companies have begun voluntary efforts to use cleaner fuels to power vessels while they sail near the coast and while they are in port. Other companies have begun "cold-ironing" their vessels by plugging into the electrical grid while in port rather than using auxiliary engines. All of these efforts represent the beginning of a new era dedicated to reducing tons of port-related emissions. The industry will continue to work with regulatory and elected officials to develop sensible policies and continue along the path to a cleaner future in which technology is used to mitigate members' impacts while improving the supply chain that is so critical to U.S. economic health.

Port Security

In an unsettled world, waterfront security is a priority for the maritime industry. With 16 million loaded container TEUs arriving at West Coast seaports each year, critical programs aimed at boosting safety and security are a priority at the 29 West Coast ports.

Following the lead of law enforcement and the Department of Homeland Security, PMA members have developed security programs approved by the United States Coast Guard – including terminal facility and vessel security plans – and they play a critical role in monitoring marine terminal access. PMA's hard-fought efforts in 2002 to win the ability to make shore-side and information technology improvements on the West Coast waterfront have led to improved efficiency and the ability to track cargo more precisely.

In addition, the SAFE Port Act passed in 2006 is driving significant security improvements at U.S. ports. Port security grants have been issued to prevent and respond to terrorist attacks, major disasters and other emergencies. These grants are being used by Port Authorities to fund a wide variety of terminal security enhancements that guard against outside threats as well as provide internal improvements in communications system infrastructure and command-and-control center systems integration. Finally, the TWIC card program, seven years in development, is paving the way for authorities to have better information about who is on a marine terminal at any given time, and to assess potential threats in real-time.

A Maersk container is loaded onto a ship at Pier 400 in Los Angeles.

Industry Overview 2007

A ship prepares to sail from the International Transportation Service terminal in Tacoma.

Economic Significance of West Coast Ports

In the past two decades, containerized cargo movement through the West Coast ports has risen nearly four-fold – to an all-time record of 16 million loaded container TEUs (twenty-foot equivalent units) in 2007. With cargo ranging from tennis shoes and personal computers to heavy equipment and produce, these containers contain many of the staples of our economy.

As the primary gateway for international trade between the United States and Asia, the economic impact of the West Coast ports is staggering. When non-containerized goods such as bulk cargo and autos are included, West Coast port activity supports 8 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors. The domestic business impact of this trade is roughly equal to the GDP of Canada or Mexico.

The National (and Global) Transportation Network

Once on land, imports 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 supply the nation – and in the coming years, further investment in infrastructure and technology will be essential to enabling these national assets to continue playing this vital role.

Waterfront Work: Nearly 15,000 Jobs

As of December 2007, PMA members employed nearly 15,000 registered workers at 29 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.

Since the date of the last labor contract, in June 2002, the workforce has increased by more than 4,000. As a result of continued growth in cargo volumes, the waterfront labor force is expected to grow for many years to come.

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	1/31/04
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	12/21/06
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

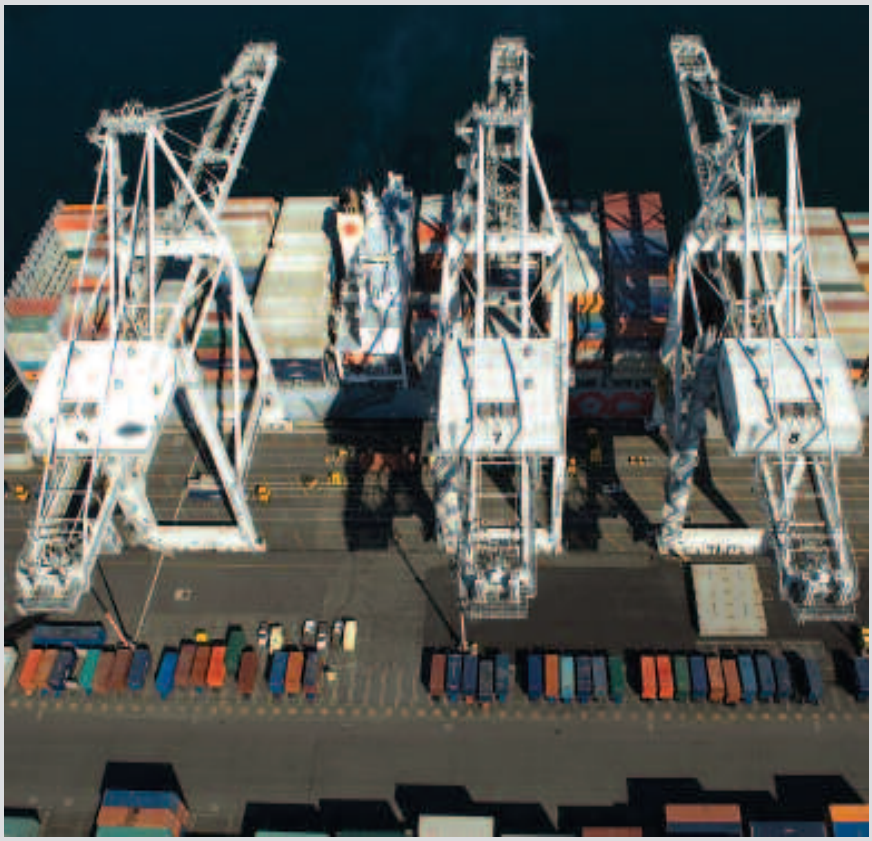
Labor Dispatch

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 "daily" basis. A daily 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.

Daily 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 "daily" basis.

Within the West Coast longshore industry the term *casual* identifies recognized 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.



SSA Marine prepares an OOCL container ship.

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.

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

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

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.

An MOL container ship docks at the Port of Oakland.

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.

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.

Recent presidents include:

- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
- James Spinosa (2000-2006)

In 2006, Robert McEllrath was elected president.

The other Titled Officers are Joseph Radisich, 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.

Governing Body

The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President Robert McEllrath, Vice President Joseph Radisich, and Committeemen Ray Ortiz, Jr., and Leal Sundet. 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 information for delivery and shipment.

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 remaining 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.

Since June 2002, the registered workforce has

grown by more than 4,000.

Yang Ming calls Portland.

PACIFIC MARITIME ASSOCIATION

Industry Benefits 2007

The *Long Beach Bridge* sails past San Francisco.

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 the PMA.

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 $63,000 – 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.

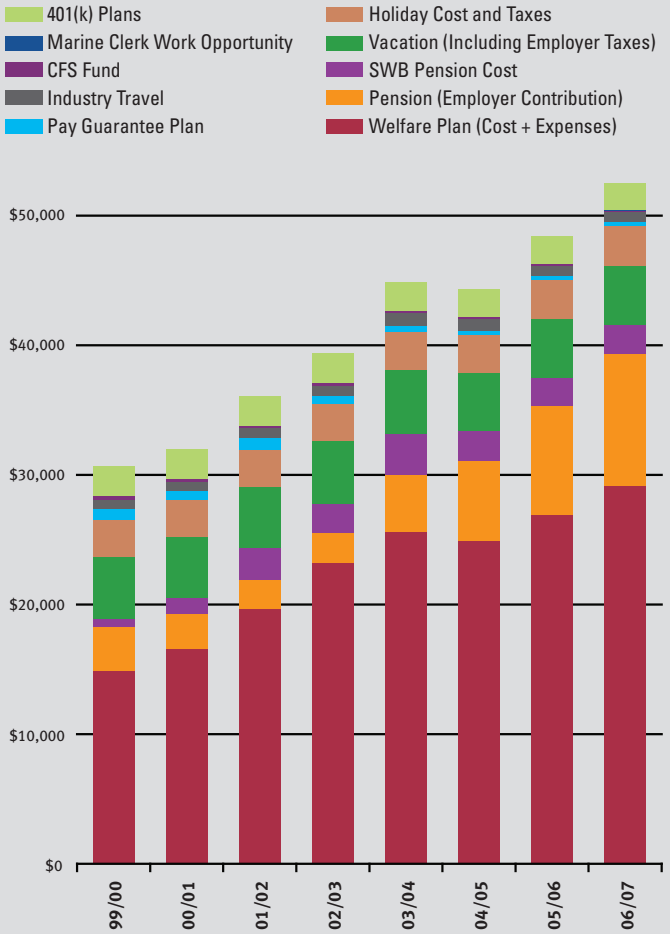
The graphs to the right show the total benefits costs for the industry, which were nearly $752 million for the fiscal year ending June 30, 2007, up almost 115% since 2002, and the cost per active participant of $52,500 for the same period, which increased by about 46% since 2002.

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

A longshoreman operates an RTG for International Transportation Service.

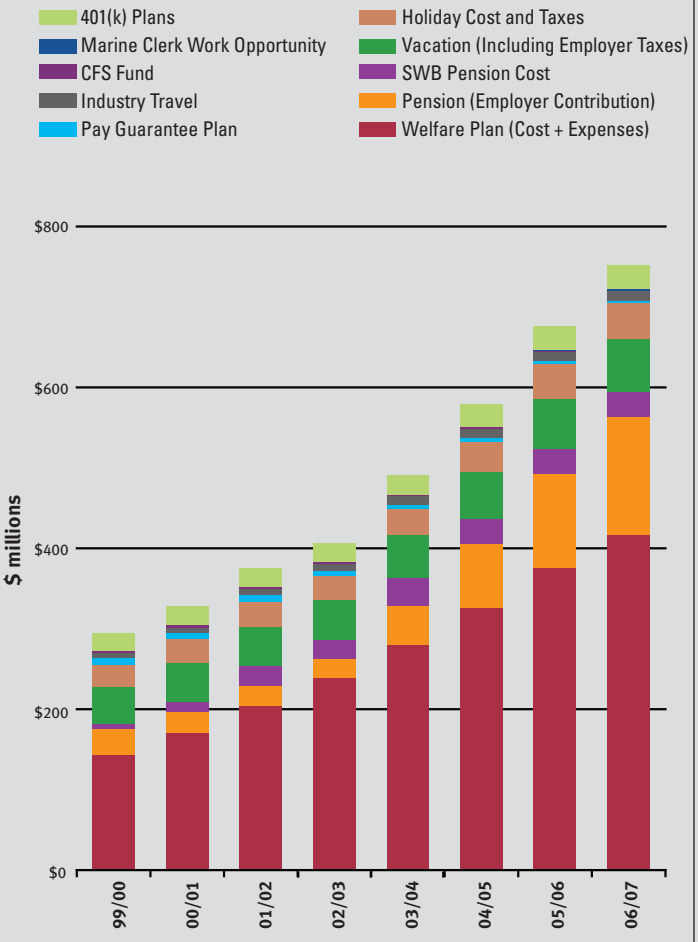
TOTAL BENEFITS COSTS PER ACTIVE REGISTRANT

1999/00 through 2006/07



TOTAL BENEFITS COSTS

1999/00 through 2006/07



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2006	102	196	43	341
2007	**91**	**102**	**32**	**225**

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
7/06-6/07	35	135	4,725
7/07-6/08	**35**	**150**	**5,250**

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	$150.00
1250	144.23
1200	138.46
1150	132.69
1100	126.92
1050	121.15
1000	115.38
950	109.62
900	103.85
950	98.08
900	92.31

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, 2007. 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, 2007, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2002, was $150 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $5,250 for a participant with 35 or more years of qualifying service retiring at age 62 or later. For those with at least 13 years of qualifying service taking early retirement between ages 55 and 62, the benefit is reduced for each year before age 62 (5% or fraction thereof for each year).

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

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 was made available from August 1, 2006 to January 31, 2007, to registered longshore, marine clerk, and walking boss/foremen participants. Applicants who were at least 59½ years old and had accrued at least 13 qualifying years of service under the Plan, at time of application, were eligible to receive an early pension benefit without the actuarial reduction that otherwise applies.

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, 2007, all surviving spouses of actives who retired prior to July 1, 2002, receive $55.00 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 had 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.

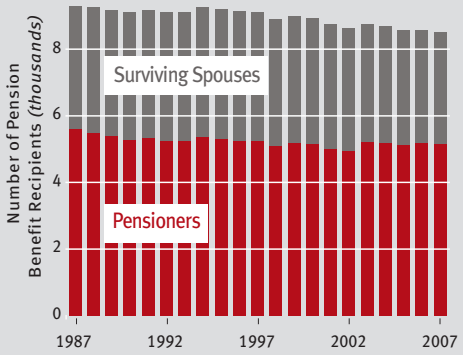
At the end of 2007, the Plan was paying $21,042,452 per month to 8,498 benefit recipients. These monthly benefits include payments from the Supplemental Welfare Benefit Plan established pursuant to the Longshore and Clerk Memorandum of Understanding of July 1, 1999.

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, 2007, 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
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
2006	3,776	1,097	96	226	5,195	2,874	502	3,376	8,571
2007	**3,763**	**1,055**	**83**	**247**	**5,148**	**2,831**	**519**	**3,350**	**8,498**



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.

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.

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

Date of Retirement	SWB Benefit	Pension Benefit	Combined Retirement Income
Before July 1, 1987	$32	$48	$80
July 1, 1987 to June 30, 1993	$17	$63	$80
July 1, 1993 to June 30, 1996	$11	$69	$80
July 1, 1996 to June 30, 1999	$8	$72	$80
July 1, 1999 to June 30, 2002	$5	$95	$100

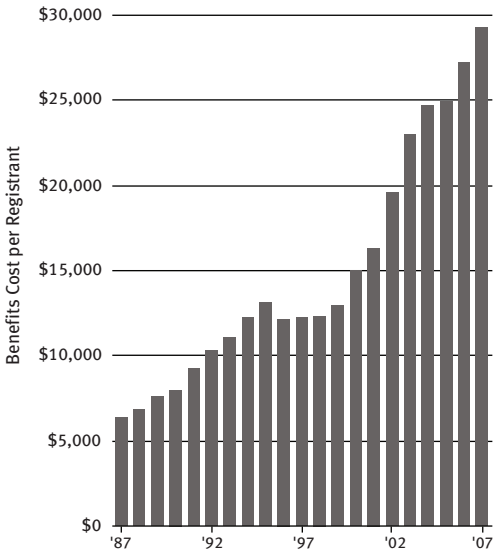
ILWU members pay no health care premiums, and receive

100 percent coverage

for standard medical benefits.

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1987-2007



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 2006/2007 are divided by the count of active registrants at the end of 2006.

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.

Metropolitan Stevedore workers unload palletized fruit at Port Hueneme.

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. This program provides a cash subsidy benefit and Medicare supplement benefits. Benefits are available to certain widows of pensioners under the ILWU-PMA Pension Plan who died prior to July 1, 1964, and effective 1982, certain widows of active registrants who died prior to July 1, 1975, and satisfied other requirements.

Payment for Benefit Coverage

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

West Coast cargo movement supports **8 million U.S. jobs.**

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:

2007*	**68,071,671**
2006	65,756,643
2005	62,413,610
2004	58,762,839
2003	53,653,753

*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 foreman registrants and are the average hours paid 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 year. Clerks receive two additional hours for each 50 hours paid in excess of 2,024 in the previous payroll year,

An ILWU instructor conducts crane simulations at the Port of Oakland.

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 registration status.

Eligible registrants may also receive extra weeks of vacation independent of having received a third week of vacation. For these extra weeks of vacation, the registrant must have earned one week of basic vacation and have 17 or more 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.

A COSCO container is loaded onto a ship at the Port of Long Beach.

ADDITIONAL VACATION WEEKS

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

One additional week if registrant has 8 total qualifying years

– or –

One additional week if registrant has has 5 total 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

– or –

Two additional weeks if registrant has 17 total qualifying years

– or –

Three additional weeks if registrant has 23 total qualifying years

– or –

Four additional weeks if registrant has 25 total qualifying years

HOLIDAY PLAN

2008

January	1	New Year's Day[1]
	21	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	18	Washington's Birthday
March	31	Cesar Chavez' Birthday
May	26	Memorial Day
July	4	Independence Day
	5	Bloody Thursday
	28	Harry Bridges' Birthday
September	1	Labor Day
November	11	Veterans' Day
	27	Thanksgiving Day[1]
December	24	Christmas Eve Day[1]
	25	Christmas Day[1]
	31	New Year's Eve Day[1]

2009

January	1	New Year's Day[1]
	19	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	16	Washington's Birthday
March	31	Cesar Chavez' Birthday
May	25	Memorial Day

Holidays shown in **red** 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 1 to 0700 September 2, 0800 November 27 to 0700 November 28. 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.

Holiday Plan

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

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

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

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

Holidays recognized by the Agreements through June 30, 2008 are shown to the left. Holidays for the remainder of 2008 and for the first six months of 2009 are shown as if the holiday provisions of the Agreements remain unchanged.

HOLIDAY PAYMENTS BY CONTRACT YEAR*

Contract Year Ended June 30

2007	**44,211,995**
2006	42,462,328
2005	37,813,700
2004	32,320,236
2003	29,938,741
2002	30,381,249
2001	28,848,182

* includes taxes and expenses

Data obtained from Audited Financial Statements.

An ILWU clerk checks rolls of newsprint at the Port of Los Angeles.

Pay Guarantee Plan

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

A Class "A" registrant who qualifies is guaranteed an income equivalent to a to a 38-hour week at the basic straight time hourly wage ($30.68 per hour for Class A longshore, effective June 30, 2007, or $1165.84 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 ($859.04).

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 registrants for 2007/2008 is $20,020,000. This amount is divided into quarterly amounts. One-thirteenth of each quarter's amount is available at the end of each payroll week to meet that week's obligation.

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

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

A foreman oversees container loading at the Port of Portland.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2007	**3,772,035**	**109,005**
2006	4,131,285	116,697
2005	3,891,858	152,394
2004	4,851,179	97,138
2003	5,671,239	162,722

Data obtained from Audited Financial Statements.

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

Average full-time wages for fully registered workers are $136,000 per year.

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2007	**$11,178,138**
2006	11,037,000
2005	12,264,008
2004	11,123,055

Data obtained from audited financial statements.

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2007	**1,206,758**	**134,081**	**1,340,839**
2006	1,131,128	125,681	1,256,809
2005	1,505,256	167,250	1,672,506
2004	1,463,510	162,612	1,626,122
2003	1,610,028	178,892	1,788,920

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

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

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

Travelers employed on successive days are paid travel time and transportation allowances for the first day and the last day. For any intervening days, travelers are paid the lesser of travel time plus transportation and subsistence. Subsistence rates are $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 registrants 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 amounts 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.

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
2007	**2,796,590**	**20,186,851**	**22,983,441**
2006	2,682,159	19,793,574	22,475,733
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

2005-2007 numbers are based on unaudited financial reports.

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. 2002 contract negotiations maintained these dispatch hall costs.

Millions of cargo containers moved through the Port of Long Beach in 2007.

The NYK *Aphrodite* begins its journey at sea.

Assessments 2007

Cranes viewed from above at the Port of Oakland.

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 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.

Since 2002, overall container movement is up 45 percent.

International Transportation Service stacks containers at the Port of Tacoma.

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.

Subsequently, the Board has recommended, and the membership has approved additional increases to the Divisor. In the first half of 2004 a divisor of 36,067,570 was adopted for 2004/2005 rates. A year later the divisor was increased to 43,578,918 for the 2005/2006 rates. Then in the first half of 2006, the divisor was again increased, to 45,456,755, and was adopted for 2006/2007 rates. A year later, the divisor was increased to 49,212,429 for the 2007/2008 rates.

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, 49,212,429. 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
2006	15.960	0.88	3.65	14.180	0.840	0.840	0.068	0.017	0.050
2007	**17.720**	**0.88**	**3.04**	**16.460**	**0.968**	**0.968**	**0.078**	**0.019**	**0.040**

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.

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.

Loading grain at CLD Pacific – 'O'dock Elevator at the Port of Portland.

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.

Cargo operations at Pierce County Terminal at the Port of Tacoma.

Statistical Information 2007

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.

A container gantry crane, as seen from below.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2007 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 REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
2007	Total	% of Coast	Chg from 2006	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2006	% Loaded: % Discharged	Total	% of Coast	Chg from 2006	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	6,547,715	1.8%	-1.9%	7.5 : 92.5	50,445	0.3%	3.6%	3.1 : 96.9	400,466	4.1%	3.6%	14.2 : 85.8
Long Beach	100,969,545	27.4%	3.8%	31.5 : 68.5	5,133,652	32.1%	9.0%	28.7 : 71.3	1,287,286	13.2%	-7.1%	8.9 : 91.1
Los Angeles	110,720,977	30.0%	-2.2%	26.7 : 73.3	6,105,645	38.2%	0.7%	27.1 : 72.9	3,226,762	33.0%	-32.4%	1.2 : 98.8
Port Hueneme	3,970,701	1.1%	-13.1%	3.1 : 96.9	20,418	0.1%	1.7%	17.0 : 83.0	862,142	8.8%	-4.9%	3.0 : 97.0
AREA TOTAL	**222,208,938**	**60.3%**	**0.2%**	**27.9 : 72.1**	**11,310,160**	**70.7%**	**4.3%**	**27.7 : 72.3**	**5,776,656**	**59.0%**	**-22.5%**	**4.1 : 95.9**
NORTHERN CALIFORNIA												
San Francisco	1,195,738	0.3%	-5.6%	0.0 :100.0	1	<0.1%	-98.1%	0.0 :100.0	166,158	1.7%	-32.0%	0.0 :100.0
Redwood City	654,742	0.2%	-29.5%	0.0 :100.0	–		–		–		–	
Oakland	29,448,686	8.0%	3.0%	51.4 : 48.6	1,681,259	10.5%	3.3%	50.9 : 49.1	36,397	0.4%	-28.5%	76.6 : 23.4
Richmond	1,067,668	0.3%	7.3%	0.0 :100.0	–		–		–		–	
Crockett	701,860	0.2%	6.5%	0.0 :100.0	–		–		–		–	
Benicia	2,193,609	0.6%	46.3%	3.2 : 96.8	–		–		7,757	0.1%	1996.5%	0.0 :100.0
Port Chicago	5,253	<0.1%	-76.9%	54.1 : 45.9	245	<0.1%	-76.8%	52.2 : 47.8	744	<0.1%	-84.3%	89.4 : 10.6
Pittsburg	520,037	0.1%	-2.4%	100.0 : 0.0	–		–		–		–	
Stockton	2,411,663	0.7%	-29.3%	13.0 : 87.0	–		–		408,556	4.2%	-12.3%	10.8 : 89.2
West Sacramento	512,924	0.1%	9.2%	8.8 : 91.2	14	<0.1%	75.0%	0.0 :100.0	245,699	2.5%	-38.9%	18.4 : 81.6
Eureka	205,224	0.1%	-28.3%	0.0 :100.0	–		–		145,641	1.5%	-6.7%	0.0 :100.0
AREA TOTAL	**38,917,404**	**10.6%**	**0.6%**	**41.4 : 58.6**	**1,681,519**	**10.5%**	**3.2%**	**50.9 : 49.1**	**1,010,952**	**10.3%**	**-23.7%**	**11.7 : 88.3**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend/Coos Bay	1,817,948	0.5%	-3.7%	97.0 : 3.0	–		–		19,491	0.2%	-20.1%	100.0 : 0.0
Portland	23,166,533	6.3%	14.8%	64.6 : 35.4	213,814	1.3%	28.4%	49.7 : 50.3	1,155,566	11.8%	17.3%	6.1 : 93.9
Vancouver	6,172,667	1.7%	13.5%	83.9 : 16.1	276	<0.1%	-1.4%	30.1 : 69.9	425,790	4.4%	-5.3%	4.8 : 95.2
St. Helens	–		-100.0%		–		–		–		–	
Kalama	9,624,127	2.6%	14.0%	96.3 : 3.7	–		–		357,083	3.6%	-16.6%	0.0 :100.0
Longview	2,126,725	0.6%	-11.9%	81.7 : 18.3	–		-100.0%		444,678	4.5%	-13.5%	61.9 : 38.1
Astoria	2,114	<0.1%	-52.9%	0.0 :100.0	–		–		762	<0.1%	100.0%	0.0 :100.0
AREA TOTAL	**42,910,114**	**11.6%**	**11.8%**	**76.7 : 23.3**	**214,090**	**1.3%**	**27.5%**	**49.7 : 50.3**	**2,403,370**	**24.6%**	**0.1%**	**16.0 : 84.0**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen/Grays Harbor	553,548	0.2%	21.8%	70.2 : 29.8	126	<0.1%	100.0%	100.0 : 0.0	1,835	<0.1%	100.0%	100.0 : 0.0
Olympia	19,263	<0.1%	-74.9%	18.6 : 81.4	–		-100.0%		14,657	0.1%	-74.4%	0.0 :100.0
Tacoma	33,753,440	9.2%	3.8%	55.2 : 44.8	1,420,418	8.9%	4.8%	47.5 : 52.5	300,753	3.1%	-0.3%	17.1 : 82.9
Seattle	29,513,939	8.0%	2.9%	52.1 : 47.9	1,370,864	8.6%	5.6%	40.3 : 59.7	163,843	1.7%	-9.3%	7.3 : 92.7
Everett	386,984	0.1%	59.9%	19.7 : 80.3	5,674	<0.1%	43.3%	39.9 : 60.1	113,784	1.2%	-9.0%	8.7 : 91.3
Port Angeles	15,097	<0.1%	-26.9%	30.1 : 69.9	–		–		–		–	
Anacortes	320,545	0.1%	-8.0%	100.0 : 0.0	–		–		1,275	<0.1%	38.6%	100.0 : 0.0
AREA TOTAL	**64,562,816**	**17.5%**	**3.5%**	**53.9 : 46.1**	**2,797,082**	**17.5%**	**5.2%**	**44.0 : 56.0**	**596,147**	**6.1%**	**-10.4%**	**12.8 : 87.2**
COAST TOTAL	**368,599,272**	**100.0%**	**2.1%**	**39.5 : 60.5**	**16,002,851**	**100.0%**	**4.6%**	**33.3 : 66.7**	**9,787,125**	**100.0%**	**-17.4%**	**8.3 : 91.7**

Revenue Tonnage Loaded and Discharged by Port, CONTINUED

Total tonnage reported for the port.

Chg from 2006 shows the percent 2007 tonnage changed from 2006 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.

	LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO				
2007	Total	% of Coast	Chg from 2006	% Loaded: % Discharged	Total	% of Coast	Chg from 2006	% Loaded: % Discharged	Total	% of Coast	Chg from 2006	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	97,782	7.1%	2.6%	0.0 :100.0	4,412,749	17.5%	8.2%	9.3 : 90.7	779,153	1.3%	-39.5%	0.0 :100.0
Long Beach	182,069	13.3%	–	0.0 :100.0	4,127,011	16.4%	-21.0%	4.1 : 95.9	8,101,095	13.5%	-22.5%	79.9 : 20.1
Los Angeles	1,483	0.1%	-8.3%	0.0 :100.0	1,728,641	6.9%	-13.6%	9.1 : 90.9	1,968,126	3.3%	-41.3%	60.4 : 39.6
Port Hueneme	–		–		2,592,917	10.3%	-18.3%	1.5 : 98.5	168,536	0.3%	13.0%	0.0 :100.0
AREA TOTAL	**281,334**	**20.5%**	**0.9%**	**0.0 :100.0**	**12,861,318**	**51.0%**	**-11.2%**	**6.0 : 94.0**	**11,016,910**	**18.3%**	**-27.7%**	**69.5 : 30.5**
NORTHERN CALIFORNIA												
San Francisco	218	<0.1%	-93.9%	0.0 :100.0	–		–		1,029,345	1.7%	1.1%	0.0 :100.0
Redwood City	–		–		–		–		654,742	1.1%	-29.5%	0.0 :100.0
Oakland	–		–		830,886	3.3%	-4.5%	67.8 : 32.2	–			
Richmond	–		–		1,013,128	4.0%	1.8%	0.0 :100.0	54,540	0.1%	100.0%	0.0 :100.0
Crockett	–		–		–		–		701,860	1.2%	6.5%	0.0 :100.0
Benicia	–		–		2,116,751	8.4%	50.4%	0.0 :100.0	69,101	0.1%	-24.9%	100.0 : 0.0
Port Chicago	–		–		344	<0.1%	100.0%	0.0 :100.0	–		–	
Pittsburg	–		–		–		–		520,037	0.9%	-2.4%	100.0 : 0.0
Stockton	1,823	0.1%	41.1%	0.0 :100.0	–		–		2,001,284	3.3%	-32.1%	13.4 : 86.6
West Sacramento	–		-100.0%		–		–		266,987	0.4%	362.2%	0.0 :100.0
Eureka	52,183	3.8%	-41.3%	0.0 :100.0	–		–		7,400	<0.1%	-82.0%	0.0 :100.0
AREA TOTAL	**54,224**	**3.9%**	**-47.5%**	**0.0 :100.0**	**3,961,109**	**15.7%**	**21.0%**	**14.2 : 85.8**	**5,305,296**	**8.8%**	**-15.5%**	**16.2 : 83.8**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend/Coos Bay	76,284	5.6%	-13.6%	28.3 : 71.7	–				1,722,173	2.9%	-3.0%	100.0 : 0.0
Portland	–		-100.0%		5,225,708	20.7%	-2.3%	0.0 :100.0	13,150,421	21.9%	19.5%	99.5 : 0.5
Vancouver	27,603	2.0%	-53.2%	26.8 : 73.2	482,259	1.9%	9.6%	2.8 : 97.2	5,232,323	8.7%	16.6%	98.2 : 1.8
St. Helens	–		-100.0%		–		–		–		–	
Kalama	–		–		–		–		9,267,044	15.4%	15.6%	100.0 : 0.0
Longview	634,246	46.2%	-2.9%	97.2 : 2.8	–		–		1,047,801	1.7%	-14.7%	80.7 : 19.3
Astoria	1,352	0.1%	-69.9%	0.0 :100.0	–		–		–		–	
AREA TOTAL	**739,485**	**53.8%**	**-8.8%**	**87.2 : 12.8**	**5,707,967**	**22.6%**	**-1.4%**	**0.3 : 99.7**	**30,419,762**	**50.6%**	**14.7%**	**98.8 : 1.2**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen/Grays Harbor	71,796	5.2%	-49.4%	91.5 : 8.5	–		–		477,775	0.8%	52.8%	66.7 : 33.3
Olympia	4,606	0.3%	-54.2%	77.7 : 22.3	–		–		–		–	
Tacoma	182,133	13.3%	-0.3%	69.9 : 30.1	2,558,972	10.1%	6.0%	15.9 : 84.1	6,564,476	10.9%	-0.2%	100.0 : 0.0
Seattle	–		–		105,900	0.4%	-15.4%	31.2 : 68.8	5,939,508	9.9%	-5.9%	100.0 : 0.0
Everett	29,932	2.2%	84.1%	22.5 : 77.5	21,107	0.1%	-36.8%	100.0 : 0.0	125,703	0.2%	100.0%	0.0 :100.0
Port Angeles	10,553	0.8%	408.3%	0.0 :100.0	–		–		4,544	<0.1%	-75.5%	100.0 : 0.0
Anacortes	–		–		–		–		319,270	0.5%	-8.1%	100.0 : 0.0
AREA TOTAL	**299,020**	**21.8%**	**-15.3%**	**68.0 : 32.0**	**2,685,979**	**10.7%**	**4.4%**	**17.2 : 82.8**	**13,431,276**	**22.3%**	**-1.0%**	**97.9 : 2.1**
COAST TOTAL	**1,374,063**	**100.0%**	**-11.1%**	**61.7 : 38.3**	**25,216,373**	**100.0%**	**-3.4%**	**7.2 : 92.8**	**60,173,244**	**100.0%**	**-2.3%**	**86.0 : 14.0**

Container Box Counts

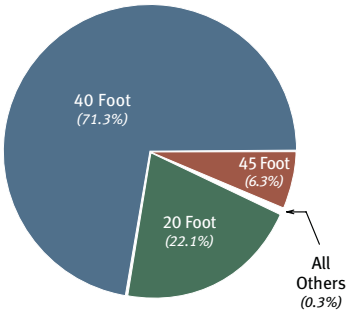
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48, and 53 foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: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

2007

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	465,547	184,644	650,191	1,479,373	628,743	2,108,116	108,368	33,994	142,362	2,054,579	848,501	2,903,080	72.3%	5,191,318
Empty	5,102	229,227	234,329	27,075	771,186	798,261	732	74,362	75,094	37,206	1,074,793	1,111,999	27.7%	2,010,343
TOTAL	**470,649**	**413,871**	**884,520**	**1,506,448**	**1,399,929**	**2,906,377**	**109,100**	**108,356**	**217,456**	**2,091,785**	**1,923,294**	**4,015,079**	**100.0%**	**7,201,661**
Los Angeles														
Cargo Bearing	552,466	249,574	802,040	1,762,769	670,172	2,432,941	169,086	43,237	212,323	2,487,867	963,531	3,451,398	73.0%	6,155,373
Empty	5,338	213,983	219,321	31,863	894,043	925,906	3,672	117,090	120,762	47,409	1,227,227	1,274,636	27.0%	2,364,846
TOTAL	**557,804**	**463,557**	**1,021,361**	**1,794,632**	**1,564,215**	**3,358,847**	**172,758**	**160,327**	**333,085**	**2,535,276**	**2,190,758**	**4,726,034**	**100.0%**	**8,520,219**
Oakland														
Cargo Bearing	145,493	106,654	252,147	326,240	368,114	694,354	22,571	18,674	41,245	494,766	495,539	990,305	74.9%	1,737,269
Empty	10,256	79,883	90,139	81,751	126,021	207,772	5,768	25,384	31,152	99,571	231,699	331,270	25.1%	579,005
TOTAL	**155,749**	**186,537**	**342,286**	**407,991**	**494,135**	**902,126**	**28,339**	**44,058**	**72,397**	**594,337**	**727,238**	**1,321,575**	**100.0%**	**2,316,274**
Portland														
Cargo Bearing	16,756	13,748	30,504	42,783	45,634	88,417	2,301	554	2,855	61,840	59,936	121,776	81.1%	213,814
Empty	832	6,810	7,642	1,896	16,418	18,314	–	2,474	2,474	2,728	25,702	28,430	18.9%	49,852
TOTAL	**17,588**	**20,558**	**38,146**	**44,679**	**62,052**	**106,731**	**2,301**	**3,028**	**5,329**	**64,568**	**85,638**	**150,206**	**100.0%**	**263,666**
Tacoma														
Cargo Bearing	89,775	46,473	136,248	297,708	298,963	596,671	31,979	20,206	52,185	419,462	365,642	785,104	80.3%	1,447,153
Empty	697	39,765	40,462	55,881	65,608	121,489	10,353	20,183	30,536	66,931	125,556	192,487	19.7%	352,226
TOTAL	**90,472**	**86,238**	**176,710**	**353,589**	**364,571**	**718,160**	**42,332**	**40,389**	**82,721**	**486,393**	**491,198**	**977,591**	**100.0%**	**1,799,379**
Seattle														
Cargo Bearing	108,289	68,841	177,130	322,719	234,214	556,933	30,203	4,663	34,866	462,175	315,478	777,653	79.4%	1,380,882
Empty	2,832	41,799	44,631	43,679	83,844	127,523	403	21,485	21,888	54,586	147,511	202,097	20.6%	359,321
TOTAL	**111,121**	**110,640**	**221,761**	**366,398**	**318,058**	**684,456**	**30,606**	**26,148**	**56,754**	**516,761**	**462,989**	**979,750**	**100.0%**	**1,740,203**
All Others														
Cargo Bearing	14,287	4,958	19,245	26,665	2,189	28,854	1,334	172	1,506	42,286	7,319	49,605	66.8%	80,350
Empty	–	70	70	459	24,071	24,530	–	–	–	459	24,141	24,600	33.2%	49,130
TOTAL	**14,287**	**5,028**	**19,315**	**27,124**	**26,260**	**53,384**	**1,334**	**172**	**1,506**	**42,745**	**31,460**	**74,205**	**100.0%**	**129,480**
COAST TOTALS														
Cargo Bearing	1,392,613	674,892	2,067,505	4,258,257	2,248,029	6,506,286	365,842	121,500	487,342	6,022,975	3,055,946	9,078,921	74.1%	16,206,159
Empty	25,057	611,537	636,594	242,604	1,981,191	2,223,795	20,928	260,978	281,906	308,890	2,856,629	3,165,519	25.9%	5,764,723
TOTAL	**1,417,670**	**1,286,429**	**2,704,099**	**4,500,861**	**4,229,220**	**8,730,081**	**386,770**	**382,478**	**769,248**	**6,331,865**	**5,912,575**	**12,244,440**	**100.0%**	**21,970,882**
% of Total	**11.6%**	**10.5%**	**22.1%**	**36.8%**	**34.5%**	**71.3%**	**3.2%**	**3.1%**	**6.3%**	**51.7%**	**48.3%**	**100.0%**	–	–

2007 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

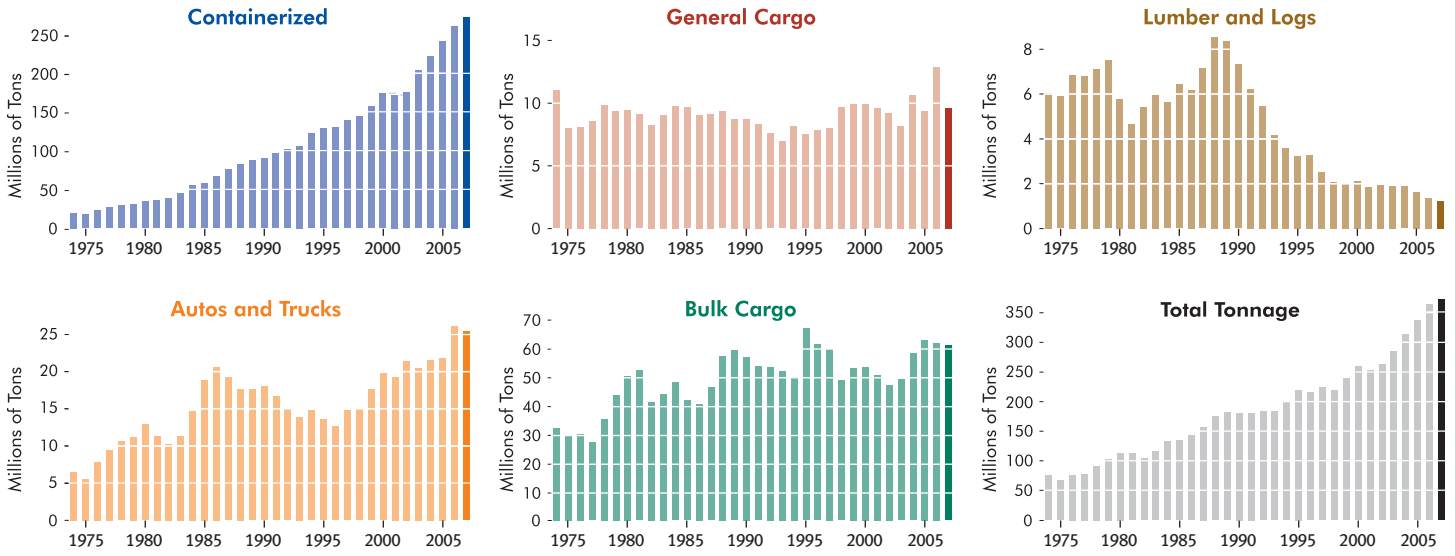
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs 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.

2007	Cell-to-Cell	Cell-Dock-Cell
Oakland	121	4,760
Northern California Total	**121**	**4,760**
Long Beach	61	19,236
Los Angeles	427	13,012
San Diego	0	10
Southern California Total	**488**	**32,258**
Seattle	35	10,998
Tacoma	172	5,210
Washington Total	**207**	**16,208**
Portland	9	1,380
Oregon Total	**9**	**1,380**
Coast Total	**825**	**54,606**

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1974 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
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	183,998,174	69.9%	9,136,510	3.5%	1,941,066	0.7%	21,095,617	8.0%	46,955,460	17.8%	263,126,827
2003	202,664,480	71.4%	8,360,920	2.9%	1,931,998	0.7%	20,416,812	7.2%	50,324,853	17.7%	283,699,063
2004	221,541,059	70.5%	10,720,217	3.4%	1,893,393	0.6%	21,562,960	6.9%	58,318,907	18.6%	314,036,536
2005	239,807,780	71.5%	9,520,729	2.8%	1,731,207	0.5%	21,674,877	6.5%	62,475,184	18.6%	335,209,777
2006	260,040,551	72.0%	11,847,310	3.3%	1,545,957	0.4%	26,112,896	7.2%	61,590,529	17.1%	361,137,243
2007	**272,048,467**	**73.8%**	**9,787,125**	**2.7%**	**1,374,063**	**0.4%**	**25,216,373**	**6.8%**	**60,173,244**	**16.3%**	**368,599,272**



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 88.9% of the total coast tonnage in 2007 and 99.5% 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 2003.

	2007		2006		2005		2004		2003	
	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										
Automobiles and Trucks	4,127,011	16.4%	5,224,431	20.0%	4,446,607	20.5%	3,774,109	17.5%	3,171,593	15.5%
Bulk Cargo	8,101,095	13.5%	10,449,586	17.0%	8,350,281	13.4%	7,724,198	13.2%	7,269,306	14.4%
Containerized Cargo	5,133,652	32.1%	4,708,797	30.8%	4,347,790	30.8%	3,807,417	29.2%	3,138,632	26.3%
General Cargo	1,287,286	13.2%	1,385,860	11.7%	1,249,608	13.1%	1,685,979	15.7%	1,553,743	18.6%
Logs and Lumber	182,069	13.3%	182,070	11.8%	232,658	13.4%	263,138	13.9%	229,682	11.9%
Port Total	**100,969,545**	**27.4%**	**97,291,496**	**26.9%**	**88,191,584**	**26.3%**	**78,173,513**	**24.9%**	**65,581,068**	**23.1%**
LOS ANGELES										
Automobiles and Trucks	1,728,641	6.9%	2,001,884	7.7%	2,186,951	10.1%	2,683,427	12.4%	3,929,355	19.2%
Bulk Cargo	1,968,126	3.3%	3,351,582	5.4%	4,565,374	7.3%	4,183,133	7.2%	4,657,876	9.3%
Containerized Cargo	6,105,645	38.2%	6,063,527	39.6%	5,194,945	36.8%	5,193,354	39.9%	5,116,813	42.9%
General Cargo	3,226,762	33.0%	4,776,180	40.3%	3,261,157	34.3%	4,263,732	39.8%	2,797,228	33.5%
Logs and Lumber	1,483	0.1%	1,617	0.1%	13,647	0.8%	994	0.1%	0	0.0%
Port Total	**110,720,977**	**30.0%**	**113,211,222**	**31.3%**	**98,341,194**	**29.3%**	**99,418,304**	**31.7%**	**98,370,280**	**34.7%**
OAKLAND										
Automobiles and Trucks	830,886	3.3%	870,064	3.3%	1,046,293	4.8%	1,009,309	4.7%	862,429	4.2%
Bulk Cargo	–	0.0%	–	0.0%	–	0.0%	–	0.0%	–	0.0%
Containerized Cargo	1,681,259	10.5%	1,627,993	10.6%	1,573,412	11.2%	1,389,710	10.7%	1,269,225	10.6%
General Cargo	36,397	0.4%	50,897	0.4%	36,555	0.4%	48,946	0.5%	38,394	0.5%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	–	0.0%	–	0.0%
Port Total	**29,448,686**	**8.0%**	**28,596,842**	**7.9%**	**27,830,852**	**8.3%**	**24,683,325**	**7.9%**	**22,477,648**	**7.9%**
PORTLAND										
Automobiles and Trucks	5,225,708	20.7%	5,349,975	20.5%	4,010,994	18.5%	4,071,131	18.9%	4,099,828	20.1%
Bulk Cargo	13,150,421	21.9%	11,003,186	17.9%	11,607,754	18.6%	11,804,561	20.2%	10,532,541	20.9%
Containerized Cargo	213,814	1.3%	166,563	1.1%	124,273	0.9%	207,418	1.6%	217,019	1.8%
General Cargo	1,155,566	11.8%	985,193	8.3%	974,466	10.2%	939,660	8.8%	642,693	7.7%
Logs and Lumber	–	0.0%	3,046	0.2%	21,690	1.3%	15,847	0.8%	31,140	1.6%
Port Total	**23,166,533**	**6.3%**	**20,172,971**	**5.6%**	**18,727,545**	**5.6%**	**20,357,305**	**6.5%**	**18,995,525**	**6.7%**
TACOMA										
Automobiles and Trucks	2,558,972	10.1%	2,413,646	9.2%	2,092,016	9.7%	2,330,448	10.8%	2,320,221	11.4%
Bulk Cargo	6,564,476	10.9%	6,577,495	10.7%	7,980,049	12.8%	7,604,111	13.0%	5,397,966	10.7%
Containerized Cargo	1,420,418	8.9%	1,355,291	8.9%	1,391,463	9.9%	1,199,017	9.2%	1,144,714	9.6%
General Cargo	300,753	3.1%	301,743	2.5%	273,276	2.9%	255,379	2.4%	231,970	2.8%
Logs and Lumber	182,133	13.3%	182,684	11.8%	192,916	11.1%	165,779	8.8%	184,753	9.6%
Port Total	**33,753,440**	**9.2%**	**32,515,515**	**9.0%**	**34,193,128**	**10.2%**	**30,739,006**	**9.8%**	**27,595,048**	**9.7%**
SEATTLE										
Automobiles and Trucks	105,900	0.4%	125,217	0.5%	92,221	0.4%	71,326	0.3%	85,680	0.4%
Bulk Cargo	5,939,508	9.9%	6,310,708	10.2%	5,556,095	8.9%	4,297,061	7.4%	3,487,000	6.9%
Containerized Cargo	1,370,864	8.6%	1,298,580	8.5%	1,393,366	9.9%	1,141,913	8.8%	948,288	8.0%
General Cargo	163,843	1.7%	180,574	1.5%	179,514	1.9%	196,050	1.8%	120,202	1.4%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	353	<0.1%	3,314	0.2%
Port Total	**29,513,939**	**8.0%**	**28,692,359**	**7.9%**	**29,515,052**	**8.8%**	**23,977,311**	**7.6%**	**19,817,092**	**7.0%**
ALL OTHER PORTS										
Automobiles and Trucks	10,639,255	42.2%	10,127,679	38.8%	7,799,795	36.0%	7,623,210	35.4%	5,947,706	29.1%
Bulk Cargo	24,449,618	40.6%	23,897,972	38.8%	24,415,631	39.1%	22,705,843	38.9%	18,980,164	37.7%
Containerized Cargo	77,199	0.5%	75,752	0.5%	81,091	0.6%	92,998	0.7%	86,749	0.7%
General Cargo	3,616,518	37.0%	4,166,863	35.2%	3,546,153	37.2%	3,330,471	31.1%	2,976,690	35.6%
Logs and Lumber	1,008,378	73.4%	1,176,540	76.1%	1,270,296	73.4%	1,447,282	76.4%	1,483,109	76.8%
Port Total	**41,026,152**	**11.1%**	**40,656,838**	**11.3%**	**38,410,422**	**11.5%**	**36,687,772**	**11.7%**	**30,862,402**	**10.9%**
COAST TOTALS										
Automobiles and Trucks	25,216,373		26,112,896		21,674,877		21,562,960		20,416,812	
Bulk Cargo	60,173,244		61,590,529		62,475,184		58,318,907		50,324,853	
Containerized Cargo	16,002,851		15,296,503		14,106,340		13,031,827		11,921,440	
General Cargo	9,787,125		11,847,310		9,520,729		10,720,217		8,360,920	
Logs and Lumber	1,374,063		1,545,957		1,731,207		1,893,393		1,931,998	
Coast Total	**368,599,272**		**361,137,243**		**335,209,777**		**314,036,536**		**283,699,063**	

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.

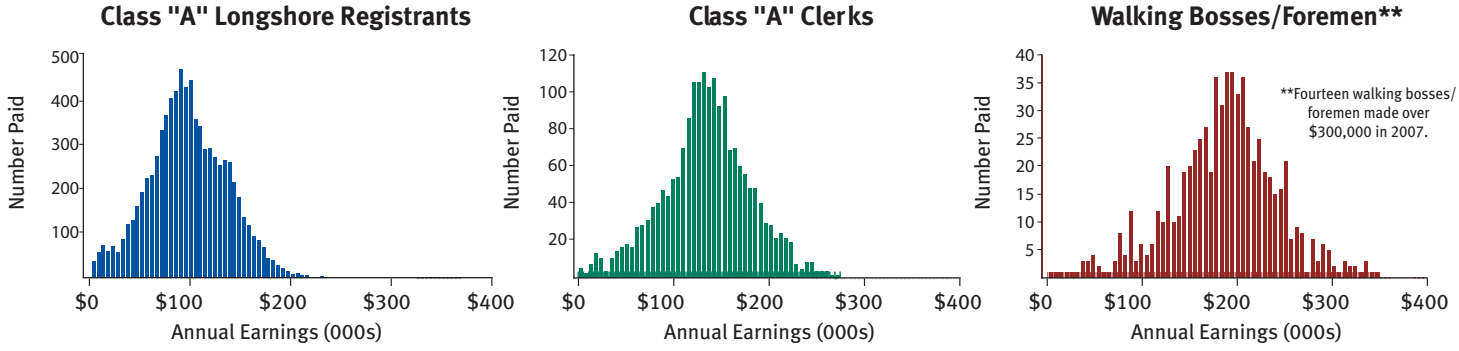
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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												
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
2006	**7,395**	**2,163**	**101,115**	**75.1**	**118,425**	**59.5**	**127,304**	**40.8**	**139,372**	**23.2**	**3,260**	**153,866**
2007	**8,156**	**2,117**	**$99,575**	**75.1%**	**$115,857**	**57.4%**	**$125,461**	**37.0%**	**$138,938**	**20.6%**	**3,215**	**$153,179**
CLASS "A" CLERKS												
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
2006	**1,829**	**2,648**	**128,966**	**86.9**	**140,052**	**78.6**	**145,219**	**64.8**	**153,076**	**47.3**	**3,373**	**163,463**
2007	**1,933**	**2,622**	**$129,447**	**87.8%**	**$139,862**	**78.2%**	**$145,731**	**64.1%**	**$153,212**	**45.1%**	**3,351**	**$164,223**
WALKING BOSSES/FOREMEN												
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
2006	**692**	**3,202**	**186,504**	**94.4**	**193,647**	**89.9**	**197,735**	**82.5**	**203,491**	**71.4**	**3,659**	**210,798**
2007	**696**	**3,189**	**$189,473**	**94.0%**	**$196,881**	**90.4%**	**$200,052**	**83.9%**	**$204,911**	**72.3%**	**3,619**	**$212,469**

*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 2007 ANNUAL EARNINGS *(grouped in $5,000 increments)*



Registered Work Force by Local – 2007

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.

Local	Number Registered	Number Working	Average Hours Paid	AVERAGE DAYS OF: Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	PERCENT OF WORKING REGISTRANTS BY HOURS PAID: 800 or More	1600 or More	2000 or More	2800 or More
	#	#	Hours	Days	Days	Days	$	Years	%	%	%	%
LONGSHORE REGISTRANTS												
Southern California												
13 LA/LB	7,487	6,776	2,050	11.9	11.4	–	$95,501	44.1	94.3	74.8	51.2	17.5
29 San Diego	148	124	2,081	12.5	12.1	–	93,674	48.8	98.4	75.0	49.2	16.1
46 Port Hueneme	130	126	2,283	14.7	12.1	0.1	102,575	51.9	96.8	85.7	69.8	23.8
Total	**7,765**	**7,026**	**2,055**	**11.9**	**11.5**	**0.0**	**$95,596**	**44.3**	**94.4**	**75.0**	**51.5**	**17.6**
Northern California												
10 SF Bay Area	1,382	1,316	1,774	10.6	10.2	0.9	$79,126	45.5	88.9	55.1	39.6	13.4
14 Eureka	15	13	1,382	12.3	9.3	36.8	73,446	53.0	92.3	30.8	15.4	7.7
18 Sacramento	23	21	1,618	13.6	12.2	29.5	81,437	49.1	85.7	57.1	14.3	4.8
54 Stockton	91	74	2,060	13.0	11.4	3.7	96,304	47.9	98.6	73.0	55.4	17.6
Total	**1,511**	**1,424**	**1,783**	**10.7**	**10.3**	**1.8**	**$80,001**	**45.7**	**89.4**	**55.8**	**39.8**	**13.4**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver	205	165	2,010	13.0	12.5	0.3	$89,225	41.8	97.6	77.0	52.7	8.5
08 Portland	472	414	1,950	15.4	11.8	0.2	89,492	47.0	94.4	73.7	51.7	8.0
12 North Bend	52	50	1,321	16.9	11.3	39.0	74,443	53.7	72.0	34.0	22.0	4.0
21 Longview	194	171	2,037	14.9	12.7	1.6	88,092	45.1	97.7	77.8	55.0	7.6
50 Astoria	10	10	1,554	30.0	13.0	16.4	86,048	56.3	90.0	50.0	20.0	–
53 Newport	10	9	988	8.9	8.2	83.7	70,299	50.0	55.6	11.1	11.1	–
Total	**943**	**819**	**1,926**	**15.0**	**12.1**	**4.0**	**$87,974**	**46.1**	**93.9**	**71.8**	**49.9**	**7.6**
Pacific Northwest: Washington												
07 Bellingham	18	17	448	23.3	5.5	157.3	$63,356	52.1	23.5	–	–	–
19 Seattle	859	775	1,839	13.5	11.6	–	85,350	46.9	91.6	61.9	43.6	9.3
23 Tacoma	877	852	2,042	13.8	11.9	–	93,663	44.7	93.0	69.6	52.5	18.8
24 Aberdeen	35	34	1,402	22.7	11.6	29.6	77,558	53.6	85.3	41.2	17.6	5.9
25 Anacortes	10	10	1,916	23.0	11.7	19.9	98,412	49.5	90.0	50.0	50.0	20.0
27 Port Angeles	27	27	674	28.9	6.0	148.7	73,256	55.4	29.6	14.8	11.1	7.4
32 Everett	40	32	2,048	16.2	11.9	2.6	86,069	46.9	90.6	65.6	59.4	18.8
47 Olympia	32	32	1,339	18.9	11.4	53.4	72,900	47.0	71.9	40.6	15.6	3.1
51 Port Gamble	10	9	1,119	19.4	9.7	91.2	77,056	48.1	66.7	22.2	11.1	11.1
Total	**1,908**	**1,788**	**1,888**	**14.4**	**11.6**	**5.9**	**$88,593**	**46.2**	**90.0**	**63.3**	**46.1**	**13.8**
Longshore Total	**12,127**	**11,057**	**1,984**	**12.4**	**11.4**	**1.5**	**$91,891**	**44.9**	**93.0**	**70.4**	**49.0**	**15.7**
CLERKS												
29 San Diego	15	15	2,577	20.7	11.3	–	$120,431	54.3	100.0	73.3	66.7	53.3
46 Port Hueneme	17	16	2,926	29.2	13.0	–	135,869	56.9	100.0	100.0	87.5	62.5
63 LA/LB	1,365	1,335	2,593	20.7	12.1	–	129,473	52.5	96.7	86.4	76.5	44.0
14 Eureka	1	1	*	32.0	13.0	–	*	69.0	100.0	100.0	100.0	–
34 SF Bay Area	232	221	2,545	21.1	12.5	–	119,893	53.0	99.5	92.8	84.2	36.2
40 Portland	88	86	2,754	24.2	12.7	–	134,892	51.6	98.8	93.0	86.0	47.7
23 Tacoma	106	104	2,840	27.4	12.6	–	139,488	51.2	97.1	92.3	79.8	52.9
52 Seattle	158	156	2,719	24.2	12.4	–	137,765	54.5	94.2	85.9	78.2	57.7
Clerk Total	**1,982**	**1,934**	**2,621**	**21.6**	**12.2**	–	**$129,800**	**52.6**	**97.0**	**87.7**	**78.1**	**45.0**
FOREMEN												
29 San Diego	7	7	2,702	30.1	12.7	–	$161,636	66.0	100.0	100.0	85.7	42.9
46 Port Hueneme	6	5	3,020	32.5	13.0	–	175,513	61.2	100.0	80.0	80.0	60.0
94 LA/LB	445	436	3,393	26.5	12.9	–	200,102	54.3	99.3	96.3	93.1	81.9
91 SF Bay Area	85	85	2,832	26.1	12.7	0.4	167,632	55.8	98.8	92.9	85.9	49.4
92 Portland	55	55	2,622	30.3	12.9	5.0	162,993	57.2	92.7	83.6	81.8	56.4
98 Seattle	108	108	2,973	27.3	12.8	–	184,093	52.0	95.4	90.7	88.0	62.0
Foremen Total	**706**	**696**	**3,189**	**27.0**	**12.9**	**0.4**	**$190,156**	**54.5**	**98.1**	**94.0**	**90.4**	**72.3**

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

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 payroll year 2007.

These are the hours paid in payroll year 2006.

Pct. Chg. from 2006 shows the percent change of the 2007 hours paid from 2006.

"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	2007	2006	Pct. Chg. from 2006	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	2,137,013	2,151,300	-0.7%	9.0%	23.9%
- Lasher	1,398,409	1,439,395	-2.8	5.9	13.0
- Holdman	1,695,467	1,784,389	-5.0	7.2	35.1
- Auto Driver	400,483	432,437	-7.4	1.7	26.7
Skilled Wage I	432,077	444,781	-2.9	1.8	8.1
- Hatch Tender	140,574	137,656	2.1	0.6	1.6
- Lift Truck Operator	203,518	224,556	-9.4	0.9	4.4
- Skilled Holdman	187,824	208,933	-10.1	0.8	11.0
- Tractor Driver	5,671,554	5,997,917	-5.4	24.0	12.5
Skilled Wage II	184,963	224,729	-17.7	0.8	1.0
- Crane Operator	173,984	181,593	-4.2	0.7	0.1
- Heavy Lift/Payloader	573,288	601,284	-4.7	2.4	2.2
Skilled Wage III	1,417,585	1,532,313	-7.5	6.0	0.0
- Container Gantry Crane	1,275,515	1,308,707	-2.5	5.4	0.0
- Top/Side Handler	2,103,659	2,173,208	-3.2	8.9	0.0
- Rubber Tired Gantry Crane	502,698	409,711	22.7	2.1	0.0
- Straddle Carrier	191,282	204,465	-6.4	0.8	0.0
CFS Agreement Rate	378	1,201	-68.5	0.0	9.3
Miscellaneous Dock - General	108,187	107,237	0.9	0.5	9.7
- Mechanics	2,827,049	2,659,400	6.3	11.9	5.1
- Gear	549,935	540,172	1.8	2.3	1.0
- Lines	401,208	407,131	-1.5	1.7	0.4
- Sweepers	183,619	182,026	0.9	0.8	1.0
Joint Dispatch	241,632	237,978	1.5	1.0	0.0
Member Company Agmts.	39,554	37,899	4.4	0.2	1.3
Grain/Whse/NonMember Agmts.	596,076	562,512	6.0	2.5	10.0
Subtotal	**23,637,531**	**24,192,930**	**-2.3%**	**99.9%**	**10.2%**
Travel Time*	29,483	27,576	6.9%	0.1%	
TOTAL LONGSHORE HOURS	**23,667,014**	**24,220,506**	**-2.3%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	608,159	661,793	-8.1%	8.8%	43.8%
15% Skilled Wage	583,818	620,857	-6.0	8.5	7.2
25% Skilled Wage	3,954,496	4,176,756	-5.3	57.4	2.2
30% Skilled Wage					
- Chief Supervisor	903,471	955,984	-5.5	13.1	0.0
- Supercargo	452,125	483,220	-6.4	6.6	0.2
- Vessel Planner	313,241	302,203	3.7	4.5	0.0
CFS Agreement Clerk	1,210	3,479	-65.2	0.0	2.6
Joint Dispatcher	53,667	53,320	0.7	0.8	0.0
Subtotal	**6,870,187**	**7,257,612**	**-5.3%**	**99.7%**	**5.8%**
Travel Time*	21,861	23,462	-6.8%	0.3%	
TOTAL CLERK HOURS	**6,892,048**	**7,281,074**	**-5.3%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 20%	19,843	24,451	-18.8%	0.8%	0.1%
Foreman - 30%	2,398,933	2,457,903	-2.4	97.5	0.0
CFS Agreement Foreman	9,342	9,605	-2.7	0.4	0.0
Joint Dispatcher	22,423	21,836	2.7	0.9	0.0
Subtotal	**2,450,541**	**2,513,795**	**-2.5%**	**99.6%**	**0.0%**
Travel Time*	8,926	9,475	-5.8%	0.4%	
TOTAL FOREMAN HOURS	**2,459,467**	**2,523,270**	**-2.5%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**32,958,259**	**33,964,337**	**-3.0%**	**99.8%**	**8.5%**
Travel Time*	60,270	60,513	-0.4%	0.2%	
TOTAL HOURS	**33,018,529**	**34,024,850**	**-3.0%**	**100.0%**	

*Industry Travel hours are excluded.

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

Skill I Rate

0023 Button Pusher
0025 Combo Lift/Jitney
0026 Crane Chaser
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
0047 UTR Ro/Ro Ship
0052 Gang Boss
0070 Bulldozer/Caterpillar

Skill II Rate

0053 Payloader Over 15 Tons
0055 Lift Truck – Heavy
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

0061 Top Handler
0062 Side Pick
0063 Reach Stacker
0068 LA/LB Steady Transtainer
0066 LA/LB Whirley/Winch
0067 Hall Crane Rated Equipment – Yard
0083 Transtainer Operator
0084 Crane Container Gantry
0093 Straddle Carrier Operator
0095 Port Packer
0096 LA/LB Steady Hammerhead

CLERK JOB CATEGORIES

Basic Clerk

0100 Basic Clerk – Ship
0101 Basic Clerk – Dock
0108 Basic Clerk – Ship Registered
0109 Basic Clerk – Dock Registered

Clerk Supervisor

0102 Supervisor – Ship
0103 Supervisor – Dock

Kitchen/Tower/Computer Clerk

0115 Computer Kitchen/ Tower Supervisor
0116 Yard Directing Supervisor (Computer)
0117 Vessel Clerk Supervisor (Computer)
0118 Rail Clerk Supervisor (Computer)

Chief Supervisor & Supercargo

0104 Supercargo – Bulk/Ship
0105 Supercargo – Other/Ship
0106 Chief Supervisor

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
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
2006	1,070,853,577	172,066,760	92,490,636	233,030,949	1,568,441,922
2007	1,059,641,237	170,093,221	104,723,518	228,651,375	1,563,109,350

* 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 2007, employer FICA taxes paid were $96,126,150 and SUI taxes paid were $41,581,980.

Assessment Rates

2007/2008 ASSESSMENT RATES

Payroll Hour Rate	Benefits Plans	Other Assessments: CFS Program	Other Assessments: 401(k)	PMA Cargo Dues	Total
L/S and Clerk	$17.720		$0.880	$0.650	$19.250
Walking Boss	$17.720		$3.040	$0.650	$21.410
Offshore and Intercoastal Tonnage Rates					
Containers (per R.U.)	$16.460	$0.040		$3.760	$20.260
General Cargo	$0.968			$0.221	$1.189
Lumber and Logs	$0.968			$0.221	$1.189
Autos & Trucks	$0.078			$0.221	$0.299
Bulk Cargo	$0.019			$0.004	$0.023
Coastwise and Inbound from British Columbia					
Containers (per R.U.)	$11.620	$0.030		$3.760	$15.410
General Cargo	$0.399			$0.221	$0.620
Lumber and Logs	$0.399			$0.221	$0.620
Autos & Trucks	$0.032			$0.221	$0.253
Bulk Cargo	$0.008			$0.004	$0.012

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2007*	2006	2005	2004	2003	2002
Contributions						
Employee	**$ 83,929,254**	$ 80,763,938	$ 68,900,744	$ 56,394,942	$ 51,927,070	$ 51,365,289
Employer	**30,982,294**	29,743,532	27,792,749	24,372,413	23,192,959	23,212,183
Total Contributions	**$ 114,911,548**	$ 110,507,469	$ 96,693,493	$ 80,767,355	$ 75,120,029	$ 74,577,472
Investment Income						
Net realized/unrealized appreciation	**103,601,119**	$ 46,244,837	$ 35,250,470	45,460,248	(487,772)	(46,177,189)
Interest and Dividends	**1,148,213**	1,074,142	1,261,102	1,267,223	11,759,439	11,124,918
Less: Investment expense	**(710,749)**	(683,561)	(612,843)	(631,870)	(9,846)	(548,369)
Total Additions	**$ 218,950,131**	$ 157,142,887	$ 132,592,222	$126,862,956	$ 86,381,850	$ 38,976,832
Distributions						
Distributions to participants	**(68,150,119)**	(43,957,339)	(35,254,447)	(33,401,999)	(29,493,400)	(16,693,578)
Net Change	**$ 150,800,012**	$ 113,185,548	$ 97,337,775	$ 93,460,957	$ 56,888,450	$ 22,283,254
Net Assets available for Benefits						
Beginning of year	**756,323,849**	643,138,301	545,800,526	452,339,569	395,451,119	373,167,866
End of year	**$ 907,123,861**	$ 756,323,849	$ 643,138,301	$545,800,526	$452,339,569	$ 395,451,119

*2007 is based on unaudited financial reports.

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:	2007	2006	2005	2004	2003	2002
Benefits Paid and Expenses						
Pensions paid	**$ 206,499,082**	$ 187,269,181	$ 178,379,753	$ 173,764,799	$ 139,658,164	$ 134,001,085
Administrative expenses	**4,465,862**	4,108,487	4,827,321	3,950,101	3,344,014	3,352,482
Total Deductions	**$ 210,964,944**	$ 191,377,668	$ 183,207,074	$ 177,714,900	$ 143,002,178	$ 137,353,567
Investment Income and Employer Contributions						
Net appreciation of fair value of invest.	**$ 289,716,373**	$ 142,294,355	$ 143,840,483	$ 172,474,460	$ 49,774,065	$ (241,578,790)
Interest	**23,399,794**	23,361,135	20,308,595	27,118,070	61,275,332	67,678,012
Dividends from investments	**37,427,476**	34,666,044	35,660,141	29,801,798	11,107,923	8,998,088
Less investment expense	**(7,630,713)**	(6,823,078)	(5,104,005)	(4,761,574)	(3,776,391)	(4,458,572)
Total Income Gain (Loss)	**$ 342,912,930**	$ 193,498,456	$ 194,705,214	$ 224,632,754	$ 118,380,929	$ (169,361,262)
Contributions from Employers	**146,450,398**	117,283,145	80,000,000	48,035,455	24,034,798	23,949,998
Miscellaneous Income	**364,618**	415,989	15,870	215,480	–	–
Total Additions (Subtractions)	**$ 489,727,946**	$ 311,197,590	$ 274,721,084	$ 272,883,689	$ 142,415,727	$ (145,411,264)
Net Increase (Decrease)	**278,763,002**	119,819,922	91,514,010	95,168,789	(586,451)	(282,764,831)
Net Assets Avail for Benefits: Beg. of Year	**$ 2,238,876,043**	$ 2,119,056,121	$ 2,027,542,111	$ 1,932,373,322	$ 1,932,959,773	$ 2,215,724,604
End of Year	**$ 2,517,639,045**	$ 2,238,876,043	$ 2,119,056,121	$ 2,027,542,111	$ 1,932,373,322	$ 1,932,959,773

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:	2007	2006	2005	2004	2003	2002
Retired Participants & Beneficiaries	**$ 1,784,732,194**	$ 1,587,852,372	$ 1,515,625,380	$ 1,455,549,449	$ 1,305,884,979	$ 1,055,302,845
Inactive Vested	**5,563,507**	5,286,272	4,686,585	3,966,396	3,683,208	3,298,116
Active Vested Employees	**994,427,704**	902,658,253	806,878,902	755,977,668	781,907,078	784,705,118
Total Present Value Vested Liabilities	**$ 2,784,723,405**	$ 2,495,796,897	$ 2,327,190,867	$ 2,215,493,513	$ 2,091,475,265	$ 1,843,306,079
Actuarial Value of Assets	**$ 2,353,789,877**	$ 2,166,153,916	$ 2,047,437,313	$ 2,058,263,566	$ 2,178,348,340	$ 2,262,121,466
Unfunded Vested Benefits Liability	**$ 430,933,528**	$ 329,642,981	$ 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:	2007	2006	2005	2004	2003	2002
Actuarial Value of Assets	**$ 2,353,789,877**	$ 2,166,153,916	$ 2,047,437,313	$ 2,058,263,566	$ 2,178,348,340	$ 2,262,121,466
Actuarial Liability:						
Pensioners/Survivors	**1,884,737,419**	1,678,168,958	1,567,817,904	1,488,741,632	1,325,727,760	1,185,052,148
Inactive Vested	**5,876,272**	5,616,495	4,871,544	4,111,317	3,813,967	3,413,671
Active Employees	**1,748,626,488**	1,584,701,345	1,341,173,874	1,166,475,463	1,168,283,684	1,149,258,226
Total Actuarial Liability	**$ 3,639,240,179**	$ 3,268,486,798	$ 2,913,863,322	$ 2,659,328,412	$ 2,497,825,411	$ 2,337,724,045
Unfunded Actuarial Accrued Liability	**$ 1,285,450,302**	$ 1,102,332,882	$ 866,426,009	$ 601,064,846	$ 319,477,071	$ 75,602,579

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2007	2006	2005	2004	2003	2002
Contributions by employer	**$ 30,079,040**	$ 30,557,846	$ 30,696,735	$ 34,440,703	$ 22,756,913	$ 25,202,778
Deductions:						
Benefits paid	**29,908,680**	30,385,148	30,487,265	34,269,318	22,610,299	25,058,910
Administrative expenses	**172,131**	172,698	209,470	171,385	146,614	143,868
Total deductions	**$ 30,080,811**	$ 30,557,846	$ 30,696,735	$ 34,440,703	$ 22,756,913	$ 25,202,778

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2007	2006	2005	2004	2003	2002
Investment Income	**$ 1,123,975**	$ 697,164	$ 299,578	$ 107,689	$ 31,289	$ 194,555
Contributions:						
Employers	**$ 418,929,678**	$ 387,576,685	$ 325,950,687	$ 281,553,606	$237,627,798	$191,467,575
Employees	**10,236,521**	8,242,478	9,317,965	8,570,383	5,505,270	4,304,387
WILSP/Union	**21,170**	249,977	223,943	195,884	194,960	187,959
COBRA/self-pay contrib.	**171,471**	85,812	83,615	54,029	239,910	146,635
Total contributions	**$ 429,358,840**	$ 396,154,952	$ 335,576,210	$ 290,373,902	$243,567,938	$196,106,556
Other Income	**5,741,340**	–	–	–	–	–
Total additions	**$ 436,224,155**	$ 396,852,116	$ 335,875,788	$ 290,481,591	$243,599,227	$196,301,111
Deductions:						
Benefits paid	**$ 411,814,457**	$ 376,452,985	$ 319,508,128	$ 275,512,366	$235,181,687	$200,546,643
Administrative expenses	**5,673,530**	5,459,589	6,142,681	4,969,605	4,362,971	4,573,239
Total deductions	**$ 417,487,987**	$ 381,912,574	$ 325,650,809	$ 280,481,971	$239,544,658	$205,119,882
Net increase(decrease)	**$ 18,736,168**	$ 14,939,542	$ 10,224,979	$ 9,999,620	$ 4,054,569	$ (8,818,771)
Net assets available for benefits:						
Beginning of year	**$ 96,766,137**	$ 81,826,595	$ 71,601,616	$ 61,601,996	$ 57,547,427	$ 66,366,198
End of year	**$ 115,502,305**	$ 96,766,137	$ 81,826,595	$ 71,601,616	$ 61,601,996	$ 57,547,427

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2007	2006	2005	2004	2003	2002
Health Maintenance Organizations						
Hospital, medical, surgery, vision, and prescription drugs	**$ 94,717,570**	$ 98,170,162	$ 83,845,814	$ 61,256,809	$ 44,147,703	$ 37,109,464
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 191,726,758**	$ 163,651,964	$ 138,860,243	$ 132,176,612	$ 118,033,767	$ 98,594,333
Prescription drug program	**49,131,036**	42,590,003	37,915,711	33,397,697	28,572,271	25,109,446
Vision service plan	**2,070,488**	1,892,481	1,754,828	1,825,983	1,588,888	1,566,451
Vision supplement (frames, contacts)	**974**	792	1,079	2,008	2,540	2,149
Diabetic durable equipment	**352**	928	1,312	1,832	1,474	1,298
Subtotal	**$ 242,929,608**	$ 208,136,168	$ 178,533,173	$ 167,404,132	$ 148,198,940	$125,273,677
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 10,088,161**	$ 9,291,542	$ 8,044,092	$ 6,557,231	$ 6,227,975	$ 5,828,498
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 26,372,496**	$ 23,068,925	$ 20,977,712	$ 17,768,215	$ 16,320,511	$ 14,860,557
Dental services - children	**10,230,361**	8,813,886	7,414,952	5,722,444	5,223,581	4,921,700
Subtotal	**$ 36,602,857**	$ 31,882,811	$ 28,392,664	$ 23,490,659	$ 21,544,092	$ 19,782,257
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 2,823,553**	$ 3,356,244	$ 3,349,391	$ 3,790,134	$ 3,254,040	$ 3,083,341
Chiropractic	**6,161,748**	7,685,370	5,006,700	2,676,986	1,908,505	2,017,310
Social security supplement	**927,236**	939,988	1,206,882	1,866,430	1,493,464	617,558
Alcoholism/Drug Recovery Program	**3,219,634**	3,608,417	2,470,364	1,981,048	1,554,894	1,030,473
Hearing aids	**403,606**	367,959	394,623	355,796	344,043	364,831
Subsequent prosthetic device	**38,650**	20,917	42,407	–	31,277	–
Subtotal	**$ 13,574,427**	$ 15,978,895	$ 12,470,367	$ 10,670,394	$ 8,586,223	$ 7,113,513
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 4,013,404**	$ 4,500,040	$ 1,737,610	$ 2,489,719	$ 2,501,566	$ 2,063,397
CSDI Supplement		–	118	–	–	–
Weekly Indemnity & NIDS (OR & WA)	**9,848,929**	8,434,367	6,405,290	3,528,055	3,812,188	3,169,337
Subtotal	**$ 13,862,333**	$ 12,934,407	$ 8,143,018	$ 6,017,774	$ 6,313,754	$ 5,232,734
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 39,500**	$ 59,000	$ 79,000	$ 115,367	$ 163,000	$ 206,500
TOTAL BENEFITS	**$ 411,814,456**	$ 376,452,985	$ 319,508,128	$ 275,512,366	$ 235,181,687	$200,546,643
Reconciliation to Form 5500 (accrual)	**7,017,563**	4,116,815	5,686,773	(5,384,437)	2,257,443	3,745,292
TOTAL BENEFITS AFTER RECONCILIATION	**$ 418,832,019**	$ 380,569,800	$ 325,194,901	$ 270,127,929	$ 237,439,130	$204,291,935

2007 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 13 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 2007 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 and were members of the local for the entire year.

Total PGP shows the total PGP payments made to active employees of the local.

% Change from 2006 shows the percent change of 2007 PGP paid from 2006.

% 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 2006	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6,699	2.5	$ 3,767	$23,125,957	84	$ 16,621	30.0%	0.5%	$ 198
29	San Diego	134	2.5	4,081	478,304	2	612	129.2%	0.0%	306
46	Port Hueneme	123	3.0	4,948	535,400	9	3,114	†	0.1%	346
	Total	**6,956**	**2.5**	**$ 3,794**	**$24,139,661**	**95**	**$ 20,347**	**55.9%**	**0.6%**	**$ 214**
Northern California										
10	SF Bay Area	1,253	2.4	$ 3,893	$ 3,939,979	247	$ 166,380	100.6%	4.5%	$ 674
14	Eureka	13	3.8	6,924	63,847	9	110,126	12.5%	3.0%	12,236
18	Sacramento	22	2.9	4,580	78,656	19	145,333	-11.5%	4.0%	7,649
54	Stockton	73	2.9	4,268	289,555	40	57,055	325.9%	1.6%	1,426
	Total	**1,361**	**2.4**	**$ 3,945**	**$ 4,372,037**	**315**	**$ 478,894**	**33.6%**	**13.1%**	**$ 1,520**
Pacific Northwest: Oregon and Columbia River										
04	Vancouver	172	2.7	$ 3,920	$ 614,814	21	$ 12,508	79.9%	0.3%	$ 596
08	Portland	429	3.2	4,656	1,855,167	41	18,698	-74.5%	0.5%	456
12	North Bend	47	3.9	5,577	247,897	49	453,553	-7.7%	12.4%	9,256
21	Longview	180	3.0	4,311	707,771	56	58,638	17.7%	1.6%	1,047
50	Astoria	13	6.0	7,485	73,882	8	38,076	-12.8%	1.0%	4,760
53	Newport	7	2.6	1,980	21,295	8	174,613	-14.2%	4.8%	21,827
	Total	**848**	**3.1**	**$ 4,471**	**$ 3,520,826**	**183**	**$ 756,086**	**-13.0%**	**20.7%**	**$ 4,132**
Pacific Northwest: Washington										
07	Bellingham	21	4.9	$ 7,243	$ 126,190	17	$ 619,423	-2.9%	16.9%	$ 36,437
19	Seattle	776	2.9	4,457	2,962,466	10	2,858	189.3%	0.1%	286
23	Tacoma	848	2.9	4,261	3,325,017	0	0	0.0%	0.0%	0
24	Aberdeen	37	5.0	7,015	223,061	25	233,222	-19.5%	6.4%	9,329
25	Anacortes	10	5.1	6,342	62,600	7	44,610	28.4%	1.2%	6,373
27	Port Angeles	32	5.7	7,364	208,049	24	928,988	6.7%	25.4%	38,708
32	Everett	35	3.3	5,998	138,024	10	13,497	122.0%	0.4%	1,350
47	Olympia	31	3.9	6,980	161,982	25	371,243	25.2%	10.1%	14,850
51	Port Gamble	10	3.9	4,330	44,578	8	189,691	7.9%	5.2%	23,711
	Total	**1,800**	**3.0**	**$ 4,433**	**$ 7,251,967**	**126**	**$ 2,403,532**	**3.9%**	**65.7%**	**$ 19,076**
Longshore Total		**10,965**	**2.6**	**$ 3,952**	**$39,284,491**	**719**	**$ 3,658,859**	**3.0%**	**100.0%**	**$ 5,089**

† No PGP was paid to Port Hueneme in 2006

CLERKS

29	San Diego	9	5.1	$ 7,702	$ 70,249
46	Port Hueneme	15	5.6	8,202	123,027
63	LA/LB	1,257	4.1	6,405	7,601,963
14	Eureka	1	6.0	*	*
34	SF Bay Area	237	4.2	6,343	1,358,488
40	Portland	79	4.9	7,313	535,840
23	Tacoma	106	5.2	7,739	793,295
52	Seattle	160	4.7	7,214	1,084,071
Clerk Total		**1,864**	**4.3**	**$ 6,605**	**$11,576,144**

FOREMEN

29	San Diego	6	5.8	$10,644	$ 63,864
46	Port Hueneme	5	6.0	11,011	55,055
94	LA/LB	436	5.0	9,215	3,937,788
91	SF Bay Area	85	4.9	9,149	742,057
92	Portland	52	5.8	10,761	522,514
98	Seattle	119	5.1	9,475	1,073,573
Foremen Total		**703**	**5.0**	**$ 9,378**	**$ 6,394,851**
COAST TOTAL		**13,532**	**3.0**	**$ 4,719**	**$57,255,486**

*Average Payment and Total Payment for groups of fewer than five people are not shown, but the data are included in category averages.

LONGSHORE PGP PAYMENTS BY AREA

	AREA			
Year	Southern California	Northern California	Oregon	Washington
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	$351,163	$1,359,010	$2,299,978
2006	$13,053	$358,488	$868,693	$2,312,446
2007	**$20,347**	**$478,894**	**$756,086**	**$2,403,532**

PMA Training Graduates

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

The number of Powered Industrial Truck (PIT) graduates does not include the July 1, 2007 3-year Re-evaluation records of 42,559.

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 includes Casual applicants.

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

The number of General Safety Training graduates includes Casual applicants.

	2007	2006	2005	2004	2003
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**426**	314	338	200	239
RTG Crane - Transtainer	**265**	293	345	103	91
Ship Gantry Crane (Sim)	**8**	28	–	2	10
Ship Pedestal Crane (Sim) (Winch)	**22**	34	23	45	71
Mobile Crane (Mobile Cr Light)	**65**	37	85	49	168
Ship Unloader, Bulk Crane	**18**	15	12	19	31
Dock Whirley Crane	**8**	5	6	16	10
Subtotal	**812**	726	809	434	620
	2%	3%	1%	2%	4%
Skill Equipment / PIT					
Forklift	**2,677**	1,498	1,755	1,059	1,305
Semi-Tractor	**3,436**	2,024	5,449	3,192	857
Container Handling Equipment (CHE) (Log Loader)	**1,449**	1,019	1,129	675	356
Straddle Carrier	**53**	23	147	112	62
Excavator	**13**	2	5	15	–
Bulldozer (Front Loader) (Loci)	**112**	58	7	11	–
Subtotal	**7,740**	4,624	8,492	5,064	2,654
	18%	16%	15%	18%	18%
Job Specific / Promotions					
Basic Marine Clerk	**178**	132	433	73	98
Clerk Computer Gate (Yard)	**191**	88	393	83	80
Supercargo	**17**	24	13	28	–
Vessel Planner	**7**	5	11	7	4
Walking Boss Orientation	**77**	81	83	81	27
Powered Gangway	**10**	8	12	14	–
Walking Boss Seminar	**241**	212	366	150	640
Watchman	**166**	348	35	331	102
Holdman	**44**	41	212	24	5
Mechanic (General) (Crane)	–	–	54	–	–
Tank, M1 A1	**39**	–	–	10	–
Subtotal	**970**	939	1,612	801	976
	2%	3%	3%	3%	7%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness) (Orient, Skill), (Resp Eval)	**11,537**	7,512	12,332	9,733	3,442
Diversity, Employee & Supervisor	**2,229**	882	4,523	605	2,954
Standard First Aid / CPR	**683**	198	688	568	369
Lashing	**8**	137	824	742	323
Ammo Handling Safety	–	130	70	45	118
Vessel Rigging	**5**	–	–	8	10
Basic Casual Safety (LS Entry)	**45**	143	642	21	102
Instructor (Train-the-Trainer)	–	–	–	12	5
Subtotal	**14,507**	9,002	19,079	11,734	7,427
	34%	31%	33%	41%	50%
Testing					
Strength & Agility (Schd Practice)	**424**	638	1,312	1,078	637
Clerk Cognitive	**2,936**	1,640	5,635	2,810	450
Clerk Keyboard	**126**	280	252	264	236
Physical Exam (Physical Preemployment)	**6,058**	4,489	7,891	989	831
Drug & Alcohol Screen (Drug/Alcohol Preemployment)	**6,078**	4,594	7,931	1,010	844
Lashing Test	**2,774**	1,752	4,024	4,193	100
Subtotal	**18,396**	13,393	27,045	10,344	3,098
	43%	47%	47%	36%	21%
TOTAL	**42,425**	**28,684**	**57,037**	**28,377**	**14,775**
EXPENDITURE*	**$27,258,104**	**$19,853,060**	**$35,906,285**	**$19,442,172**	**$13,462,861**

*Certain costs of training are not included.

Port Hours, Wages and Tonnage Data

Calculation of Total Tonnage and "Weighted Tonnage"

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

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

Total Tonnage

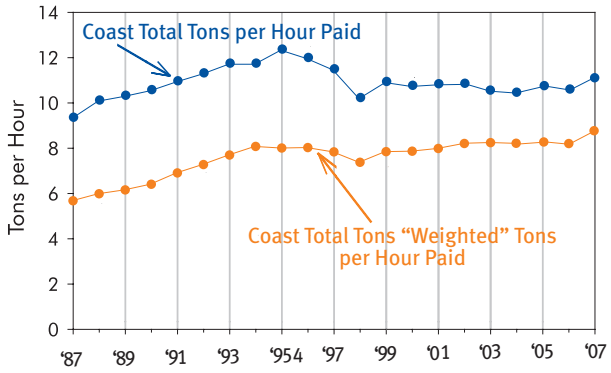
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons, and Bulk tons. The "Total Tonnage" data for each port table shown in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

"Weighted" Tonnage

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

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

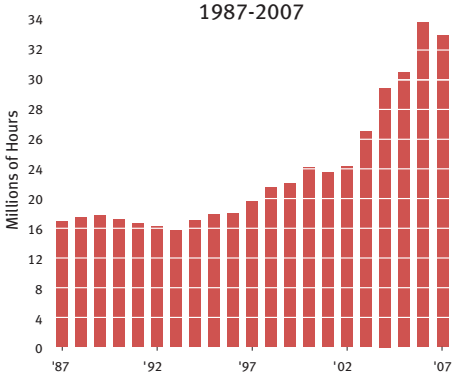
Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on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



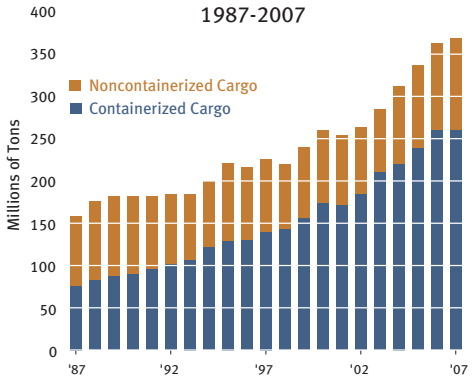
Total "Weighted" Tonnage

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

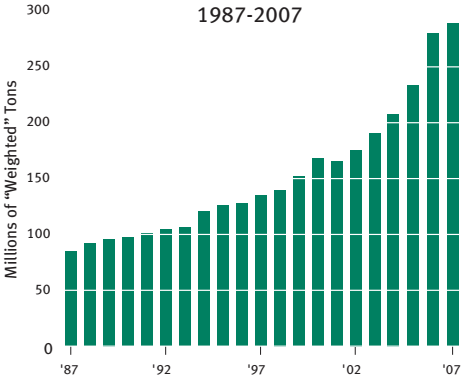
Coast Total Hours Paid
1987-2007



Coast Total Tonnage
1987-2007



Coast Total "Weighted" Tons
1987-2007



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

Explanation of Port Hours, Wages and Tonnage Data

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

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

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

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

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

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

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

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

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

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

This value is the result of dividing "Weighted Tonnage" by Total Hours. *The Total Hours value in 2004 has been annualized to 52 weeks to allow comparison with the other payroll years shown.*

SSA unloads containers from a COSCO ship at the Port of Long Beach.

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	5,308,982	1.6%	17.1%	5.9%	2.2%	48.4%	26.4%	4.87
2006	439,870	1.3%	76.8%	13.5%	9.7%	$16,321	$34.92	$39.28	$51.37	6,704,451	1.9%	12.4%	6.2%	1.4%	60.8%	19.2%	4.65
2007	467,593	1.4%	76.6%	13.7%	9.6%	$17,719	$35.70	$39.72	$52.74	6,547,715	1.8%	13.1%	6.1%	1.5%	67.4%	11.9%	4.51

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	19,828,634	63.8%	69.3%	23.3%	7.4%	$827,478	$40.28	$42.41	$53.15	186,528,298	55.6%	87.0%	2.4%	0.1%	3.6%	6.9%	8.49
2006	22,492,627	66.2%	69.8%	22.9%	7.2%	$955,218	$40.87	$43.40	$54.94	210,399,392	58.3%	87.0%	2.9%	0.1%	3.4%	6.6%	8.49
2007	21,571,874	65.5%	70.2%	22.5%	7.3%	$937,745	$41.71	$45.05	$55.55	211,690,522	57.4%	90.3%	2.1%	0.1%	2.8%	4.8%	9.13

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	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	4,603,142	1.4%	8.3%	19.0%	–	69.5%	3.1%	3.45
2006	502,131	1.5%	77.8%	16.4%	5.7%	$18,873	$36.16	$39.41	$51.73	4,570,636	1.3%	7.5%	19.8%	–	69.4%	3.3%	3.54
2007	493,599	1.5%	78.2%	16.2%	5.6%	$19,256	$37.61	$40.80	$53.43	3,970,701	1.1%	8.7%	21.7%	–	65.3%	4.2%	3.33

Northern California

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

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	3,069,920	9.9%	70.2%	21.9%	7.9%	$122,910	$38.36	$40.85	$52.76	32,795,890	9.8%	81.5%	0.8%	–	7.9%	9.8%	8.96
2006	3,172,956	9.3%	71.1%	20.9%	8.0%	$130,229	$39.39	$41.95	$53.39	33,975,539	9.4%	81.4%	0.9%	–	9.7%	7.9%	9.01
2007	3,052,380	9.3%	71.9%	20.1%	8.0%	$128,689	$40.64	$42.84	$54.07	35,267,556	9.6%	81.1%	0.6%	–	11.2%	7.1%	9.67

Stockton/Pittsburg

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	87.5%	1.93
2005	212,352	0.7%	75.2%	15.8%	9.0%	$8,248	$36.93	$39.76	$53.12	3,226,298	1.0%	–	11.0%	–	–	89.0%	1.95
2006	253,433	0.7%	74.7%	15.9%	9.5%	$10,022	$37.81	$38.77	$54.46	3,946,393	1.1%	–	11.8%	<0.1%	–	88.2%	2.12
2007	238,941	0.7%	76.4%	15.0%	8.7%	$9,676	$38.92	$40.05	$55.15	2,931,700	0.8%	–	13.9%	0.1%	–	86.0%	1.93

West 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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	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%	–	60.2%	1.8%	–	37.9%	3.39
2006	98,728	0.3%	69.7%	24.3%	6.1%	$3,603	$34.15	$39.33	$52.02	469,589	0.1%	<0.1%	85.6%	2.0%	–	12.3%	4.18
2007	77,844	0.2%	69.6%	22.3%	8.1%	$3,091	$37.43	$41.61	$53.95	512,924	0.1%	–	47.9%	–	–	52.1%	3.23

Eureka

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	56.3%	43.7%	–	<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%	–	37.1%	48.2%	–	14.7%	15.34
2006	23,894	0.1%	75.5%	17.6%	6.9%	$886	$35.70	$36.85	$52.60	286,110	0.1%	–	54.6%	31.1%	–	14.4%	10.29
2007	17,663	0.1%	72.6%	20.6%	6.8%	$702	$38.59	$38.22	$56.33	205,224	0.1%	–	71.0%	25.4%	–	3.6%	11.21

Port Hours, Wages and Tonnage Data

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacific Northwest: Oregon and Columbia River																	
North Bend/Coos Bay																	
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%	–	91.5%	3.09
2005	50,693	0.2%	85.2%	7.3%	7.5%	$1,995	$37.65	$45.14	$53.01	2,000,930	0.6%	–	1.3%	5.0%	–	93.8%	3.20
2006	41,626	0.1%	84.5%	7.6%	7.8%	$1,720	$39.45	$47.46	$55.42	1,888,709	0.5%	–	1.3%	4.7%	–	94.0%	3.56
2007	36,240	0.1%	84.9%	7.4%	7.7%	$1,496	$39.50	$47.16	$55.38	1,817,948	0.5%	–	1.1%	4.2%	–	94.7%	3.59
Newport																	
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	–	–	–	–	–	–	–	–	–	–
2004	507	<0.1%	100.0%	–	–	$18	$35.83	–	–	–	–	–	–	–	–	–	–
2005	618	<0.1%	100.0%	–	–	$21	$34.58	–	–	–	–	–	–	–	–	–	–
2006	475	<0.1%	100.0%	–	–	$18	$38.18	–	–	–	–	–	–	–	–	–	–
2007	467	<0.1%	100.0%	–	–	$18	$38.87	–	–	–	–	–	–	–	–	–	–
Astoria																	
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	–	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–	–
2006	5,842	<0.1%	94.2%	3.0%	2.8%	$232	$38.39	$55.31	$66.62	4,488	<0.1%	–	–	100.0%	–	–	0.77
2007	5,630	<0.1%	96.7%	1.9%	1.3%	$215	$37.85	$43.23	$56.09	2,114	<0.1%	–	36.0%	64.0%	–	–	0.38
Portland/St. Helens																	
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	934,220	3.0%	78.1%	14.1%	7.8%	$37,582	$38.54	$42.03	$53.80	18,734,147	5.6%	11.3%	5.2%	0.2%	21.4%	62.0%	4.30
2006	1,075,751	3.2%	77.5%	14.4%	8.2%	$44,158	$39.23	$42.86	$55.07	20,175,930	5.6%	14.0%	4.9%	0.0%	26.5%	54.5%	4.59
2007	1,237,068	3.8%	77.3%	14.6%	8.1%	$51,786	$40.04	$43.49	$56.28	23,166,533	6.3%	15.7%	5.0%	0.0%	22.6%	56.8%	4.79
Vancouver																	
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%	–	9.3%	1.7%	11.8%	77.2%	1.52
2006	454,630	1.3%	78.5%	15.0%	6.5%	$17,605	$37.39	$39.07	$54.02	5,440,590	1.5%	0.1%	8.3%	1.1%	8.1%	82.5%	1.49
2007	511,180	1.6%	80.1%	13.3%	6.7%	$20,292	$38.37	$40.03	$54.90	6,172,667	1.7%	0.1%	6.9%	0.4%	7.8%	84.8%	1.26
Longview/Kalama																	
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%	–	86.6%	5.33
2005	374,548	1.2%	82.1%	8.6%	9.4%	$14,490	$36.71	$41.81	$53.17	12,011,400	3.6%	0.2%	6.5%	5.3%	–	87.9%	4.43
2006	415,198	1.2%	82.9%	8.5%	8.7%	$16,290	$37.40	$41.75	$54.29	10,856,570	3.0%	0.2%	8.7%	6.0%	–	85.1%	4.33
2007	428,390	1.3%	83.6%	7.9%	8.6%	$16,990	$37.80	$42.62	$55.10	11,750,852	3.2%	–	6.8%	5.4%	–	87.8%	3.83
Pacific Northwest: Washington																	
Aberdeen/Grays Harbor																	
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%	–	3.4%	34.7%	–	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%	–	2.5%	21.9%	–	75.6%	3.11
2006	45,125	0.1%	89.3%	5.6%	5.1%	$1,773	$38.13	$45.27	$52.94	454,469	0.1%	–	–	31.2%	–	68.8%	3.28
2007	38,765	0.1%	85.3%	8.3%	6.4%	$1,629	$40.41	$47.07	$56.81	553,548	0.2%	0.4%	0.3%	13.0%	–	86.3%	2.20

Port Hours, Wages and Tonnage Data

Pacific Northwest: Washington (continued)

Port Angeles

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	96.2%	0.29
2005	4,911	<0.1%	100.0%	0.0%	0.0%	$190	$38.68	–	–	–	–	–	–	–	–	–	–
2006	6,098	<0.1%	98.2%	0.7%	1.1%	$241	$39.30	$45.34	$52.98	20,649	<0.1%	–	–	10.1%	–	89.9%	0.40
2007	5,560	<0.1%	100.0%	–	–	$219	$39.37	–	–	15,097	<0.1%	–	–	69.9%	–	30.1%	1.91

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
2002	908	<0.1%	100.0%	–	–	$32	$35.55	–	–	–	–	–	–	–	–	–	–
2003	832	<0.1%	100.0%	–	–	$30	$36.47	–	–	–	–	–	–	–	–	–	–
2004	848	<0.1%	100.0%	–	–	$31	$37.12	–	–	–	–	–	–	–	–	–	–
2005	832	<0.1%	100.0%	–	–	$32	$38.10	–	–	–	–	–	–	–	–	–	–
2006	832	<0.1%	100.0%	–	–	$33	$39.21	–	–	–	–	–	–	–	–	–	–
2007	832	<0.1%	100.0%	–	–	$33	$39.74	–	–	–	–	–	–	–	–	–	–

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	5.6%	3.17
2005	38,604	0.1%	63.7%	19.2%	17.0%	$1,476	$35.72	$36.76	$49.32	100,821	<0.1%	15.3%	65.0%	17.2%	–	2.5%	2.55
2006	36,653	0.1%	70.6%	14.1%	15.4%	$1,394	$35.39	$37.92	$50.25	76,644	<0.1%	12.2%	74.7%	13.1%	–	–	2.09
2007	28,288	0.1%	73.7%	8.9%	17.3%	$1,076	$35.45	$36.71	$49.82	19,263	<0.1%	–	76.1%	23.9%	–	–	0.68

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	34,193,128	10.2%	69.2%	0.8%	0.6%	6.1%	23.3%	9.16
2006	2,622,810	7.7%	74.5%	18.2%	7.4%	$110,826	$40.58	$43.58	$55.93	32,515,515	9.0%	70.9%	0.9%	0.6%	7.4%	20.2%	9.17
2007	2,416,594	7.3%	75.0%	17.9%	7.2%	$103,333	$41.19	$43.92	$56.26	33,753,440	9.2%	71.5%	0.9%	0.5%	7.6%	19.4%	10.42

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	2,341,941	7.5%	70.7%	22.2%	7.1%	$95,178	$38.49	$42.56	$55.97	29,515,052	8.8%	80.3%	0.6%	–	0.3%	18.8%	10.25
2006	2,169,133	6.4%	70.9%	21.9%	7.2%	$91,713	$40.30	$43.86	$57.02	28,692,359	7.9%	76.9%	0.6%	–	0.4%	22.0%	10.33
2007	2,217,223	6.7%	71.6%	21.2%	7.2%	$95,321	$41.06	$44.53	$57.69	29,513,939	8.0%	79.0%	0.6%	–	0.4%	20.1%	10.65

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	169,486	0.1%	22.6%	37.2%	3.1%	7.6%	29.5%	1.52
2006	87,285	0.3%	74.6%	14.3%	11.0%	$3,259	$34.59	$41.31	$50.79	242,039	0.1%	27.8%	51.7%	6.7%	13.8%	–	2.45
2007	96,689	0.3%	74.8%	15.0%	10.2%	$3,671	$35.46	$41.30	$51.55	386,984	0.1%	24.9%	29.4%	7.7%	5.5%	32.5%	2.55

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	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%	–	0.2%	–	–	99.8%	0.54
2006	16,807	<0.1%	75.5%	8.6%	15.9%	$715	$39.80	$45.34	$53.87	348,478	0.1%	–	0.3%	–	–	99.7%	0.47
2007	13,158	<0.1%	67.9%	11.1%	21.1%	$576	$39.99	$46.09	$54.88	320,545	0.1%	–	0.4%	–	–	99.6%	0.58

Port Hours, Wages and Tonnage Data

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: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
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	–	–	–	–	–	–	–	–
2005	2,179	<0.1%	99.6%	–	0.4%	$81	$37.31	–	$41.05	–	–	–	–	–	–	–	–
2006	2,433	<0.1%	99.7%	0.3%	–	$91	$37.55	$29.68	$0.00	–	–	–	–	–	–	–	–
2007	2,281	<0.1%	100.0%	–	–	$88	$38.74	–	$0.00	–	–	–	–	–	–	–	–

Area Summaries

SOUTHERN CALIFORNIA SUMMARY																	
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	20,717,612	66.6%	69.7%	22.9%	7.4%	$860,156	$40.03	$42.30	$53.02	196,440,422	58.6%	83.2%	2.9%	0.2%	6.3%	7.4%	8.30
2006	23,434,628	69.0%	70.2%	22.6%	7.3%	$990,412	$40.63	$43.30	$54.80	221,674,479	61.4%	83.1%	3.4%	0.1%	6.5%	6.9%	8.31
2007	22,533,066	68.4%	70.5%	22.2%	7.3%	$974,720	$41.47	$44.91	$55.44	222,208,938	60.3%	86.5%	2.6%	0.1%	5.8%	5.0%	8.91
NORTHERN CALIFORNIA SUMMARY																	
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	3,400,911	10.9%	70.5%	21.6%	7.9%	$135,497	$38.13	$40.72	$52.76	36,858,377	11.0%	72.6%	2.9%	0.4%	7.0%	17.2%	8.38
2006	3,549,011	10.4%	71.4%	20.6%	8.0%	$144,740	$39.10	$41.66	$53.45	38,677,631	10.7%	71.5%	3.4%	0.3%	8.5%	16.2%	8.39
2007	3,386,828	10.3%	72.1%	19.8%	8.1%	$142,157	$40.43	$42.64	$54.16	38,917,404	10.6%	73.5%	2.6%	0.1%	10.2%	13.6%	8.98
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
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	$37.63	$41.08	$53.35	36,847,671	11.0%	5.8%	5.9%	2.3%	12.2%	73.9%	3.67
2006	1,993,522	5.9%	79.0%	13.1%	7.9%	$80,023	$38.42	$41.79	$54.71	38,366,287	10.6%	7.4%	6.3%	2.1%	15.1%	69.1%	3.79
2007	2,218,975	6.7%	79.3%	12.8%	7.8%	$90,798	$39.18	$42.60	$55.75	42,910,114	11.6%	8.5%	5.6%	1.7%	13.3%	70.9%	3.76
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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	5,227,068	16.8%	72.4%	20.1%	7.5%	$214,608	$39.08	$42.80	$55.51	65,050,123	19.4%	72.9%	0.9%	0.6%	3.4%	22.2%	9.38
2006	4,987,176	14.7%	73.1%	19.5%	7.4%	$210,045	$40.28	$43.67	$56.14	62,350,153	17.3%	72.5%	1.1%	0.6%	4.1%	21.8%	9.41
2007	4,819,390	14.6%	73.5%	19.2%	7.3%	$205,947	$40.97	$44.19	$56.68	64,562,816	17.5%	73.6%	0.9%	0.5%	4.2%	20.8%	10.20

COAST SUMMARY

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	31,100,354	100.0%	70.8%	21.7%	7.5%	$1,279,256	$39.51	$42.17	$53.43	335,196,593	100.0%	71.5%	2.8%	0.5%	6.5%	18.6%	8.23
2006	33,964,337	100.0%	71.2%	21.4%	7.4%	$1,425,220	$40.28	$43.13	$54.84	361,068,550	100.0%	72.0%	3.3%	0.4%	7.2%	17.1%	8.21
2007	32,958,259	100.0%	71.7%	20.8%	7.4%	$1,413,622	$41.12	$44.50	$55.50	368,599,272	100.0%	73.8%	2.7%	0.4%	6.8%	16.3%	8.76

PMA Staff

James C. McKenna
President & CEO

Craig E. Epperson
Senior Vice President
General Counsel and Secretary

Stephen Hennessey
Senior Vice President
Labor Relations
and Chief Operating Officer

Michael H. Wechsler
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Chief Financial Officer
Finance and Administration

William H. Alverson
Vice President
Contract Implementation/
Compliance

Robert Dodge
Vice President
Training

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Contract Administration
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Employee Benefits

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Vice President
Controller

Jonathan Cosby
Vice President
Treasurer

Chad Lindsay
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Labor Relations

Marc MacDonald
Vice President
Accident Prevention

Sheila Presto
Vice President
Information Technology and
ILWU Payroll

William Bartelson
Area Manager
Northern California

Ron R. Merical
Area Manager
Southern California

Joe Weber
Area Manager
Pacific Northwest

PMA Staff, CONTINUED

Headquarters — San Francisco


Debbie Alcantara


Todd Amidon


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Magaly Dauphin


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Lyn Escosia


Molly Frame


James Hamilton


Martha Harris


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Richard Marzano


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Julia Perez


Scott Rettig


Kathy Schell


Gwyn Slack


Elena Sosa-Hupke


Kathy Stevens


Cynthia Tan


Janice Yee

Southern California - Long Beach


Phil Bailey


Evelyn Ceja


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Steve Fresenius


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Tim Kennedy


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Gloria Lloyd


James Madrid


John Michaelis

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Erin Morgan


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Jean Person


Timothy Peterson


Steve Petroski


Betty Pleas


Janice Severino


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Lee Swietlikowski


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Ray Waters, a 25-year PMA veteran, retired in 2007.

Southern California - Wilmington


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Esther Paiz


Timothy Parker


Alice Poe


Ted Quinn


Tom Rowlands


Paul Russell


Phillis Smith


Elizabeth Weil

PMA Staff, CONTINUED

Northern California - Oakland


Bernard Arias


Kim Arrivee


Colette Bousson


Aaron Brown


Art Chu


Susan Cole


Maridel Dolores


Victor Garcia


Patricia Gutierrez


Michelle Heathman


Julia Hong


Ted Hung


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Alexander Price


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Pacific Northwest - Seattle


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Gabriel Zaldivar

Pacific Northwest - Tacoma


Robert Campbell


Robyn Cuzzetto


Fred Gordon


Timothy Kuncl


Michael Lueskow


Bob Roedel

Maritech


Gloria Bungcayao


Miguel Chena


Gaylyn Nelson-Losey


Larry Oliver


Laura Quinones

PMA Offices

HEADQUARTERS
555 Market Street, Third Floor
San Francisco, California 94105
VOICE: (415) 576-3200
FAX: (415) 348-8392

SOUTHERN CALIFORNIA
100 West Broadway, Suite 3000
Long Beach, California 90802-4443
VOICE: (562) 495-7600
FAX: (562) 436-8252
MAILING ADDRESS:
P.O. Box 21618
Long Beach, CA 90801-4443

NORTHERN CALIFORNIA
475 14th Street, Suite 300
Oakland, California 94612
VOICE: (510) 452-1200
FAX: (510) 839-0285

PACIFIC NORTHWEST
SEATTLE OFFICE
301 West Republican Street
Seattle, Washington 98119-0348
VOICE: (206) 298-3434
FAX: (206) 298-3469
MAILING ADDRESS:
P.O. Box 9348
Seattle, WA 98109-0348

TACOMA OFFICE
1221 Alexander Avenue
Tacoma, Washington 98421-4103
VOICE: (253) 274-0737
FAX: (253) 272-2638

PORTLAND OFFICE
101 Southwest Main Street, Suite 330
Portland, Oregon 97204-0330
VOICE: (503) 827-4000
FAX: (503) 827-4049

PMA TRAINING FACILITIES
SOUTHERN CALIFORNIA
TRAINING FACILITY
627 North Fries Avenue
Wilmington, California 90744-5401
VOICE: (310) 847-1600
FAX: (310) 835-3586

NORTHERN CALIFORNIA
TRAINING FACILITY
243 Fallon Street
Oakland, California 94607-4609
VOICE: (510) 444-0929
FAX: (510) 444-7918

PACIFIC NORTHWEST
TRAINING CENTER
1221 Alexander Avenue
Tacoma, Washington 98421-4103
VOICE: (253) 274-0737
FAX: (253) 272-2638

PORTLAND TRAINING FACILITY
3556 N.W. Front Avenue, Suite 390
Portland, Oregon 97210-1302
VOICE: (503) 827-4024
FAX: (503) 827-4028

A ship enters San Francisco Bay on its way to the Port of Oakland.

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ABOVE: A Port of Oakland gantry crane lights up at night.

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Pacific Maritime Association
555 Market Street, 3rd Floor
San Francisco, CA 94105
(415) 576-3200
www.pmanet.org

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