2012 Annual Report

Pacific Maritime Association

CMA CGM *Hugo* calls at the Port of Long Beach.

On the Cover

NYK *Apollo* docks at the YTI terminal at the Port of Los Angeles.

The Pacific Maritime Association (PMA)

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

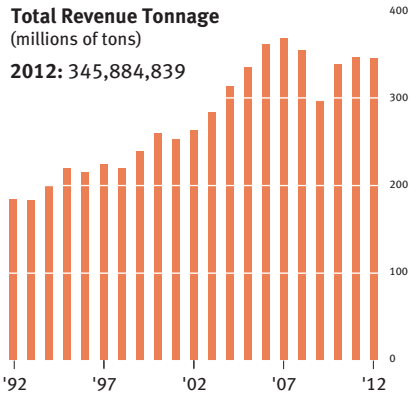
To provide industry leadership to our member companies through innovative integrated labor relations, human resources and administrative services.

Annual Report

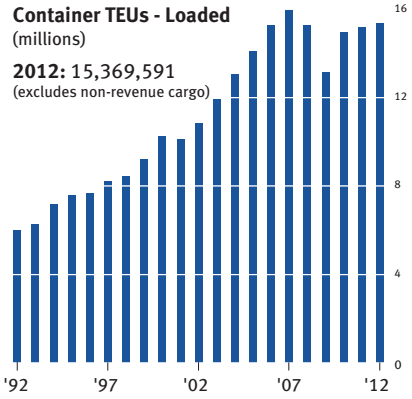
This award-winning report is written for the industry, its workforce, journalists and policy makers; it is published in March of each year. Archives are available online at www.pmanet.org.

Highlights

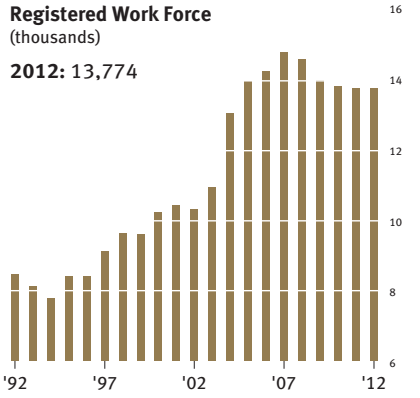
Total Revenue Tonnage
(millions of tons)
2012: 345,884,839



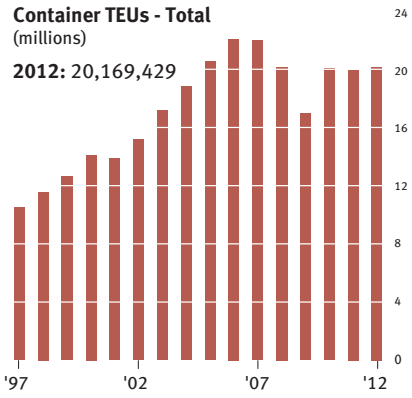
Container TEUs - Loaded
(millions)
2012: 15,369,591
(excludes non-revenue cargo)



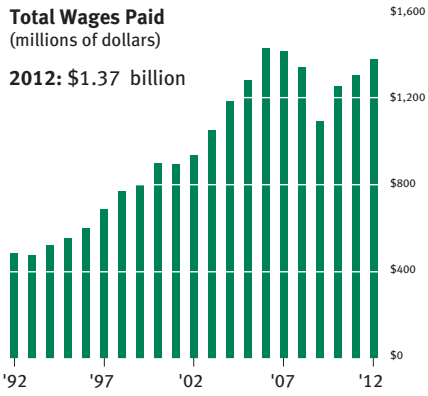
Registered Work Force
(thousands)
2012: 13,774



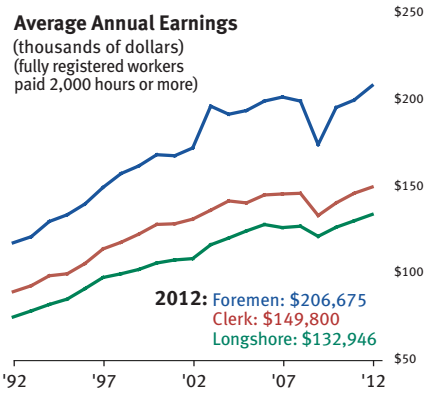
Container TEUs - Total
(millions)
2012: 20,169,429



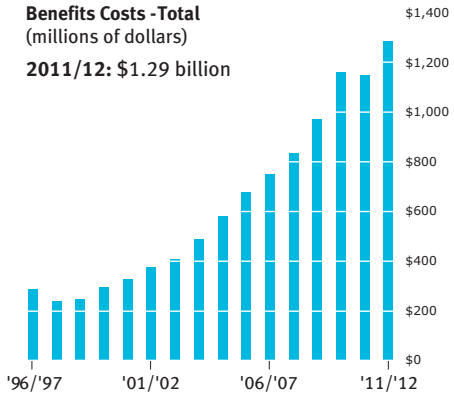
Total Wages Paid
(millions of dollars)
2012: $1.37 billion



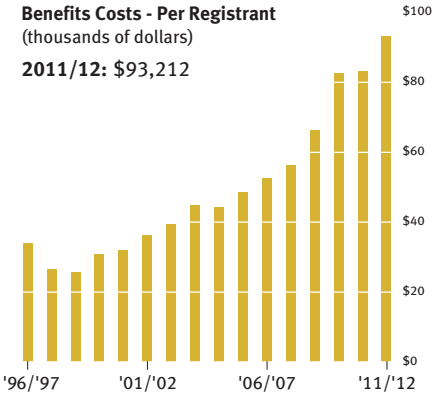
Average Annual Earnings
(thousands of dollars)
(fully registered workers paid 2,000 hours or more)



Benefits Costs -Total
(millions of dollars)
2011/12: $1.29 billion



Benefits Costs - Per Registrant
(thousands of dollars)
2011/12: $93,212



Pacific Maritime Association
2012 Annual Report

Contents

Matson *Manukai* departs the Port of Long Beach.

To Our Stakeholders:

James C. McKenna
President and CEO

Judging strictly by the numbers, it would be easy to presume that 2012 was an uneventful year on the West Coast waterfront. Indeed, container volume was up by a small margin, while overall tonnage dropped by a similar amount. In a word, cargo movement was flat compared to the year before. Yet beneath these numbers lies a far more interesting – and far more accurate – picture of what transpired at West Coast ports.

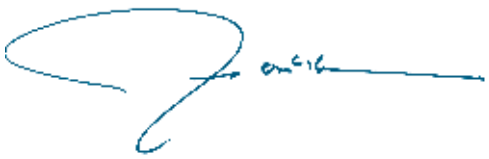
While the nation dug itself out from an extended economic downturn, the maritime industry prepared for future volume increases. Companies invested in equipment and infrastructure, and worked hard to meet mandates on safety, security and the environment. Even though volume did not change significantly from the year before, those numbers were close to pre-recession levels – which were all-time highs. And, for the first time in several years, new hiring took place in every region of the coast.

Looking ahead, 2012 sent signals about the future of our waterfront, most notably in terms of labor relations. While the PMA and ILWU continue to have a positive working relationship, we need to work together to keep our ports competitive. It is essential that we work smartly, and well, to prepare ourselves for the changes coming in the years ahead.

Finally, 2012 was a year that underscored the huge importance of what we do – not only to those whose work is directly connected to the ports, but those who live and work all over the United States. For the cargo that we move reaches every corner of the nation, and the jobs it supports – in transportation, logistics, retail, manufacturing and a host of other industries – provide wages and goods to families in every region.

As we move through 2013, we'll continue to be mindful of our place in the broader economic picture, and we'll do our best to be stewards of this great West Coast waterfront.

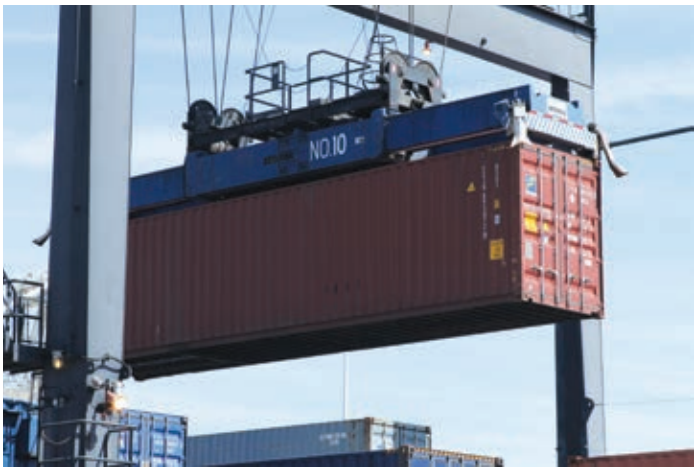
Sincerely,



James C. McKenna

Membership

American President Lines, Ltd.
APM Terminals Pacific Ltd.
APS Stevedoring, LLC
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Ceres Terminals Incorporated
China Shipping (North America) Holding Co., Ltd.
CMA CGM (America) LLC
Coast Maritime Services
Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO Container Lines Americas, Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Eagle Marine Services, Ltd.
Evergreen Marine Corp. (Taiwan) Ltd.
Foss Alaska Line, Inc.
Hanjin Shipping Company, Ltd.
Hapag Lloyd AG
Harbor Industrial Service Corporation
Horizon Lines, LLC
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
ICTSI Oregon, Inc.
Innovative Terminal Services Inc.
International Transportation Service, Inc.
Jones Stevedoring Company
"K" Line (Kawasaki Kisen Kaisha, Ltd.)
Kinder Morgan Terminals
Long Beach Container Terminal, Inc.
Maersk Inc.
Main Lines Inc.
Marine Terminals Corporation
Marine Terminals Corporation – Columbia River
Marine Terminals Corporation of Los Angeles
Marine Terminals Corporation – Puget Sound
Matson Navigation Company, Inc.
Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
NYK Line
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
Pacific Coast Stevedoring, Inc.
Pacific Crane Maintenance Company, L.P.
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Stevedoring & Terminals, L.P.
Portland Lines Bureau
Ports America Outer Harbor Terminal LLC
Reliable Line Service
Rogers Terminal & Shipping Corporation
Sea Star Stevedore Company
SSA Marine, Inc.
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
Total Terminals International, LLC
TraPac, Inc.
Transpac Terminal Services, LLC
TransPacific Maintenance Company, LLC
Wallenius Wilhelmsen Logistics
Watermark Terminal Solutions, LLC
Washington United Terminals
Willamette Stevedoring LLC
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, Inc.
Zim American Integrated Shipping Service Company, Inc.



PMA Bylaws

"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…"

Board of Directors

Roy Amalfitano
President
Evergreen Shipping Agency (America) Corp.
International Carrier Class

Edward A. DeNike[#o]
Executive Vice President
SSA Marine, Inc.
Stevedore/Non-Carrier Class

Ron Forest[†*]
Senior Vice President, Operations
Matson Navigation Company, Inc.
Domestic Carrier Class

William A. Hamlin[#]
Senior Vice President, Operations
Horizon Lines, LLC
Domestic Carrier Class

T.F. Hau
Senior Vice President
OOCL (USA) Inc.
International Carrier Class

George Lang
COO, Senior Vice President
California United Terminals
International Carrier Class

Michael Radak[†]
Vice President-Sales/Marketing Op.
Hanjin Shipping Co.
International Carrier Class

Walter Romanowski[*°]
President, West Coast Containers
Ports America Group (MTC)
Stevedore/Non-Carrier Class

Anthony Scioscia[#*]
Senior Vice President Labor Relations
Maersk Inc.
International Carrier Class

Gene Seroka
President, APL Americas Region
APL Limited
International Carrier Class

Christian P. von Kannewurff[°*]
Senior Vice President
"K" Line (Kawasaki Kisen Kaisha Ltd.)
International Carrier Class

[#]Assessment Committee Member *[†]Audit Committee Member* *[°]Bylaw Committee Member*
[*]Compensation Committee Member *[°]Operations Committee Member*

Finance Committee

John Rooney
Western Area Controller
APL Limited

John N. Loepprich
Senior Vice President – Finance
APM Terminals North America, Inc.

William H. Hirai
Vice President – Finance
SSA Marine, Inc.

Thomas Wellman
Chief Accounting Officer
Ports America

Betsy Christie
Chief Financial Officer
Yusen Terminals Inc.

Coast Steering Committee:

Chairman:
Jon Rosselle
Vice President
SSA Terminals, LLC

Larry Bennett
Senior Vice President & COO
Total Terminals International, LLC

Patrick Burgoyne
President & CEO
Yusen Terminals, Inc.

Darrin DelConte
Executive Vice President
Pacific Crane Maintenance Company

Kevin Dietsch
General Manager, West Coast Terminal Operations
Horizon Lines, LLC

Bal Dreyfus
Vice President, West Coast Terminals and Vehicle Operations
Matson Navigation Company

Area Sub-Steering Committees:

Southern California Area

Chairman:
John DiBernardo
SSA Terminals, LLC

John Beghin
Long Beach Container Terminal, Inc.

Tracy Burdine
Yusen Terminals, Inc.

Robert Dickey
Ports America

Joe Gregorio Jr.
Pacific Crane Maintenance Company

Jim Jacobs
APL/Eagle Marine Services, Ltd.

Eric Kalnes
TraPac, Inc.

Brent Kitagawa
Intl. Transportation Services, Inc.

Scott Melin
Hanjin Shipping Company Ltd.

Ron Neal
California United Terminals

Jamie Otis
APM Terminals Pacific Ltd.

Tim Tess
Pasha Stevedoring & Terminals, L.P.

Northern California Area

Chairman:
Jacques Lira
SSA Terminals, LLC

Ron Chesla
Pacific Crane Maintenance Company

Rickey Childs
Eagle Marine Services, Ltd.

Lorenzo Looper
Metro Cruise Services LLC

Dean Wilson
Total Terminals International, LLC

Dennis Woodfork
Ports America

Jim Yanak
TraPac, Inc.

Steering Committees

Phil Feldhus
Senior Vice President,
Operations and Labor Relations
International Transport
Services, Inc.

Sean Lindsay
Vice President,
Labor Relations
Ports America

John Ochs
Senior Director
APM Terminals
Pacific Ltd.

Chris Parvin
Vice President,
Marine Operations
Mediterranean
Shipping Company
(USA), Inc.

Michael Porte
Regional Vice President
& General Manager
TraPac, Inc.

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

Pacific Northwest: Oregon and Columbia River Area

Chairman:
Doug Beeber
Jones Stevedoring
Company

Ken Davais
"K" Line America, Inc.

Paul Huculak
SSA Terminals,
LLC

Kevin Jones
Kinder Morgan Bulk
Terminals, Inc.

Mark Miller
Ports America

Jim Mullen
ICTSI Oregon, Inc.

Pacific Northwest: Washington and Puget Sound Area

Chairman:
David A. Pickles
Eagle Marine
Services, Ltd.

Rick Blackmore
Hanjin Shipping Co.

Scott Bursch
Husky Terminal &
Stevedoring, Inc.

Alec Coleman
Washington United
Terminals

Sue Gardner
APM Terminals
Pacific Ltd.

Clayton R. Jones, III
Jones Stevedoring
Company

Brian McGonegle
Pacific Crane
Maintenance
Company

Michael Patalano
SSA Terminals, LLC

Blair Smith
Ports America

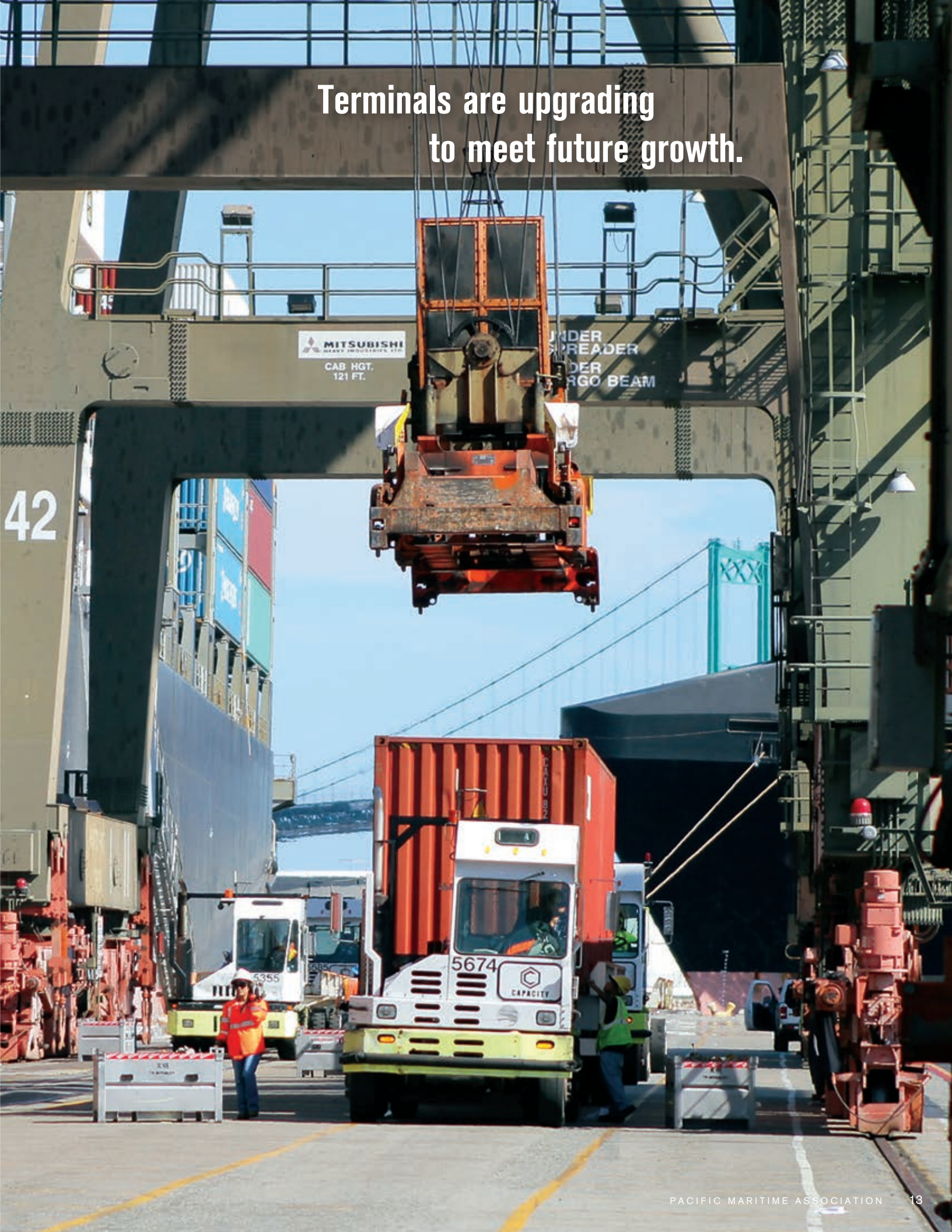

HANJIN
TIOGA
SAN FRANCISCO
CA.

West Coast ports lead the nation in goods movement.


APL
CMA CGM
MAERSK SEALAND
METTE MÆRSK
RØNNE
CROWLEY

In 2012, containerized cargo movement neared record levels.


43
tex
TGHU 070401 2
5364



Terminals are upgrading to meet future growth.


Our nation's economy
depends on West Coast ports.
COSCO
K LINE
HANJIN


SSA TERMINALS
SSA TERMINALS

In partnership with our workers, we will continue to lead the nation.

APL *Korea* calls at the Port of Los Angeles.

The Year In Review

With the nation focused on everything from a presidential election to Superstorm Sandy, 2012 was an eventful year. The economy continued its slow recovery, while uncertainty about the future proved to be a drag on growth. These mixed signals were reflected on the waterfront, where an increase in container traffic was offset by slight decreases in other types of cargo.

Yet taken as part of the bigger picture, these totals represented a tremendous achievement: nearly one million tons of cargo moved through West Coast ports each day, and volume totals neared their pre-recession highs. Looking ahead, there is every reason to believe the future on the waterfront is bright.

For more about 2012, please read on.

Container operations on Evergreen's *Ever Unific.*

2012 Highlights

Overall tonnage for 2012 was down ever-so-slightly from the year before, to a total of just under 346 million revenue tons. Yet even in the midst of a sluggish economic rebound, this total was among the five highest ever recorded on the West Coast. Containerized cargo movement, meanwhile, reached more than 15 million TEUs – a total exceeded only in 2007, prior to the global economic crisis.

Analysts may debate the meaning of these figures, but there is no doubt that a tremendous amount of cargo continues to move on the West Coast waterfront – and much more is likely in the future. With that in mind, terminal operators, cargo carriers and port authorities planned in 2012 for the years ahead – making investments in infrastructure, environmental measures, safety and security.

On the environmental front, a number of major ports had significant developments in their clean truck programs, and the Los Angeles/Long Beach port complex – the nation's largest – reported significant reductions in air emissions.

Looking at safety, a record-low number of accidents took place on the waterfront, reflecting a continued focus on training, awareness and best practices. As one example, workers and employers worked together to identify and improve ways of handling a spike in logging cargo in the Northwest – and saw immediate, meaningful reductions in injuries.

More broadly, the training program that introduces new workers to the waterfront saw a complete overhaul, just as the number of new workers began to rise. In fact, all three of the coast's regions saw an influx of new casual workers, and several saw increases in skills training, as well.

In Southern California, a groundbreaking for a new dispatch hall was cause for celebration, as was the movement of the one millionth Honda for export from the United States. Farther north, new cranes made their way to ports in Northern California and in the Pacific Northwest. All along the coast, infrastructure investments continued, as the maritime industry prepares for ever-larger ships and competition from ports in other parts of the country.

Looking ahead, terminal operators and cargo carriers are aware that the opening of the expanded Panama Canal has the potential to shift cargo patterns. As a result, West Coast ports are innovating now to avoid being left behind.

As 2013 dawns, brisk cargo movement continues at West Coast ports – and, with it, economic activity that supports jobs from the waterfront to all corners of the nation.

West Coast ports moved more than 15 million loaded container TEUs — the second-highest total ever

A COSCO vessel is serviced at Pacific Container Terminal, Long Beach.

The Environment

Clean truck programs have reduced emissions at Oakland, above, and at other major ports.

Clean Truck Programs Roll Ahead

The clean truck program at the ports of Los Angeles and Long Beach went into full effect in January 2012, banning any vehicles with engines produced in 2006 or earlier. As set forth in the ports' joint Clean Air Action Plan, the clean trucks program has led to an 80 percent decrease in port truck emissions in the region from 2008 levels, which equates to a reduction of more than 40 tons of diesel particulate matter annually. The program has led to huge changes in the composition of the fleet of trucks that carry cargo to and from the nation's largest port complex, steering motor carriers to invest more than $1 billion toward a fleet of 11,000 newer, cleaner trucks at marine terminals, including vehicles powered by natural gas.

Among several other clean vehicle initiatives at ports along the West Coast, the Port of Tacoma expanded eligibility for its clean truck program, offering financial incentives for the purchase of newer lower-emission vehicles to motor carriers in Pierce County operating trucks with engines predating 1998. By 2015, 80 percent of trucks operating at the Port of Tacoma must have engines produced in 2007 or later. This effort is a key component of the port's effort to meet the goals set by the Northwest Ports Clean Air Strategy, which calls for an 80 percent reduction in diesel emissions from port activities in the Pacific Northwest by 2015.

In January, the Institute of Transportation at UC Berkeley published the results of a study analyzing the effects of the Port of Oakland's Comprehensive Truck Management Program. The research team measured levels of air pollutants prior to the first phase of the program, which kicked off in January 2010 and required all port trucks with engines produced in 2003 or earlier to be equipped with a particulate-reducing filter. Six months after this regulation went into effect, the researchers took new samples and discovered a 50 percent reduction in diesel emissions and a 40 percent reduction in nitrogen oxide emissions.

Vessel Emission Reductions In San Pedro Bay

The Port of Los Angeles adopted the Voluntary Environmental Ship Index (ESI) Program in July 2012 to reward vessel operators for reducing air emissions and utilizing clean technologies, with six shipping lines as inaugural participants. This program rewards operators for bringing their newest, cleanest vessels and technology to the port, with a goal of significantly reducing both diesel emissions and nitrogen oxide. Up to 30 percent of ships that call at the port are initially expected to qualify for the incentives, which would anticipate an annual reduction of 16 tons of diesel emissions.

The ESI was developed by the International Association of Ports and Harbors' World Ports Climate Initiative, and a number of major European ports are already participants in the program. Each ship's score is calculated by the level of its diesel and nitrogen oxide emissions, its ability to connect to shore-side electrical power and its energy efficiency management plan. The higher the ship's ESI score, the greater the incentive granted by the port. The Port of Los Angeles is the first port in North America to implement the program.

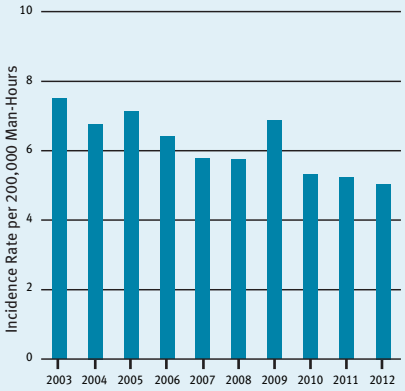
Similar to the Port of Los Angeles' emission reduction program, the Port of Long Beach rolled out the Green Ship Incentive Program in July 2012 to motivate cargo carriers to invest in new ships and technology. The port rates incoming vessels according to standards established by the International Maritime Organization; "Tier 2" ships, with engines made in 2011 or later, will receive a baseline incentive of $2,500 per ship call, with higher incentives projected for even cleaner "Tier 3" vessels that will become available industry-wide in 2016. The program seeks to cut nitrogen oxide emissions by 2,700 tons annually by 2023. Already, the number of Tier 2 ships calling at the port has increased significantly.

While these efforts are underway, a broader look at emissions in the region shows promise. As part of the Clean Air Action Plan, emissions from all port activities in the San Pedro Bay are assessed in the annual Inventory of Air Emissions, which measures pollution from ocean-going vessels, harbor craft, cargo handling equipment, railroad locomotives and heavy-duty vehicles. The 2012 Inventory, which contains data leading up to 2011, reported a 19 percent reduction in overall greenhouse gas emissions in the region since 2005, led by emission reduction efforts at the ports of Los Angeles and Long Beach.

Safety on the Waterfront

As a result of continued vigilance by employers and workers, the accident rate on the West Coast waterfront continued to decline in 2012. In fact, for the third year in a row, the standard measure of worker safety – the lost time injury (LTI) incident rate – fell to its lowest level since PMA began keeping records. The 2012 LTI rate was 5.30, down slightly from 2011's rate of 5.43. The LTI rate is used across industries to calculate the number of accidents that result in one or more lost work days per 200,000 man-hours. These rates reflect a drop in worker accidents that has resulted from enhanced safety practices, training and technology designed to keep workers out of harm's way.

Accident Incidence Rate
2003-2012




The self-releasing log head mechanism has reduced injuries at Oregon ports.

Case Study: Log Handling Safety

The Joint Pacific Coast Marine Safety Committee (also known as the Coast Safety Committee) has a long history of working in collaboration with member company representatives and port workers to improve safety on the waterfront, dating back to the 1930s. The committee, representing employers and ILWU workers, meets regularly to evaluate safety standards, best practices, injury statistics and trends. The safety measures they agree upon are compiled in the Pacific Coast Marine Safety Code, the rulebook of safety on the docks at all West Coast ports. In 2012, the Coast Safety Committee successfully used this process to lower the incidence of injuries in logging operations in the Oregon area.


Logging operations are significant throughout the Pacific Northwest.

The committee identified general factors that contributed to these injuries, focusing on holdmen, and sought to find ways to mitigate those factors. Among the issues considered were training, communication, equipment and proper practices. The committee then analyzed the potential benefits of a new piece of equipment with the potential to reduce injuries: the self-releasing log head mechanism, which eliminates the need for holdmen to climb across floating logs as they are loaded.

Given the promise shown by this device, the committee quickly developed a self-releasing log head safety protocol to ensure safe utilization and proper inspections. The final protocol was approved in February 2012, and established new best practices for logging operations to improve worker safety. These practices were captured and are now constantly reinforced through on-site training

and Gangway Safety Talks prior to and during cargo handling.

The results in this case have been significant: thanks to the introduction of this new equipment and set of protocols, holdman injuries in the region dropped from 36 in 2011 to 10 in 2012, the largest LTI drop in a single category in PMA history. Overall, the data collected by the PMA over the years demonstrates that the total injury rate has declined significantly, demonstrating that the waterfront is indeed a safer place for port workers today.

General Safety Training

For new workers, safety training is the first step to learning how to keep safe on the waterfront; for veterans, it is a way to stay sharp and stay vigilant. Now, workers will receive a new version of the waterfront's flagship safety program, General Safety Training (GST)-VIII. Roll-out of the new program begins in January 2013.

GST is of paramount importance to both the PMA and the ILWU, as it is the primary means to introduce new workers to critical safety procedures and to ensure that all workers are familiar with safety issues present on the waterfront. It is also designed to ensure that workers are apprised of the latest safety protocols and regulatory requirements. The Coast Safety Committee's top-to-bottom review of GST led to a new format and new content for the program. Now, nine core modules are complemented by seven optional "plug-and-play" modules that are based on the particular safety issues at each port. The core modules focus on standards and protocol for all West Coast port operations, such as working around hazardous materials, as required by federal and state safety regulations. The plug-and-play modules focus on the different types of cargo handling operations at each port, allowing workers to become better acquainted with the safety issues and protocol relevant to their region. By tailoring sections of the training to each port, GST-VIII packs the entire eight-hour program with useful information, encouraging interest in the program and long-term retention of important material.

Moreover, this safety training embodies a significant partnership between PMA member companies and the ILWU. Under the aegis of the Coast Safety Committee, the parties partnered for more than 18 months in the development of the new program in order to ensure that all relevant safety issues would be addressed in the most meaningful way. The employers and the union worked together writing scripts, filming cargo-handling operations and reviewing course content, investing hundreds of hours working in tandem on content for all of the modules. Videos and other training materials were produced using the latest technology, resulting in high-quality products. The project was successfully completed on schedule.

During the course of the coming year, all new workers and roughly one-third of the existing 21,000-member workforce will receive the updated training. When they do, they'll notice another change: for the first time, both PMA President Jim McKenna and ILWU President Robert McEllrath appear in the training videos.

The updated waterfront training program, GST VIII, includes new videos shot at West Coast ports.

Regional Developments:
Southern California

Southern California continues to be the coast leader, with the ports of Los Angeles, Long Beach, San Diego and Port Hueneme together moving more than 211 million tons of cargo in 2012. This total was up 1.5 percent from the previous year, and loaded container volume rose by a similar margin – 1 percent – to a total of 10.85 million TEUs.

Intermodal Rail

Currently, approximately 64 percent of container imports at the ports of Los Angeles and Long Beach are transported by rail. In anticipation of competition from the expanded Panama Canal, Southern California ports are investing to enhance rail capabilities to accommodate the larger container capacities of post-Panamax container vessels.

In March, Maersk Line and BNSF jointly introduced the North America Flagship Service, offering a direct and consistent connection from Asia to major inland trade hubs in the United States via transfer at the Port of Los Angeles. Dry and refrigerated imports shipped through the service are guaranteed a specific delivery time to Chicago, Houston, Dallas/Fort Worth, Memphis or Northern Ohio/Michigan, as a result of non-stop rail service provided by BNSF.

BNSF's Southern California Intermodal Gateway (SCIG) project at the Port of Los Angeles continued to make headway in 2012. The $500 million facility would occupy 153 acres just four miles from the waterfront, moving intermodal services significantly closer to the port. This would eliminate more than 1.5 million truck trips each year along the I-710 freeway to the current railway facility, which is located 24 miles from the docks. In September 2012, the Los Angeles Harbor Department published a Recirculated Draft Environmental Impact Report (EIR) on the SCIG project, and the final EIR is set for publication in March 2013.

ILWU President Robert McEllrath (l.), ILWU Local 13 President JoJo Cortez and PMA President Jim McKenna break ground for the new dispatch hall in Wilmington in July 2012.

During the building phase, the SCIG project is expected to create 1,500 construction jobs; once it is fully operational, it would support 22,000 port-related jobs and 450 onsite jobs. If approved, the facilities, vehicles and equipment in operation at the SCIG will be built to the highest environmental and efficiency standards. For example, BNSF has committed to increasing the proportion of the truck fleet at the SCIG running on natural gas to 90 percent during the first 10 years of operations.

New Dispatch Hall

In July, construction crews broke ground on the new $20 million dispatch hall for ILWU Local 13 members at the ports of Los Angeles and Long Beach, made possible thanks to the joint efforts of both the ILWU and PMA. The planned 32,565 square foot hall will have the capacity to accommodate four times as many people as the current hall. It will be equipped with state-of-the-art dispatching technology. The hall, which is being constructed according to the LEED Gold Standard for sustainability, is expected to open its doors in late 2013.

Infrastructure Developments

As part of its 30-year lease with the Port of Los Angeles signed in 2009, TraPac received approvals for a slew of infrastructure investments that are scheduled to begin construction in early 2013. These improvements are part of a $365 million expansion and modernization effort for the TraPac terminal in order to boost its long-term productivity using cleaner technology. First, PHL's relocation to Berth 200 allows TraPac to build a new, fully automated on-dock rail yard parallel to Berths 143-147. This new rail yard will expedite the movement of cargo and remove the traffic burden and diesel emissions from 2,300 daily truck trips from the port. Scheduled

Southern California – continued

for completion in mid-2014, the rail yard will serve as the base of TraPac's on-dock rail service. The construction phase of the rail yard is expected to provide 2,000 local jobs; the project received partial funding by a federal TIGER grant.

TraPac will also embark on two additional modernization efforts that are expected to generate 1,000 construction jobs in the region over the next two and a half years. The first is a $71.5 million project to build administrative and operations buildings, truck scales, a pedestrian bridge and state-of-the-art entrance and exit gates at TraPac's rear berths. The second is a $55.6 million 4,100-foot roadway project to link South Wilmington to TraPac's new entrance while also separating truck and rail operations in the area, mitigating traffic congestion. These projects are expected to be complete by 2015.

In September 2012, the Los Angeles Harbor Commission approved $7.5 million for the last phase of the Main Channel Deepening Project at the Port of Los Angeles. The $370 million project will increase the depth of the port's main navigational channels and basins to 53 feet to accommodate larger vessels and is planned for completion in early 2013.

At its base at the Port of Long Beach's Pacific Container Terminal, SSA Marine acquired two 100-foot gauge ZPMC hammerhead cranes, capable of hoisting containers weighing up to 65 tons. They are expected to begin receiving cargo in 2013.

Niche Cargo

In August 2012, Dole Fresh Fruit Company signed a 24 1/2-year lease with the Port of San Diego for a 954,864 square foot berth at the Tenth Avenue Marine Terminal. As part of the lease agreement, the port and Dole will invest approximately

Port Hueneme celebrates an automotive milestone.

$7 million in infrastructure improvements at the terminal, including shore power updates to reduce diesel emissions. Currently, the port receives 95,000 TEUs of Dole cargo annually, primarily bananas and pineapples.

The Port of San Diego also saw an increase in alternative energy equipment imports in 2012. In January, USA Corporation sent its first shipment of wind turbine equipment inland to the Tehachapi Pass, one of California's most productive wind resource regions. In March, the same company sent another shipment of wind power equipment.

Port Hueneme, a niche port for produce and automobiles, celebrated 75 years in 2012, enjoying a record $7 billion in cargo revenue as well as its fourth best year in cargo volume in its history. In January, the port received state grant funding for shore-side power infrastructure at three berths and one wharf, and is on its way to complete the project before the California Air Resources Board's deadline at the end of 2013. At the end of 2012, the one millionth Honda exported from the United States was loaded at Port Hueneme bound for South Korea, 25 years after the U.S. began exporting Honda vehicles to foreign markets.

New Casuals

Thanks to an increase in port activities in recent years, casual processing restarted in 2012. In Southern California, training for 670 new workers began in the fall, beginning with an orientation session followed by a comprehensive training and test regimen, including a physical exam, drug and alcohol testing, General Safety Training, tractor training and a clerk exam. The first set of casuals completed their training in November 2012 and began work at the docks. Additional units of casual workers are currently in the midst of the training process, and the PMA expects these to be added to the local workforce by mid-2013.

Regional Developments:
Northern California

Like much of the West Coast, Northern California's ports saw modest growth in total cargo volume in 2012. Port authorities and operators continued to invest in infrastructure and training programs for the growing workforce to respond to expanded activity on the waterfront.

Infrastructure Updates

New construction at Northern California's ports in 2012 focused primarily on accommodating the industry's new super-sized vessels, which can now reach a quarter of a mile in length. The TraPac terminal at the Port of Oakland raised two of its cranes by 20 feet to service these larger container ships, with one more crane scheduled to receive similar updates in 2013.

The Port of Oakland obtained federal security grant funding for several projects in 2012, including an expansion of its security system to enhance its emergency notification system, as well as additions to the port's fiber optic communications network to enhance its intrusion detection system. Finally, the Outer Harbor Intermodal Terminal Rail Access project, which received a $15 million TIGER grant in June 2012, has the potential to expand the railway network at the port to increase capacity for rail transport to and from the interior, which is key for growth in agricultural exports. It will also provide access to the site for the proposed Oakland Army Base development.

Registration And Training

The local workforce on the waterfront in Northern California is continuing to grow and training programs have expanded as well. In the past year, 80 new longshoremen were registered in the Bay Area, enabling employers to expand skills training to service container operations. These new workers have received training in semi-tractors and lift/truck operations. Employees at the ports of Stockton and West Sacramento received training for operating the ports' new oversized cranes, conducted by Liebherr and the PMA. Twenty-three clerk supervisors and six foremen were promoted in total over the course of the year, and additional part-time "casual" workers were added to the labor workforce. The casual processing process that began in late 2011 picked up speed in 2012, with nearly 300 casual workers added in total throughout the Northern California ports.

Metro Ports discharges America's Cup boats at the Port of San Francisco's Pier 80 Omni Terminal.

Niche Cargo

Northern California ports continued to play a critical role in the national automobile industry throughout 2012. The Port of Benicia, the Northern California hub for Ford, Chrysler and Toyota, saw the number of autos arriving at the docks increase to 98,000 vehicles and anticipates further increases in auto cargo volume during the year to come. In March, the Port of Benicia's auto-processing facility, AMPORTS, began performing the final assembly of a new line of all-electric vehicles manufactured by Southern California-based CODA Automotive.

The Port of Stockton completed a $1.2 million rail project in March, adding 5,825 feet of new rail track and allowing the facility to double its volume of iron ore and coal exports to approximately 2 million tons per year. The new track enables the port to handle six ore or coal trains a week, up from the past capacity of three. The bulk-unit trains deliver iron ore and coal to the port for shipment to China.

San Francisco Cruise Terminal Development

The Port of San Francisco saw a sizeable increase in the number of cruise ship calls in the past year, maintaining its reputation as one of the coast's leading ports of call for cruises. The port is halfway through the construction of a new state-of-the-art international cruise terminal on Pier 27 that will be able to receive up to 80 cruise calls annually. In December, the Port of San Francisco hosted the America's Cup World Series as a precursor to the America's Cup Finals, one of the world's premier sailing events, which will also take place in San Francisco in 2013.

Regional Developments:
Pacific Northwest

Many of the Pacific Northwest ports reported flat or slightly reduced volumes in 2012 as the region continued its recovery from the recession. Anticipating increased future volumes and larger vessels, many Pacific Northwest ports and terminal operators focused on infrastructure investments during the year.

In March, the Port of Tacoma announced that it was selected by the three Grand Alliance shipping lines — NYK Line, OOCL and Hapag-Lloyd — as their Northwest port of call. The first Grand Alliance vessels arrived in Tacoma in July and brought a burst of activity to the port, boosting annual container volume by 223,600 TEUs, an increase of 20.6 percent. The Port of Seattle also secured future volume at Terminal 46 by approving a 10-year lease extension with Total Terminals International.

Infrastructure Updates

The Port of Seattle is now home to six 267-foot ZPMC cranes, which rank among the largest cranes in North America. The cranes can service the world's largest vessels, which reach up to 400 meters in length and a capacity of 16,000 TEUs. The last three cranes were delivered to SSA Marine's Terminal 18 in July, joining three others that had arrived the previous year.

In response to the region's growing trade in coal exports, terminal operator SSA Marine is working to develop a shipping, stevedoring and warehousing facility in Cherry Point, Washington, known as the Gateway Pacific Terminal. When complete, it is expected to have the capacity to process 54 million tons of dry bulk commodities annually, including grain, potash and coal. With direct access to BNSF Railway, the 1,500-acre site will be the largest of its kind on the West Coast. The environmental review process for the project is well underway, and a draft environmental impact report is expected to be released in the coming year.

Port Of Seattle's Century Agenda

In December 2012, the Port of Seattle Commission unanimously approved the Century Agenda, a 25-year plan with several ambitious goals, including: adding 100,000 jobs to the Puget Sound region; growing freight volume to reach more than 3.5 million TEUs; tripling outbound cargo value to top $50 billion; and reducing the port's environmental footprint by cutting its air emissions by 50 percent from 2005 levels. The plan emphasizes an overall expansion in the port's freight and tourism business to enhance its position and reputation as an international logistics hub.

A "K" Line bulk vessel exits the Columbia River.

Niche Cargo

Total automobile cargo volume was up throughout the Pacific Northwest in 2012. The Port of Portland, which has imported significant numbers of vehicles for years, began exporting Ford vehicles to South Korea in January, including the first Ford hybrid models in the Korean market. In order to better manage this increase in port traffic, the port is planning to expand its vehicle processing facility at Terminal 6, which is managed by Auto Warehousing Company.

Two major Russian shipping lines, FESCO and SASCO, selected the Port of Everett — currently the second fastest-growing export center on the West Coast — as their Northwest hub for American-made mining and oil extracting equipment. In response to the growth in trade, the port increased its capacity for heavy and oversized cargo with a new roll on-roll off vessel dock.

Augmenting The Workforce

The shift of the Grand Alliance to the Port of Tacoma led to the need for additional labor at the port. PMA staff coordinated with its member companies, the ILWU, the port and terminal operators to conduct an expedited series of day, night and weekend trainings for more than 25 workers in such skills as container crane lifting, semi-tractor and forklift operations in order to meet this demand.

A significant number of casual workers were added to the regional workforce over the course of 2012. In the Washington ports, 163 casuals completed processing and training. The ports in the state of Oregon and along the Columbia River added 202 casuals in total. Casual workers, who generally work part-time, are eligible for work on an as-needed basis when the demand for labor is greater than what the existing workforce is able to provide.

Labor Peace Critical To Waterfront Competitiveness

Lessons should be taken from 2012 East Coast and regional struggles

During the past year, the waterfront saw a number of labor/management conflicts, including a situation on the East Coast that threatened ports from the Northeast to the Gulf of Mexico. Yet at the same time, West Coast ports continued to reap the benefits of agreements that have been struck between the PMA and the ILWU. Following is a discussion of recent labor situations, the West Coast waterfront and the broader union picture in the United States.

East Coast Conflict

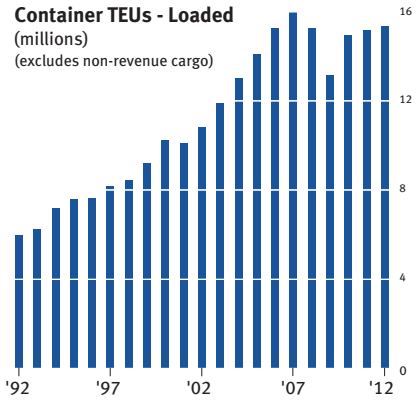
During 2012, a major labor relations challenge took place on the East Coast in contentious contract negotiations between the International Longshore Association (ILA) and the employers, represented by the United States Maritime Alliance. A focus on technology, modernization and jurisdiction has taken center stage on the East Coast, and by the end of 2012, a long-term agreement continued to be elusive, with the threat of a potential shutdown in 2013. Retailers, importers and others all watched closely to see whether the parties could address important issues without disrupting the economic recovery.

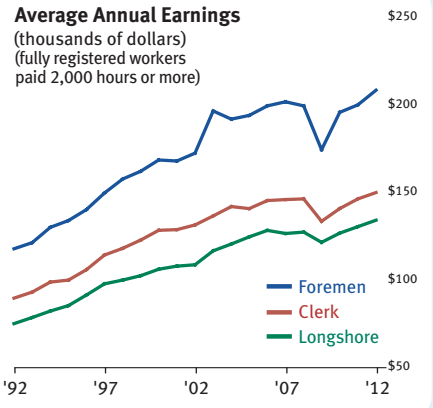
This conflict focuses on issues similar to the ones PMA and ILWU addressed, with great difficulty, a decade ago. In many ways, the East Coast conflict underscores the accomplishments of the PMA and the ILWU over the last decade. Most notably, we reached an historic agreement on a technology framework that has led the way to modernize West Coast terminals in a manner that significantly improved the customer experience and resulted in greater reliability and predictability on the waterfront.

Best Practices on West Coast

Recent contracts negotiated by PMA and the ILWU reflect acknowledgement by all parties that modernization is critical to long-term competitiveness. These agreements have also been followed by positive results, both in terms of volume and staffing.

Job numbers have increased on the West Coast in the last decade since the landmark 2002 technology agreement was reached. This result is particularly impressive when considering the Great Recession during which the West Coast experienced a significant decrease in volume and a temporary dip in waterfront employment.





Yet by 2012, container volume crept back to near pre-recession levels, and staffing reflected that increase. In 2012, the number of Class A longshore registrants, for example, exceeded 10,000 for the first time in history. Total hours paid to registered workers coast-wide increased in 2012. And total shoreside payroll exceeded $1.5 billion in 2012, nearly a 50 percent increase since the historic 2002 agreement was reached.

ILWU workforce growth stands in stark contrast to national trends for organized labor. In 2012, an estimated 400,000 union jobs were lost in the U.S. despite the creation of 2.45 million jobs throughout the nation.

Competition on the Horizon

If we've learned anything in this dynamic and challenging economy, it's that innovation is critical to maintain the West Coast's standing in an increasingly competitive maritime trade environment, especially when considering the opening of the expanded Panama Canal by 2015. The canal will double in size and be able to accommodate today's large cargo ships, enabling them to sail from Asia directly to ports on the East Coast.

Given the canal's potential to impact global trade patterns, it is especially important for Southern California ports to be seen as reliable and efficient. That is why another major conflict — between the Office Clerical Unit (OCU) and Harbor Employers Association (HEA) — was so unwelcome.

HEA / OCU Conflict

Late in 2012, the 600+ members of the OCU staged a seven-day strike, and shut down much of the Southern California port complex. After more than two years of unsuccessful negotiations, this conflict threatened to erode the stellar reputation these ports have attained in the last decade. Although they were not direct parties to the talks, PMA and ILWU sought to resolve the conflict via merger discussions. As of the writing of this report, an agreement between the parties had just been ratified.

Challenges Lie Ahead

Larger and more productive terminals, environmental best practices and relative labor peace between the PMA and ILWU have been recent hallmarks that have helped set a strong, long-term foundation for port competitiveness, job creation and market share. But as the fight for cargo becomes more fierce, the PMA and ILWU will need to work even more cooperatively and efficiently.

On the West Coast, our focus must be on enhancing the West Coast ports' long-term competitiveness. That's the best way to protect jobs and economic growth in the regions where we do business.

GENERAL SAFETY TRAINING:

A 22-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2012

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	12,733
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
2008	8,523	19,227
2009	5,388	24,615
GST		
2010	8,593	8,593
2011	7,572	16,165
2012	**10,746**	**26,911**

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.

The information shown in the tables on this page is summarized from injury and illness reports submitted to PMA in 2012.

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
1995	10.90	8.90	15.60	11.50	12.80
1996	10.40	9.30	14.30	12.70	9.90
1997	9.40	8.20	11.60	11.20	11.20
1998	9.20	6.80	15.10	13.90	12.40
1999	8.67	6.64	13.70	12.60	11.20
2000	7.20	5.68	9.81	10.70	10.70
2001	8.40	6.60	13.30	9.64	12.60
2002	8.50	6.49	14.10	11.20	13.30
2003	7.50	6.00	10.50	10.00	11.90
2004	6.77	5.71	9.04	9.95	9.11
2005	7.12	6.15	9.37	9.19	9.06
2006	6.41	5.13	10.69	6.79	9.32
2007	5.92	4.67	10.90	6.34	8.06
2008	5.92	5.00	9.49	7.38	6.81
2009	7.57	6.73	10.63	8.09	8.59
2010	5.81	4.96	8.32	7.56	6.78
2011	5.43	4.57	7.52	8.11	6.02
2012	**5.30**	**4.44**	**7.98**	**9.08**	**5.23**

ACCIDENT PREVENTION 'TOP TENS' FOR 2012

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Lasher	268	Strained	423	Sprain/Strain/Spasm	665	Back	216
Semi-Tractor	258	Struck by	203	Multiple Type	449	Knee	158
Mechanic	195	Slip/Trip/Fall <4ft	164	Contusion	278	Fingers	130
Holdman	177	Struck Again	133	Cut, Laceration	120	Shoulder	106
Foreman/Walking Boss	102	Slip	91	Hearing Impairment – Illness	78	Ear – Internal	80
Dockman	86	Noise – Long Term	78	Unclassified/Undetermined	48	Head	66
Clerk Supervisor	70	Unknown	59	Foreign Object in Eye	42	Ankle	66
Auto Driver	61	Bounced in Vehicle	58	Fracture	20	Hand	61
Crane Cont Gantry	49	Twisted	52	Puncture	14	Eye	55
Clerk Computer	45	Pinched	48	Other Illness	11	Foot	36

Coast Accident Prevention Award-Winners

STEVEDORING COMPANIES

(companies engaged in one or more types of cargo-handling operations)

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

FIRST PLACE: SSA Marine
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Ports America Group
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: Metro Cruise Services LLC
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: SSA Marine
San Diego – Southern California Area

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

FIRST PLACE: SSA Marine
Sacramento – Northern California Area

SECOND PLACE: Pasha Stevedore & Terminals, L.P.,
Aberdeen-Grays Harbor – Washington Area

CONTAINER OPERATORS

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

Group A (1 million or more man-hours)

FIRST PLACE: Yusen Terminals, Inc.
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: APM Terminals Pacific, Ltd.
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: Long Beach Container Terminal, Inc.
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Washington United Terminals
Washington – Pacific Northwest Area

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

FIRST PLACE: Husky Terminals & Stevedore, Inc.
Washington – Pacific Northwest Area

SECOND PLACE: APM Terminals Pacific Ltd.
Washington – Pacific Northwest 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 Maritime Services
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Main Lines, Inc.
Washington – Pacific Northwest Area

ILWU WORKFORCE AWARDS

Longshore Locals

Group A (More than 400 Registered Members)
Local 13 – Los Angeles-Long Beach – Southern California Area

Group B (100 to 399 Registered Members)
Local 21 – Longview – Pacific Northwest Area

Group C (25 to 99 Registered Members)
Local 24 – Aberdeen – Pacific Northwest Area

Group D (15 to 24 Registered Members)
Local 50 – Astoria – Pacific Northwest Area

Group F (1 to 14 Registered Members)
Local 14 – Anacortes – Pacific Northwest Area

Foreman – Walking Boss Group

Local 94 – Los Angeles-Long Beach – Southern California Area

Clerk Group

Local 40 – Oregon – Pacific Northwest Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD

(Those companies that have achieved a zero lost-time incident rate in 2012)

APS Stevedoring, LLC
Oregon – Pacific Northwest Area

Coast Maritime Services
Southern California Area

Main Lines, Inc.
Washington – Pacific Northwest Area

Metropolitan Stevedore
Seattle – Pacific Northwest Area

Metropolitan Stevedore
Anacortes – Pacific Northwest Area

Metro Cruise Services
San Diego – Southern California Area

SSA Marine
Sacramento – Northern California Area

Rogers Terminal & Shipping Corporation
Washington – Pacific Northwest Area

COAST TWO-YEAR ZERO INCIDENT RATE AWARD

(Those companies that have achieved a zero lost-time incident rate 2 consecutive times over a 2-year period)

Ceres Terminals Inc.
Port Hueneme – Southern California Area

COAST THREE-YEAR ZERO INCIDENT RATE AWARD

(Those companies that have achieved a zero lost-time incident rate 3 consecutive times over a 3-year period)

Foss Lines Service, Inc.
Washington – Pacific Northwest Area

Oregon Chip Terminal, Inc.
Oregon – Pacific Northwest Area

COAST FOUR-YEAR ZERO INCIDENT RATE AWARD

(Those companies that have achieved a zero lost-time incident rate 4 consecutive times over a 4-year period)

SSA Marine, Inc.,
Port Hueneme – Southern California Area

Pasha Stevedore & Terminals, L.P.
Aberdeen-Grays Harbor – Washington Area

Rogers Terminal & Shipping Corporation
Oregon – Pacific Northwest Area

COAST THREE-YEAR REDUCTION AWARD

(Those companies that have reduced their lost-time incident rate 3 consecutive times over a 4-year period)

Jones Stevedore
Washington – Pacific Northwest Area

SSA Marine
San Diego – Southern California Area

Washington United Terminals
Washington – Pacific Northwest Area

TraPac, Inc.
Oakland – Northern California Area

THE COAST ACCIDENT PREVENTION AWARDS

PMA sponsors an annual accident prevention awards program as part of the coast-wide industry accident prevention program. To qualify, member companies must participate in the PMA safety program and report all OSHA-recordable occupational injuries and illnesses and applicable man-hours for the previous year.

Member companies are divided into four categories according to the type of operation in which they are primarily involved. Within each category, companies are grouped by terminal, port or area and based on man-hours paid. Awards are presented to qualifying companies having the lowest lost-time injury/illness incidence rate within their respective category and group. Awards are also presented to the ILWU longshore, clerk and foreman locals based on similar criteria. Winners are listed above.

An aerial view of the Evergreen Container Terminal at the Port of Los Angeles.

Industry Overview

Economic Significance of West Coast Ports

Despite some fluctuation in recent years, containerized cargo movement through West Coast ports has risen dramatically in the past two decades—to a total of just over 15 million loaded container TEUs (twenty-foot equivalent units). With cargo ranging from tennis shoes and personal computers to heavy equipment and produce, these containers carry 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, based on a 2008 report. The domestic business impact of this trade is roughly equal to the GDP of Canada or South Korea.

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—including new cargo-handling technology—will be essential to enabling these national assets to continue playing this vital role.

Waterfront Work: Nearly 14,000 Registered Workers

As of December 2012, PMA members employed nearly 14,000 registered longshore, clerk and foreman 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 nearly 1 million tons of cargo that move through West Coast ports on a daily basis.

Since the 2002 labor agreement that brought widespread use of technology to West Coast ports, the registered workforce has grown by 34 percent. *For more data about the workforce, please see the statistical section starting on page 57.*

SUPPLEMENTARY AREA AGREEMENTS

Local	Effective
Southern California	
13 – Supplementary Agreement for Gearmen	7/1/08
13 – Sweepers' Agreement	7/1/08
13 – Lines Handling Agreement	7/1/08
13 – Mechanics' Port Supplement	7/1/08
13, 29 & 46 – Industry Travel Agreement	5/17/88
26 – Watchmen's Agreement	7/1/08
29 – Lines Handling Agreement	1/25/88
29 – Foremen's Port Supplement	11/1/73
29 – Gearmen's Port Supplement	1/29/09
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	7/1/08
10 – Crockett Gantry Maintenance Agreement	7/1/99
10 – Miscellaneous Dock Workers	3/3/10
10 – Mechanics Port Supplement	7/1/08
10 – Rotary Dispatch Rules	9/16/95
14 – Working and Dispatching Rules	7/1/81
18 – Millwright Supplement	3/17/11
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	7/1/08
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	1/10/09
4, 8 & 21 – Shipboard Bulk Grain Operators' Agreement	3/8/10
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	6/27/09
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	12/31/07
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	1/5/11
19 – Lines Handling Agreement	12/12/03
19 – Gear and Locker Agreement	12/3/09
19 – Seattle Mechanics' Supplement	12/12/03
19 & 23 – Shipboard Bulk Grain Operators' Agreement	3/8/10
23 – Working and Dispatching Rules	6/17/88
23 – Lines Handling Agreement	10/15/08
23 – Gear and Locker Agreement	10/21/10
23 – Tacoma Mechanics' Supplement	10/3/08
24 – Working and Dispatching Rules	5/9/60
25 – Working and Dispatching Rules	2/10/73
27 – Working and Dispatching Rules	1/1/69
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	10/18/11
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, 2014.

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/08*
Walking Bosses and Foremen's Agreement	7/1/08**

* MOU was signed 07/28/2008 ** MOU was signed 07/31/2008

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.

ILWU workers perform longshore, clerk and foreman duties.

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	Hourly Rate 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
June 28 2008	0.50	1.6 31.18
July 4 2009	0.50	1.6 31.68
July 3 2010	1.00	3.2 32.68
July 2 2011	1.00	3.1 33.68
June 30 2012	1.00	3.0 34.68

* 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.

A tank is loaded onto a truck at Ports America Outer Harbor Terminal in 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 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, Hawaii and Alaska.

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. He was re-elected in 2009 and 2012, and continues to hold the position.

The other Titled Officers are Ray Familathe, 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 Ray Familathe 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.

Nearly 14,000 registered workers are employed at West Coast ports.

A longshore worker handles a load of steel at the Port of Los Angeles.

2012 Industry Benefits

The ILWU benefits package includes comprehensive health care coverage, a pension plan, a 401(k) savings plan, and vacation and holiday pay. Following is an over-view 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 24 months. In either case, workers 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 $1.7 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 employee-paid disability coverage.

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is $75,480 – nearly 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 $1.29 billion for the fiscal year ending June 30, 2012, up 242% since 2002, and the cost per active participant of $93,212 for the same period, which increased by 159% since 2002.

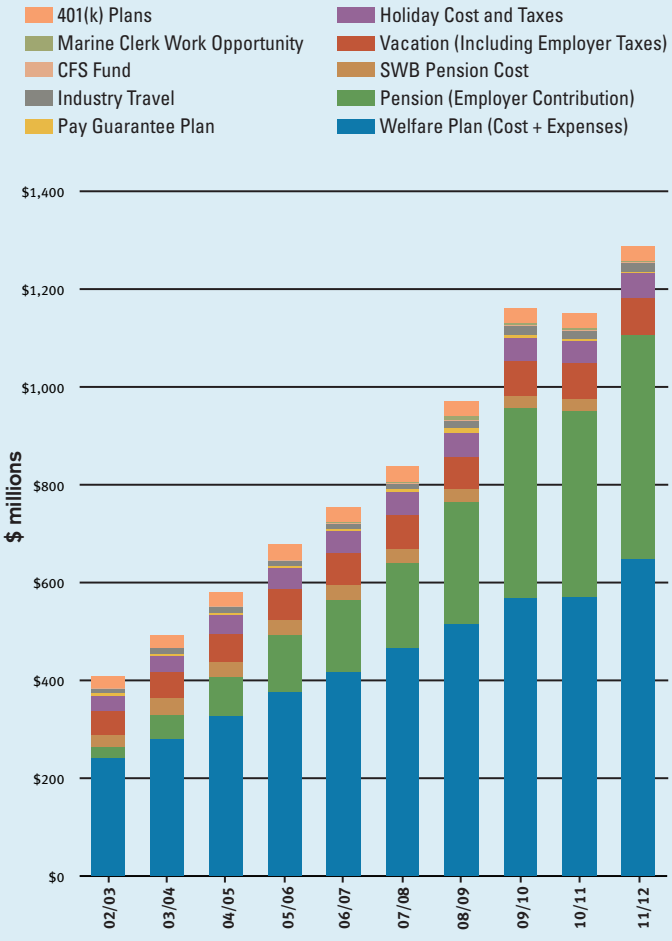
For information on specific benefits that comprise this overall program, please turn to the following pages.

The Horizon *Reliance*.

Steel operations at the Port of Long Beach.

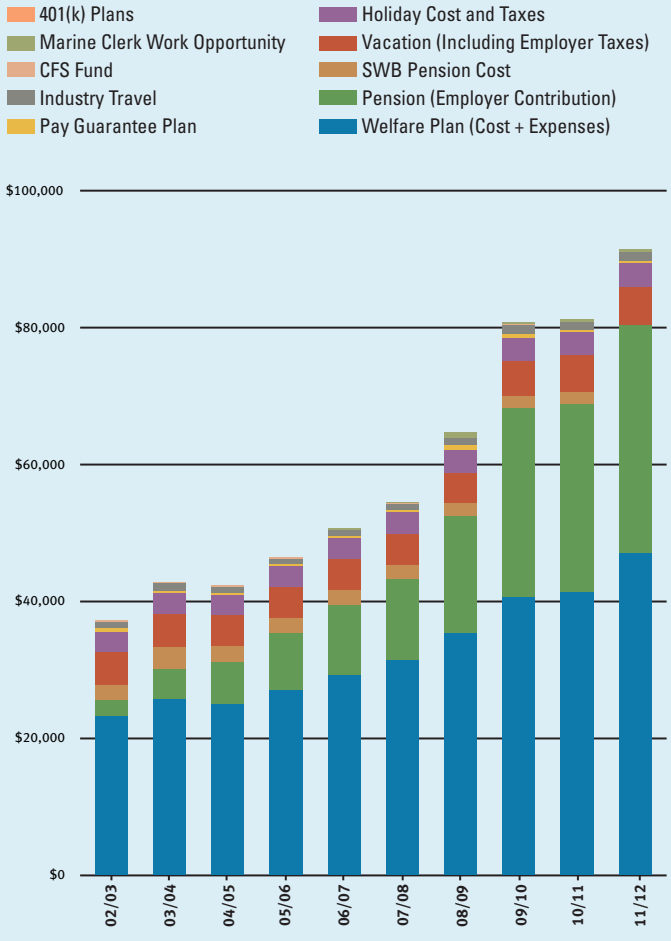
TOTAL BENEFITS COSTS

2002/2003 through 2011/2012



BENEFITS COSTS PER ACTIVE REGISTRANT

2002/2003 through 2011/2012



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2008	139	55	25	219
2009	231	202	45	478
2010	134	100	52	286
2011	132	52	42	226
2012	**139**	**154**	**38**	**331**

This table 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, 2012)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	$89	$2,225
7/81-6/84	30	$89	$2,670
7/84-6/87	33	$89	$2,937
7/87-6/93	35	$89	$3,115
7/93-6/99	35	$92	$3,220
7/99-6/02	35	$100	$3,500
7/02-6/08	35	$150	$5,250
7/08-6/11	37	$150	$5,550
7/11-6/12	37	$160	$5,920
7/12-6/13	**37**	**$170**	**$6,290**

This table 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	$170.00
1,250	$163.46
1,200	$156.92
1,150	$150.38
1,100	$143.85
1,050	$137.31
1,000	$130.77
950	$124.23
900	$117.69
850	$111.15
800	$104.62

This table 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, 2012. 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, 2012, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2012, was $170 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $6,290 for a participant with 37 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 $500 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.

During the 2008 bargaining, several improvements were agreed to, including a $30 increase in the rate of pension accrual per year of service, which became effective beginning July 1, 2011, in increments of $10 over the final three years of the contract. In addition, beginning July 1, 2008, maximum pension benefits are based on 37 years of service at retirement. Prior to July 1, 2008, 35 years of service was the recognized maximum. Surviving spouses and dependent child survivors of plan participants who die after July 1, 2008, receive a benefit equal to 75% of the amount per month per qualifying year of service that would have been received by the longshoreman were he still alive. Two early retirement windows beginning in 2009 and in 2012 were also agreed to, along with certain other enhanced benefits, rights and features.

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, 2008, all surviving spouses of actives who retired prior to July 1, 2008, receive up to a maximum of 65% 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

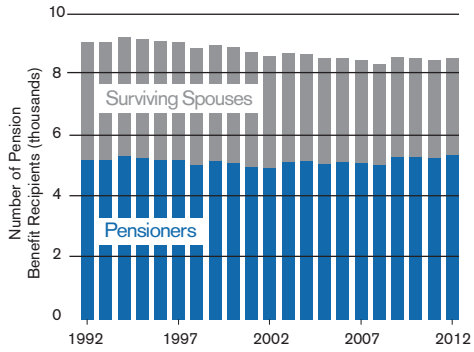
The table to the right shows the number of pension benefit recipients by calendar year.

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 2012, the Plan was paying $26,023,788 per month to 8,572 benefit recipients.

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
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
2008	3,750	1,018	71	253	5,092	2,778	530	3,308	8,400
2009	3,996	999	60	278	5,333	2,712	545	3,257	8,590
2010	3,997	983	54	302	5,336	2,676	553	3,229	8,565
2011	3,974	970	45	314	5,303	2,629	571	3,200	8,503
2012	**4,076**	**964**	**36**	**331**	**5,407**	**2,581**	**584**	**3,165**	**8,572**



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

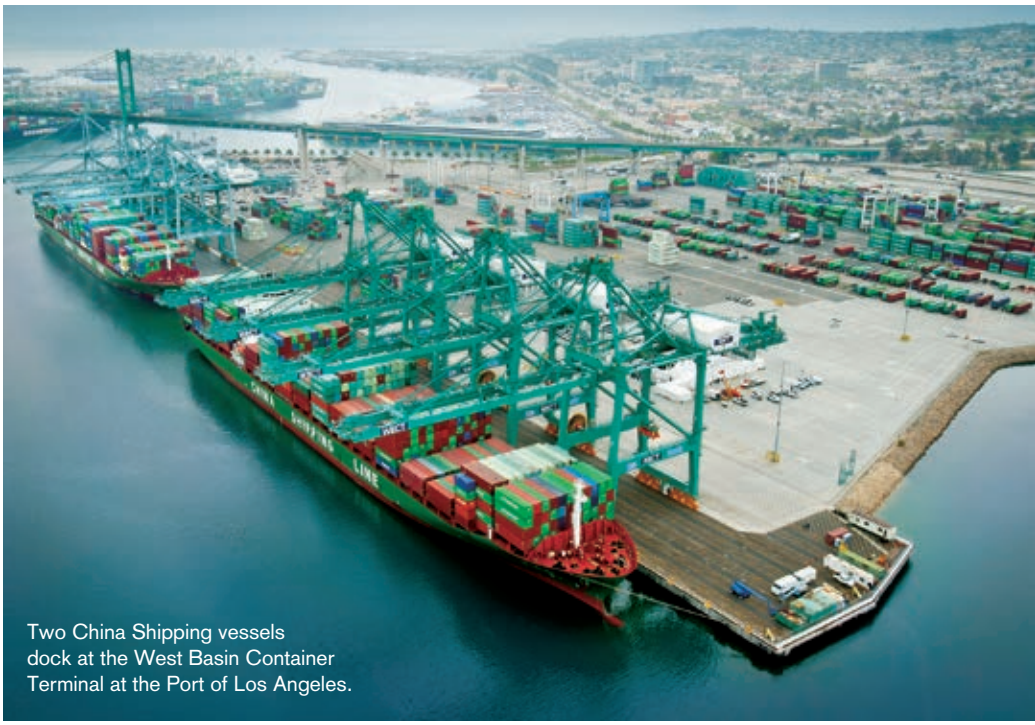
The Plan is primarily funded by PMA through employer assessments on tonnage and payroll hours. If an employee is required to contribute to the California State Disability Insurance Program, the employee's contribution to the Plan is reduced by the amount of the employee's payment to that Program.

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.

Contributions to the Widows' Independent Living Subsidy Program ceased in 2008.

Tenure of the Agreement

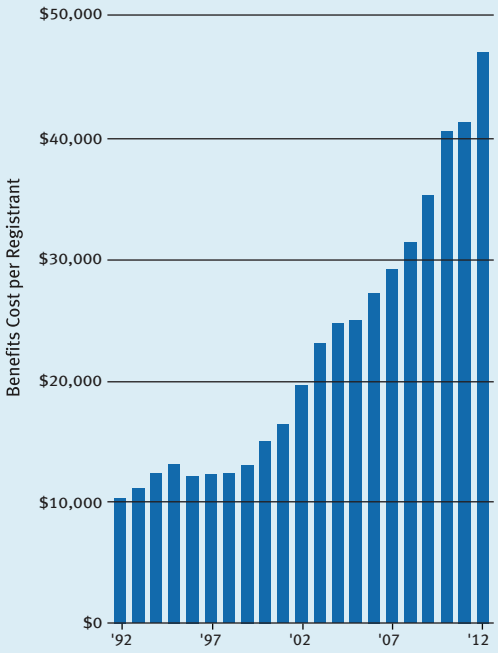
The Plan runs concurrently with the 2008-2014 Pacific Coast Longshore and Clerk's Agreement. Unless provided to the contrary, extension or renewal of the Pacific Coast Longshore and Clerks' Agreement extends the Plan, and the Plan remains in effect for the period of the extension or renewal. If the Plan were to be terminated, the remaining assets of the Plan would be used for payment of benefits until the assets were exhausted.



Two China Shipping vessels dock at the West Basin Container Terminal at the Port of Los Angeles.

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1992-2012



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 2011/2012 are divided by the count of active registrants at the end of 2011.

ILWU members pay no health care premiums, and receive 100 percent coverage for standard medical benefits.

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.

SSA Marine moves a tractor in Kalama, Washington.

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, 2008 in ports with HMO coverage will be covered by the HMO programs for the first twenty-four months of registration, with no requirement for 400 hours of work for initial eligibility coverage. Additionally, new registrants after July 1, 2008 in ports with *no* HMO coverage will be covered by the Coastwise Indemnity Plan for the first twenty-four 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 Dependent Spouse Survivor: 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 dependent spouse survivor remarries.

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

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

The four-year limitation is eliminated if the deceased eligible active registrant has five or more pension qualifying years. In such case, the dependent spouse has Welfare Plan eligibility until the spouse remarries, and the dependent child has Welfare Plan eligibility until he or she ceases to be qualified for dependent status.

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. Effective September 1, 2007, eligibility was expanded to include certain widows of active registrants who had previously not been eligible to receive benefits under the WILSP.

Payment for Benefit Coverage

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

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:

2008	$69,105,471
2009	$64,940,903
2010	$69,938,020
2011	$74,972,019
2012*	**$76,945,739**

Includes vacation benefits, taxes and expenses.

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

*Estimated benefits.

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

The cost of benefits has grown to more than $93,000 per registrant.

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,

OOCL containers are moved at Long Beach Container Terminal.

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.

Longshore workers move bulk cargo at the Port of Seattle.

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 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

2013

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's Birthday[2]
May	27	Memorial Day
July	4	Independence Day
	5	Bloody Thursday[1]
	28	Harry Bridges' Birthday[2]
September	2	Labor Day[1]
November	11	Veterans' Day
	28	Thanksgiving Day[1]
December	24	Christmas Eve Day[1]
	25	Christmas Day
	31	New Year's Eve Day[1]

2014

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

Holidays shown in **blue** are non-paid holidays. An employee who performs work on these non-paid holidays shall receive the overtime rate of pay for time worked.

[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 2 to 0700 September 3, 0800 November 28 to 0700 November 29. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

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

Holiday Plan

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

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

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

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

Holidays recognized by the Agreements for 2013 and for the first six months of 2014 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30

2008	$47,046,953
2009	$47,552,517
2010	$45,542,275
2011	$45,419,617
2012	**$49,343,441**

Includes expenses.
Data obtained from Audited Financial Statements.

MOL *Encore* at TraPac Container Terminal, 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 38-hour week at the basic straight time hourly wage ($34.68 per hour for Class "A" longshore, effective July 2, 2012, or $1317.84 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 ($971.04).

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 2012/2013 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.

Evergreen's *Ever Unific* in front of the Vincent Thomas Bridge, Los Angeles.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2008	$4,288,314	$110,500
2009	$11,253,938	$211,344
2010	$8,626,994	$156,961
2011	$3,602,590	$94,225
2012	**$3,165,046**	**$118,521**

Includes benefits and expenses.
Data obtained from Audited Financial Statements.

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

ILWU-PMA Savings 401(k) Plan

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

Longshore, clerk and foreman registrants may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, into their 401(k) accounts. Prior to 2005, the maximum was $8 per hour. Participants age 50 and older may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, an additional amount, called a Catch-up Contribution. Deferrals and Catch-up Contributions are subject to annual statutory limits. Beginning with payroll year 2009, participants may elect to defer any percentage, up to 90%, of their vacation checks into the 401(k) Plan.

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. Beginning with the 2008 plan year, a "third-shift" conversion factor was applied to qualifying hours worked during the third shift.

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

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2008	$12,561,299
2009	$14,741,569
2010	$18,233,540
2011	$17,068,798
2012	**$17,649,382**

Data obtained from audited financial statements.

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2008	$1,010,140	$112,238	$1,122,378
2009	$1,009,318	$112,146	$1,121,464
2010	$1,298,197	$144,244	$1,442,441
2011	$1,428,365	$158,707	$1,587,072
2012	**$1,031,207**	**$114,514**	**$1,145,720**

Bulk on-dock rail operations at the Port of Portland.

Industry Travel System

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

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

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

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

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

Travelers employed on successive days are paid travel time and transportation allowances for the first day and the last day. For any intervening days, travelers are paid the lesser of travel time plus transportation and subsistence. Subsistence rates are $115.00 per night for lodging and $30.00 per meal.

ILWU-PMA Marine Clerk Work Opportunity

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
2008	$2,887,729	$21,541,808	$24,429,537
2009	$3,301,064	$21,697,829	$24,998,894
2010	$3,546,357	$22,894,713	$26,441,070
2011	$3,501,163	$24,321,346	$27,822,509
2012	**$3,519,146**	**$29,705,953**	**$33,225,099**

2007-2011 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 and 2008 contract negotiations maintained these dispatch hall costs.

Workers pick up their job assignments at the dispatch hall that serves Los Angeles/Long Beach. See page 24 for news about a new dispatch hall.

Cranes at Pier 400, Port of Los Angeles.

Industry Assessments

The Hanjin *Geneva* approaches the Port of Seattle.

Assessments are levied on payroll hours and tonnage to fund the costs of collectively bargained fringe benefits and 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 in the years since, 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.

The divisor that was first proposed in September 1983 was 26,021,071.

Assessments fund benefits for waterfront workers.

MSC *Altair* arrives at the Port of Long Beach at sunset.

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, the following divisors:

Fiscal Year	Divisor
2004/2005	36,067,570
2005/2006	43,578,918
2006/2007	45,456,755
2007/2008	49,212,429
2008/2009	47,334,592
2009/2010	36,067,570
2010/2011	39,823,244
2011/2012	41,701,081
2012/2013	41,701,081

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 to funding requirements by the divisor, 41,701,081. 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	MCWO* 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	$0.280
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	0.834	0.834	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	–
2008	19.990	0.90	3.67	18.440	1.085	1.085	0.088	0.021	0.120	0.160
2009	27.010	1.14	4.95	24.400	1.435	1.435	0.116	0.028	0.080	1.440
2010	27.940	0.77	3.55	24.910	1.465	1.465	0.119	0.029	0.080	–
2011	28.540	0.74	2.45	24.570	1.445	1.445	0.117	0.029	0.120	–
2012	**$28.850**	**$1.00**	**$3.87**	**$25.680**	**$1.510**	**$1.510**	**$0.122**	**$0.030**	**$0.040**	**–**

* Marine Clerk Work Opportunity

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 to replace a paper-based reporting system. The Internet tonnage reporting system provides additional features such as automatic conversion from metric to common U.S. measurement and automatic container box conversion to twenty-foot equivalent units (TEUs). The metric conversion was particularly important 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 their outside length in feet, specifically 20', 24', 35', 40', 45', 48' and 53'.

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 origin to 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.

West 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 online at www.pmanet.org.

It is important to note that PMA data include all "dry" cargo handled in ports in California, Oregon and Washington. The official U.S. Waterborne Transportation Statistics published by the U.S. Maritime Administration show foreign trade by type of carrier (liner, tanker and tramp), and do not include domestic tonnage moved to and from Alaska and Hawaii, nor do they contain PMA tonnage described as coastwise and U.S. intercoastal tonnage. PMA data do not include tanker liquid bulk or LPG carrier cargo. The U.S. Army Corps of Engineers publishes domestic cargo tonnage data. Government agencies report tonnage based upon reported actual weight and not in terms of revenue tonnage used by PMA.

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

Changes in Reporting Categories

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

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

A Horizon vessel at the Port of Los Angeles.

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 (twenty-foot equivalent units) 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 provisions for only 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. Cargoes inbound from British Columbia represent another subset of total revenue tonnage, when such cargoes are present.

Container operations in Oakland at Ports America Outer Harbor Terminal.

Statistical Information

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

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 PMA's 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.

"K" Line's *Granville Bridge* vessel at the Port of Tacoma's Husky Terminal.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2012 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			
2012	Total	% of Coast	Chg from 2011	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2011	% Loaded: % Discharged	Total	% of Coast	Chg from 2011	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	4,821,984	1.4%	12.5%	11.5 : 88.5	51,119	0.3%	-0.3%	4.8 : 95.2	303,445	3.9%	33.7%	24.0 : 76.0
Long Beach	90,953,926	26.3%	2.3%	38.7 : 61.3	4,592,140	29.9%	1.6%	33.3 : 66.7	562,483	7.2%	-4.6%	22.4 : 77.6
Los Angeles	110,752,530	32.0%	0.1%	32.3 : 67.7	6,150,094	40.0%	0.0%	33.3 : 66.7	2,717,874	34.9%	13.4%	1.0 : 99.0
Port Hueneme	4,519,612	1.3%	10.4%	9.9 : 90.1	52,291	0.3%	131.3%	11.0 : 89.0	606,130	7.8%	-25.1%	12.6 : 87.4
AREA TOTAL	**211,048,052**	**61.0%**	**1.5%**	**34.1 : 65.9**	**10,845,644**	**70.6%**	**1.0%**	**33.1 : 66.9**	**4,189,932**	**53.8%**	**4.2%**	**7.2 : 92.8**
NORTHERN CALIFORNIA												
San Francisco	861,828	0.2%	18.9%	0.0 : 100.0	34	<0.1%	-17.1%	0.0 : 100.0	22,221	0.3%	-48.7%	0.0 : 100.0
Redwood City	1,001,989	0.3%	41.2%	2.4 : 97.6	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Oakland	30,304,966	8.8%	0.1%	55.7 : 44.3	1,762,661	11.5%	0.5%	55.4 : 44.6	16,774	0.2%	-5.5%	58.7 : 41.3
Richmond	1,485,379	0.4%	31.9%	1.2 : 98.8	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Crockett	582,144	0.2%	-17.5%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Benicia	1,098,499	0.3%	27.3%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Port Chicago	67,018	<0.1%	13.9%	24.4 : 75.6	3,939	<0.1%	14.1%	24.4 : 75.6	55	<0.1%	-63.1%	0.0 : 100.0
Stockton	1,812,777	0.5%	-16.1%	61.3 : 38.7	–	–	-100.0%	0.0: 0.0	166,486	2.1%	-49.5%	25.4 : 74.6
West Sacramento	326,688	0.1%	-1.0%	25.7 : 74.3	–	–	-100.0%	0.0 : 0.0	272,938	3.5%	-9.2%	30.8 : 69.2
Eureka	32,502	<0.1%	-30.2%	94.9 : 5.1	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**37,573,790**	**10.9%**	**1.5%**	**48.3 : 51.7**	**1,766,634**	**11.5%**	**0.5%**	**55.4 : 44.6**	**478,474**	**6.1%**	**-30.8%**	**28.5 : 71.5**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend / Coos Bay	1,503,973	0.4 %	-15.7%	99.9 : 0.1	–	–	–	0.0 : 0.0	12,139	0.2%	713.6%	100.0 : 0.0
Portland	17,948,131	5.2%	-6.2%	70.2 : 29.8	152,961	1.0%	-1.9%	56.6 : 43.4	986,089	12.7%	8.0%	6.2 : 93.8
Vancouver	4,914,451	1.4%	-20.7%	82.5 : 17.5	488	<0.1%	-60.1%	36.5 : 63.5	319,051	4.1%	-30.7%	4.9 : 95.1
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Kalama	10,198,523	2.9%	-11.9%	96.2 : 3.8	–	–	–	0.0 : 0.0	446,375	5.7%	-7.2%	14.3 : 85.7
Rainier	108,643	<0.1%	29.6%	95.1 : 4.9	2,579	<0.1%	16.4%	97.7 : 2.3	48,721	0.6%	78.2%	91.2 : 8.8
Longview	2,328,647	0.7%	-14.6%	89.0 : 11.0	256	<0.1%	12,700.0%	0.0 : 100.0	182,953	2.3%	9.5%	67.4 : 32.6
Astoria	95,247	<0.1%	16.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**37,097,615**	**10.7%**	**-10.8%**	**81.5 : 18.5**	**156,284**	**1.0%**	**-2.0%**	**57.1 : 42.9**	**1,995,328**	**25.6%**	**-2.7%**	**16.0 : 84.0**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen / Grays Harbor	2,672,131	0.8%	81.6%	96.2 : 3.8	–	–	–	0.0 : 0.0	173,382	2.2%	95.1%	98.8 : 1.2
Olympia	231,470	0.1%	16.9%	78.7 : 21.3	–	–	–	0.0 : 0.0	49,221	0.6%	100.0%	0.0 : 100.0
Tacoma	30,974,737	9.0%	9.0%	57.0 : 43.0	1,307,395	8.5%	20.6%	50.2 : 49.8	730,788	9.4%	59.4%	26.8 : 73.2
Seattle	25,549,004	7.4%	-14.4%	51.0 : 49.0	1,285,858	8.4%	-9.3%	43.4 : 56.6	108,830	1.4%	-19.1%	8.1 : 91.9
Everett	239,064	0.1%	33.2%	44.4 : 55.6	7,776	0.1%	-3.0%	22.4 : 77.6	64,882	0.8%	87.0%	54.0 : 46.0
Port Angeles	107,248	<0.1%	-15.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Anacortes	391,626	0.1%	43.4%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Bellingham	102	<0.1%	100.0%	0.0 : 100.0	–	–	–	0.0 : 0.0	102	<0.1%	100.0%	0.0 : 100.0
AREA TOTAL	**60,165,382**	**17.4%**	**-0.6%**	**56.6 : 43.4**	**2,601,029**	**16.9%**	**3.7%**	**46.8 : 53.2**	**1,127,205**	**14.5%**	**57.3%**	**36.5 : 63.5**
COAST TOTAL	**345,884,839**	**100.0%**	**-0.3%**	**44.7 : 55.3**	**15,369,591**	**100.0%**	**1.3%**	**38.2 : 61.8**	**7,790,939**	**100.0%**	**4.1%**	**15.0 : 85.0**

Revenue Tonnage Loaded and Discharged by Port,

CONTINUED

Total tonnage reported for the port.

Chg from 2011 shows the percent 2012 tonnage changed from 2011 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				
2012	Total	% of Coast	Chg from 2011	% Loaded: % Discharged	Total	% of Coast	Chg from 2011	% Loaded: % Discharged	Total	% of Coast	Chg from 2011	% Loaded: % Discharged	
SOUTHERN CALIFORNIA													
San Diego	53,296	2.8%	4.5%	0.0 : 100.0	3,493,392	16.2%	14.5%	12.1 : 87.9	102,828	0.2%	19.1%	17.5 : 82.5	
Long Beach	100,885	5.4%	-7.4%	0.0 : 100.0	3,168,614	14.7%	38.9%	8.0 : 92.0	9,055,564	17.0%	-0.7%	97.3 : 2.7	
Los Angeles	–	–	–	0.0 : 0.0	2,644,045	12.3%	6.1%	5.7 : 94.3	839,013	1.6%	-30.5%	100.0 : 0.0	
Port Hueneme	–	–	–	0.0 : 0.0	2,876,815	13.4%	4.6%	9.5 : 90.5	147,720	0.3%	-2.7%	0.0 : 100.0	
AREA TOTAL	**154,181**	**8.2%**	**-3.6%**	**0.0 : 100.0**	**12,182,866**	**56.6%**	**15.2%**	**9.0 : 91.0**	**10,145,125**	**19.0%**	**-3.9%**	**95.3 : 4.7**	
NORTHERN CALIFORNIA													
San Francisco	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	839,029	1.6%	23.3%	0.0 : 100.0	
Redwood City	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	1,001,989	1.9%	41.2%	2.4 : 97.6	
Oakland	–	–	–	0.0 : 0.0	322,955	1.5%	-27.2%	77.1 : 22.9	–	–	–	0.0 : 0.0	
Richmond	–	–	–	0.0 : 0.0	964,513	4.5%	37.7%	0.0 : 100.0	520,866	1.0%	22.4%	3.3 : 96.7	
Crockett	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	582,144	1.1%	-17.5%	0.0 : 100.0	
Benicia	–	–	–	0.0 : 0.0	1,098,499	5.1%	28.9%	0.0 : 100.0	–	–	-100.0%	0.0 : 0.0	
Port Chicago	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Stockton	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	1,646,291	3.1%	-10.0%	64.9 : 35.1	
West Sacramento	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	53,750	0.1%	84.9%	0.0 : 100.0	
Eureka	32,502	1.7%	-30.2%	94.9 : 5.1	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**32,502**	**1.7%**	**-30.2%**	**94.9 : 5.1**	**2,385,967**	**11.1%**	**19.5%**	**10.4 : 89.6**	**4,644,069**	**8.7%**	**5.8%**	**23.9 : 76.1**	
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER													
North Bend / Coos Bay	129,030	6.9%	-35.1%	98.6 : 1.4	–	–	–	0.0 : 0.0	1,362,804	2.6%	-14.0%	100.0 : 0.0	
Portland	–	–	-100.0%	0.0 : 0.0	3,214,234	14.9%	22.6%	1.9 : 98.1	11,147,471	20.9%	-13.9%	98.8 : 1.2	
Vancouver	–	–	-100.0%	0.0 : 0.0	523,256	2.4%	-4.0%	0.0 : 100.0	4,063,848	7.6%	-21.4%	99.4 : 0.6	
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Kalama	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	9,752,148	18.3%	-12.1%	100.0 : 0.0	
Rainier	16,079	0.9%	-14.8%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Longview	986,881	52.5%	-9.2%	97.9 : 2.1	–	–	–	0.0 : 0.0	1,154,461	2.2%	-21.6%	85.2 : 14.8	
Astoria	95,247	5.1%	16.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**1,227,237**	**65.3%**	**-12.1%**	**98.2 : 1.8**	**3,737,490**	**17.4%**	**18.0%**	**1.6 : 98.4**	**27,480,732**	**51.5%**	**-14.9%**	**98.8 : 1.2**	
PACIFIC NORTHWEST: WASHINGTON													
Aberdeen / Grays Harbor	21,827	1.2%	-76.8%	100.0 : 0.0	941,282	4.4%	94.6%	92.3 : 7.7	1,535,640	2.9%	90.8%	98.3 : 1.7	
Olympia	182,249	9.7%	-8.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Tacoma	121,740	6.5%	-31.0%	100.0 : 0.0	2,186,126	10.2%	-5.4%	20.6 : 79.4	5,710,368	10.7%	-19.1%	100.0 : 0.0	
Seattle	–	–	–	0.0 : 0.0	96,202	0.4%	6.9%	37.4 : 62.6	3,484,386	6.5%	-37.1%	100.0 : 0.0	
Everett	33,382	1.8%	773.4%	100.0 : 0.0	7,093	<0.1%	47.6%	100.0 : 0.0	1,515	<0.1%	100.0%	68.3 : 31.7	
Port Angeles	107,248	5.7%	-15.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Anacortes	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	391,626	0.7%	43.4%	100.0 : 0.0	
Bellingham	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**466,446**	**24.8%**	**-22.1%**	**100.0 : 0.0**	**3,230,703**	**15.0%**	**11.8%**	**42.2 : 57.8**	**11,123,535**	**20.8%**	**-18.6%**	**99.8 : 0.2**	
COAST TOTAL	**1,880,366**	**100.0%**	**-14.6%**	**90.5 : 9.5**	**21,537,026**	**100.0%**	**15.6%**	**12.9 : 87.1**	**53,393,461**	**100.0%**	**-12.3%**	**91.8 : 8.2**	

Container Box Counts

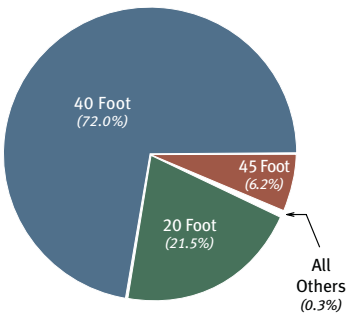
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: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

2012

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.

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	357,953	186,847	544,800	1,257,514	636,318	1,893,832	84,888	37,109	121,997	1,704,011	861,846	2,565,857	76.4%	4,618,703
Empty	3,698	156,210	159,908	23,445	545,590	569,035	6,925	49,835	56,760	40,405	751,668	792,073	23.6%	1,440,527
TOTAL	**361,651**	**343,057**	**704,708**	**1,280,959**	**1,181,908**	**2,462,867**	**91,813**	**86,944**	**178,757**	**1,744,416**	**1,613,514**	**3,357,930**	**100.0%**	**6,059,230**
Los Angeles														
Cargo Bearing	469,321	241,304	710,625	1,649,965	853,142	2,503,107	144,229	47,176	191,405	2,270,599	1,141,648	3,412,247	76.3%	6,166,895
Empty	4,192	190,115	194,307	37,621	708,599	746,220	12,248	100,149	112,397	59,318	999,861	1,059,179	23.7%	1,956,465
TOTAL	**473,513**	**431,419**	**904,932**	**1,687,586**	**1,561,741**	**3,249,327**	**156,477**	**147,325**	**303,802**	**2,329,917**	**2,141,509**	**4,471,426**	**100.0%**	**8,123,360**
Oakland														
Cargo Bearing	140,772	125,591	266,363	297,066	408,972	706,038	29,145	19,278	48,423	467,430	555,359	1,022,789	77.0%	1,790,402
Empty	12,422	54,656	67,078	114,124	88,493	202,617	7,711	27,437	35,148	135,486	170,666	306,152	23.0%	553,269
TOTAL	**153,194**	**180,247**	**333,441**	**411,190**	**497,465**	**908,655**	**36,856**	**46,715**	**83,571**	**602,916**	**726,025**	**1,328,941**	**100.0%**	**2,343,671**
Portland														
Cargo Bearing	11,752	7,680	19,432	26,089	39,302	65,391	1,104	112	1,216	38,945	47,094	86,039	81.6%	152,961
Empty	2,130	6,805	8,935	6,238	2,545	8,783	–	1,292	1,292	8,773	10,642	19,415	18.4%	30,493
TOTAL	**13,882**	**14,485**	**28,367**	**32,327**	**41,847**	**74,174**	**1,104**	**1,404**	**2,508**	**47,718**	**57,736**	**105,454**	**100.0%**	**183,454**
Tacoma														
Cargo Bearing	86,837	43,370	130,207	275,988	307,018	583,006	26,846	19,497	46,343	389,671	369,885	759,556	83.4%	1,400,672
Empty	1,529	22,932	24,461	77,558	25,239	102,797	10,373	13,376	23,749	89,473	61,547	151,020	16.6%	283,603
TOTAL	**88,366**	**66,302**	**154,668**	**353,546**	**332,257**	**685,803**	**37,219**	**32,873**	**70,092**	**479,144**	**431,432**	**910,576**	**100.0%**	**1,684,275**
Seattle														
Cargo Bearing	124,300	52,938	177,238	276,233	245,766	521,999	24,459	5,999	30,458	425,389	308,189	733,578	80.7%	1,294,868
Empty	2,488	44,398	46,886	75,447	34,612	110,059	1,386	13,803	15,189	82,845	92,846	175,691	19.3%	305,943
TOTAL	**126,788**	**97,336**	**224,124**	**351,680**	**280,378**	**632,058**	**25,845**	**19,802**	**45,647**	**508,234**	**401,035**	**909,269**	**100.0%**	**1,600,811**
All Others														
Cargo Bearing	50,088	8,471	58,559	24,566	2,588	27,154	3,077	1,318	4,395	77,731	12,439	90,170	76.9%	122,851
Empty	2,444	–	2,444	2,215	22,321	24,536	24	35	59	4,790	22,356	27,146	23.1%	51,777
TOTAL	**52,532**	**8,471**	**61,003**	**26,781**	**24,909**	**51,690**	**3,101**	**1,353**	**4,454**	**82,521**	**34,795**	**117,316**	**100.0%**	**174,628**
COAST TOTALS														
Cargo Bearing	1,241,023	666,201	1,907,224	3,807,421	2,493,106	6,300,527	313,748	130,489	444,237	5,373,776	3,296,460	8,670,236	77.4%	15,547,352
Empty	28,903	475,116	504,019	336,648	1,427,399	1,764,047	38,667	205,927	244,594	421,090	2,109,586	2,530,676	22.6%	4,622,077
TOTAL	**1,269,926**	**1,141,317**	**2,411,243**	**4,144,069**	**3,920,505**	**8,064,574**	**352,415**	**336,416**	**688,831**	**5,794,866**	**5,406,046**	**11,200,912**	**100.0%**	**20,169,429**
% of Total	**11.3%**	**10.2%**	**21.5%**	**37.0%**	**35.0%**	**72.0%**	**3.1%**	**3.0%**	**6.2%**	**51.7%**	**48.3%**	**100.0%**	–	–

2012 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

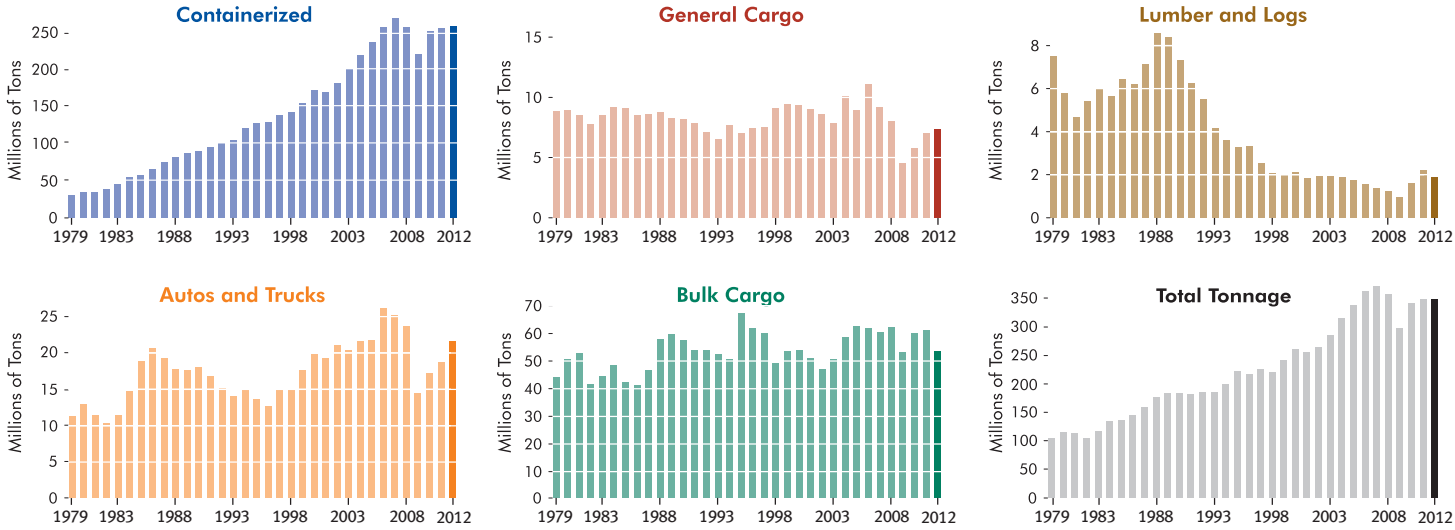
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to- cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs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

2012	CELL-TO-CELL	CELL-DOCK-CELL
Oakland	142	21,050
Northern California Total	**142**	**21,050**
Long Beach	98	10,706
Los Angeles	41	31,836
San Diego	0	22
Southern California Total	**139**	**42,564**
Seattle	30	13,516
Tacoma	10	9,226
Washington Total	**40**	**22,742**
Portland	0	0
Oregon Total	**0**	**0**
COAST TOTAL	**321**	**86,356**

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1979 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
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	272,101,014	73.8%	9,792,476	2.7%	1,372,263	0.4%	25,216,373	6.8%	60,173,244	16.3%	368,655,370
2008	259,071,381	73.1%	8,532,935	2.4%	1,218,443	0.3%	23,617,421	6.7%	61,988,787	17.5%	354,428,967
2009	223,338,146	75.3%	4,794,494	1.6%	977,126	0.3%	14,404,430	4.9%	52,899,429	17.8%	296,413,625
2010	253,907,002	75.0%	6,127,071	1.8%	1,614,848	0.5%	17,209,194	5.1%	59,901,433	17.7%	338,759,548
2011	257,830,857	74.3%	7,481,472	2.2%	2,201,076	0.6%	18,624,177	5.4%	60,900,976	17.5%	347,038,558
2012	**261,283,047**	**75.5%**	**7,790,939**	**2.3%**	**1,880,366**	**0.5%**	**21,537,026**	**6.2%**	**53,393,461**	**15.4%**	**345,884,839**



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 88.6% of the total coast tonnage and 99.2% of the containerized cargo in 2012.

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 2008.

	2012		2011		2010		2009		2008	
	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	3,168,614	14.7%	2,281,695	12.3%	2,553,580	14.8%	2,101,755	14.6%	3,809,564	16.1%
Bulk Cargo	9,055,564	17.0%	9,116,520	15.0%	7,957,120	13.3%	7,555,653	14.3%	7,807,607	12.6%
Containerized Cargo	4,592,140	29.9%	4,518,296	29.8%	4,700,059	31.5%	3,863,018	29.4%	4,831,261	31.7%
General Cargo	562,483	7.2%	589,697	7.9%	458,785	7.5%	439,738	9.2%	1,009,803	11.8%
Logs and Lumber	100,885	5.4%	108,910	4.9%	108,629	6.7%	76,945	7.9%	155,556	12.8%
Port Total	**90,953,926**	**26.3%**	**88,907,854**	**25.6%**	**90,979,117**	**26.9%**	**75,845,397**	**25.6%**	**94,913,967**	**26.8%**
LOS ANGELES										
Automobiles and Trucks	2,644,045	12.3%	2,491,404	13.4%	1,864,440	10.8%	1,340,900	9.3%	1,935,410	8.2%
Bulk Cargo	839,013	1.6%	1,207,562	2.0%	956,878	1.6%	1,415,735	2.7%	1,084,178	1.7%
Containerized Cargo	6,150,094	40.0%	6,147,917	40.5%	5,759,201	38.6%	5,172,915	39.4%	5,925,449	38.9%
General Cargo	2,717,874	34.9%	2,397,112	32.0%	1,908,016	31.1%	1,325,807	27.7%	2,789,573	32.7%
Logs and Lumber	–	0.0%	–	0.0%	213	0.0%	–	0.0%	–	0.0%
Port Total	**110,752,530**	**32.0%**	**110,610,667**	**31.9%**	**102,635,964**	**30.3%**	**92,021,997**	**31.0%**	**106,541,794**	**30.1%**
OAKLAND										
Automobiles and Trucks	322,955	1.5%	443,329	2.4%	352,482	2.0%	451,651	3.1%	613,542	2.6%
Containerized Cargo	1,762,661	11.5%	1,754,260	11.6%	1,712,519	11.5%	1,611,011	12.3%	1,633,775	10.7%
General Cargo	16,774	0.2%	17,749	0.2%	15,674	0.3%	10,819	0.2%	27,913	0.3%
Port Total	**30,304,966**	**8.8%**	**30,283,498**	**8.7%**	**29,480,979**	**8.7%**	**27,849,657**	**9.4%**	**28,415,630**	**8.0%**
PORTLAND										
Automobiles and Trucks	3,214,234	14.9%	2,620,716	14.1%	3,005,920	17.5%	2,659,843	18.5%	4,608,061	19.5%
Bulk Cargo	11,147,471	20.9%	12,949,010	21.3%	13,423,829	22.4%	10,632,595	20.1%	12,684,386	20.5%
Containerized Cargo	152,961	1.0%	155,960	1.0%	132,382	0.9%	157,306	1.2%	202,657	1.3%
General Cargo	986,089	12.7%	912,805	12.2%	980,902	16.0%	381,659	8.0%	945,554	11.1%
Logs and Lumber	–	0.0%	5,987	0.3%	–	0.0%	–	0.0%	–	0.0%
Port Total	**17,948,131**	**5.2%**	**19,139,838**	**5.5%**	**19,661,145**	**5.8%**	**16,348,299**	**5.5%**	**21,683,170**	**6.1%**
TACOMA										
Automobiles and Trucks	2,186,126	10.2%	2,310,068	12.4%	1,882,950	10.9%	1,721,871	12.0%	2,423,377	10.3%
Bulk Cargo	5,710,368	10.7%	7,059,468	11.6%	7,187,289	12.0%	7,328,474	13.9%	7,683,823	12.4%
Containerized Cargo	1,307,395	8.5%	1,083,775	7.1%	1,063,437	7.1%	1,140,775	8.7%	1,419,479	9.3%
General Cargo	730,788	9.4%	458,423	6.2%	239,070	3.9%	220,682	4.6%	312,624	3.7%
Logs and Lumber	121,740	6.5%	176,332	8.0%	118,905	7.4%	36,250	3.7%	149,649	12.3%
Port Total	**30,974,737**	**9.0%**	**28,428,466**	**8.2%**	**27,506,643**	**8.1%**	**28,700,452**	**9.7%**	**34,700,616**	**9.8%**
SEATTLE										
Automobiles and Trucks	96,202	0.4%	89,979	0.5%	66,907	0.4%	75,749	0.5%	111,428	0.5%
Bulk Cargo	3,484,386	6.5%	5,535,609	9.1%	6,053,126	10.1%	6,018,741	11.4%	7,029,460	11.3%
Containerized Cargo	1,285,858	8.4%	1,417,388	9.3%	1,478,842	9.9%	1,112,134	8.5%	1,143,979	7.5%
General Cargo	108,830	1.4%	134,569	1.8%	76,558	1.2%	69,278	1.4%	142,521	1.7%
Port Total	**25,549,004**	**7.4%**	**29,855,753**	**8.6%**	**31,336,905**	**9.3%**	**25,070,046**	**8.5%**	**26,731,052**	**7.5%**
ALL OTHER PORTS										
Automobiles and Trucks	9,904,850	46.0%	8,386,986	45.0%	7,482,915	43.5%	6,052,661	42.0%	10,116,039	42.8%
Bulk Cargo	23,156,659	43.4%	25,032,807	41.1%	24,323,191	40.6%	19,948,231	37.7%	25,699,333	41.5%
Containerized Cargo	118,482	0.8%	88,925	0.6%	89,266	0.6%	80,379	0.6%	82,893	0.5%
General Cargo	2,668,101	34.2%	2,971,117	39.7%	2,448,066	40.0%	2,345,511	48.9%	3,304,947	38.7%
Logs and Lumber	1,657,741	88.2%	1,909,847	86.8%	1,387,101	85.9%	863,931	88.4%	913,238	75.0%
Port Total	**39,401,545**	**11.4%**	**39,812,482**	**11.5%**	**37,158,795**	**11.0%**	**30,577,777**	**10.3%**	**41,442,738**	**11.7%**
COAST TOTALS										
Automobiles and Trucks	21,537,026		18,624,177		17,209,194		14,404,430		23,617,421	
Bulk Cargo	53,393,461		60,900,976		59,901,433		52,899,429		61,988,787	
Containerized Cargo	15,369,591		15,166,521		14,935,706		13,137,538		15,239,493	
General Cargo	7,790,939		7,481,472		6,127,071		4,794,494		8,532,935	
Logs and Lumber	1,880,366		2,201,076		1,614,848		977,126		1,218,443	
Coast Total	**345,884,839**		**347,038,558**		**338,759,548**		**296,413,625**		**354,428,967**	

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**, show 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.

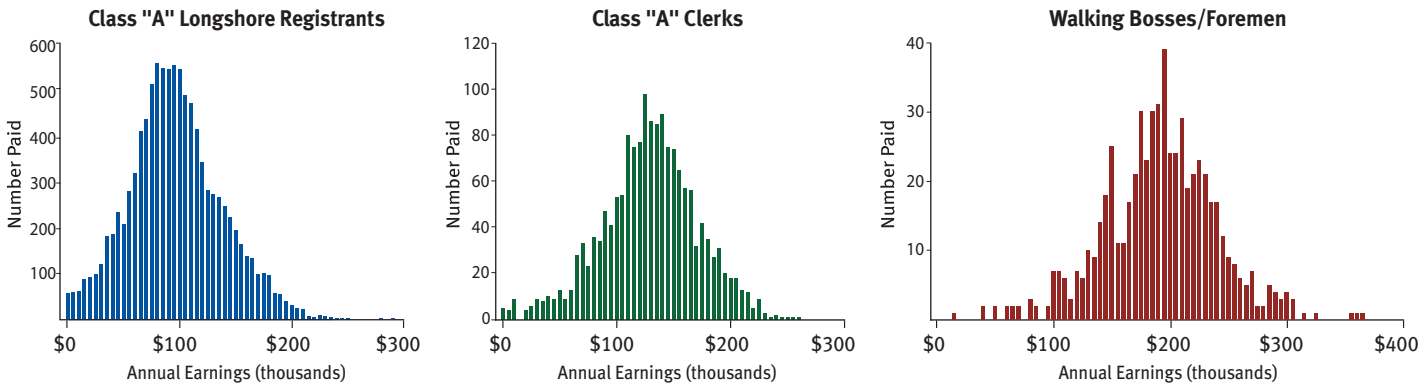
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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												
2003	6,676	2,066	$ 89,484	72.3%	$106,520	55.2%	$115,591	36.2%	$127,084	19.1%	3,196	$141,058
2004 *	7,170	2,119	93,369	75.4	109,031	59.7	117,343	40.0	129,448	23.0	3,243	142,876
2005	7,070	2,123	96,332	73.5	114,219	57.5	123,464	39.0	135,658	22.4	3,243	149,550
2006	7,395	2,163	101,115	75.1	118,425	59.5	127,304	40.8	139,372	23.2	3,260	153,866
2007	8,156	2,117	99,575	75.1	115,857	57.4	125,461	37.0	138,938	20.6	3,215	153,179
2008	8,550	2,043	97,328	71.6	115,539	52.6	126,305	33.6	140,065	18.2	3,207	155,136
2009 *	8,607	1,792	85,399	61.2	108,621	40.6	120,448	22.8	135,749	9.7	3,139	154,043
2010	9,200	1,942	94,489	68.3	114,097	47.8	125,639	27.7	140,580	13.1	3,167	158,687
2011	9,652	1,924	96,272	66.5	117,183	46.1	129,392	26.4	145,937	13.4	3,170	162,878
2012	**10,198**	**1,919**	**$ 98,806**	**66.7%**	**$119,723**	**44.8%**	**$132,946**	**25.9%**	**$150,067**	**13.0%**	**3,173**	**$167,649**
CLASS "A" CLERKS												
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
2008	1,897	2,566	128,996	86.3	140,542	76.9	146,113	61.5	154,597	42.3	3,334	166,435
2009 *	1,757	2,241	112,907	81.1	126,896	68.1	133,241	48.7	141,917	22.5	3,140	158,330
2010	1,681	2,352	120,955	83.9	133,755	71.9	140,453	54.1	149,563	28.9	3,215	165,951
2011	1,669	2,413	127,724	85.3	139,446	73.5	146,162	55.0	156,081	31.1	3,255	172,112
2012	**1,637**	**2,415**	**$131,222**	**85.7%**	**$142,815**	**73.2%**	**$149,800**	**54.4%**	**$160,446**	**30.9%**	**3,245**	**$175,481**
WALKING BOSSES/FOREMEN												
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
2008	674	3,015	184,312	92.4	193,432	87.2	197,727	80.1	202,590	65.0	3,524	211,544
2009 *	593	2,485	157,667	89.2	167,308	79.4	172,893	63.2	180,041	32.5	3,168	193,810
2010	569	2,813	180,711	92.6	188,850	85.9	194,035	75.0	200,705	57.1	3,331	210,568
2011	637	2,843	185,680	93.1	193,447	86.8	198,260	76.8	204,888	55.4	3,380	217,786
2012	**613**	**2,842**	**$193,892**	**94.1%**	**$200,483**	**86.1%**	**$206,675**	**73.6%**	**$215,095**	**55.3%**	**3,383**	**$226,064**

*Data for 2004 and 2009 have been annualized to 52 weeks to allow comparison with other years. These years are 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2012 ANNUAL EARNINGS *(grouped in $5,000 increments)*



Registered Work Force by Local – 2012

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 are 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	6,967	6,602	1,912	13.8	11.6	0.1	$ 99,220	46.9	93.0%	67.1%	43.3%	12.7%
29 San Diego	137	120	1,981	12.4	11.2	–	101,483	51.1	95.8	65.8	45.8	14.2
46 Port Hueneme	122	103	2,120	17.4	12.0	–	107,867	54.1	92.2	77.7	65.0	20.4
Total	**7,226**	**6,825**	**1,916**	**13.9**	**11.6**	**0.1**	**$ 99,390**	**47.1**	**93.1%**	**67.2%**	**43.7%**	**12.8%**
Northern California												
10 SF Bay Area	1,360	1,209	1,809	11.9	10.6	0.6	$ 92,871	49.1	88.4%	59.3%	40.4%	13.4%
14 Eureka	16	16	794	9.1	10.5	77.0	60,840	52.4	62.5	6.3	–	–
18 Sacramento	25	25	1,747	13.0	10.7	23.1	89,824	49.4	96.0	56.0	32.0	12.0
54 Stockton	86	86	1,636	13.0	11.8	19.5	87,222	48.9	95.3	46.5	26.7	4.7
Total	**1,487**	**1,336**	**1,784**	**11.9**	**10.7**	**3.1**	**$ 92,067**	**49.1**	**88.7%**	**57.8%**	**38.9%**	**12.6%**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver, WA	200	184	1,867	13.4	12.5	2.1	$ 94,003	43.0	92.9%	63.6%	41.8%	9.2%
08 Portland	462	427	1,890	15.2	12.2	1.3	97,928	47.9	92.5	67.0	45.9	9.1
12 North Bend	39	38	1,446	19.2	11.9	17.8	79,481	56.1	89.5	31.6	13.2	–
21 Longview, WA	252	215	2,068	13.8	12.5	0.7	98,284	43.5	96.7	80.5	60.5	7.9
50 Astoria	18	18	1,741	15.3	13.0	18.8	89,789	54.7	100.0	55.6	33.3	–
53 Newport	10	10	1,186	18.5	11.3	67.9	93,314	52.2	70.0	20.0	20.0	10.0
Total	**981**	**892**	**1,898**	**14.7**	**12.3**	**3.1**	**$ 96,202**	**46.3**	**93.4%**	**67.3%**	**46.6%**	**8.3%**
Pacific Northwest: Washington												
07 Bellingham	13	13	1,227	24.0	6.4	101.0	$ 98,527	54.2	61.5%	30.8%	15.4%	– %
19 Seattle	868	843	1,763	13.4	11.6	–	91,386	48.0	90.5	58.0	38.3	7.5
23 Tacoma	760	732	2,177	14.9	11.7	–	114,050	47.7	95.1	77.5	59.2	21.3
24 Aberdeen	40	40	2,317	19.4	11.8	1.6	126,684	53.4	100.0	92.5	67.5	22.5
25 Anacortes	10	7	1,767	15.7	12.9	20.1	106,040	39.4	85.7	71.4	28.6	14.3
27 Port Angeles	17	11	1,271	27.3	11.2	62.3	85,235	53.2	90.9	18.2	18.2	–
32 Everett	44	43	1,954	10.5	11.3	5.0	92,669	40.6	93.0	67.4	51.2	9.3
47 Olympia	23	23	1,233	17.9	12.4	48.5	77,204	47.8	78.3	21.7	8.7	–
51 Port Gamble	10	10	1,630	18.5	12.2	35.4	98,555	50.4	100.0	60.0	30.0	–
Total	**1,785**	**1,722**	**1,942**	**14.4**	**11.6**	**2.3**	**$101,798**	**47.9**	**92.4%**	**66.4%**	**47.4%**	**13.5%**
Longshore Total	**11,479**	**10,775**	**1,903**	**13.8**	**11.6**	**1.1**	**$ 98,603**	**47.4**	**92.5%**	**65.9%**	**43.9%**	**12.5%**
CLERKS REGISTRANTS												
29 San Diego	11	11	2,535	18.5	11.0	–	$127,809	49.9	90.9%	81.8%	63.6%	36.4%
46 Port Hueneme	15	15	2,649	29.8	13.2	–	138,076	57.7	93.3	86.7	80.0	40.0
63 LA/LB	1,108	1,082	2,324	22.5	12.3	–	127,856	54.6	96.4	83.3	69.8	26.8
34 SF Bay Area	223	220	2,380	20.6	12.0	–	123,809	53.5	97.3	89.1	73.6	22.3
40 Portland	92	90	2,646	23.8	12.6	–	143,254	54.0	100.0	90.0	84.4	45.6
23 Tacoma	98	97	2,868	27.8	12.5	–	156,266	51.9	100.0	96.9	91.8	50.5
52 Seattle	128	128	2,697	23.5	12.3	–	151,761	54.6	94.5	89.8	81.3	52.3
Clerks Total	**1,675**	**1,643**	**2,415**	**22.8**	**12.3**	**–**	**$131,791**	**54.3**	**96.7%**	**85.8%**	**73.3%**	**30.8%**
FOREMEN REGISTRANTS												
94 LA/LB	377	372	2,905	26.8	12.8	–	$198,824	55.4	99.2%	94.9%	87.4%	59.7%
91 SF Bay Area	76	75	2,591	24.2	12.7	1.0	174,366	54.9	97.3	90.7	78.7	41.3
92 Portland	57	56	2,557	27.6	12.8	4.4	178,835	55.1	100.0	92.9	80.4	33.9
98 Seattle	110	110	2,945	28.0	12.8	–	205,359	53.0	98.2	94.5	90.0	60.9
Foremen Total	**620**	**613**	**2,842**	**26.8**	**12.8**	**0.5**	**$195,178**	**54.9**	**98.9%**	**94.1%**	**86.1%**	**55.3%**

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 2012.

These are the hours paid in payroll year 2011.

Pct. Chg. from 2011 shows the percent increase or decrease from the previous year.

"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, e.g. longshore, clerk and foreman.

Job Category	2012	2011	Pct. Chg. from 2011	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	1,820,982	1,789,874	1.7%	8.3%	17.9%
- Lasher	1,226,946	1,215,090	1.0	5.6	11.3
- Holdman	1,838,073	1,840,804	-0.1	8.4	9.2
- Auto Driver	335,454	285,501	17.5	1.5	36.1
Skilled Wage I	413,634	406,851	1.7	1.9	11.8
- Hatch Tender	124,271	117,255	6.0	0.6	3.1
- Lift Truck Operator	132,293	124,433	6.3	0.6	10.7
- Skilled Holdman	197,356	188,229	4.8	0.9	10.0
- Tractor Driver	4,996,610	4,911,136	1.7	22.9	18.0
Skilled Wage II	244,750	232,985	5.0	1.1	1.0
- Crane Operator	208,975	217,964	-4.1	1.0	0.3
- Heavy Lift/Payloader	468,803	464,289	1.0	2.1	2.7
Skilled Wage III	1,279,521	1,171,037	9.3	5.9	0.0
- Crane Gantry/Hammerhead	1,083,207	1,076,706	0.6	5.0	<0.0
- Top Handler/UTR	1,882,377	1,833,233	2.7	8.6	<0.0
- Transtainer	372,896	370,715	0.6	1.7	0.0
- Straddle Carrier	169,120	131,944	28.2	0.8	5.2
CFS Agreement Rate	0	0	0.0	0.0	0.0
Miscellaneous Dock - General	67,745	76,726	-11.7	0.3	5.7
- Mechanics	3,091,838	2,676,584	15.5	14.2	7.9
- Gear	460,338	463,717	-0.7	2.1	0.7
- Lines	353,570	368,116	-4.0	1.6	0.3
- Sweepers	162,567	160,726	1.1	0.7	1.0
Joint Dispatch	230,456	227,712	1.2	1.1	<0.0
Member Company Agmts.	38,302	37,262	2.8	0.2	0.3
Grain/Whse/NonMember Agmts.	595,617	666,147	-10.6	2.7	3.4
Subtotal	**21,795,701**	**21,055,036**	**3.5%**	**99.9%**	**9.4%**
Travel Time*	17,252	15,701	9.9	0.1	
TOTAL LONGSHORE HOURS	**21,812,953**	**21,070,737**	**3.5%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	333,446	355,418	-6.2%	6.5%	30.1%
15% Skilled Wage	297,429	266,808	11.5	5.8	6.0
25% Skilled Wage	3,117,307	3,052,999	2.1	61.2	2.2
- Chief Supervisor	640,866	588,193	9.0	12.6	0.1
- Supercargo	412,874	404,027	2.2	8.1	0.1
- Vessel Planner	210,569	217,929	-3.4	4.1	0.0
CFS Agreement Clerk	733	683	7.3	0.0	0.0
Joint Dispatcher	53,469	53,050	0.8	1.1	0.0
Subtotal	**5,066,693**	**4,939,107**	**2.6%**	**99.5%**	**3.7%**
Travel Time*	25,063	24,461	2.5	0.5	
TOTAL CLERK HOURS	**5,091,756**	**4,963,568**	**2.6%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 30%	1,900,089	1,905,891	-0.3%	98.0%	<0.0%
CFS Agreement Foreman	5,422	6,070	-10.7	0.3	0.0
Joint Dispatcher	23,106	23,081	0.1	1.2	0.0
Subtotal	**1,928,617**	**1,935,042**	**-0.3%**	**99.5%**	**<0.0%**
Travel Time*	9,356	8,312	12.6	0.5	
TOTAL FOREMAN HOURS	**1,937,973**	**1,943,354**	**-0.3%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**28,791,011**	**27,929,185**	**3.1%**	**99.8%**	**7.7%**
Travel Time*	51,671	48,474	6.6	0.2	
TOTAL HOURS	**28,842,682**	**27,977,659**	**3.1%**	**100.0%**	

*Industry Travel hours are excluded.

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate

0001 Auto Driver
0002 Boardman
0005 Dockman
0006 Frontman/Slingman
0007 Holdman
0009 Lasher

Skill Wage I

0023 Button Pusher
0025 Combo Lift/Jitney
0026 Crane Chaser
0028 Hatch Tender
0029 Lift Truck Operator
0030 Payloader Operator
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
0070 Bulldozer/Caterpillar

Skill Wage II

0053 Payloader Over 15 Tons
0055 Lift Truck – Heavy
0080 Bulkloader Operator
0085 Crane Mobile
0087 Crane Shipboard
0088 Crane Whirley
0092 Log Loader/Snapper
0094 Switch Engine Operator

Skill Wage III

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
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
2008	997,407,360	165,078,152	107,922,962	226,438,383	1,496,846,857
2009	808,300,808	144,265,249	92,220,479	204,186,280	1,248,974,827
2010	905,911,143	155,696,009	107,617,287	226,382,869	1,395,607,308
2011	930,569,725	171,171,986	120,375,276	232,379,272	1,454,496,260
2012	**$ 986,744,832**	**$ 177,298,570**	**$ 113,674,225**	**$ 259,861,241**	**$ 1,537,578,868**

PMA also collects and transfers employer contributions to the Federal Insurance Contributions Act (FICA) accounts and State Unemployment Insurance (SUI) accounts on these payrolls. In 2012, employer FICA taxes paid were $94,352,135 and SUI taxes paid were $52,780,789.

Assessment Rates 2012/2013

		Other Assessments				
Payroll Hour Rate	Benefits Plans	CFS Program	401(k)	Marine Clerk Work Opportunity	PMA Cargo Dues	Total
L/S and Clerk	$28.85		$1.00		$ 0.90	$30.75
Walking Boss	$28.85		$3.87		$ 0.90	$33.62
Offshore and Intercoastal Tonnage Rates						
Containers (per R.U.)	$25.68	$0.04			$ 5.20	$30.92
General Cargo	$1.510				$0.306	$1.816
Lumber and Logs	$1.510				$0.306	$1.816
Autos and Trucks	$0.122				$0.306	$0.428
Bulk Cargo	$0.030				$0.006	$0.036
Coastwise and Inbound from British Columbia*						
Containers (per R.U.)	$18.12	$0.03			$ 5.20	$23.35
General Cargo	$0.623				$0.306	$0.929
Lumber and Logs	$0.623				$0.306	$0.929
Autos and Trucks	$0.050				$0.306	$0.356
Bulk Cargo	$0.012				$0.006	$0.018

*Inbound from B.C. applicable to General Cargo and Lumber and Logs loaded in B.C.

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2012*	2011	2010	2009	2008	2007
Contributions						
Employee	**$ 63,565,312**	$ 60,866,204	$ 55,753,706	$ 63,338,105	$ 83,836,157	$ 83,929,254
Employer	**29,083,332**	28,649,788	27,390,068	29,555,280	31,867,678	30,982,294
Total Contributions	**$ 92,648,644**	$ 89,515,992	$ 83,143,774	$ 92,893,385	$ 115,703,835	$ 114,911,548
Investment Income						
Net realized/unrealized appreciation	**$ (21,724,347)**	$ 127,395,101	$ 58,058,557	$ (153,252,341)	$ (99,197,171)	$ 62,260,606
Interest and Dividends	**29,864,169**	26,735,115	17,564,447	27,896,732	47,779,289	41,777,977
Less: Investment expense	**(489,409)**	(324,220)	(524,526)	(521,891)	(728,685)	(710,749)
Total Additions	**$ 7,650,413**	$ 153,805,996	$ 75,098,478	$ (32,984,115)	$ 63,557,268	$ 218,239,382
Distributions						
Distributions to participants	**(59,989,530)**	(62,092,415)	(77,491,417)	(78,277,224)	(67,296,510)	(67,439,370)
Net Change	**$ 40,309,527**	$ 181,229,573	$ 80,750,835	$ (111,261,339)	$ (3,739,242)	$ 150,800,012
Net Assets available for Benefits						
Beginning of year	**1,054,103,688**	872,874,115	792,123,280	903,384,619	907,123,861	756,323,849
End of year	**$ 1,094,413,215**	$ 1,054,103,688	$ 872,874,115	$ 792,123,280	$ 903,384,619	$ 907,123,861

*2012 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:	2012	2011	2010	2009	2008	2007
Benefits Paid and Expenses						
Pensions paid	**$ 298,059,481**	$ 268,308,942	$ 257,749,435	$ 234,096,522	$ 221,824,522	$ 206,499,082
Administrative expenses	**6,116,737**	5,241,442	5,133,109	5,084,654	4,384,463	4,465,862
Total Deductions	**$ 304,176,218**	$ 273,550,384	$ 262,882,544	$ 239,181,176	$ 226,208,985	$ 210,964,944
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**$ (33,212,644)**	$ 419,928,367	$ 123,723,731	$ (548,928,868)	$ (222,528,309)	$ 289,716,373
Interest	**17,316,573**	19,383,868	23,491,904	32,840,188	34,294,086	23,399,794
Dividends from investments	**49,591,569**	41,729,497	35,738,728	39,370,795	42,501,468	37,427,476
Less investment expense	**(6,164,184)**	(5,884,035)	(5,852,488)	(5,911,844)	(7,036,826)	(7,630,713)
Total Income Gain (Loss)	**$ 27,531,314**	$ 475,157,697	$ 177,101,875	$ (482,629,729)	$ (152,769,581)	$ 342,912,930
Contributions from Employers	**457,504,645**	388,250,000	387,474,044	248,742,375	171,950,979	146,450,398
Miscellaneous Income	**–**	–	–	–	532	364,618
Total Additions (Subtractions)	**$ 485,035,959**	$ 863,407,697	$ 564,575,919	$ (233,887,354)	$ 19,181,930	$ 489,727,946
Net Increase (Decrease)	**180,859,741**	589,857,313	301,693,375	(473,068,530)	(207,027,055)	278,763,002
Net Assets Avail for Benefits: Beg. of Year	**$ 2,729,094,148**	$ 2,139,236,835	$ 1,837,543,460	$ 2,310,611,990	$ 2,517,639,045	$ 2,238,876,043
End of Year	**$ 2,909,953,889**	$ 2,729,094,148	$ 2,139,236,835	$ 1,837,543,460	$ 2,310,611,990	$ 2,517,639,045

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 its 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:	2012	2011	2010	2009	2008	2007
Retired Participants & Beneficiaries	**$ 2,504,828,890**	$ 2,338,720,216	$ 2,213,070,879	$ 2,045,222,201	$ 1,854,505,823	$ 1,784,732,194
Inactive Vested	**12,472,839**	11,547,356	11,178,116	8,606,033	5,876,744	5,563,507
Active Vested Employees	**1,495,950,751**	1,316,277,562	1,199,985,307	1,221,160,824	1,186,518,865	994,427,704
Total Present Value Vested Liabilities	**$ 4,013,252,480**	$ 3,666,545,134	$ 3,424,234,302	$ 3,274,989,058	$ 3,046,901,432	$ 2,784,723,405
Actuarial Value of Assets	**$ 2,868,872,258**	$ 2,633,066,799	$ 2,522,553,618	$ 2,205,052,152	$ 2,466,948,451	$ 2,353,789,877
Unfunded Vested Benefits Liability	**$ 1,144,380,222**	$ 1,033,478,335	$ 901,680,684	$ 1,069,936,906	$ 579,952,981	$ 430,933,528

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:	2012	2011	2010	2009	2008	2007
Actuarial Value of Assets	**$ 2,868,872,258**	$ 2,633,066,799	$ 2,522,553,618	$ 2,205,052,152	$ 2,466,948,451	$ 2,353,789,877
Actuarial Liability:						
Pensioners/Survivors	**2,690,431,597**	2,513,302,386	2,243,258,011	2,078,811,766	1,935,615,589	1,884,737,419
Inactive Vested	**13,397,051**	12,515,033	11,241,278	8,685,216	6,110,066	5,876,272
Active Employees	**2,319,520,560**	2,166,810,917	1,886,912,069	1,956,977,578	1,959,948,905	1,748,626,488
Total Actuarial Liability	**$ 5,023,349,208**	$ 4,692,628,336	$ 4,141,411,358	$ 4,044,474,560	$ 3,901,674,560	$ 3,639,240,179
Unfunded Actuarial Accrued Liability	**$ 2,154,476,950**	$ 2,059,561,537	$ 1,618,857,740	$ 1,839,422,408	$ 1,434,726,109	$ 1,285,450,302

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2012	2011	2010	2009	2008	2007
Contributions by employer	**$ –**	$ 22,953,254	$ 25,190,376	$ 27,422,007	$ 29,713,308	$ 30,079,040
Deductions:						
Benefits paid	**–**	22,759,922	24,993,061	27,233,339	29,546,592	29,908,680
Administrative expenses	**–**	193,902	198,202	192,557	169,311	172,131
Total deductions	**$ –**	$ 22,953,824	$ 25,191,263	$ 27,425,896	$ 29,715,903	$ 30,080,811

The ILWU-PMA Supplemental Welfare Benefit Plan was discontinued as of July 1, 2011. These benefits were incorporated into the ILWU-PMA Pension Plan.

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2012	2011	2010	2009	2008	2007
Investment Income	**$ 66,264**	$ 120,345	$ 116,422	$ 123,349	$ 570,169	$ 1,123,975
Contributions:						
Employers	**$ 648,126,742**	$ 546,214,412	$ 571,239,503	$ 510,291,423	$ 451,902,286	$ 418,929,678
Employees	**12,554,478**	11,580,832	10,407,065	7,088,211	9,647,003	10,236,521
WILSP/Union	**–**	–	–	509,006	–	21,170
COBRA/self-pay contribution	**86,647**	118,369	99,830	125,559	89,742	171,471
Total contributions	**$ 660,767,867**	$ 557,913,613	$ 581,746,398	$ 518,014,199	$ 461,639,031	$ 429,358,840
Other Income	**6,948,993**	7,532,948	4,048,291	6,149,450	5,880,130	5,741,340
Total additions	**$ 667,783,124**	$ 565,566,906	$ 585,911,111	$ 524,286,998	$ 468,089,330	$ 436,224,155
Deductions:						
Benefits paid	**$ 637,715,588**	$ 562,527,739	$ 560,541,072	$ 507,904,531	$ 458,301,089	$ 411,814,457
Administrative expenses	**10,111,058**	7,574,003	7,166,547	6,498,076	6,426,081	5,673,530
Total deductions	**$ 647,826,646**	$ 570,101,742	$ 567,707,619	$ 514,402,607	$ 464,727,170	$ 417,487,987
Net increase (decrease)	**$ 19,956,478**	$ (4,534,836)	$ 18,203,492	$ 9,884,391	$ 3,362,160	$ 18,736,168
Net assets available for benefits:						
Beginning of year	**$ 142,417,512**	$ 146,952,348	$ 128,748,856	$ 118,864,465	$ 115,502,305	$ 96,766,137
End of year	**$ 162,373,990**	$ 142,417,512	$ 146,952,348	$ 128,748,856	$ 118,864,465	$ 115,502,305

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2012	2011	2010	2009	2008	2007
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 91,292,289**	$ 90,934,131	$ 94,212,321	$ 93,709,316	$ 98,074,329	$ 94,717,570
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 377,019,712**	$ 311,308,739	$ 309,264,475	$ 262,640,062	$ 222,330,380	$ 191,726,758
Prescription drug program	**82,047,225**	77,626,149	69,958,122	63,567,936	56,527,535	49,131,036
Vision service plan	**5,040,327**	4,563,132	3,932,352	3,840,166	2,162,129	2,070,488
Vision supplement (frames, contacts)	**–**	–	–	493	964	974
Diabetic durable equipment	**777**	952	604	1,219	310	352
Subtotal	**$ 464,108,041**	$ 393,498,972	$ 383,155,553	$ 330,049,876	$ 281,021,318	$ 242,929,608
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 11,595,530**	$ 11,334,802	$ 11,184,750	$ 10,895,789	$ 10,595,640	$ 10,088,161
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 33,459,815**	$ 31,522,891	$ 31,471,567	$ 29,590,977	$ 28,043,382	$ 26,372,496
Dental services - children	**11,547,370**	11,427,866	11,014,347	10,913,008	11,077,871	10,230,361
Subtotal	**$ 45,007,185**	$ 42,950,757	$ 42,485,914	$ 40,503,985	$ 39,121,253	$ 36,602,857
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 3,889,749**	$ 4,129,328	$ 5,203,433	$ 5,070,563	$ 3,514,160	$ 2,823,553
Chiropractic	**7,347,004**	6,578,557	7,197,510	5,728,275	7,141,132	6,161,748
Social security supplement	**603,956**	888,089	950,148	1,521,109	744,022	927,236
Alcoholism/Drug Recovery Program	**5,150,304**	4,408,617	4,329,763	4,621,433	3,911,118	3,219,634
Hearing aids	**1,956,574**	1,586,404	2,030,117	1,590,380	392,287	403,606
Subsequent prosthetic device	**91,792**	57,670	72,462	72,038	92,028	38,650
Subtotal	**$ 19,039,379**	$ 17,648,665	$ 19,783,433	$ 18,603,798	$ 15,794,747	$ 13,574,427
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 3,935,836**	$ 3,575,409	$ 5,015,654	$ 4,885,062	$ 4,434,154	$ 4,013,404
CSDI Supplement	**–**	–	–	–	–	–
Weekly Indemnity & NIDS (OR & WA)	**2,487,677**	2,304,427	4,416,641	8,722,238	9,235,148	9,848,929
Subtotal	**$ 6,423,513**	$ 5,879,836	$ 9,432,295	$ 13,607,300	$ 13,669,302	$ 13,862,333
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 249,651**	$ 280,576	$ 286,806	$ 534,467	$ 24,500	$ 39,500
TOTAL BENEFITS	**$ 637,715,588**	$ 562,527,739	$ 560,541,072	$ 507,904,531	$ 458,301,089	$ 411,814,456
Reconciliation to Form 5500 (accrual)	**$ 21,224,769**	$ 24,688,631	$ 5,060,508	$ 17,480,225	$ 134,366	$ 7,017,563
TOTAL BENEFITS AFTER RECONCILIATION	**$ 658,940,357**	$ 587,216,370	$ 565,601,580	$ 525,384,756	$ 458,435,455	$ 418,832,019

2012 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 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 2012 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 2011 shows the percent change of 2012 PGP paid from 2011.

% 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 2011	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6,440	2.9	$ 4,802	$ 28,027,073	395	$ 108,085	-58.3%	3.8%	$ 274
29	San Diego	118	2.7	4,683	475,017	1	824	100.0	<0.1	824
46	Port Hueneme	105	3.6	5,814	568,080	0	0	-100.0	0.0	0
	Total	**6,663**	**2.9**	**$ 4,819**	**$ 29,070,170**	**396**	**$ 108,909**	**-58.0%**	**3.8%**	**$ 275**
Northern California										
10	SF Bay Area	1,151	2.6	$ 4,681	$ 4,543,806	290	$ 176,647	-38.5%	6.2%	$ 609
14	Eureka	14	2.1	2,883	40,122	16	285,272	37.1	10.0	17,829
18	Sacramento	24	2.9	4,896	106,218	20	144,499	27.5	5.1	7,225
54	Stockton	87	2.9	4,679	372,669	74	427,736	19.0	15.0	5,780
	Total	**1,276**	**2.6**	**$ 4,677**	**$ 5,062,815**	**400**	**$ 1,034,154**	**6.8%**	**36.4%**	**$ 2,585**
Pacific Northwest: Oregon and Columbia River										
4	Vancouver, WA	190	2.8	$ 4,545	$ 800,330	78	$ 101,783	664.3%	3.6%	$ 1,305
8	Portland	432	3.2	5,032	2,073,188	121	149,501	222.2	5.3	1,236
12	North Bend	37	4.2	7,709	237,051	33	171,398	59.5	6.0	5,194
21	Longview, WA	219	2.9	4,514	914,866	46	37,367	89.2	1.3	812
50	Astoria	20	3.4	7,185	92,690	13	71,320	136.3	2.5	5,486
53	Newport	10	3.7	4,266	52,388	9	173,506	81.0	6.1	19,278
	Total	**908**	**3.1**	**$ 4,897**	**$ 4,170,513**	**300**	**$ 704,875**	**125.2%**	**24.8%**	**$ 2,350**
Pacific Northwest: Washington										
7	Bellingham	15	4.6	$ 6,922	$ 90,281	13	$ 341,249	-25.4%	12.0%	$26,250
19	Seattle	844	2.8	4,803	3,514,015	34	6,884	-29.7	0.2	202
23	Tacoma	746	3.2	5,326	3,573,576	12	3,419	-87.2	0.1	285
24	Aberdeen	43	4.2	5,599	269,061	12	16,931	-89.7	0.6	1,411
25	Anacortes	10	3.8	7,068	57,010	6	33,936	-41.1	1.2	5,656
27	Port Angeles	14	5.4	8,892	103,801	10	172,522	-41.2	6.1	17,252
32	Everett	39	2.3	4,232	131,952	19	49,197	31.0	1.7	2,589
47	Olympia	24	3.8	6,654	135,733	22	284,664	-10.2	10.0	12,939
51	Port Gamble	10	3.7	5,762	49,782	10	86,746	-29.8	3.1	8,675
	Total	**1,745**	**3.0**	**$ 5,083**	**$ 7,925,211**	**138**	**$ 995,548**	**-33.0%**	**35.0%**	**$ 7,214**
Longshore Total		**10,592**	**2.9**	**$ 4,850**	**$ 46,228,709**	**1,234**	**$ 2,843,486**	**-6.1%**	**100.0%**	**$ 2,304**
CLERKS REGISTRANTS										
29	San Diego	11	4.3	$ 7,392	$ 72,297					
46	Port Hueneme	16	5.8	9,574	128,855					
63	LA/LB	1,121	4.4	7,388	7,878,072					
14	Eureka	1	6.0	*	*					
34	SF Bay Area	202	4.2	7,014	1,367,623					
40	Portland	97	4.5	7,675	705,162					
23	Tacoma	90	5.6	9,084	836,859					
52	Seattle	139	4.6	7,740	1,024,374					
Clerks Total		**1,677**	**4.5**	**$ 7,510**	**$ 12,023,349**					
FOREMEN REGISTRANTS										
94	LA/LB	390	5.0	$10,356	$ 3,984,990					
91	SF Bay Area	75	4.6	9,834	716,235					
92	Portland	65	5.2	10,775	675,032					
98	Seattle	109	5.2	10,787	1,173,108					
Foremen Total		**639**	**5.0**	**$10,413**	**$ 6,549,365**					
COAST TOTAL		**12,908**	**3.2**	**$ 5,624**	**$ 64,801,423**					

*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

Year	AREA: Southern California	Northern California	Oregon	Washington
2008	$ 183,108	$ 1,032,987	$ 995,073	$ 2,707,872
2009	$ 5,712,954	$ 2,937,544	$ 1,940,843	$ 3,201,720
2010	$ 548,921	$ 1,545,387	$ 742,777	$ 1,923,870
2011	$ 259,462	$ 967,921	$ 312,969	$ 1,486,872
2012	**$ 108,909**	**$ 1,034,154**	**$ 704,875**	**$ 995,548**

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 3-year re-evaluation records.

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.

	2012	2011	2010	2009	2008
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**347**	200	117	93	208
RTG Crane – Transtainer	**94**	117	24	19	89
Ship Gantry Crane (Sim)	**–**	7	–	9	44
Ship Gantry Crane (Fam)	**–**	–	–	–	31
Ship Pedestal Crane (Sim) (Winch)	**33**	31	9	6	25
Mobile Crane (Mobile Cr Light)	**54**	52	22	24	38
Ship Unloader, Bulk Crane	**1**	8	–	–	12
Dock Whirley Crane	**21**	7	–	–	5
Subtotal	**550**	422	172	151	452
Percent of Total	**2%**	2%	1%	1%	2%
Skill Equipment / PIT					
Forklift	**1,014**	1,704	757	874	1,234
Semi-Tractor	**864**	918	437	466	1,218
Container Handling Equipment (CHE) (Log Loader)	**586**	787	533	365	621
Straddle Carrier	**81**	36	6	11	42
Excavator	**2**	5	3	–	2
Bulk Loader (Bucket)	**–**	–	–	–	5
Bulldozer (Front Loader) (Loci)	**14**	6	27	205	66
Subtotal	**2,561**	3,456	1,763	1,921	3,188
Percent of Total	**11%**	18%	14%	18%	16%
Job Specific / Promotions					
Basic Marine Clerk	**61**	89	–	2	26
Clerk Computer Gate (Yard)	**27**	76	–	4	24
Supercargo	**13**	5	5	–	12
Vessel Planner	**2**	2	1	–	1
Walking Boss Orientation	**5**	143	25	14	23
Powered Gangway	**34**	19	31	48	12
Walking Boss Seminar	**213**	180	–	741	211
Watchman	**35**	51	–	–	7
Holdman	**12**	9	–	12	53
Cutting & Grinding	**–**	–	–	62	–
Watchman Reefer	**23**	–	–	16	–
Watchman Screener	**53**	–	–	–	–
Mechanic (General) (Crane)	**55**	–	–	–	–
Gearman	**2**	–	–	–	–
Subtotal	**535**	574	62	899	369
Percent of Total	**2%**	3%	0%	8%	2%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	**11,159**	7,773	8,796	5,388	8,877
Diversity, Employee & Supervisor	**914**	1,274	196	249	993
Standard First Aid / CPR	**433**	671	146	427	433
Lashing	**197**	5	4	–	5
Ammo Handling Safety	**420**	552	103	1,011	–
Vessel Rigging	**84**	–	–	5	3
Basic Casual Safety (LS Entry)	**–**	–	–	–	62
Instructor (Train-the-Trainer)	**46**	–	–	–	–
Subtotal	**13,253**	10,275	9,245	7,080	10,373
Percent of Total	**55%**	54%	71%	66%	53%
Testing					
Strength & Agility (Schd Practice)	**876**	286	48	34	317
Clerk Cognitive	**964**	349	209	53	567
Clerk Keyboard	**501**	721	50	2	20
Physical Exam (Pre-employment)	**1,828**	1,408	602	309	1,956
Drug & Alcohol Screen (Pre-employment)	**1,817**	1,413	615	296	1,987
Lashing Test	**1,209**	249	172	1	336
Subtotal	**7,195**	4,426	1,696	695	5,183
Percent of Total	**30%**	23%	13%	6%	26%
TOTAL	**24,094**	**19,153**	**12,938**	**10,746**	**19,565**
EXPENDITURE*	**$18,029,765**	**$16,585,519**	**$8,091,576**	**$7,519,919**	**$15,826,142**

*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

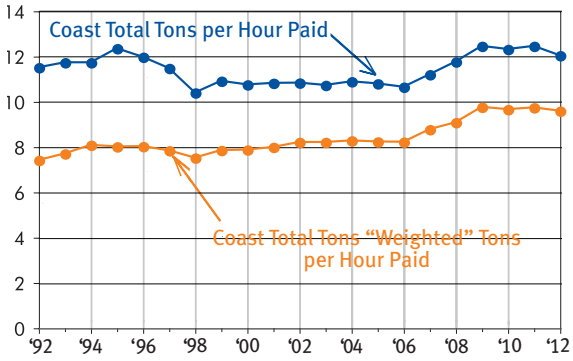
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in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

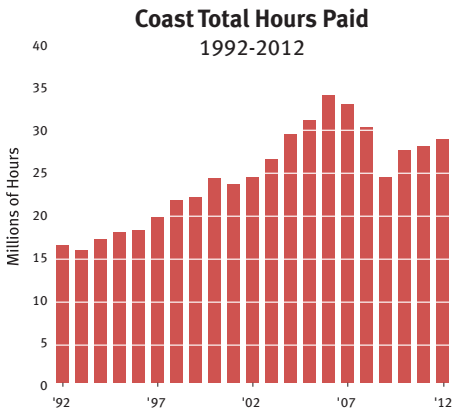
Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on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

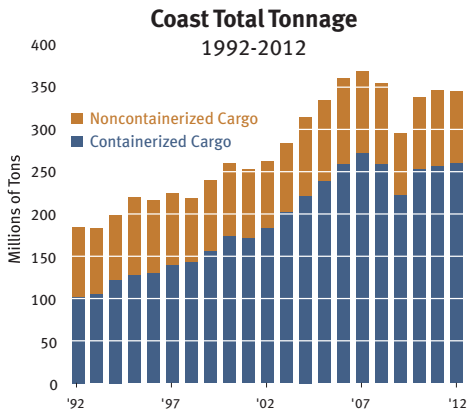


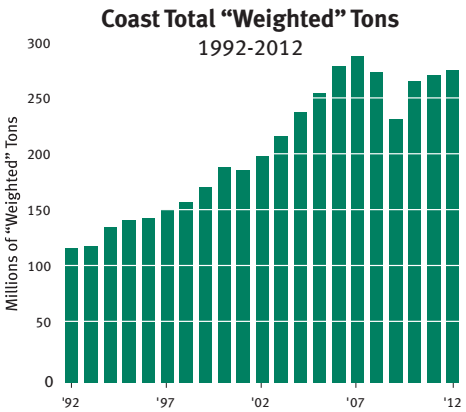
Total Hours have been annualized for 1992, 1998, 2004 and 2009, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast Total Tons "Weighted" Tons per Hour Paid.

Total "Weighted" Tonnage

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







"Weighted" Tons =
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 U.S. 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	Containerized	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. Note: the Total Hours values for 2009 have been annualized to 52 weeks.

Hyundai's *HongKong* vessel calls at the CUT terminal at the Port of Los Angeles.

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
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
2008	452,418	1.5%	75.4%	15.3%	9.3%	$18,269	$38.39	$41.43	$54.81	5,556,521	1.6%	15.4%	5.2%	1.5%	72.0%	6.0%	4.19
2009	350,167	1.4%	75.6%	14.9%	9.5%	$14,489	$39.61	$41.54	$55.23	3,505,566	1.2%	24.0%	5.7%	1.4%	66.6%	2.3%	4.31
2010	343,532	1.2%	73.9%	16.5%	9.6%	$14,533	$40.46	$41.94	$57.13	4,073,894	1.2%	21.7%	3.6%	1.3%	70.9%	2.5%	4.56
2011	358,384	1.3%	74.1%	16.4%	9.5%	$15,643	$41.88	$42.82	$58.80	4,286,620	1.2%	20.3%	5.3%	1.2%	71.2%	2.0%	4.63
2012	389,243	1.4%	75.3%	15.7%	9.0%	$17,405	$42.88	$44.02	$61.26	4,821,984	1.4%	18.0%	6.3%	1.1%	72.4%	2.1%	4.65

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
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
2008	19,356,428	64.1%	70.9%	21.8%	7.3%	$872,185	$43.45	$46.38	$56.71	201,455,880	56.8%	90.8%	1.9%	0.1%	2.9%	4.4%	9.71
2009	15,024,123	61.8%	73.9%	19.6%	6.5%	$681,685	$43.96	$46.48	$58.05	167,866,094	56.6%	91.5%	1.1%	<0.1%	2.1%	5.3%	10.60
2010	17,205,683	62.5%	74.6%	18.9%	6.4%	$789,259	$44.38	$47.11	$59.58	193,590,856	57.2%	91.8%	1.2%	0.1%	2.3%	4.6%	10.53
2011	17,100,269	61.2%	75.0%	18.4%	6.6%	$806,593	$45.59	$48.54	$61.17	199,508,585	57.5%	90.9%	1.5%	0.1%	2.4%	5.2%	10.84
2012	17,695,073	61.5%	75.7%	18.0%	6.3%	$853,970	$46.67	$49.70	$63.15	201,706,456	58.3%	90.5%	1.6%	0.1%	2.9%	4.9%	10.58

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
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
2008	420,632	1.4%	78.2%	16.5%	5.2%	$16,723	$38.53	$41.00	$54.14	3,571,200	1.0%	11.2%	21.2%	–	64.3%	3.3%	3.66
2009	400,665	1.6%	79.9%	15.6%	4.5%	$16,159	$39.20	$41.68	$55.68	2,997,560	1.0%	11.0%	24.4%	–	61.2%	3.4%	3.48
2010	412,058	1.5%	79.4%	16.0%	4.5%	$16,978	$40.06	$42.35	$57.09	3,356,232	1.0%	12.6%	22.1%	–	61.9%	3.3%	3.68
2011	427,483	1.5%	79.4%	15.9%	4.7%	$18,186	$41.40	$43.36	$58.99	4,094,526	1.2%	9.4%	19.8%	–	67.1%	3.7%	3.87
2012	476,686	1.7%	79.4%	15.7%	4.9%	$20,881	$42.49	$45.12	$60.92	4,519,612	1.3%	19.7%	13.4%	–	63.7%	3.3%	4.15

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
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
2008	2,841,251	9.4%	72.9%	18.9%	8.2%	$123,205	$41.97	$43.66	$55.12	34,544,347	9.7%	80.5%	0.3%	–	10.9%	8.3%	10.06
2009	2,465,087	10.1%	73.0%	19.4%	7.7%	$108,171	$42.61	$43.83	$56.15	31,203,927	10.5%	88.0%	0.1%	–	5.3%	6.6%	11.50
2010	2,790,297	10.1%	74.2%	18.6%	7.2%	$124,311	$43.35	$44.16	$57.90	33,040,964	9.8%	88.3%	0.1%	–	5.8%	5.8%	10.60
2011	2,928,479	10.5%	74.6%	18.1%	7.3%	$134,361	$44.56	$45.82	$59.53	34,461,418	9.9%	86.7%	0.2%	–	5.8%	7.3%	10.35
2012	2,935,768	10.2%	74.5%	18.3%	7.2%	$138,846	$45.89	$47.28	$61.85	35,401,823	10.2%	84.8%	0.1%	–	6.7%	8.3%	10.40

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
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
2008	199,756	0.7%	76.9%	14.9%	8.2%	$8,151	$39.26	$40.87	$55.24	1,496,760	0.4%	0.1%	27.3%	0.2%	–	72.4%	2.17
2009	143,008	0.6%	74.5%	16.8%	8.7%	$5,910	$39.66	$41.78	$54.79	1,120,959	0.4%	–	23.8%	–	–	76.2%	2.03
2010	142,676	0.5%	73.0%	18.4%	8.7%	$6,147	$41.43	$42.92	$57.38	1,157,709	0.3%	0.1%	25.6%	–	–	74.3%	2.20
2011	195,062	0.7%	75.3%	15.7%	9.0%	$8,673	$42.56	$44.60	$60.14	2,161,275	0.6%	0.1%	15.3%	–	–	84.7%	1.89
2012	187,797	0.7%	74.3%	16.6%	9.1%	$8,524	$43.36	$45.53	$61.84	1,812,777	0.5%	–	9.2%	–	–	90.8%	1.06

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
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
2008	98,404	0.3%	71.7%	19.8%	8.4%	$4,025	$38.76	$42.74	$54.75	536,654	0.2%	0.3%	55.1%	–	–	44.6%	3.07
2009	80,421	0.3%	70.7%	22.1%	7.2%	$3,258	$38.59	$42.33	$53.77	436,056	0.1%	–	68.7%	–	–	31.3%	3.83
2010	58,214	0.2%	70.5%	22.6%	6.9%	$2,395	$39.24	$42.97	$54.49	351,254	0.1%	–	72.1%	–	–	27.9%	4.39
2011	83,020	0.3%	76.0%	17.1%	6.9%	$3,495	$40.16	$44.64	$57.08	329,957	0.1%	0.1%	91.1%	–	–	8.8%	3.63
2012	88,340	0.3%	76.6%	17.0%	6.4%	$3,837	$41.65	$45.82	$58.49	326,688	0.1%	–	83.5%	–	–	16.5%	3.10

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
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
2008	18,885	0.1%	68.1%	22.3%	9.6%	$756	$37.99	$38.99	$56.86	165,868	<0.1%	–	86.7%	13.3%	–	–	8.78
2009	5,585	<0.1%	48.4%	46.4%	5.2%	$212	$37.13	$37.76	$47.12	10,086	<0.1%	0.2%	51.0%	48.8%	–	–	1.84
2010	7,400	<0.1%	55.2%	36.6%	8.2%	$281	$35.60	$38.68	$50.22	6,123	<0.1%	–	5.6%	94.4%	–	–	0.83
2011	16,412	0.1%	77.1%	16.8%	6.0%	$641	$37.02	$41.63	$57.93	46,535	<0.1%	–	–	100.0%	–	–	2.84
2012	11,613	<0.1%	79.0%	14.7%	6.3%	$470	$38.31	$42.67	$63.09	32,502	<0.1%	–	–	100.0%	–	–	2.80

Port Hours, Wages and Tonnage Data

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay

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
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
2008	33,454	0.1%	84.4%	8.0%	7.6%	$1,431	$40.92	$48.17	$57.70	1,799,872	0.5%	–	0.1%	1.1%	–	98.8%	1.73
2009	22,010	0.1%	86.9%	6.4%	6.8%	$922	$40.36	$47.57	$56.14	1,202,520	0.4%	–	–	0.7%	–	99.3%	1.49
2010	33,739	0.1%	85.2%	7.0%	7.9%	$1,439	$40.64	$49.15	$58.73	1,590,960	0.5%	–	–	2.0%	–	98.0%	1.86
2011	84,305	0.3%	88.5%	4.7%	6.9%	$3,484	$39.56	$49.13	$58.78	1,785,038	0.5%	–	0.1%	11.1%	–	88.8%	2.75
2012	71,086	0.2%	88.7%	4.7%	6.6%	$3,035	$40.92	$50.76	$60.88	1,503,973	0.4%	–	0.8%	8.6%	–	90.6%	2.37

Newport

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
2007	467	<0.1%	100.0%	–	–	$18	$38.87	–	–	–	–	–	–	–	–	–	–
2008	502	<0.1%	100.0%	–	–	$19	$38.84	–	–	–	–	–	–	–	–	–	–
2009	542	<0.1%	100.0%	–	–	$21	$38.84	–	–	–	–	–	–	–	–	–	–
2010	472	<0.1%	100.0%	–	–	$19	$41.10	–	–	–	–	–	–	–	–	–	–
2011	477	<0.1%	100.0%	–	–	$20	$42.03	–	–	–	–	–	–	–	–	–	–
2012	523	<0.1%	100.0%	–	–	$23	$43.08	–	–	–	–	–	–	–	–	–	–

Astoria

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
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
2008	4,870	<0.1%	99.5%	0.2%	0.2%	$185	$37.87	$41.45	$48.91	–	–	–	–	–	–	–	–
2009	4,973	<0.1%	99.3%	0.5%	0.2%	$190	$38.07	$40.74	$51.08	–	–	–	–	–	–	–	–
2010	6,773	<0.1%	95.1%	2.5%	2.5%	$265	$38.63	$42.79	$53.81	5,070	<0.1%	–	–	100.0%	–	–	0.75
2011	29,508	0.1%	88.4%	5.9%	5.8%	$1,181	$38.44	$45.94	$57.91	81,746	<0.1%	–	–	100.0%	–	–	2.77
2012	27,615	0.1%	88.8%	5.4%	5.8%	$1,105	$38.37	$46.55	$59.21	95,247	<0.1%	–	–	100.0%	–	–	3.45

Portland/St. Helens

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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
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%	–	22.6%	56.8%	4.79
2008	1,225,401	4.1%	77.7%	14.8%	7.5%	$52,781	$41.31	$44.92	$57.62	21,683,170	6.1%	15.9%	4.4%	–	21.3%	58.5%	4.42
2009	939,311	3.9%	75.8%	17.3%	6.9%	$40,916	$41.94	$44.98	$57.80	16,348,299	5.5%	16.4%	2.3%	–	16.3%	65.0%	4.03
2010	1,073,633	3.9%	78.6%	14.2%	7.3%	$48,003	$43.03	$46.13	$60.04	19,661,145	5.8%	11.4%	5.0%	–	15.3%	68.3%	3.73
2011	1,116,777	4.0%	79.2%	13.7%	7.2%	$51,303	$44.17	$47.55	$62.36	19,139,838	5.5%	13.9%	4.8%	<0.1	13.7%	67.7%	3.82
2012	1,018,732	3.5%	77.8%	15.3%	6.9%	$48,122	$45.50	$48.74	$63.40	17,948,131	5.2%	14.5%	5.5%	–	17.9%	62.1%	4.27

Vancouver

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
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
2008	432,512	1.4%	81.0%	12.4%	6.6%	$17,821	$39.94	$41.63	$55.96	5,902,638	1.7%	–	5.4%	–	11.1%	83.5%	1.22
2009	400,655	1.6%	80.0%	12.6%	7.4%	$16,964	$41.15	$41.88	$55.93	5,134,525	1.7%	0.2%	5.1%	–	11.9%	82.8%	1.17
2010	433,459	1.6%	80.7%	12.2%	7.1%	$18,672	$41.78	$43.27	$57.47	6,110,112	1.8%	0.4%	4.3%	–	11.3%	84.0%	1.16
2011	557,142	2.0%	81.1%	11.5%	7.5%	$24,560	$42.56	$44.71	$59.63	6,197,516	1.8%	0.3%	7.4%	<0.1	8.8%	83.4%	1.22
2012	452,085	1.6%	79.9%	12.6%	7.4%	$20,514	$43.89	$45.51	$61.12	4,914,451	1.4%	0.2%	6.5%	–	10.6%	82.7%	1.10

Longview/Kalama

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
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
2008	502,174	1.7%	83.3%	8.0%	8.7%	$20,688	$39.25	$44.55	$56.78	14,652,292	4.1%	0.1%	6.3%	4.6%	–	89.0%	3.72
2009	457,489	1.9%	82.7%	8.1%	9.1%	$19,078	$39.69	$44.94	$57.01	11,363,062	3.8%	0.3%	4.3%	5.4%	–	90.0%	2.99
2010	577,888	2.1%	82.1%	8.8%	9.1%	$24,899	$40.91	$46.63	$59.29	14,835,787	4.4%	0.2%	4.4%	6.5%	–	88.9%	3.31
2011	566,643	2.0%	83.2%	7.9%	8.9%	$24,801	$41.51	$47.88	$61.17	14,381,555	4.1%	0.3%	4.6%	7.7%	–	87.4%	3.64
2012	584,971	2.0%	84.8%	6.5%	8.7%	$26,038	$42.24	$49.09	$63.19	12,635,813	3.7%	0.4%	5.4%	7.9%	–	86.3%	3.33

Pacific Northwest: Washington

Aberdeen/Grays Harbor

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
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
2008	62,878	0.2%	87.9%	5.6%	6.5%	$2,725	$41.86	$49.90	$57.88	866,498	0.2%	–	–	11.9%	–	88.1%	1.88
2009	49,376	0.2%	88.2%	5.6%	6.2%	$2,203	$43.20	$50.48	$59.37	939,232	0.3%	–	1.8%	4.9%	6.4%	86.9%	1.83
2010	123,086	0.4%	87.7%	5.5%	6.8%	$5,640	$44.27	$51.55	$61.23	1,525,686	0.5%	<0.1%	2.2%	6.1%	16.0%	75.7%	1.55
2011	100,373	0.4%	87.7%	5.4%	6.9%	$4,410	$42.14	$51.10	$61.26	1,471,234	0.4%	–	6.0%	6.4%	32.9%	54.7%	2.78
2012	158,528	0.6%	87.7%	6.0%	6.3%	$7,603	$46.35	$53.57	$64.90	2,672,131	0.8%	–	6.5%	0.8%	35.2%	57.5%	2.41

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
2007	5,560	<0.1%	100.0%	–	–	$219	$39.37	–	–	15,097	<0.1%	–	–	69.9%	–	30.1%	1.91
2008	4,363	<0.1%	100.0%	–	–	$179	$41.07	–	–	–	–	–	–	–	–	–	–
2009	5,094	<0.1%	99.6%	0.2%	0.2%	$210	$41.14	$39.40	$48.20	–	–	–	–	–	–	–	–
2010	15,427	0.1%	92.4%	3.0%	4.6%	$609	$38.51	$46.18	$53.78	33,137	<0.1%	–	–	100.0%	–	–	2.15
2011	36,713	0.1%	88.7%	4.9%	6.5%	$1,592	$41.80	$49.57	$60.16	126,860	<0.1%	–	–	100.0%	–	–	3.46
2012	34,939	0.1%	89.4%	4.1%	6.4%	$1,504	$41.44	$49.94	$61.08	107,248	<0.1%	–	–	100.0%	–	–	3.07

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
2007	832	<0.1%	100.0%	–	–	$33	$39.74	–	–	–	–	–	–	–	–	–	–
2008	840	<0.1%	100.0%	–	–	$34	$40.22	–	–	–	–	–	–	–	–	–	–
2009	872	<0.1%	100.0%	–	–	$36	$40.78	–	–	–	–	–	–	–	–	–	–
2010	832	<0.1%	100.0%	–	–	$35	$42.01	–	–	–	–	–	–	–	–	–	–
2011	832	<0.1%	100.0%	–	–	$36	$43.32	–	–	–	–	–	–	–	–	–	–
2012	832	<0.1%	100.0%	–	–	$37	$44.63	–	–	–	–	–	–	–	–	–	–

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
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
2008	14,240	<0.1%	74.4%	3.5%	22.1%	$547	$35.46	$35.77	$48.76	6,521	<0.1%	–	100.0%	–	–	–	
2009	29,778	0.1%	80.9%	3.0%	16.1%	$1,165	$36.69	$42.89	$50.71	146,699	<0.1%	–	4.9%	95.1%	–	–	5.02
2010	33,837	0.1%	84.9%	3.8%	11.3%	$1,361	$38.15	$44.09	$54.63	197,240	0.1%	–	–	100.0%	–	–	5.83
2011	39,524	0.1%	85.7%	3.5%	10.8%	$1,605	$38.29	$47.97	$56.50	198,024	0.1%	–	–	100.0%	–	–	5.01
2012	42,747	0.1%	83.7%	5.2%	11.1%	$1,799	$39.60	$44.81	$59.56	231,470	0.1%	–	21.3%	78.7%	–	–	5.41

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
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
2008	2,367,826	7.8%	74.5%	18.4%	7.2%	$104,182	$42.52	$44.83	$57.27	34,700,616	9.8%	69.5%	0.9%	0.4%	7.0%	22.1%	10.62
2009	1,975,305	8.1%	74.6%	18.3%	7.1%	$88,583	$43.54	$45.11	$57.86	28,700,452	9.7%	67.6%	0.8%	0.1%	6.0%	25.5%	10.36
2010	1,856,271	6.7%	74.5%	18.4%	7.1%	$84,779	$44.30	$45.89	$59.50	27,506,643	8.1%	65.7%	0.9%	0.4%	6.8%	26.1%	10.18
2011	1,885,182	6.7%	74.6%	18.3%	7.1%	$88,353	$45.38	$47.25	$61.46	28,428,432	8.2%	64.8%	1.6%	0.6%	8.1%	24.8%	10.39
2012	2,445,943	8.5%	73.7%	19.4%	6.8%	$117,523	$46.40	$48.77	$63.79	30,974,737	9.0%	71.8%	2.4%	0.4%	7.1%	18.4%	9.63

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
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
2008	2,046,008	6.8%	71.6%	20.9%	7.5%	$91,426	$42.92	$45.73	$58.58	26,732,072	7.5%	72.8%	0.5%	–	0.4%	26.3%	9.65
2009	1,870,679	7.7%	71.9%	20.6%	7.5%	$84,717	$43.72	$45.68	$59.21	25,070,046	8.5%	75.4%	0.3%	–	0.3%	24.0%	10.41
2010	2,350,769	8.5%	72.9%	19.9%	7.2%	$107,501	$44.05	$46.29	$61.17	31,336,905	9.3%	80.2%	0.2%	–	0.2%	19.3%	10.78
2011	2,302,019	8.2%	73.1%	19.7%	7.2%	$108,680	$45.49	$47.73	$63.26	29,855,815	8.6%	80.7%	0.5%	–	0.3%	18.5%	10.58
2012	2,051,303	7.1%	72.8%	19.7%	7.5%	$98,480	$46.23	$48.53	$63.99	25,549,004	7.4%	85.6%	0.4%	–	0.4%	13.6%	10.75

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
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
2008	89,525	0.3%	72.7%	15.6%	11.7%	$3,630	$37.75	$43.74	$53.70	412,207	0.1%	26.9%	17.8%	1.4%	1.4%	52.4%	2.19
2009	70,574	0.3%	74.5%	14.1%	11.5%	$2,828	$37.74	$42.78	$51.88	145,130	<0.1%	70.0%	29.3%	–	0.7%	–	2.08
2010	64,816	0.2%	73.7%	14.5%	11.8%	$2,677	$38.78	$43.97	$53.79	137,127	<0.1%	75.6%	22.8%	–	1.6%	–	2.09
2011	87,490	0.3%	73.9%	14.4%	11.7%	$3,700	$39.29	$46.02	$56.62	179,536	0.1%	75.9%	19.3%	2.1%	2.7%	–	2.01
2012	94,529	0.3%	75.1%	13.5%	11.4%	$4,045	$39.72	$47.39	$57.56	239,064	0.1%	55.3%	27.1%	14.0%	3.0%	0.6%	2.45

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
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
2008	13,239	<0.1%	72.2%	9.7%	18.1%	$584	$40.82	$46.97	$55.91	314,431	0.1%	–	0.1%	–	–	99.9%	0.50
2009	13,355	0.1%	78.3%	7.8%	13.9%	$571	$39.80	$47.02	$56.77	242,938	0.1%	<0.1%	3.7%	–	–	96.3%	1.05
2010	13,857	0.1%	80.7%	6.9%	12.3%	$585	$39.34	$47.60	$57.89	212,570	0.1%	–	0.3%	–	–	99.7%	0.35
2011	10,954	<0.1%	68.6%	10.7%	20.6%	$525	$43.60	$50.73	$61.05	273,173	0.1%	–	–	–	–	100.0%	0.50
2012	15,587	0.1%	69.0%	10.5%	20.5%	$762	$44.33	$51.68	$62.93	391,626	0.1%	–	–	–	–	100.0%	0.50

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																	
2007	2,281	<0.1%	100.0%	–	–	$88	$38.74	–	–	–	–	–	–	–	–	–	–
2008	2,081	<0.1%	99.8%	–	0.2%	$82	$39.51	–	$43.00	–	–	–	–	–	–	–	–
2009	2,501	<0.1%	99.8%	–	0.2%	$97	$38.83	–	$43.75	–	–	–	–	–	–	–	–
2010	2,113	<0.1%	100.0%	–	–	$87	$40.98	–	–	–	–	–	–	–	–	–	–
2011	2,137	<0.1%	100.0%	–	–	$90	$42.28	–	–	–	–	–	–	–	–	–	–
2012	7,069	<0.1%	99.7%	0.1%	0.1%	$332	$47.02	$43.40	$52.60	102	<0.1%	–	100.0%	–	–	–	0.01
Area Summaries																	
SOUTHERN CALIFORNIA SUMMARY																	
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
2008	20,229,478	67.0%	71.1%	21.5%	7.3%	$907,177	$43.21	$46.22	$56.62	210,583,601	59.4%	87.4%	2.3%	0.1%	5.7%	4.4%	9.46
2009	15,774,955	64.9%	74.1%	19.4%	6.5%	$712,334	$43.73	$46.30	$57.92	174,369,220	58.8%	88.8%	1.5%	0.1%	4.4%	5.3%	10.28
2010	17,961,273	65.2%	74.7%	18.8%	6.4%	$820,771	$44.20	$46.93	$59.47	201,020,982	59.3%	89.1%	1.6%	0.1%	4.7%	4.5%	10.26
2011	17,886,136	64.0%	75.0%	18.3%	6.7%	$840,422	$45.41	$48.33	$61.06	207,889,731	59.9%	87.8%	1.9%	0.1%	5.1%	5.1%	10.55
2012	18,561,002	64.5%	75.7%	17.9%	6.4%	$892,256	$46.48	$49.49	$63.05	211,048,052	61.0%	87.4%	2.0%	0.1%	5.8%	4.8%	10.29
NORTHERN CALIFORNIA SUMMARY																	
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
2008	3,158,296	10.5%	73.1%	18.7%	8.2%	$136,137	$41.67	$43.46	$55.13	36,743,629	10.4%	75.6%	2.6%	0.1%	10.3%	11.4%	9.34
2009	2,694,101	11.1%	72.9%	19.4%	7.7%	$117,551	$42.33	$43.65	$55.99	32,771,028	11.1%	83.8%	1.8%	<0.1%	5.1%	9.3%	10.75
2010	2,998,587	10.9%	74.0%	18.7%	7.3%	$133,133	$43.17	$44.05	$57.79	34,556,050	10.2%	84.4%	1.7%	<0.1%	5.6%	8.3%	10.05
2011	3,222,973	11.5%	74.7%	17.9%	7.4%	$147,170	$44.28	$45.71	$59.51	36,999,185	10.7%	80.7%	1.9%	0.1%	5.4%	11.9%	9.63
2012	3,223,518	11.2%	74.6%	18.1%	7.3%	$151,677	$45.60	$47.14	$61.78	37,573,790	10.9%	79.9%	1.3%	0.1%	6.4%	12.4%	9.63
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
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
2008	2,198,913	7.3%	79.8%	12.7%	7.6%	$92,925	$40.53	$44.26	$57.12	44,037,972	12.4%	7.9%	5.0%	1.6%	11.9%	73.6%	3.58
2009	1,824,980	7.5%	78.7%	13.8%	7.5%	$78,090	$41.14	$44.37	$57.14	34,048,406	11.5%	8.0%	3.3%	1.8%	9.6%	77.3%	3.10
2010	2,125,964	7.7%	80.1%	12.1%	7.7%	$93,298	$42.13	$45.67	$59.29	42,203,074	12.5%	5.4%	4.5%	2.4%	8.8%	78.9%	3.05
2011	2,354,852	8.4%	81.0%	11.3%	7.6%	$105,348	$42.87	$46.94	$61.24	41,585,693	12.0%	6.5%	4.9%	3.4%	7.6%	77.6%	3.11
2012	2,155,012	7.5%	80.6%	11.9%	7.5%	$98,838	$43.97	$48.09	$62.75	37,097,615	10.7%	7.2%	5.4%	3.3%	10.1%	74.1%	3.27
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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
2008	4,601,000	15.2%	73.4%	19.2%	7.5%	$203,391	$42.56	$45.27	$57.67	63,032,345	17.8%	69.3%	0.8%	0.4%	4.0%	25.4%	9.83
2009	4,017,534	16.5%	73.6%	18.9%	7.5%	$180,409	$43.43	$45.39	$58.23	55,244,497	18.6%	69.5%	0.7%	0.4%	3.4%	26.1%	10.04
2010	4,461,008	16.2%	74.2%	18.6%	7.2%	$203,273	$43.99	$46.14	$60.20	60,949,308	18.0%	71.1%	0.6%	0.7%	3.6%	24.0%	10.04
2011	4,465,224	16.0%	74.3%	18.4%	7.3%	$208,992	$45.12	$47.53	$62.14	60,533,074	17.4%	70.5%	1.2%	1.0%	4.8%	22.6%	10.02
2012	4,851,477	16.9%	74.1%	18.7%	7.2%	$232,086	$46.08	$48.69	$63.64	60,165,382	17.4%	73.5%	1.9%	0.8%	5.4%	18.5%	9.60
COAST SUMMARY																	
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
2008	30,187,687	100.0%	72.3%	20.2%	7.5%	$1,339,629	$42.73	$45.72	$56.64	354,397,547	100.0%	73.1%	2.4%	0.3%	6.7%	17.5%	9.08
2009	24,311,570	100.0%	74.2%	18.9%	6.9%	$1,088,383	$43.32	$45.74	$57.67	296,433,151	100.0%	75.3%	1.6%	0.3%	4.9%	17.8%	9.75
2010	27,546,832	100.0%	75.0%	18.2%	6.8%	$1,250,474	$43.88	$46.42	$59.39	338,729,414	100.0%	75.0%	1.8%	0.5%	5.1%	17.7%	9.65
2011	27,929,185	100.0%	75.4%	17.7%	6.9%	$1,301,932	$45.01	$47.81	$61.07	347,007,683	100.0%	74.3%	2.2%	0.6%	5.4%	17.6%	9.73
2012	28,791,009	100.0%	75.7%	17.6%	6.7%	$1,374,857	$46.12	$49.00	$62.97	345,884,839	100.0%	75.5%	2.3%	0.5%	6.2%	15.4%	9.57

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
Senior Vice President
Chief Financial Officer
Finance and Administration

William H. Alverson
Vice President
Contract Implementation/
Compliance

Carol A. Beatty
Vice President
Controller

Chad Lindsay
Vice President
Labor Relations

Bettye Page-Wilson
Vice President
ILWU-PMA
Contract Benefits

Richard Marzano
Coast Director
Contract Administration
and Arbitration

Scott Rettig
Coast Director
Information Technology and
Longshore Payroll

Gerald Swanson
Coast Director
Accident Prevention
and Security

William Bartelson
Area Manager
Northern California

Andy Hathaway
Area Manager
Pacific Northwest

Ron R. Merical
Area Manager
Southern California

PMA Staff, continued

Headquarters — San Francisco


Debbie Alcantara


Todd Amidon


Guillermo Aquino


Wendy Backstrom


Erin Beebe


Alex Castello


Annabelle Corpuz


Justin Daulton


Magaly Dauphin


Dawn DeMarcus


Lyn Escosia


James Hamilton


Gary Hanks


Martha Harris


Vincent Lamaestra


Channon Milien


Deborah Neal


Lauren Nikkhah


Kathy O'Sullivan


Brad Perkins


Nicole Romanowski


Kathy Schell


Donna Schmidt


Curtis Shaw


Annie Song


Kathy Stevens


Heather Tomaszewski


Shin Mei Wong

Southern California - Long Beach


Phillip Bailey


Jeremy Bridges


Evelyn Ceja


Robert Dodge


Steve Fresenius


Michael Hall


Timothy Kennedy


Megan Marsh


John Michaelis


Erin Morgan


Eric Naefke


Bryan Nelle


Janeé Ortiz


Jean Person


Betty Pleas


Paul Russell


Phillip Tabyanan


Aaron Thieme


Daniel Valentine


Jessica Voit

Southern California - Wilmington


Sandra Campa


Daniel Coates


Russell Rowlands


Wayne Venasky


Elizabeth Weil

Pacific Northwest - Tacoma


Brett Jackson


Audry Rose Lizama


Michael Lueskow


Matthew Powers


Bob Roedel

PMA Staff, continued

Northern California - Oakland


Tosca Bonardi


Victor Brochard


Miguel Chena


Arthur Chu


Andre Coleman


Samantha Fennell


Michelle Heathman


Julia Hong


Donald Jarrell


Parin Jhaveri


Dan Kaney


Judith Labos


Mark Langner


Jose Martinez


Ajay Mehta


Prashant Mishra


Julia Perez


Jim Potter


Alexander Price


David Robinson


Liz Singleterry


Kirsten Vinje

Pacific Northwest - Portland


Caryn Alomar


Sam Bordia


Mike Dodd


Karen Fog


Jennifer Herner


Sherri Souders

Not shown: Barbara Tymer

Pam Pratt, Assistant Director, Longshore Payroll, retires after nearly 23 years of service.

Pacific Northwest - Seattle


Mary Gehrke


Craig Hautamaki


Frank Koprivnik


Dan Lowry


Tara McCormick


Pamela Murdoch


Theresa O'Toole


Sandra Starkey


Doug Stearns


Joseph Weber

Not shown: Nairobi Russ

Maritech


Jaci Briscoe


Gloria Bungcayao


Rebecca Dixon


Tracy Legacy


Gaylyn Losey


Carla Manson


Larry Oliver


Yvonne Pedro-Cabanada


Cheryl Whitfield


Shaz Wiltowsky

PMA Offices

HEADQUARTERS
555 Market Street, Third Floor
San Francisco, California 94105-5801
VOICE: (415) 576-3200
FAX: (415) 348-8392

NORTHERN CALIFORNIA
475 14th Street, Suite 300
Oakland, California 94612-1937
VOICE: (510) 452-1200
FAX: (510) 839-0285

SOUTHERN CALIFORNIA
LONG BEACH OFFICE
300 Oceangate, 12th Floor
Long Beach, California 90802-4443
VOICE: (562) 495-7600
FAX: (562) 436-8252
MAILING ADDRESS:
P.O. Box 21618
Long Beach, California 90801-4443

SAN DIEGO OFFICE
402 West Broadway, Suite 420
San Diego, California 92101-3542
VOICE: (619) 321-6914
FAX: (619) 321-6916

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

CMA CGM calls at the Port of Long Beach.

Photo Credits

Nick Souza
– front cover, pg. 10, pg. 50, inside back cover

Courtesy of Long Beach
– inside front cover, pg. 14, pg. 52, pg. 80, back cover

Matson Navigation Company
– pg. 2

Mike Stahl for DuPont Sustainable Solutions
– pg. 4, pg. 12, pg. 22 (bottom), pg. 23 pg. 28, pg. 34, pg. 37, pg. 39, pg. 45, pg. 48, pg. 49

Peter G. Kim, Total Terminals International
– pg. 8, pg. 29, pg. 51

SSA Terminals – photo credit, Don Wilson
– pg. 16

Port of Los Angeles
– pg. 18, pg. 19, pg. 32, pg. 46, pg. 47, pg. 55, pg. 72

Pacific Maritime Services – Pacific Container Terminal, Long Beach, CA
– pg. 20

Courtesy of Ports America
– pg. 21, pg. 36, pg. 56

Curtis Shaw for Pacific Maritime Association
– pg. 23 (top)

Danny Kaye, Totum Consulting
– pg. 24

Courtesy of Honda
– pg. 25

Courtesy of Metro Ports
– pg. 26

Capt. R. Johnson, Columbia River Bar Pilots
– pg. 27

Horizon Lines
– pg. 38

China Shipping North America
– pg. 41

SSA Marine – photo credit, Don Wilson
– pg. 42

OOCL
– pg. 44

Eric Jones, Husky Terminal
– pg. 57

- Report written and edited by Sugerman Communications Group.
- Research conducted by PMA staff.
- Graphic design by JJLA Associates.
- Printed by Continental Colorcraft.

This report is printed using soy-based inks on paper certified by the Forest Stewardship Council (30 percent post-consumer-waste recycled content).

Cranes in silhouette at Pier 400 in Los Angeles.

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

MSC calls at the Port of Long Beach.

2012 Annual Report

Pacific Maritime Association

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

ISSN 8756-3622