





## On the Cover

OOCL *Canada* prepares to depart Long Beach Container Terminal (left), where construction is underway on a fully automated terminal (above). The new terminal is expected to open in stages and be complete by 2020.

### 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.

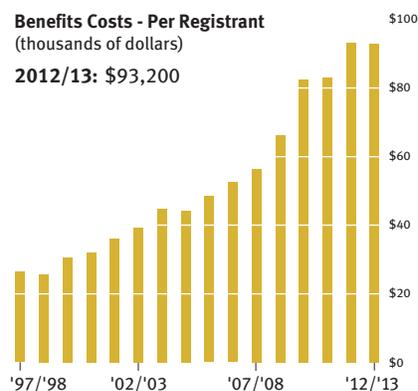
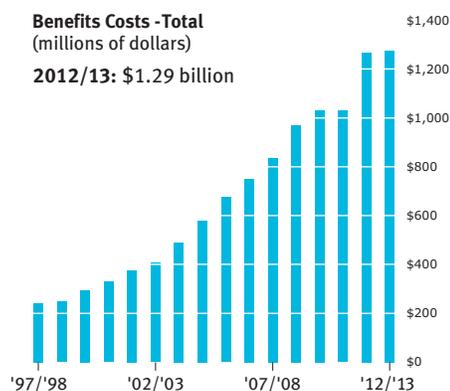
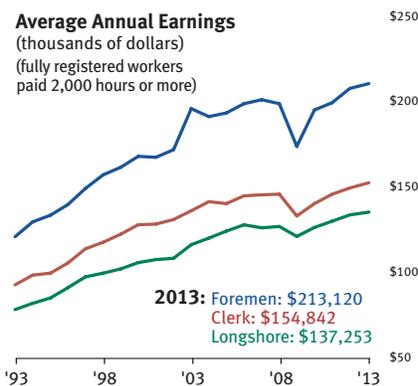
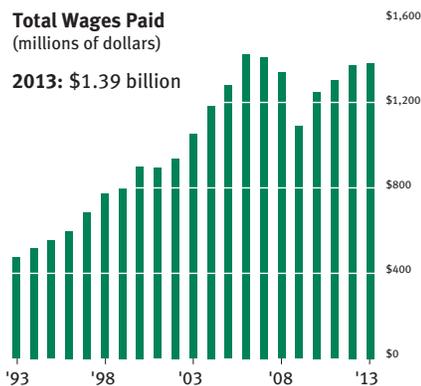
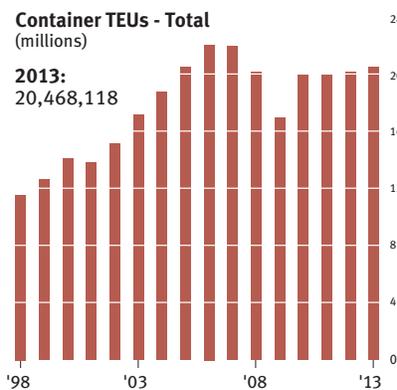
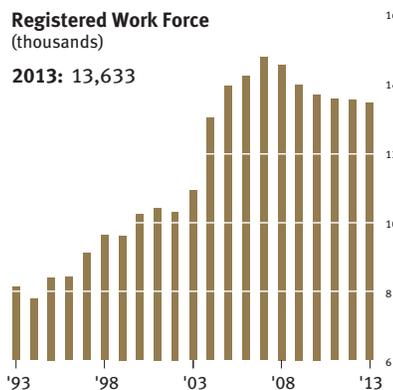
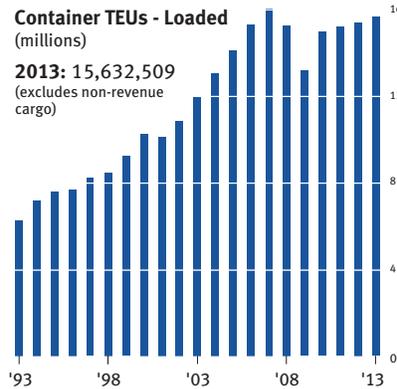
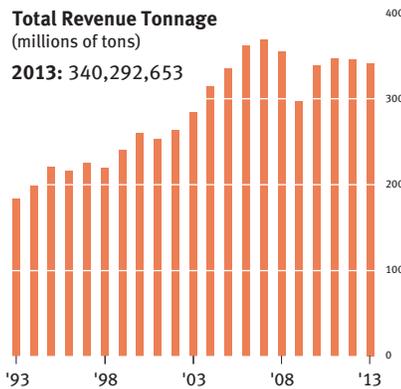
### PMA Mission

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](http://www.pmanet.org).

## Highlights



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Matson calls at SSAT's Berth 64 in Oakland.

## To Our Stakeholders:

As this report goes to press, we are making final preparations for our upcoming contract negotiations with the International Longshore and Warehouse Union. During the spring and likely summer months, we will be engaged in bargaining on a range of waterfront issues.

At the outset, I'd like to frame these talks around several guiding principles:

- Given the tremendous economic impact of our industry across the nation, we will act with an awareness that these talks have ripples far beyond the docks.
- With competition for discretionary cargo growing stronger every year, we will endeavor to enable West Coast ports to operate efficiently and productively.
- Knowing that a reliable labor force is essential to our ports' standing, we will seek to deliver dependable labor on behalf of our members.

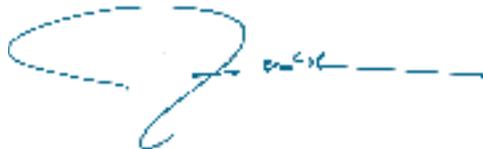


James C. McKenna  
*President and CEO*

Given the choices shippers have in sending goods to the United States – including ports in Canada and Mexico; all-water service to the East Coast through the Suez Canal; and eventually shipping through the expanded Panama Canal – West Coast ports must continue to innovate. In so doing, we will solidify our position as the gateway of choice for goods being sent to and from Asia. Reliability, efficiency and productivity will be the keys to our success.

In the pages that follow, you can read about the issues and trends that are driving the maritime industry, as our members seek to preserve the economic engine that is West Coast goods movement. I trust that the ILWU leadership feels the same way.

Sincerely,



**James C. McKenna**

## Membership

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



## 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<sup>#</sup>**  
*President*  
 Evergreen Shipping Agency  
 (America) Corp.  
*International Carrier Class*



**Edward A. DeNike<sup>#</sup>**  
*Executive Vice President*  
 SSA Marine, Inc.  
*Stevedore/Non-Carrier Class*



**Ron Forest<sup>†</sup>**  
*Senior Vice President, Operations*  
 Matson Navigation  
 Company, Inc.  
*Domestic Carrier Class*



**William A. Hamlin<sup>#</sup>**  
*Executive Vice President and COO*  
 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, Inc.  
*International Carrier Class*



**Michael Radak<sup>†</sup>**  
*Senior Vice President, Sales/Marketing Op.*  
 Hanjin Shipping Co.  
*International Carrier Class*



**Walter Romanowski<sup>#</sup>**  
*President, West Coast Containers*  
 Ports America  
*Stevedore/Non-Carrier Class*



**Al Gebhardt**  
*Senior Vice President, Liner Operations*  
 Maersk Agency USA, Inc.  
*International Carrier Class*



**Gene Seroka<sup>\*</sup>**  
*President, APL Americas Region*  
 APL Limited  
*International Carrier Class*



**Christian P. von Kanneurff<sup>†</sup>**  
*Senior Vice President*  
 "K" Line America Inc.  
*International Carrier Class*

<sup>#</sup>Assessment Committee Member    <sup>†</sup>Audit Committee Member

<sup>\*</sup>Compensation 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

## Coast Steering Committee:



**Chairman:**  
**Jon Rosselle**  
Vice President  
SSA Terminals, LLC



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



**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



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

## 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



**Daryl Hoshide**  
TraPac



**Brent Kitagawa**  
Intl. Transportation  
Services, Inc.



**Art Mathis**  
APL/Eagle Marine  
Services. Ltd.



**Scott Melin**  
Hanjin Shipping  
Company Ltd.



**Ron Neal**  
California United  
Terminals



**Jamie Otis**  
APM Terminals  
Pacific Ltd.



**Mike Outland**  
Pacific Crane  
Maintenance  
Company, LP



**Tim Tess**  
Pasha Stevedoring  
& Terminals, L.P.

### Northern California Area



**Chairman:**  
**Jacques Lira**  
SSA Terminals,  
LLC



**Lorenzo Looper**  
Metro Cruise  
Services LLC



**Dennis Woodfork**  
Ports America



**Jim Yanak**  
TraPac, Inc.

# Steering Committees



**Sean Lindsay**  
Vice President,  
Labor Relations  
Ports America



**Sean Marron**  
Director of Labor Relations,  
M & R  
Yusen Terminals, Inc.



**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.



**Jim Mullen**  
ICTSI Oregon, Inc.

## Pacific Northwest: Washington and Puget Sound Area



**Chairman:**  
**Clayton R. Jones, III**  
Jones Stevedoring  
Company



**Rick Blackmore**  
Total Terminals  
International LLC



**Scott Bursch**  
Husky Terminal &  
Stevedoring, Inc.



**Alec Coleman**  
Washington United  
Terminals



**Susan Gardner**  
APM Terminals  
Pacific Ltd.



**Brian McGonegle**  
Pacific Crane  
Maintenance  
Company



**Michael Patalano**  
SSA Terminals, LLC



**Blair Smith**  
Ports America





**West Coast ports support  
more than 9 million U.S. jobs.**



**Our members are spending billions to keep West Coast ports competitive.**



**Investment will drive  
success in—and beyond  
—local port communities.**









**Competition demands innovation, productivity and reliability.**



A photograph of a port at sunset. The sky is a mix of orange, red, and yellow. In the foreground, there are several palm trees and a road with a traffic light. In the middle ground, there are large blue gantry cranes and a large ship docked. In the background, there are mountains and a city skyline.

**PMA aims to negotiate  
a new labor contract that  
positions the West Coast  
for future growth.**



Container discharge operations at  
Total Terminals International in Long Beach.

# 2013 The Year In Review

During 2013, as the nation continued its economic recovery, the West Coast maritime industry invested for the future. Mega-terminals took shape at several major ports. State-of-the-art automation projects ensued. Environmental efforts continued to reduce emissions. And safety efforts led to the lowest level of injuries ever recorded.

Now, with competition heating up from ports in Canada, Mexico and the East Coast, those investments continue. West Coast terminal operators are working to show shippers and consumers that they are efficient, productive and reliable. In so doing, they aim to ensure a bright future for port workers, local communities and the nation.

**For more about 2013, please read on.**



NYK *Apollo* calls at YTI in Los Angeles.

## 2013 Highlights

In 2013, the West Coast waterfront made significant progress in preparing for the future. Massive efforts are underway to ready channels, terminals, roads, bridges and railways for a new competitive environment featuring carrier alliances, bigger ships and a variety of transportation options.

In Southern California, the Port of Los Angeles has undertaken projects to enlarge marine terminals, deepen channels, expand rail infrastructure and improve dispatching. The Port of Long Beach is carrying out similar efforts, while replacing an important, but aging, landmark bridge. At both ports, significant terminal automation efforts are underway.

In Northern California, the Port of Oakland began construction of a massive trade and logistics center to transport higher volumes of cargo more quickly and efficiently, while also completing a 350-acre mega-terminal by combining four existing facilities. At the same time, Oakland's efforts to boost reliability suffered setbacks due to challenges related to the labor force.

In the Pacific Northwest, ports continued to feel the effects of the shift of the Grand Alliance carriers, which has provided the Port of Tacoma with additional growth opportunities. At the same time, both Tacoma and Seattle invested in infrastructure projects to improve their long-term competitiveness.

From an environmental perspective, West Coast ports showed progress in ongoing efforts to contain emissions. At several major ports along the coast, diesel emissions from

ships have dropped by as much as 80 percent since 2005.

In 2013, marine terminals continued to become even safer, as ongoing efforts in training and technology led to the lowest injury rate during the past two decades. PMA and the ILWU worked together on a number of safety initiatives, including the

roll-out of the new coast-wide safety training program. The revised program has won praise from workers for being engaging, comprehensive and relevant to today's safety issues.

Though revenue tonnage on the West Coast dropped 1.6 percent in 2013, investments made in the region position the waterfront well for the future as bigger ships and carrier alliances change the landscape. These investments are critical in helping West Coast ports respond to competitive challenges from the opening of the expanded Panama Canal in 2015, growing Canadian and Mexican ports, and modernized port facilities seeking market share in the Gulf states and on the East Coast.

Continued investment is critical in helping West Coast ports respond to competitive challenges



Six cranes work the *Grete Maersk* at Pier 400 in Los Angeles.

## The Environment

### California Ports Upgrade to Meet New Air Quality Regulations

Terminal operators, ports and shipping carriers invested hundreds of millions of dollars on terminal updates across California in order to comply with new air quality regulations set to take effect at the beginning of 2014. The new regulations call for container, passenger and reefer vessels to use shore-side electrical power at the state's six largest ports to reduce emissions from auxiliary engines while at berth. Ships are also mandated to use low-sulfur fuel while within 24 nautical miles of the California coast.

The shore power regulation requires that 50 percent of all ships that call at California ports be equipped with such capability in 2014, with 100 percent compliance in six years. Ships must also achieve an overall 50 percent emissions reduction under the regulation; the state regulator has indicated that it may also consider alternative measures that would capture equivalent emissions savings at a lower cost.

### Significant Progress in Coast-Wide Emissions Reduction

West Coast ports continue to lead the nation in emissions reductions efforts, with a range of initiatives and incentive programs created in recent years to limit pollution from terminal and rail operations, clean truck programs and vessels both at berth and traveling near the coast.

Air quality studies released in 2013 testify to the effectiveness of these programs: in annual emissions inventories, the Southern California ports of Los Angeles and Long Beach reported declines of roughly 80 percent in diesel particulate matter (DPM) from levels registered in 2005.



An MOL auto carrier crosses under the Vincent Thomas Bridge in Los Angeles.

The data also revealed significant reductions in levels of other pollutants at both ports, particularly that of sulfur oxide, which has plunged 88 percent since 2005. The Port of Oakland reported a 70 percent drop in DPM from 2005 levels, along with an 80 percent decline in sulfur oxide. This progress puts the port well on track to meeting its goal of achieving an 85 percent reduction in port-related diesel emissions by 2020.

In the Pacific Northwest, the ports of Tacoma and Seattle joined their counterpart in Vancouver, Canada, in announcing a 2013 update to the aggressive pollution reduction targets in the Northwest Ports Clean Air Strategy. They have extended this partnership to 2020 with the stated goal of reducing overall diesel emissions in the region by 80 percent and greenhouse gas emissions by 15 percent, relative to levels measured in 2005. The new strategies take into account improved emissions reduction technology and are better designed to complement state and federal regulations.

### Ports and Shipping Lines Recognized for Environmental Leadership

Following the adoption of the first Voluntary Environmental Ship Index (ESI) in North America in 2012, the Port of Los Angeles recognized

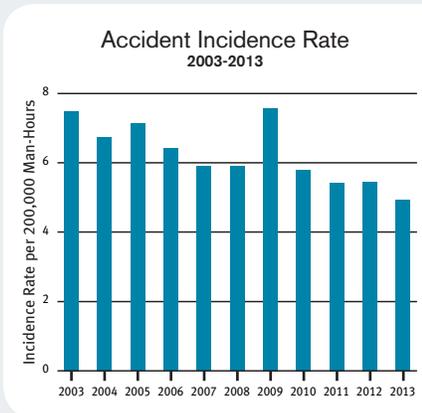
12 vessel operators for their participation in the program over the past year. The ESI uses a web-based tool to track and reward shipping lines for bringing their newest, cleanest vessels to the port, using a scale established by the International Maritime Organization. The Port of Los Angeles also recognized 26 shipping and cruise lines for their participation in its vessel speed reduction program, where ships reduce speeds and therefore emissions as they enter and depart the port.

The Port of Long Beach also continued its financial incentive programs to ocean carriers, granting \$135,000 to 10 major shipping lines for bringing cleaner vessels to call at the port under its Green Ship award. It celebrated nearly universal participation in its Green Flag program, offering the greatest incentive to ships that slow their speeds within 40 nautical miles of the coast.

In April, the Port of Seattle became the first port outside of the Great Lakes-St. Lawrence region to join the Green Marine initiative, a joint U.S.-Canada maritime environmental program. The initiative is supported by a coalition of more than 40 agencies and environmental organizations that work alongside participating companies to meet and exceed environmental regulatory targets and requirements.

# Safety on the Waterfront

Waterfront safety efforts continued to bear fruit, as 2013 was the safest year on record, and a revised safety training program drew positive reviews from workers. With the onset of new technology, and a focus on awareness, vigilance and training, employers and union leaders continue to work in partnership toward making the waterfront even safer.



### Injury Rate Hits All-Time Low

The West Coast lost time injury (LTI) incident rate – a standard measure of worker safety – fell to its lowest level on record. The 2013 LTI was 4.95, down nearly 10 percent from the previous year's total, and more than one-third lower than the total a decade earlier. Southern California's LTI of 3.81 was the lowest recorded by any region in the 19 years that PMA has been keeping records.

### General Safety Training-VIII Goes Live

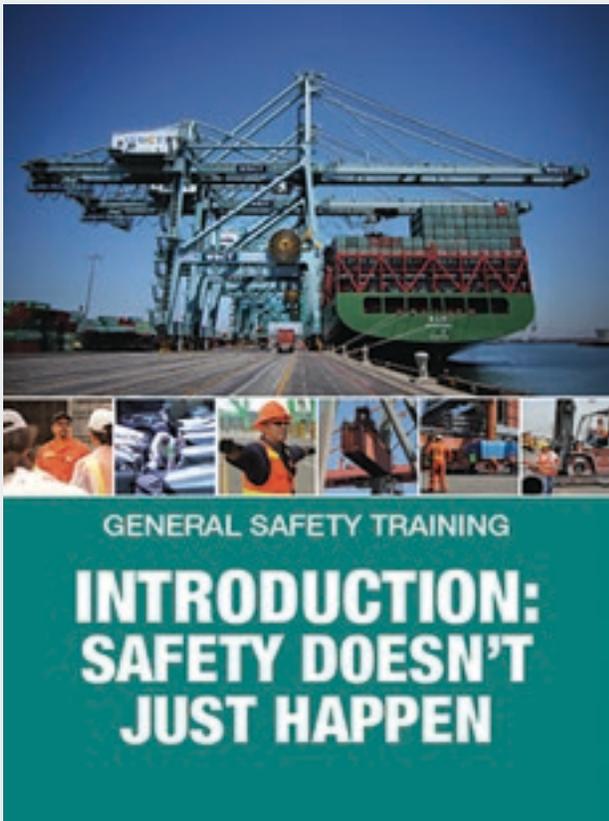
Rollout of the widely anticipated General Safety Training (GST)-VIII began in January 2013 following months of analysis, discussion and development by employer and ILWU representatives on the Coast Safety Committee, a group that has been working together since the 1930s to ensure workers are familiar with strategies, procedures and programs related to waterfront safety.

The Coast Safety Committee recognized that changes in terminal operations, as well as evolving longshore roles and responsibilities, required significant updates to the safety training program that all workers must complete every three years to meet federal regulatory requirements.

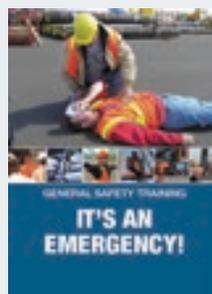
The resulting program, GST-VIII, is the most comprehensive ever. It was delivered on schedule, with one-third of the 21,000+ member workforce – including all new employees

– trained by the end of 2013. The remainder are set to renew over the next two years.

Surveys of workers indicate that the new eight-hour training is easy to follow, engaging and relevant to today's safety issues. Also, employers are leveraging GST-VIII to train management staff on the latest safety practices.



Safety training takes center stage on the waterfront.



Safety on the Waterfront – continued

Underscoring the importance of training, PMA President Jim McKenna and ILWU President Bob McEllrath appear in videos, noting that safety is a joint effort between workers and employers, and emphasizing the priority that both place on employee safety and health.

In addition to demonstrating alignment on safety at the leadership level, GST-VIII drives home its theme that “Safety Doesn’t Just Happen” by reminding workers to take a proactive approach in ensuring their own safety and the safety of others. Explained through the 4Cs – Competence, Compassion, Communications and Courage – the training reminds workers to be the best they can be; care and act in the best interests of colleagues; communicate clearly and concisely; and speak up when there is a hazard or problem.

Other matters tackled in the training videos and written materials include operating and working around vehicles; working with hazardous materials, steel, logs and other cargo; and recognizing the dangers of drugs and alcohol on the waterfront. Included in the training are worker testimonials that add great value and context to the videos.

**Beyond the West Coast: Joint Leadership at the National Level**

The PMA and ILWU have taken a leading role nationally on the Maritime Advisory Committee for Occupational Safety and Health (MACOSH), which meets to address the concerns of the maritime community on matters relevant to the safety and health of workers at marine terminals.



A safety fact sheet jointly developed by employers and labor.

Over the past three years, the PMA and the ILWU have worked together through MACOSH on safety products that have been approved and published by OSHA for distribution as best safety practices for the greater maritime industry. These products include fact sheets, QuickCards and guidance documents. Also, PMA and ILWU representatives have recommended best practices on a wide variety of safety topics including terminal traffic lanes and safety zones; recovery of a person in the water; log-handling operations; multi-piece rim wheels; semi-tractor tip over; mechanics working “in the yard;” and many others.

**Ongoing Collaboration on Safety**

PMA continues to partner with the ILWU on future safety initiatives as automation, new job duties and new regulations cause both parties to adapt to a new marine terminal environment.

For example, to keep pace with growth in maintenance workers over the past six years, the PMA added a representative from one of the largest maintenance companies to the Coast Safety Committee, enabling the group to better address safety issues related to the work of mechanics on the waterfront. Also, as the West Coast takes advantage of its ability to accommodate mega-ships, the PMA is ensuring that workers are trained on new cranes and taking relevant safety measures.

At the National Maritime Safety Association’s annual meeting, Jim McKenna highlighted the PMA’s commitment to cooperation and partnership with the ILWU on safety issues.

“Our relationship with the ILWU on safety is very strong,” McKenna said. “As we look to the future, it is important that we move forward with the Union at our side and not a step behind us.”

PMA President Jim McKenna addresses industry leaders at a national conference.



## Regional Developments: Southern California

Innovation and investment were the driving force in Southern California in 2013. A brand-new dispatch hall is nearly complete. Construction is now well underway on two state-of-the-art, automated terminals. And the ports of Los Angeles and Long Beach invested more than \$1 billion in 2013 to deepen channels, enhance terminals and improve rail infrastructure.

### State-of-the Art Dispatch Hall Nearly Complete

The 1940s-era dispatch hall built after World War II for ILWU Local 13 will soon have a modern and expanded replacement. Thanks to a \$26 million investment by the PMA, the nine-acre dispatch hall site in Wilmington is set to open in 2014.

Located a half-mile east of the existing hall, the two-story 33,000-square-foot building will nearly quadruple the current capacity



The new Southern California dispatch hall is set to open in 2014.



to accommodate roughly 3,000 people. It is expected to achieve a LEED Gold environmental certification. Parking facilities will be more than tripled, and the hall will be equipped with state-of-the-art technology to allow for effective and efficient daily dispatching of longshore workers. It will also be used for the ILWU's monthly meetings.

### Automated Terminals Move Forward

In January, workers broke ground on the new TraPac container terminal at the Port of Los Angeles, which is set to be the West Coast's first completed terminal automation project. The \$510 million

upgrade is composed of 10 projects, which together will expand the 173-acre terminal's wharves, modernize its main and secondary gates and improve 50 acres of backlands. The project also includes the construction of an automated intermodal container transfer facility, after which every terminal at the Port of Los Angeles will be fully equipped with on-dock rail. The project is scheduled for completion in 2014.

The Long Beach Container Terminal project, also known as Middle Harbor, continued to make headway toward combining Piers E and F into one state-of-the-art, environmentally friendly terminal with a doubled cargo capacity. The nine-year, \$1.31 billion project began in 2011, and will include updated container-handling equipment; ship-to-shore cranes; a larger on-dock rail yard; and upgraded wharves, water access and storage areas. When complete, it is anticipated that the new terminal will cut air emissions in half and greatly reduce traffic impacts, as a result of more efficient operations and equipment, as well as the expansion of on-dock rail.

### Deepening Channels, Raising Cranes and Building Bridges

In 2013, the Port of Los Angeles completed its 10-year, \$370 million Main Channel Deepening Project, lowering the port's main navigational channel and turning basins from 45 to 53-feet to handle the introduction of larger vessels. Meanwhile, at both Los Angeles and Long Beach, hundreds of cranes are being raised by as much as 30 feet each. These taller cranes will be able to work the latest generation of mega-ships, and can handle containers stacked nine high and 23 across.

## Southern California – continued



## The ports of Los Angeles and Long Beach are investing heavily to meet future cargo demand

A \$1 billion replacement project for the Port of Long Beach's Gerald Desmond Bridge is also underway. This six lane, 200-foot bridge will be able to accommodate larger ships that pass underneath it, along with the mix of truck drivers and commuters that have driven over it for more than five decades. The project is expected to be complete by 2016.

### Strong Business Management Leads to Steady Registration

With cargo volumes rising slightly, PMA sought to ensure that sufficient labor could be provided to the industry without adding unnecessarily to the permanent workforce. As a result, registration of new workers was limited in 2013, though membership in the workforce has risen significantly during the past decade.

At the same time, PMA and the ILWU concluded the 2004 casual hiring process, which has added flexibility by bringing in additional

part-time workers who can augment the existing workforce at times of high demand. Roughly 500 part-time casual workers were added in 2013. As a result, PMA and the ILWU can now begin a new list of potential workers, thus ensuring that the industry will have the labor force it needs moving forward.

### Port Hueneme and Port of San Diego

The Port of San Diego continues to handle dry bulks such as cement, sand, containerized fruit and windmill products headed to wind farms in Arizona, New Mexico, Oklahoma and Texas. In an automotive milestone, the port received its first shipment of imported vehicles from Italian car-maker Fiat, which

uses three North American import hubs. Fiat plans to send 40,000 autos through San Diego each year.

Port Hueneme enjoyed the best cargo year in its history, supported by imports and exports in produce (Del Monte, Chiquita), automobiles (Hyundai, Kia), fertilizer, fish and petroleum products. Further, the port extended its lease with Del Monte, which has imported fruits such as bananas and melons there since 1979.

San Diego celebrates the arrival of its first shipment of Fiats.



## Regional Developments: Northern California

The Port of Oakland, one of the top four ports on the West Coast, saw significant investment during 2013 as a new mega-terminal opened and other terminal upgrades moved forward. The port also began efforts to convert a former army base into a trade and logistics center.

Despite this forward progress, Oakland experienced a significant number of work stoppages, as ILWU Local 10 on multiple occasions either did not provide sufficient labor, put up pickets or otherwise slowed operations. Unfortunately, these actions project an image of instability that can erode shippers' confidence and cause them to rethink their routes. Looking ahead, the steady and reliable supply of labor will be a key issue in enabling the port to remain competitive.

### New Mega-Terminal in Oakland

During the summer, Oakland created the third largest terminal on the West Coast by combining adjacent terminals into one 350-acre mega-terminal operated by SSAT. Consolidation allows Oakland to create facilities better suited for the larger vessels now common in the region. The new terminal is more in line with competing terminals, allowing the port to sustain and attract more maritime cargo.



Horizon calls at Ports America Outer Harbor in Oakland.

### Oakland Transforms Army Base into Global Trade and Logistics Center

In November, Oakland began construction on the Oakland Global Trade and Logistics Center, a \$1.2 billion master plan that will transform the former 330-acre Oakland Army Base into a hub for transporting cargo more efficiently. The project will include a new 55-65 acre rail yard, more than 1 million square feet of warehouse space and a new bulk terminal. Funding comes from a combination of local, state, federal and private dollars.

The project is expected to bolster the port's ability to compete globally, allow higher volumes of cargo to be transported more quickly, and create an estimated 1,500 construction jobs. It also includes a community jobs agreement that encourages construction employers to hire local and disadvantaged job applicants. The City of Oakland estimates that 1,800 permanent jobs will be created once the \$500-million first phase is complete.

### Safety and Training

In order to bring workforce safety into focus, representatives from the Joint Accident Prevention Committee met regularly in 2013 to discuss specific safety and training needs.

Terminal operators implemented a number of their recommendations, which helped to create a safer waterfront. Northern California's lost-time injury rate dropped 26 percent, compared to the previous year. This reduction contributed to an overall decline in the injury rate coast-wide, making 2013 the safest year on record in terms of injuries.

The PMA also began offering training on a state-of-the-art container crane simulator, reducing time awaiting availability of equipment, providing an effective proving ground for pre-qualification of applicants, and improving safety. For skilled training of this nature, the PMA administers and develops the curriculum for the program and the ILWU provides the instructors.

### Autos and Agriculture Lead Niche Cargo Gains

Northern California saw a double-digit increase in auto cargo, with the ports of Benicia and Richmond leading the way. As in previous years, Benicia once again processed hundreds of thousands of vehicles from General Motors, Ford, Chrysler and Toyota. Benicia remains the local hub for the distribution of imported Ford and Chrysler automobiles, and handles the processing of all Toyota imports to Northern California. The Port of Richmond is also a regional leader in automobile tonnage, serving as a major entry point for vehicles from Asia.

The Port of Stockton continues to expand its niche role as a bulk cargo specialist, exporting Central Valley agriculture around the world. Along with the Port of Sacramento, it continues to export rice and fertilizer to the Far East, notably to China, where urbanization is causing farmers to leave their land – affecting farm output and the food supply.

## Regional Developments: Pacific Northwest

As the region continues its incremental recovery from the recession, Pacific Northwest ports showed the expectation of future growth by investing in infrastructure. These crucial projects – including channel deepening, crane readiness and terminal upgrades – will increase port capacity and allow for the movement of larger volume and more diverse cargo through the area.



The Port of Tacoma is Puget Sound's busiest container port

### Infrastructure Projects

The Port of Tacoma recently moved breakbulk operations to the near-rail, deep-water East Blair One terminal, which already had the infrastructure needed for heavy cargo. An existing “heavy-lift pad” enables the transfer of large objects such as agricultural and military equipment. In the future, the port plans to add 300 feet of rail to support the terminal. Also underway is an effort to strengthen a pier and install 100-gauge crane rail at Husky Terminal to accommodate larger cranes – and, therefore, ships – in the future.

The port also partnered with the City of Tacoma to obtain grant money to cover nearly 90 percent of the \$496,000 design cost to rebuild Port of Tacoma Road, the main arterial into the port industrial area. Efforts are underway to secure construction money to replace about 7,800 feet of

asphalt road with the concrete more suitable for a heavy-haul corridor.

The Port of Seattle continues to improve shore-side access for freight mobility between marine terminals and rail and road transportation networks. It began construction of the deep-bore tunnel for SR 99 for better movement of traffic near port facilities, rail access improvements at the north end of the Union Pacific ARGO yard, and grade separations throughout industrial traffic routes near port terminals.

In August of 2013, the Port of Seattle Commission approved \$267.7 million for the \$3.1 billion SR 99 Alaskan Way Viaduct Replacement Program, including contributions to several state transportation projects such as the East Marginal Way Overpass, Spokane St. Viaduct and the second phase of the SR 519 Intermodal Access Project.

### Port of Tacoma Experiences Double-Digit Growth

The Port of Tacoma handled nearly 1.5 million loaded TEUs in 2013, an increase of 13.5 percent from the previous year. Both imports and exports rose, along with total vessel calls. Growth in 2013 container volumes continues to reflect the 2012 shift of the Grand Alliance shipping consortium of Hapag-Lloyd, OOCL and NYK Lines from Seattle to Tacoma.

Auto imports and log exports also performed well in 2013, improving 13 percent and 4 percent respectively. Although breakbulk cargo volumes finished the year down 11 percent, the decline was expected, as cargo volumes moderated following two record-breaking years.

Grain exports also declined 40 percent in 2013, impacted by increased competition from South America and severe weather conditions in the Midwest that negatively impacted harvests. Grain exports through Tacoma improved significantly through the fourth quarter of 2013, hinting at a potential rebound leading into 2014.

### Oregon Sees Auto Milestones, Growth in Forest Trade

In 2013, the Port of Portland was chosen as the primary gateway for Ford exports to China, with 30,000 vehicles planned to be shipped through the port in the coming year. These exports complement a robust import business, as Portland is the fourth largest auto import gateway on the West Coast. In July, the port celebrated the arrival of its two millionth Hyundai.

2013 also saw forest products begin to make a strong comeback. This trade has helped to strengthen some smaller ports such as Coos Bay and Astoria, with the expectation that Newport will also begin to see new vessel calls exporting logs in 2014.

# In The Fight For Market Share, Reliability Is Essential For West Coast Ports



For years, West Coast ports were the gateway of choice for goods sent to and from Asia. Indeed, cargo volumes rose rapidly for more than two decades, as containerized imports fueled huge gains. Yet the recent picture has been more mixed. Since 2008, with the exception of a spike in 2010, West Coast containerized cargo volumes have been essentially flat. At the same time, the West Coast's national share of container traffic has declined. These last five years pose a warning sign to West Coast ports: Without further innovation, the once-thriving waterfront is at risk – and, with it, the livelihood of workers in port communities and beyond.

## Where is the Cargo Going?

During the past five years, while containerized cargo volumes in North America have risen slightly, the West Coast share has dropped. Consider imports, which drove West Coast growth for two decades: In 2008, the West Coast share was 48.6 percent. By 2013, it had fallen to 43.5 percent, according to a review of U.S. trade data. These figures, shown in the chart to the right, tell a simple story: East Coast and Gulf Coast ports are gaining volume at the West Coast's expense.

Since the recession, the West Coast has recovered nearly to peak levels; at the same time, however, East Coast and Gulf Coast ports have gained considerable volume. This trend could worsen as competition for discretionary cargo intensifies with the 2015

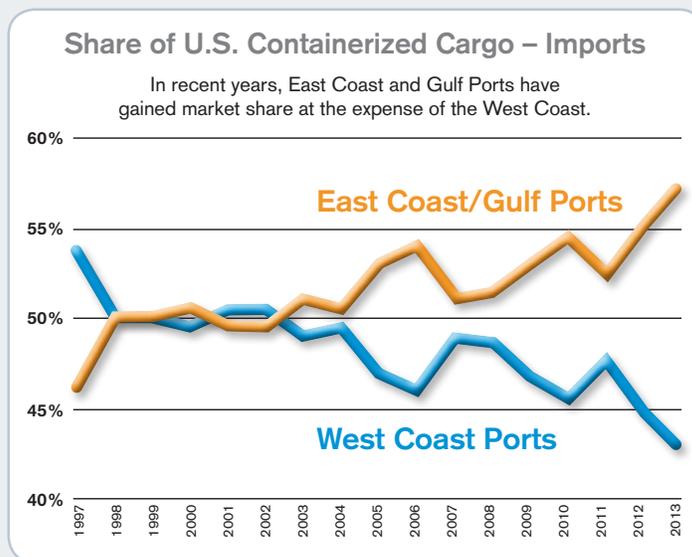
opening of the wider Panama Canal, as well as larger and increasingly sophisticated ports in Canada and Mexico, and diversification of global sourcing. Whereas the West Coast is typically the most efficient route for goods sent from China, manufacturing centers in other parts of Asia are efficiently accessing East Coast ports via the Suez Canal.

## What is Causing the Diversion?

The West Coast began to see diversion of discretionary cargo after the 10-day coast-wide port shutdown in 2002, and reliability concerns have continued to influence shippers' decisions ever since. Extended and contentious contract negotiations between the Office Clerical Unit and the Harbor

Employers Association in 2012 further eroded confidence in Southern California ports, and other recent regional skirmishes along the West Coast have raised questions about the ports' reliability – causing shippers to reconsider shipping patterns.

Investment in deep-water terminals to handle 10,000-TEU and larger mega-vessels has also accelerated throughout North America. While the West Coast has largely invested to meet the needs





of these ships, so too have many other ports. East Coast and Gulf ports are investing now to handle post-Panamax vessels by 2015; some are already marketing themselves to shippers worldwide. Also, to accommodate the mega-vessels, West Coast terminals must continue to install cranes that are high enough to handle these larger ships that are expected to increasingly dominate the Asia/North America trade routes.

The West Coast must also continue to modernize terminal operations and improve intermodal connections outside the gates, just as other North American ports are doing. Canadian officials, for example, market their closer proximity to Asia, quick turn-around times at the terminal and direct rail connections to Chicago as less expensive and faster options for discretionary cargo bound for Midwest and East Coast markets. To respond, West Coast terminals must continue to automate in order to efficiently handle larger vessels, a projected cargo surge and the competitive realities of the wider Panama Canal.

The widely anticipated opening of the expanded Canal in 2015 is likely to place the most competitive pressure on the Los Angeles/Long Beach port complex. Given these and other competitive trends, the West Coast ports must intensify their focus on terminal productivity and customer service in 2014 and beyond. As the Journal of Commerce reported in a story on the Port of Long Beach in October of 2013, “productivity, rather than loyalty to a particular port or terminal operator, drives the maritime industry today.”

### **A Powerful Opportunity in 2014**

Proving the West Coast ports’ reliability is crucial. The upcoming 2014 contract negotiations between the ILWU and PMA present an enormous opportunity to demonstrate a joint commitment to effective, productive terminal operations; reaching a new contract without waterfront

disruption would send a powerful statement to shippers around the world that the ILWU and PMA intend to earn their business.

In contrast, disruptions of any kind would be extremely costly to the long-term prosperity of West Coast ports. And the negative effect of lost market share would reverberate far beyond the terminal gates: West Coast ports support more than 9 million U.S. jobs. Locally, the ports are an important driver of economic development and job creation, from Southern California to the Pacific Northwest. Overcoming competitive hurdles to growth is not just a mandate for the PMA and ILWU; a large base of stakeholders will benefit from our collective ability to reverse the market share decline.

Ultimately, the more we can work and turn a ship quickly – each and every day – the more competitive West Coast ports will be. And when it comes to the outcome, the economic stakes couldn’t be higher.

**GENERAL SAFETY TRAINING:**

A 23-YEAR HISTORY ON THE WATERFRONT  
THROUGH 12/31/2013

**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

**GST VIII – Safety Doesn't Just Happen**

<b>2013</b>	<b>7,693</b>	<b>7,693</b>
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**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 2013.

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	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	5.46	4.53	8.22	9.37	5.48
<b>2013</b>	<b>4.95</b>	<b>3.81</b>	<b>6.15</b>	<b>8.42</b>	<b>7.51</b>

**ACCIDENT PREVENTION 'TOP TENS' FOR 2013**

**Most Injured Occupations**

Semi-Tractor	281
Lasher	191
Holdman	182
Mechanic ILWU	177
Clerk Computer	151
Foreman/Walking Boss	110
Dockman	102
Auto Driver	52
Crane Cont Gantry	47
Mechanic IAM	39

**Cause of Most Injuries**

Strained	390
Struck By	172
Slip/Trip/Fall <4ft	121
Struck Against	109
Slip	107
Noise – Long term	99
Bounced In Vehicle	53
Struck By 2 Vehicles	52
Twisted	50
Trip	49

**Most Common Injuries**

Sprain/Strain/Spasm	596
Multiple Types	455
Contusion	191
Cut, Laceration	104
Hearing Impairment – Illness	98
Foreign Object in Eye	42
Unclassified/Undetermined	34
Fracture	22
Other Illness NEC	14
Crushing	12

**Most Injured Body Part**

Back	171
Knee	134
Ear – Internal	104
Fingers	103
Shoulder	83
Ankle	80
Head	64
Eye	53
Hand	48
Foot	42

# 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, Inc.  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** SSA Marine, Inc.  
San Francisco Bay – Northern California Area

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

- FIRST PLACE:** Pasha Stevedoring & Terminals, L.P.  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** SSA Marine, Inc.  
Stockton – Northern California Area

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

- FIRST PLACE:** Ceres Terminals Incorporated  
Port Hueneme – Southern California Area
- SECOND PLACE:** Crescent City Marine Ways & Drydock Company, Inc.  
Portland – Pacific Northwest Area

## CONTAINER OPERATORS

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

### Group A (1 million or more man-hours)

- FIRST PLACE:** International Transportation Service, Inc.  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** Yusen Terminals, Inc.  
Los Angeles-Long Beach – Southern California Area

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

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

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

- FIRST PLACE:** APM Terminals Pacific Ltd.  
Washington – Pacific Northwest Area
- SECOND PLACE:** Husky Terminals & Stevedore, Inc.  
Washington – Pacific Northwest Area

## BULK OPERATORS

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

- FIRST PLACE:** Kinder Morgan Terminals  
Oregon – Pacific Northwest Area
- SECOND PLACE:** Metropolitan Stevedore Company  
San Francisco Bay – Northern California Area

## LINES COMPANIES

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

- FIRST PLACE:** Main Lines Inc.  
Washington – Pacific Northwest Area
- SECOND PLACE:** Foss Alaska Line, Inc.  
Washington – Pacific Northwest Area

## MECHANIC COMPANIES

(companies that employ IWU mechanics in maintenance and repair operations)

### Group A (100,00 or more man-hours)

- FIRST PLACE:** California United Terminals  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** Ocean Terminal Services, Inc.  
Los Angeles-Long Beach – Southern California Area

### Group B (30,000 to 99,999 man-hours)

- FIRST PLACE:** Harbor Industrial Service Corporation  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** SSA Marine, Inc.  
Portland – Pacific Northwest Area

### Group C (below 29,999 man-hours)

- FIRST PLACE:** Pasha Stevedoring & Terminals, L.P.  
Los Angeles-Long Beach – Southern California Area
- SECOND PLACE:** Ports America  
Vancouver – 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 4: Vancouver – Pacific Northwest Area
- Group C (25 to 99 Registered Members)**  
Local 18: Sacramento – Northern California Area
- Group D (15 to 24 Registered Members)**  
Local 25: Anacortes – 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 52: Seattle – Pacific Northwest Area

## COAST ONE-YEAR ZERO INCIDENT RATE AWARD

(Those companies that have achieved a zero lost-time incident rate in 2013)

- |  |  |
|--|--|
| Rogers Terminal & Shipping Corporation<br>Washington – Pacific Northwest Area  | Pasha Stevedoring & Terminals, L.P.<br>Los Angeles-Long Beach Mechanics – Southern California Area   |
| Metropolitan Stevedore Company<br>Anacortes – Pacific Northwest Area           | SSA Marine, Inc.<br>San Diego Mechanics – Southern California Area                                   |
| Metropolitan Stevedore Company<br>San Francisco Bay – Northern California Area | Kinder Morgan Terminals<br>Oregon Mechanics – Pacific Northwest Area                                 |
| Kinder Morgan Terminals<br>Oregon – Pacific Northwest Area                     | SSA Marine, Inc.<br>Portland Mechanics – Pacific Northwest Area                                      |
| Reliable Line Service<br>Oregon – Pacific Northwest Area                       | Harbor Industrial Service Corporation<br>Los Angeles-Long Beach Mechanics – Southern California Area |
| Main Lines Inc.<br>Washington – Pacific Northwest Area                         |  |
| Foss Alaska Line, Inc.<br>Washington – Pacific Northwest Area                  |  |
| Ports America<br>Vancouver Mechanics – 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)

- Metro Cruise Services LLC  
San Diego – 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)

- Ceres Terminals Incorporated  
Port Hueneme – Southern California Area
- SSA Marine, Inc.  
Port Hueneme – Southern California Area
- Crescent City Marine Ways & Drydock Company, Inc.  
Portland – 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)

- Trapac, Inc.  
Los Angeles-Long Beach – Southern California Area
- Trapac, Inc.  
Oakland – Northern California Area
- Pasha Stevedoring & Terminals, L.P.  
San Diego – Southern 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.



MSC *Cristina* enters the Port of Long Beach.

# 2013

## Industry Overview

### Economic Significance of West Coast Ports

Despite flattening in recent years, containerized cargo movement through West Coast ports has risen dramatically in the past two decades – to a total of more than 15.5 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 more than 9 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors, according to a recent economic report. The domestic business impact of this trade is roughly equal to the GDP of Russia or Italy.

### 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: 13,600 Registered Workers

As of December 2013, PMA members employed approximately 13,600 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 32 percent. *For more data about the workforce, please see the statistical section starting on page 57.*

**SUPPLEMENTARY  
AREA AGREEMENTS**

Local	Effective
<b>Southern California</b>	
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
<b>Northern California</b>	
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
<b>Pacific Northwest: Oregon</b>	
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
<b>Pacific Northwest: Washington</b>	
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.



ITS loads a Chicago-bound “K” Line train at the Port of Long Beach.

## Working Times and Wage Rates

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

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

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

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

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

Effective November 23, 2002, three *Skill Rates* were defined for several specific types of longshore and clerk work. Skill Rates are calculated by adding specific amounts to the appropriate base wage rate, and all shift and overtime rates are calculated from this adjusted base rate. Those amounts are shown in the following table.

### Longshore & Clerk Skills SKILL RATE

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

Longshore mechanics' skill rates, referred to as 20% and 30% skills, are calculated by applying the appropriate skill percentage to the longshore base wage rate.

The straight time hourly wage rate paid for longshore and clerk work is based on the total number of hours (work experience) that have been paid previously to the individual performing the work. The basic straight time hourly longshore and clerk wage rate is paid to those individuals who have accumulated more than 4,000 hours prior to the week for which the payment is being made. Experience rates of pay are paid to those with less than 4,000 hours work experience in accordance with the following formulas.

### Work Experience Group

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

For the handling of certain specified cargos, cargo conditions, or working conditions, cargo penalty rates are paid. These penalty rates, which range from 15¢ to \$1.20 per hour (the explosives penalty is equivalent to the base straight time rate), are also added to the straight time rate. All second shift work under penalty conditions is paid at the appropriate shift or overtime rate

## HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

Effective Date	Hourly Rate	
	Increase	Rate
August 13 1906	-	\$ 0.55
May 27 1917	\$ 0.15	27.3%
July 1 1918	0.10	14.3
December 9 1919	0.10	12.5
December 10 1932	(0.15)	-16.7
December 10 1933	0.10	13.3
July 1 1934*	0.10	11.8
February 20 1941	0.05	5.3
February 4 1942	0.10	10.0
October 1 1944	0.05	4.5
October 1 1945	0.22	19.1
November 17 1946	0.15	10.9
January 1 1947	0.05	3.3
December 15 1947	0.08	5.1
February 10 1948	0.02	1.2
December 6 1948	0.15	9.0
September 30 1950	0.10	5.5
June 18 1951	0.05	2.6
June 16 1952	0.13	6.6
June 15 1953	0.06	2.9
December 20 1954	0.05	2.3
June 13 1955	0.06	2.7
June 18 1956	0.02	0.9
October 1 1956	0.16	7.0
June 17 1957	0.08	3.3
June 16 1958	0.10	4.0
June 15 1959	0.11	4.2
June 13 1960	0.08	2.9
June 12 1961	0.06	2.1
July 30 1962	0.18	6.3
June 17 1963	0.13	4.2
June 15 1964	0.13	4.1
June 14 1965	0.06	1.8
July 1 1966	0.50	14.8
June 28 1969	0.20	5.2
June 27 1970	0.20	4.9
December 25 1971	0.42	9.8
July 1 1972	0.40	8.5
June 2 1973	0.25	4.9
June 30 1973	0.15	2.8
June 1 1974	0.30	5.5
June 29 1974	0.30	5.2
January 4 1975	0.12	2.0
June 28 1975	0.70	11.3
July 3 1976	0.60	8.7
July 2 1977	0.85	11.3
July 1 1978	0.85	10.2
June 30 1979	0.85	9.2
June 28 1980	0.85	8.4
July 4 1981	1.30	11.9
July 3 1982	1.30	10.6
July 2 1983	1.25	9.2
June 30 1984	0.80	5.4
June 29 1985	0.85	5.5
June 28 1986	0.85	5.2
July 4 1987	2.16	**
July 2 1988	0.40	2.1
July 1 1989	0.50	2.5
June 30 1990	0.67	3.3
June 29 1991	0.78	3.7
July 4 1992	0.70	3.2
July 3 1993	0.20	0.9
June 29 1996	2.00	8.8
June 28 1997	1.00	4.1
July 3 1999	1.00	3.9
July 1 2000	0.50	1.9
June 30 2001	0.50	1.8
June 28 2003	0.50	1.8
July 3 2004	0.50	1.8
July 2 2005	1.00	3.5
July 1 2006	0.50	1.7
June 30 2007	0.50	1.7
June 28 2008	0.50	1.6
July 4 2009	0.50	1.6
July 3 2010	1.00	3.2
July 2 2011	1.00	3.1
June 30 2012	1.00	3.0
June 29 2013	1.00	2.9

\* A "6 hour day, 30 hour week" was incorporated into the first coast-wise 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, 1967. 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.



New automatic stacking cranes are part of TraPac's automation project in Los Angeles. See story, p. 24.

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 Spinoso (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.

Roughly  
**13,600**  
registered  
workers are  
employed at  
West Coast  
ports.

Container operations at Evergreen Container Terminal.



# 2013

## 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 overview of the benefits program; more information may be found at the PMA website ([www.pmanet.org](http://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 \$1.6 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 \$79,920 – 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, 2013, up 244% since 2002, and the cost per active participant of \$93,200 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.**

An MOL vessel calls at the Port of Seattle.





Loading a container at California United Terminals in Los Angeles.

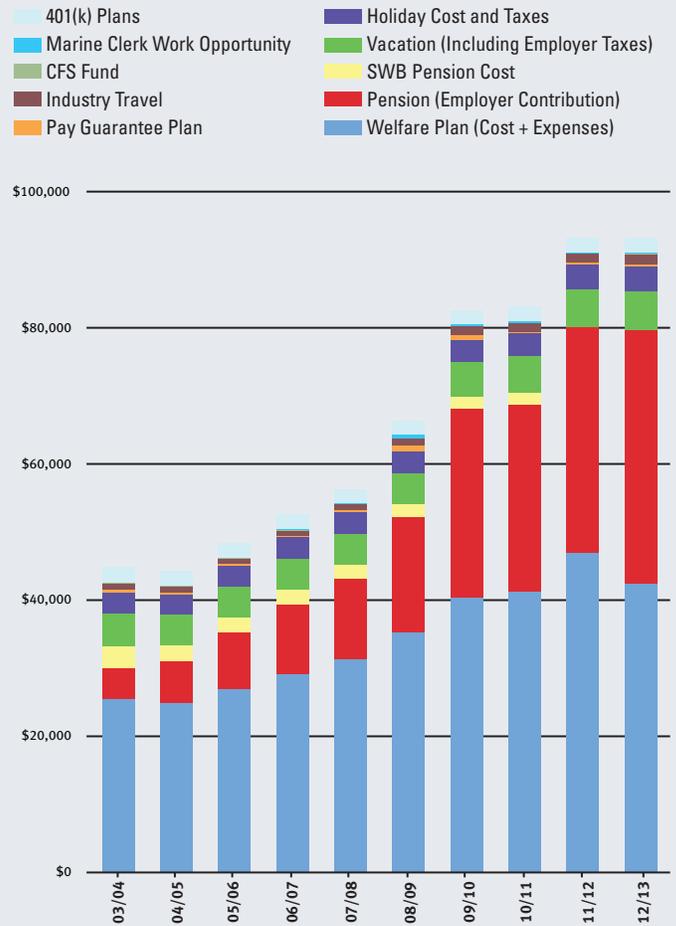
### TOTAL BENEFITS COSTS

2003/2004 through 2012/2013



### BENEFITS COSTS PER ACTIVE REGISTRANT

2003/2004 through 2012/2013



## RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
<b>2013</b>	<b>138</b>	<b>122</b>	<b>49</b>	<b>309</b>

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, 2013)

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
<b>7/13-6/14</b>	<b>37</b>	<b>\$180</b>	<b>\$6,660</b>

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	\$180.00
1,250	\$173.08
1,200	\$166.15
1,150	\$159.23
1,100	\$152.31
1,050	\$145.38
1,000	\$138.46
950	\$131.54
900	\$124.62
850	\$117.69
800	\$110.77

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, 2013. 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, 2013, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2013, was \$180 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of \$6,660 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 2013, the Plan was paying \$27,188,586.28 per month to 8,607 benefit recipients.

**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

**NUMBER OF BENEFIT RECIPIENTS BY YEAR**

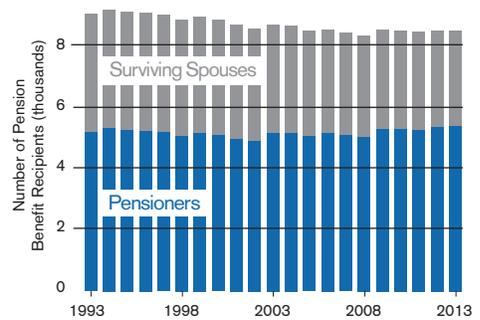
	PENSIONERS					SURVIVING SPOUSES			Total
	Normal/ Early	Dis- ability	In- Service	QDRO	Sub- total	Post- Retire	Pre- Retire	Sub- total	
2004	3,731	1,136	138	195	5,200	3,004	487	3,491	8,691
2005	3,685	1,112	120	201	5,118	2,954	496	3,450	8,568
2006	3,776	1,097	96	226	5,195	2,874	502	3,376	8,571
2007	3,763	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
<b>2013</b>	<b>4,105</b>	<b>959</b>	<b>27</b>	<b>351</b>	<b>5,442</b>	<b>2,561</b>	<b>604</b>	<b>3,165</b>	<b>8,607</b>

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



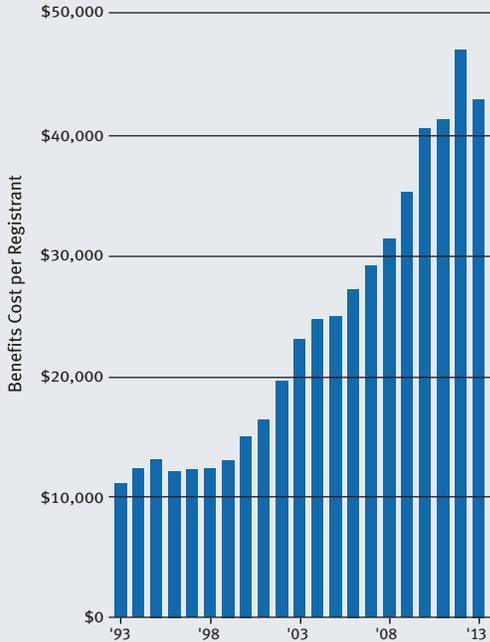
effect for the period of the extension or renewal. If the Plan were to be terminated, the remaining assets of the Plan would be used for payment of benefits until the assets were exhausted.

COSCO Philippines calls at Pacific Container Terminal at the Port of Long Beach.



**ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT**

Fiscal Years 1993-2013



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 (mid-point of the fiscal year). For example, costs for 2012/2013 are divided by the count of active registrants at the end of 2012.

**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.

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



Discharging steel coils at SSA Marine’s operation at the Port of Kalama, WA.

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	\$69,986,382
2011	\$73,350,358
2012	\$77,162,693
<b>2013*</b>	<b>\$79,251,563</b>

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 equivalent 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,



China Shipping *Xin Ou Zhou* arrives at the Port of Los Angeles.

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.



An electric UTR prototype (also shown on pg. 10) is tested before being placed into service at APM Terminals' Pier 400.

**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

**2014**

January	1	New Year's Day <sup>1</sup>
	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
July	4	Independence Day
	5	Bloody Thursday <sup>2</sup>
	28	Harry Bridges' Birthday
September	1	Labor Day <sup>1</sup>
November	11	Veterans' Day
	27	Thanksgiving Day <sup>1</sup>
December	24	Christmas Eve Day <sup>1</sup>
	25	Christmas Day
	31	New Year's Eve Day <sup>1</sup>

**2015**

January	1	New Year's Day <sup>1</sup>
	19	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	16	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	25	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.

<sup>1</sup> No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 1 to 0700 September 2, 0800 November 27 to 0700 November 28. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

<sup>2</sup> 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

**HOLIDAY PAYMENTS BY CONTRACT YEAR**

Contract Year Ended June 30	
2009	\$47,552,517
2010	\$45,542,275
2011	\$45,419,617
2012	\$49,343,441
<b>2013</b>	<b>\$50,370,116</b>
Includes expenses. Data obtained from Audited Financial Statements.	

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 2014 and for the first six months of 2015 are shown to the left.

Ports America loads a Cat D10 bulldozer onto the M/V *Pacific Celebes* in Vancouver, WA.



## 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 (\$35.68 per hour for Class "A" longshore, effective June 29, 2013, or \$1355.84 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 (\$999.04).

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 2013/2014 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.



CMA CGM Figaro at Terminal 18, Port of Seattle.

### PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30		
	Longshore Walking Bosses and Clerks and Foremen	
2009	\$11,253,938	\$211,344
2010	\$8,626,994	\$156,961
2011	\$3,602,590	\$94,225
2012	\$3,165,046	\$118,521
<b>2013</b>	<b>\$3,333,050</b>	<b>\$183,492</b>

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

2009	\$14,741,569
2010	\$18,233,540
2011	\$17,068,798
2012	\$17,649,382
<b>2013</b>	<b>\$21,074,048</b>

Data obtained from audited financial statements.

**CFS PROGRAM FUND**

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
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
<b>2013</b>	<b>\$1,322,656</b>	<b>\$146,962</b>	<b>\$1,469,617</b>

Locking cones are removed after discharge at California United Terminals in Los Angeles.



**Industry Travel System**

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

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

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

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

Qualified travelers are paid for travel time at the rate of one-half of the basic hourly rate. A mileage allowance for transportation is also paid, not to exceed the maximum 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 \$120.00 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

DISPATCH HALL COSTS			
Payroll Year	ILWU Portion	PMA Portion	Total
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
<b>2013</b>	<b>\$3,786,638</b>	<b>\$32,098,443</b>	<b>\$35,885,082</b>

2009-2013 numbers are based on unaudited financial reports.

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

The personnel for each dispatching hall, with the exception of the Dispatchers, are appointed by the Joint Labor Relations Committee of each port. Dispatchers are selected by the Union through elections in which all candidates must be qualified according to standards prescribed and measured by the Joint Port Labor Relations

Committee. All dispatch hall personnel are governed by rules and regulations set down by the Joint Port Labor Relations Committee. PMA may, at its option, maintain a representative in the dispatching hall, and any authorized representative of the PMA or the Union may inspect dispatching hall records.

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

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

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

During the 1999 contract negotiations it was agreed that PMA would be obligated to pay 85% of all 1998 base year dispatch hall expenses in exchange for implementation of seven-day allocations, orders and dispatch in those Areas in which it was not currently enacted. 2002 and 2008 contract negotiations maintained these dispatch hall costs.



Matson Mahimahi at SSAT’s Berth 64 in Oakland.



A crane operator moves a container at Evergreen Container Terminal, Los Angeles.

# 2013 Industry Assessments



Hapag-Lloyd *Bremen Express* approaches Los Angeles.

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.

Two Yang Ming vessels at berth in Los Angeles.



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
<b>2012/2013</b>	<b>41,701,081</b>

## 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	—
<b>2013</b>	<b>\$33.980</b>	<b>\$0.92</b>	<b>\$3.38</b>	<b>\$29.380</b>	<b>\$1.728</b>	<b>\$1.728</b>	<b>\$0.140</b>	<b>\$0.034</b>	<b>\$0.050</b>	<b>\$0.120</b>

\* 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, PIERST<sup>TM</sup> 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](http://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



Hanjin *London* calls at the Port of Seattle.

the convenience of the carrier could be reported in the Automobile category at the option of the carrier.

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

Beginning in 1984, cargo in containers is reported as TEUs (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.



Cargo moves after discharge at California United Terminals in Los Angeles.

# 2013 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 Coast ports, see the PMA website, [www.pmanet.org](http://www.pmanet.org).**



"K" Line *Baltimore Bridge* calls at ITS in Long Beach.

## Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2013 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.

2013	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
	Total	% of Coast	Chg from 2012	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2012	% Loaded: % Discharged	Total	% of Coast	Chg from 2012	% Loaded: % Discharged

### SOUTHERN CALIFORNIA

San Diego	5,167,881	1.5%	7.2%	13.3 : 86.7	53,732	0.3%	5.2%	8.2 : 91.8	129,232	1.8%	-57.4%	39.1 : 60.9
Long Beach	101,070,107	29.7%	11.1%	38.3 : 61.7	5,139,870	32.9%	11.9%	33.0 : 67.0	502,748	7.1%	-10.6%	20.7 : 79.3
Los Angeles	106,171,345	31.2%	-4.1%	31.9 : 68.1	5,889,089	37.7%	-4.2%	32.6 : 67.4	2,581,259	36.4%	-5.1%	1.3 : 98.7
Port Hueneme	4,921,035	1.4%	8.7%	10.6 : 89.4	53,751	0.3%	2.4%	10.7 : 89.3	582,545	8.2%	-4.6%	13.6 : 86.4
<b>AREA TOTAL</b>	<b>217,330,368</b>	<b>63.9%</b>	<b>3.0%</b>	<b>33.9 : 66.1</b>	<b>11,136,442</b>	<b>71.2%</b>	<b>2.7%</b>	<b>32.6 : 67.4</b>	<b>3,795,784</b>	<b>53.5%</b>	<b>-9.6%</b>	<b>7.0 : 93.0</b>

### NORTHERN CALIFORNIA

San Francisco	743,509	0.2%	-13.7%	0.0 : 100.0	10	<0.1%	-70.6%	0.0 : 100.0	6,532	0.1%	-70.6%	0.0 : 100.0
Redwood City	1,386,064	0.4%	38.3%	0.0 : 100.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
Oakland	30,906,846	9.1%	2.0%	56.0 : 44.0	1,799,086	11.5%	2.1%	55.7 : 44.3	13,803	0.2%	-17.7%	55.7 : 44.3
Richmond	1,573,364	0.5%	5.9%	0.0 : 100.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
Crockett	584,898	0.2%	0.5%	0.0 : 100.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
Benicia	1,483,290	0.4%	35.0%	2.3 : 97.7	-	-	-	0.0 : 0.0	4,880	0.1%	100.0%	9.9 : 90.1
Port Chicago	697	<0.1%	-99.0%	34.1 : 65.9	41	<0.1%	-99.0%	34.1 : 65.9	-	-	-100.0%	0.0 : 0.0
Stockton	1,897,236	0.6%	3.9%	67.7 : 32.3	-	-	-	0.0 : 0.0	178,976	2.5%	-0.4%	22.3 : 77.7
West Sacramento	409,260	0.1%	25.3%	63.1 : 36.9	-	-	-	0.0 : 0.0	279,293	3.9%	2.3%	66.1 : 33.9
Eureka	30,597	<0.1%	-5.9%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
<b>AREA TOTAL</b>	<b>39,015,761</b>	<b>11.5%</b>	<b>3.8%</b>	<b>48.4 : 51.6</b>	<b>1,799,137</b>	<b>11.5%</b>	<b>1.9%</b>	<b>55.7 : 44.3</b>	<b>483,484</b>	<b>6.8%</b>	<b>-1.7%</b>	<b>48.1 : 51.9</b>

### PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

North Bend / Coos Bay	1,619,596	0.5%	7.7%	96.5 : 3.5	-	-	-	0.0 : 0.0	5,732	0.1%	-52.8%	100.0 : 0.0
Portland	13,516,422	4.0%	-24.7%	46.5 : 53.5	151,564	1.0%	-0.9%	50.8 : 49.2	891,452	12.6%	-9.6%	2.9 : 97.1
Vancouver	2,001,287	0.6%	-59.3%	41.1 : 58.9	529	<0.1%	8.4%	32.7 : 67.3	193,539	2.7%	-39.3%	3.7 : 96.3
St. Helens	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
Kalama	9,304,471	2.7%	-8.8%	95.7 : 4.3	-	-	-	0.0 : 0.0	418,117	5.9%	-6.3%	3.7 : 96.3
Rainier	123,010	<0.1%	13.2%	95.0 : 5.0	3,137	<0.1%	21.6%	92.2 : 7.8	44,067	0.6%	-9.6%	95.4 : 4.6
Longview	2,966,066	0.9%	27.4%	83.8 : 16.2	-	-	-100.0%	0.0 : 0.0	167,240	2.4%	-8.6%	72.9 : 27.1
Astoria	117,792	<0.1%	23.7%	92.8 : 7.2	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
<b>AREA TOTAL</b>	<b>29,648,644</b>	<b>8.7%</b>	<b>-20.1%</b>	<b>68.4 : 31.6</b>	<b>155,230</b>	<b>1.0%</b>	<b>-0.7%</b>	<b>51.6 : 48.4</b>	<b>1,720,147</b>	<b>24.3%</b>	<b>-13.8%</b>	<b>12.7 : 87.3</b>

### PACIFIC NORTHWEST: WASHINGTON

Aberdeen / Grays Harbor	3,252,683	1.0%	21.7%	96.0 : 4.0	-	-	-	0.0 : 0.0	61,454	0.9%	-64.6%	84.6 : 15.4
Olympia	312,609	0.1%	35.1%	61.5 : 38.5	12	<0.1%	100.0%	100.0 : 0.0	122,229	1.7%	148.3%	1.6 : 98.4
Tacoma	31,823,337	9.4%	2.7%	52.3 : 47.7	1,483,436	9.5%	13.5%	49.7 : 50.3	650,339	9.2%	-11.0%	22.3 : 77.7
Seattle	18,119,609	5.3%	-29.1%	47.4 : 52.6	1,049,838	6.7%	-18.4%	47.6 : 52.4	152,214	2.1%	39.9%	32.0 : 68.0
Everett	293,442	0.1%	22.7%	36.9 : 63.1	8,414	0.1%	8.2%	19.2 : 80.8	103,108	1.5%	58.9%	32.5 : 67.5
Port Angeles	141,892	<0.1%	32.3%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0
Anacortes	354,308	0.1%	-9.5%	100.0 : 0.0	-	-	-	0.0 : 0.0	496	<0.1%	100.0%	100.0 : 0.0
Bellingham	-	-	-100.0%	0.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-100.0%	0.0 : 0.0
<b>AREA TOTAL</b>	<b>54,297,880</b>	<b>16.0%</b>	<b>-9.8%</b>	<b>53.7 : 46.3</b>	<b>2,541,700</b>	<b>16.3%</b>	<b>-2.3%</b>	<b>48.7 : 51.3</b>	<b>1,089,840</b>	<b>15.4</b>	<b>-3.3%</b>	<b>25.8 : 74.2</b>
<b>COAST TOTAL</b>	<b>340,292,653</b>	<b>100.0%</b>	<b>-1.6%</b>	<b>41.8 : 58.2</b>	<b>15,632,509</b>	<b>100.0%</b>	<b>1.7%</b>	<b>38.0 : 62.0</b>	<b>7,089,255</b>	<b>100.0</b>	<b>-9.2%</b>	<b>14.1 : 85.9</b>

# STATISTICAL INFORMATION

## Revenue Tonnage Loaded and Discharged by Port,

CONTINUED

Total tonnage reported for the port.

Chg from 2012 shows the percent 2013 tonnage changed from 2012 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

Total	% of Coast	Chg from 2012	% Loaded: % Discharged	Total	% of Coast	Chg from 2012	% Loaded: % Discharged	Total	% of Coast	Chg from 2012	% Loaded: % Discharged	2013
42,860	1.7%	-19.6%	0.0 : 100.0	3,962,356	17.1%	13.4%	13.5 : 86.5	119,989	0.3%	16.7%	20.5 : 79.5	San Diego
97,510	4.0%	-3.3%	0.0 : 100.0	3,369,222	14.6%	6.3%	8.5 : 91.5	9,722,837	23.2%	7.4%	97.5 : 2.5	Long Beach
-	-	-	0.0 : 0.0	2,201,359	9.5%	-16.7%	4.6 : 95.4	1,274,214	3.0%	51.9%	83.9 : 16.1	Los Angeles
-	-	-	0.0 : 0.0	3,242,280	14.0%	12.7%	10.6 : 89.4	182,443	0.4%	23.5%	0.0 : 100.0	Port Hueneme
<b>140,370</b>	<b>5.7%</b>	<b>-9.0%</b>	<b>0.0 : 100.0</b>	<b>12,775,217</b>	<b>55.3%</b>	<b>4.9%</b>	<b>9.9 : 90.1</b>	<b>11,299,483</b>	<b>27.0%</b>	<b>11.4%</b>	<b>93.6 : 6.4</b>	<b>AREA TOTAL</b>

### SOUTHERN CALIFORNIA

### NORTHERN CALIFORNIA

-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	736,807	1.8%	-12.2%	0.0 : 100.0	San Francisco
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	1,386,064	3.3%	38.3%	0.0 : 100.0	Redwood City
-	-	-	0.0 : 0.0	308,581	1.3%	-4.5%	79.7 : 20.3	-	-	-	0.0 : 0.0	Oakland
-	-	-	0.0 : 0.0	1,096,041	4.7%	13.6%	0.0 : 100.0	477,323	1.1%	-8.4%	0.0 : 100.0	Richmond
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	584,898	1.4%	0.5%	0.0 : 100.0	Crockett
-	-	-	0.0 : 0.0	1,478,410	6.4%	34.6%	2.2 : 97.8	-	-	-	0.0 : 0.0	Benicia
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Port Chicago
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	1,718,260	4.1%	4.4%	72.4 : 27.6	Stockton
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	129,967	0.3%	141.8%	56.8 : 43.2	West Sacramento
30,597	1.2%	-5.9%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Eureka
<b>30,597</b>	<b>1.2%</b>	<b>-5.9%</b>	<b>100.0 : 0.0</b>	<b>2,883,032</b>	<b>12.5%</b>	<b>20.8%</b>	<b>9.7 : 90.3</b>	<b>5,033,319</b>	<b>12.0%</b>	<b>8.4%</b>	<b>26.2 : 73.8</b>	<b>AREA TOTAL</b>

### PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

175,623	7.1%	36.1%	97.9 : 2.1	-	-	-	0.0 : 0.0	1,438,241	3.4%	5.5%	96.3 : 3.7	North Bend / Coos Bay
-	-	-	0.0 : 0.0	2,987,992	12.9%	-7.0%	5.1 : 94.9	7,060,390	16.9%	-36.7%	67.9 : 32.1	Portland
-	-	-	0.0 : 0.0	793,916	3.4%	51.7%	0.0 : 100.0	1,004,839	2.4%	-75.3%	80.8 : 19.2	Vancouver
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	St. Helens
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	8,886,354	21.2%	-8.9%	100.0 : 0.0	Kalama
25,614	1.0%	59.3%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Rainier
1,330,841	54.2%	34.9%	98.9 : 1.1	-	-	-	0.0 : 0.0	1,467,985	3.5%	27.2%	71.3 : 28.7	Longview
117,792	4.8%	23.7%	92.8 : 7.2	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Astoria
<b>1,649,870</b>	<b>67.1%</b>	<b>34.4%</b>	<b>98.3 : 1.7</b>	<b>3,781,908</b>	<b>16.4%</b>	<b>1.2%</b>	<b>4.0 : 96.0</b>	<b>19,857,809</b>	<b>47.4%</b>	<b>-27.7%</b>	<b>85.2 : 14.8</b>	<b>AREA TOTAL</b>

### PACIFIC NORTHWEST: WASHINGTON

134,875	5.5%	517.9%	100.0 : 0.0	1,184,806	5.1%	25.9%	92.2 : 7.8	1,871,548	4.5%	21.9%	98.5 : 1.5	Aberdeen / Grays Harbor
190,176	7.7%	4.3%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Olympia
126,380	5.1%	3.8%	100.0 : 0.0	2,371,934	10.3%	8.5%	17.2 : 82.8	3,456,272	8.3%	-39.5%	99.1 : 0.9	Tacoma
-	-	-	0.0 : 0.0	103,597	0.4%	7.7%	30.8 : 69.2	16,552	<0.1%	-99.5%	0.0 : 100.0	Seattle
43,522	1.8%	30.4%	100.0 : 0.0	3,774	<0.1%	-46.8%	100.0 : 0.0	-	-	-100.0%	0.0 : 0.0	Everett
141,892	5.8%	32.3%	100.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Port Angeles
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	353,812	0.8%	-9.7%	100.0 : 0.0	Anacortes
-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	-	-	-	0.0 : 0.0	Bellingham
<b>636,845</b>	<b>25.9%</b>	<b>36.5%</b>	<b>100.0 : 0.0</b>	<b>3,664,111</b>	<b>15.9%</b>	<b>13.4%</b>	<b>41.9 : 58.1</b>	<b>5,698,184</b>	<b>13.6%</b>	<b>-48.8%</b>	<b>98.7 : 1.3</b>	<b>AREA TOTAL</b>
<b>2,457,682</b>	<b>100.0%</b>	<b>30.7%</b>	<b>93.2 : 6.8</b>	<b>23,104,268</b>	<b>100.0%</b>	<b>7.3%</b>	<b>14.0 : 86.0</b>	<b>41,888,795</b>	<b>100.0%</b>	<b>-21.5%</b>	<b>82.2 : 17.8</b>	<b>COAST TOTAL</b>

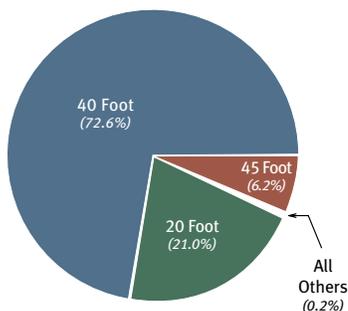
# Container Box Counts

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

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

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
<b>2013</b>														
<b>Long Beach</b>														
Cargo Bearing	401,551	198,558	600,109	1,416,207	709,110	2,125,317	94,175	39,888	134,063	1,916,623	949,172	2,865,795	77.0%	5,167,027
Empty	1,552	165,378	166,930	24,943	596,438	621,381	5,802	56,282	62,084	36,864	818,577	855,441	23.0%	1,560,532
<b>TOTAL</b>	<b>403,103</b>	<b>363,936</b>	<b>767,039</b>	<b>1,441,150</b>	<b>1,305,548</b>	<b>2,746,698</b>	<b>99,977</b>	<b>96,170</b>	<b>196,147</b>	<b>1,953,487</b>	<b>1,767,749</b>	<b>3,721,236</b>	<b>100.0%</b>	<b>6,727,559</b>
<b>Los Angeles</b>														
Cargo Bearing	434,573	223,471	658,044	1,600,965	806,302	2,407,267	146,768	41,600	188,368	2,187,483	1,071,423	3,258,906	75.2%	5,910,770
Empty	5,257	183,547	188,804	48,672	712,897	761,569	12,262	107,478	119,740	68,716	1,004,389	1,073,105	24.8%	1,989,554
<b>TOTAL</b>	<b>439,830</b>	<b>407,018</b>	<b>846,848</b>	<b>1,649,637</b>	<b>1,519,199</b>	<b>3,168,836</b>	<b>159,030</b>	<b>149,078</b>	<b>308,108</b>	<b>2,256,199</b>	<b>2,075,812</b>	<b>4,332,011</b>	<b>100.0%</b>	<b>7,900,324</b>
<b>Oakland</b>														
Cargo Bearing	137,304	125,870	263,174	306,448	423,906	730,354	27,690	17,909	45,599	471,698	569,029	1,040,727	78.4%	1,828,808
Empty	12,817	47,821	60,638	113,239	76,836	190,075	8,677	25,402	34,079	135,964	150,297	286,261	21.6%	519,735
<b>TOTAL</b>	<b>150,121</b>	<b>173,691</b>	<b>323,812</b>	<b>419,687</b>	<b>500,742</b>	<b>920,429</b>	<b>36,367</b>	<b>43,311</b>	<b>79,678</b>	<b>607,662</b>	<b>719,326</b>	<b>1,326,988</b>	<b>100.0%</b>	<b>2,348,543</b>
<b>Portland</b>														
Cargo Bearing	13,885	6,260	20,145	29,132	35,338	64,470	1,054	44	1,098	44,071	41,642	85,713	82.1%	151,564
Empty	1,079	9,514	10,593	3,369	3,507	6,876	1	1,206	1,207	4,449	14,227	18,676	17.9%	27,070
<b>TOTAL</b>	<b>14,964</b>	<b>15,774</b>	<b>30,738</b>	<b>32,501</b>	<b>38,845</b>	<b>71,346</b>	<b>1,055</b>	<b>1,250</b>	<b>2,305</b>	<b>48,520</b>	<b>55,869</b>	<b>104,389</b>	<b>100.0%</b>	<b>178,634</b>
<b>Tacoma</b>														
Cargo Bearing	107,069	49,739	156,808	306,905	339,684	646,589	27,844	17,755	45,599	441,824	407,178	849,002	84.0%	1,552,832
Empty	2,323	26,246	28,569	79,672	26,492	106,164	9,580	16,923	26,503	91,575	69,661	161,236	16.0%	300,642
<b>TOTAL</b>	<b>109,392</b>	<b>75,985</b>	<b>185,377</b>	<b>386,577</b>	<b>366,176</b>	<b>752,753</b>	<b>37,424</b>	<b>34,678</b>	<b>72,102</b>	<b>533,399</b>	<b>476,839</b>	<b>1,010,238</b>	<b>100.0%</b>	<b>1,853,474</b>
<b>Seattle</b>														
Cargo Bearing	85,817	49,627	135,444	213,358	219,458	432,816	18,942	4,658	23,600	318,370	276,908	595,278	82.3%	1,058,529
Empty	2,627	28,773	31,400	58,271	21,722	79,993	639	13,223	13,862	64,545	63,726	128,271	17.7%	226,296
<b>TOTAL</b>	<b>88,444</b>	<b>78,400</b>	<b>166,844</b>	<b>271,629</b>	<b>241,180</b>	<b>512,809</b>	<b>19,581</b>	<b>17,881</b>	<b>37,462</b>	<b>382,915</b>	<b>340,634</b>	<b>723,549</b>	<b>100.0%</b>	<b>1,284,825</b>
<b>All Others</b>														
Cargo Bearing	48,985	7,733	56,718	25,052	4,085	29,137	2,968	1,359	4,327	77,024	13,274	90,298	77.7%	124,879
Empty	1,862	2	1,864	1,809	22,094	23,903	-	34	34	3,782	22,130	25,912	22.3%	49,880
<b>TOTAL</b>	<b>50,847</b>	<b>7,735</b>	<b>58,582</b>	<b>26,861</b>	<b>26,179</b>	<b>53,040</b>	<b>2,968</b>	<b>1,393</b>	<b>4,361</b>	<b>80,806</b>	<b>35,404</b>	<b>116,210</b>	<b>100.0%</b>	<b>174,759</b>
<b>COAST TOTALS</b>														
Cargo Bearing	1,229,184	661,258	1,890,442	3,898,067	2,537,883	6,435,950	319,441	123,213	442,654	5,457,093	3,328,626	8,785,719	77.5%	15,794,409
Empty	27,517	461,281	488,798	329,975	1,459,986	1,789,961	36,961	220,548	257,509	405,895	2,143,007	2,548,902	22.5%	4,673,709
<b>TOTAL</b>	<b>1,256,701</b>	<b>1,122,539</b>	<b>2,379,240</b>	<b>4,228,042</b>	<b>3,997,869</b>	<b>8,225,911</b>	<b>356,402</b>	<b>343,761</b>	<b>700,163</b>	<b>5,862,988</b>	<b>5,471,633</b>	<b>11,334,621</b>	<b>100.0%</b>	<b>20,468,118</b>
<b>% of Total</b>	<b>11.1%</b>	<b>9.9%</b>	<b>21.0%</b>	<b>37.3%</b>	<b>35.3%</b>	<b>72.6%</b>	<b>3.1%</b>	<b>3.0%</b>	<b>6.2%</b>	<b>51.7%</b>	<b>48.3%</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>

## 2013 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.

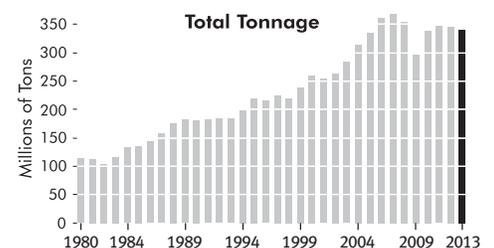
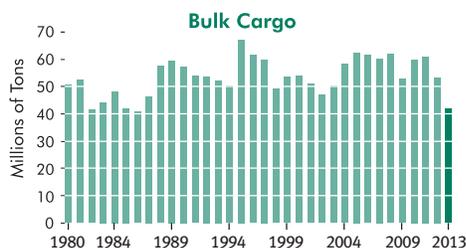
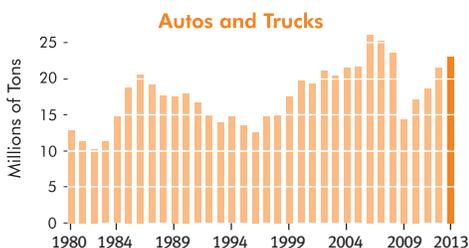
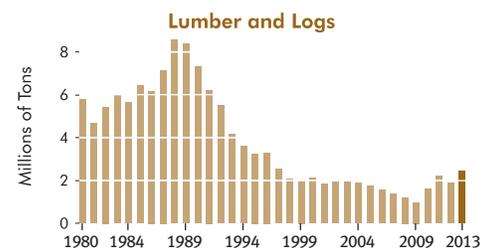
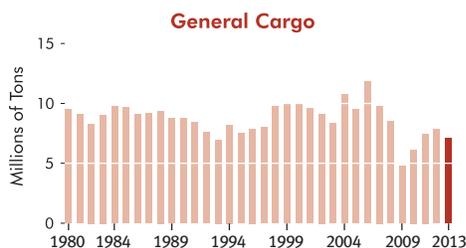
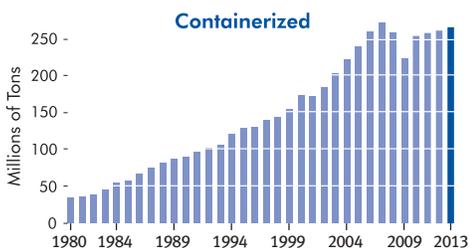
## 2013 CELL-TO-CELL CELL-DOCK-CELL

	CELL-TO-CELL	CELL-DOCK-CELL
Oakland	183	28,786
<b>Northern California Total</b>	<b>183</b>	<b>28,786</b>
Long Beach	422	4,804
Los Angeles	68	30,830
<b>Southern California Total</b>	<b>490</b>	<b>35,634</b>
Seattle	49	11,268
Tacoma	53	10,518
<b>Washington Total</b>	<b>102</b>	<b>21,786</b>
Portland	-	-
<b>Oregon Total</b>	<b>-</b>	<b>-</b>
<b>COAST TOTAL</b>	<b>775</b>	<b>86,206</b>

## West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1980 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
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	261,278,474	75.6%	7,811,593	2.3%	1,880,366	0.5%	21,537,026	6.2%	53,393,461	15.4%	345,900,920
<b>2013</b>	<b>265,752,653</b>	<b>78.1%</b>	<b>7,089,255</b>	<b>2.1%</b>	<b>2,457,682</b>	<b>0.7%</b>	<b>23,104,268</b>	<b>6.8%</b>	<b>41,888,795</b>	<b>12.3%</b>	<b>340,292,653</b>



## 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 88.7% of the total coast tonnage and 99.2% of the containerized cargo in 2013.

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 2009.

	2013		2012		2011		2010		2009	
	TEUs/Tons	Percent of Coast								
<b>LONG BEACH</b>										
Automobiles and Trucks	3,369,222	14.6%	3,168,614	14.7%	2,281,695	12.3%	2,553,580	14.8%	2,101,755	14.6%
Bulk Cargo	9,722,837	23.2%	9,055,564	17.0%	9,116,520	15.0%	7,957,120	13.3%	7,555,653	14.3%
Containerized Cargo	5,139,870	32.9%	4,592,116	29.9%	4,518,296	29.8%	4,700,059	31.5%	3,863,018	29.4%
General Cargo	502,748	7.1%	562,483	7.2%	589,697	7.9%	458,785	7.5%	439,738	9.2%
Logs and Lumber	97,510	4.0%	100,885	5.4%	108,910	4.9%	108,629	6.7%	76,945	7.9%
<b>Port Total</b>	<b>101,070,107</b>	<b>29.7%</b>	<b>90,953,518</b>	<b>26.3%</b>	<b>88,907,854</b>	<b>25.6%</b>	<b>90,979,117</b>	<b>26.9%</b>	<b>75,845,397</b>	<b>25.6%</b>
<b>LOS ANGELES</b>										
Automobiles and Trucks	2,201,359	9.5%	2,644,045	12.3%	2,491,404	13.4%	1,864,440	10.8%	1,340,900	9.3%
Bulk Cargo	1,274,214	3.0%	839,013	1.6%	1,207,562	2.0%	956,878	1.6%	1,415,735	2.7%
Containerized Cargo	5,889,089	37.7%	6,150,092	40.0%	6,147,917	40.5%	5,759,201	38.6%	5,172,915	39.4%
General Cargo	2,581,259	36.4%	2,721,033	34.8%	2,397,112	32.0%	1,908,016	31.1%	1,325,807	27.7%
Logs and Lumber	—	0.0%	—	0.0%	—	0.0%	213	<0.1%	—	0.0%
<b>Port Total</b>	<b>106,171,345</b>	<b>31.2%</b>	<b>110,755,655</b>	<b>32.0%</b>	<b>110,610,667</b>	<b>31.9%</b>	<b>102,635,964</b>	<b>30.3%</b>	<b>92,021,997</b>	<b>31.0%</b>
<b>OAKLAND</b>										
Automobiles and Trucks	308,581	1.3%	322,955	1.5%	443,329	2.4%	352,482	2.0%	451,651	3.1%
Containerized Cargo	1,799,086	11.5%	1,762,238	11.5%	1,754,260	11.6%	1,712,519	11.5%	1,611,011	12.3%
General Cargo	13,803	0.2%	16,774	0.2%	17,749	0.2%	15,674	0.3%	10,819	0.2%
<b>Port Total</b>	<b>30,906,846</b>	<b>9.1%</b>	<b>30,297,775</b>	<b>8.8%</b>	<b>30,283,498</b>	<b>8.7%</b>	<b>29,480,979</b>	<b>8.7%</b>	<b>27,849,657</b>	<b>9.4%</b>
<b>PORTLAND</b>										
Automobiles and Trucks	2,987,992	12.9%	3,214,234	14.9%	2,620,716	14.1%	3,005,920	17.5%	2,659,843	18.5%
Bulk Cargo	7,060,390	16.9%	11,147,471	20.9%	12,949,010	21.3%	13,423,829	22.4%	10,632,595	20.1%
Containerized Cargo	151,564	1.0%	152,961	1.0%	155,960	1.0%	132,382	0.9%	157,306	1.2%
General Cargo	891,452	12.6%	986,089	12.6%	912,805	12.2%	980,902	16.0%	381,659	8.0%
Logs and Lumber	—	0.0%	—	0.0%	5,987	0.3%	—	0.0%	—	0.0%
<b>Port Total</b>	<b>13,516,422</b>	<b>4.0%</b>	<b>17,948,131</b>	<b>5.2%</b>	<b>19,139,838</b>	<b>5.5%</b>	<b>19,661,145</b>	<b>5.8%</b>	<b>16,348,299</b>	<b>5.5%</b>
<b>TACOMA</b>										
Automobiles and Trucks	2,371,934	10.3%	2,186,126	10.2%	2,310,068	12.4%	1,882,950	10.9%	1,721,871	12.0%
Bulk Cargo	3,456,272	8.3%	5,710,368	10.7%	7,059,468	11.6%	7,187,289	12.0%	7,328,474	13.9%
Containerized Cargo	1,483,436	9.5%	1,307,395	8.5%	1,083,775	7.1%	1,063,437	7.1%	1,140,775	8.7%
General Cargo	650,339	9.2%	730,788	9.4%	458,423	6.1%	239,070	3.9%	220,682	4.6%
Logs and Lumber	126,380	5.1%	121,740	6.5%	176,332	8.0%	118,905	7.4%	36,250	3.7%
<b>Port Total</b>	<b>31,823,337</b>	<b>9.4%</b>	<b>30,974,737</b>	<b>9.0%</b>	<b>28,428,466</b>	<b>8.2%</b>	<b>27,506,643</b>	<b>8.1%</b>	<b>28,700,452</b>	<b>9.7%</b>
<b>SEATTLE</b>										
Automobiles and Trucks	103,597	0.4%	96,202	0.4%	89,979	0.5%	66,907	0.4%	75,749	0.5%
Bulk Cargo	16,552	<0.1%	3,484,386	6.5%	5,535,609	9.1%	6,053,126	10.1%	6,018,741	11.4%
Containerized Cargo	1,049,838	6.7%	1,285,858	8.4%	1,417,388	9.3%	1,478,842	9.9%	1,112,134	8.5%
General Cargo	152,214	2.1%	108,830	1.4%	134,569	1.8%	76,558	1.2%	69,278	1.4%
<b>Port Total</b>	<b>18,119,609</b>	<b>5.3%</b>	<b>25,549,004</b>	<b>7.4%</b>	<b>29,855,753</b>	<b>8.6%</b>	<b>31,336,905</b>	<b>9.3%</b>	<b>25,070,046</b>	<b>8.5%</b>
<b>ALL OTHER PORTS</b>										
Automobiles and Trucks	11,761,583	50.9%	9,904,850	46.0%	8,386,986	45.0%	7,482,915	43.5%	6,052,661	42.0%
Bulk Cargo	20,358,530	48.6%	23,156,659	43.4%	25,032,807	41.1%	24,323,191	40.6%	19,948,231	37.7%
Containerized Cargo	119,626	0.8%	118,662	0.8%	88,925	0.6%	89,266	0.6%	80,379	0.6%
General Cargo	2,297,440	32.4%	2,685,596	34.4%	2,971,117	39.7%	2,448,066	40.0%	2,345,511	48.9%
Logs and Lumber	2,233,792	90.9%	1,657,741	88.2%	1,909,847	86.8%	1,387,101	85.9%	863,931	88.4%
<b>Port Total</b>	<b>38,684,987</b>	<b>11.4%</b>	<b>39,422,100</b>	<b>11.4%</b>	<b>39,812,482</b>	<b>11.5%</b>	<b>37,158,795</b>	<b>11.0%</b>	<b>30,577,777</b>	<b>10.3%</b>
<b>COAST TOTALS</b>										
Automobiles and Trucks	23,104,268		21,537,026		18,624,177		17,209,194		14,404,430	
Bulk Cargo	41,888,795		53,393,461		60,900,976		59,901,433		52,899,429	
Containerized Cargo	15,632,509		15,369,322		15,166,521		14,935,706		13,137,538	
General Cargo	7,089,255		7,811,593		7,481,472		6,127,071		4,794,494	
Logs and Lumber	2,457,682		1,880,366		2,201,076		1,614,848		977,126	
<b>Coast Total</b>	<b>340,292,653</b>		<b>345,900,920</b>		<b>347,038,558</b>		<b>338,759,548</b>		<b>296,413,625</b>	

## 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.

Year	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Hours	Average Earnings						

### CLASS "A" LONGSHORE REGISTRANTS

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
<b>2013</b>	<b>9,985</b>	<b>1,906</b>	<b>\$101,262</b>	<b>66.1%</b>	<b>\$123,835</b>	<b>44.7%</b>	<b>\$137,253</b>	<b>25.6%</b>	<b>\$155,495</b>	<b>12.9%</b>	<b>3,197</b>	<b>\$174,712</b>

### CLASS "A" CLERKS

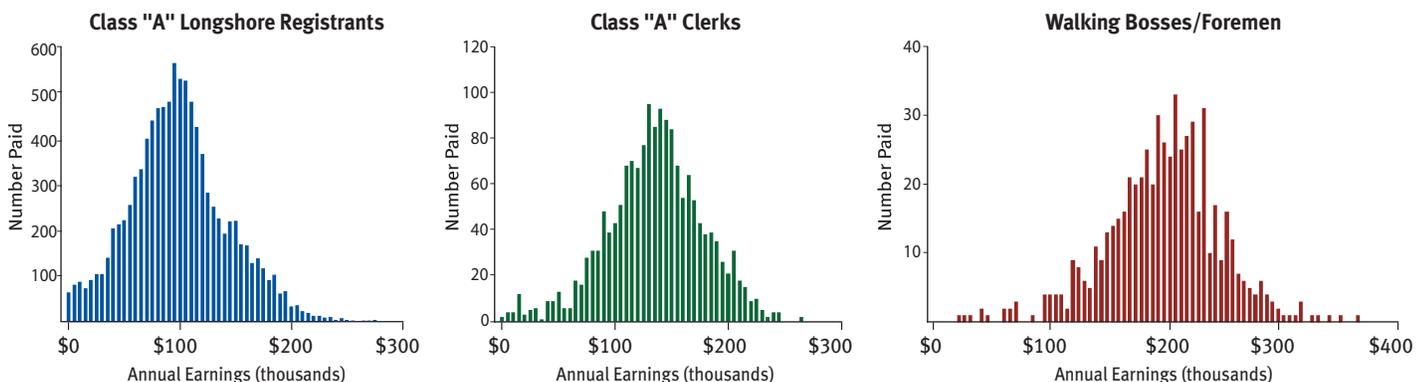
2004 *	1,578	2,713	\$125,880	89.5%	\$134,234	81.4%	\$138,996	70.3%	\$144,885	51.8%	3,421	\$154,710
2005	1,877	2,629	124,333	87.4	134,584	77.3	140,582	64.1	148,240	45.4	3,372	159,739
2006	1,829	2,648	128,966	86.9	140,052	78.6	145,219	64.8	153,076	47.3	3,373	163,463
2007	1,933	2,622	129,447	87.8	139,862	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
<b>2013</b>	<b>1,653</b>	<b>2,472</b>	<b>\$137,519</b>	<b>88.2%</b>	<b>\$147,548</b>	<b>75.9%</b>	<b>\$154,842</b>	<b>57.3%</b>	<b>\$165,073</b>	<b>33.9%</b>	<b>3,242</b>	<b>\$180,110</b>

### WALKING BOSSES/FOREMEN

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
<b>2013</b>	<b>598</b>	<b>2,883</b>	<b>\$201,633</b>	<b>93.5%</b>	<b>\$209,293</b>	<b>88.8%</b>	<b>\$213,120</b>	<b>76.3%</b>	<b>\$221,722</b>	<b>57.4%</b>	<b>3,404</b>	<b>\$233,727</b>

\*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 2013 ANNUAL EARNINGS (grouped in \$5,000 increments)



## Registered Work Force by Local – 2013

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.

Local	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.			
	Number Registered #	Number Working #	Average Hours Paid Hours	Vacation Paid Days	Paid Holidays Days	PGP Paid Days	Average Total Income \$	Average Age Years	800 or More %	1600 or More %	2000 or More %	2800 or More %

### LONGSHORE REGISTRANTS

#### Southern California

13 LA/LB	6,781	6,605	1,942	13.9	11.5	–	\$103,388	47.3	93.1%	68.3%	45.4%	14.3%
29 San Diego	131	125	1,922	13.1	11.7	–	101,274	51.5	92.8	65.6	47.2	12.0
46 Port Hueneme	137	110	2,144	17.0	11.8	–	112,404	54.0	93.6	79.1	62.7	18.2
<b>Total</b>	<b>7,049</b>	<b>6,840</b>	<b>1,945</b>	<b>14.0</b>	<b>11.5</b>	<b>–</b>	<b>\$103,495</b>	<b>47.5</b>	<b>93.1%</b>	<b>68.4%</b>	<b>45.7%</b>	<b>14.3%</b>

#### Northern California

10 SF Bay Area	1,388	1,251	1,839	12.4	10.5	0.2	\$ 96,789	49.7	89.3%	61.3%	42.8%	13.7%
14 Eureka	16	15	1,075	8.3	10.3	65.3	75,563	53.5	66.7	26.7	6.7	–
18 Sacramento	23	22	1,681	14.5	11.7	39.5	98,130	49.7	86.4	50.0	22.7	13.6
54 Stockton	85	85	1,710	13.8	11.9	12.9	91,360	49.6	94.1	55.3	31.8	2.4
<b>Total</b>	<b>1,512</b>	<b>1,373</b>	<b>1,820</b>	<b>12.5</b>	<b>10.6</b>	<b>2.3</b>	<b>\$ 96,243</b>	<b>49.7</b>	<b>89.3%</b>	<b>60.4%</b>	<b>41.4%</b>	<b>12.9%</b>

#### Pacific Northwest: Oregon and Columbia River

04 Vancouver, WA	194	191	1,386	13.5	12.6	16.5	\$ 77,087	43.6	79.1%	38.2%	22.0%	0.5%
08 Portland	441	428	1,661	14.7	12.1	6.5	91,144	47.8	90.4	51.2	31.8	4.4
12 North Bend	36	35	1,574	19.1	11.8	8.8	84,581	56.9	91.4	45.7	20.0	–
21 Longview, WA	252	238	1,948	12.2	11.6	1.2	93,173	44.0	97.1	76.1	49.2	5.9
50 Astoria	23	16	1,657	13.8	13.0	11.8	85,564	54.9	100.0	37.5	25.0	–
53 Newport	10	10	1,079	18.5	11.7	69.6	90,798	53.2	60.0	20.0	10.0	–
<b>Total</b>	<b>956</b>	<b>918</b>	<b>1,669</b>	<b>14.0</b>	<b>12.1</b>	<b>8.1</b>	<b>\$ 88,394</b>	<b>46.5</b>	<b>89.7%</b>	<b>54.1%</b>	<b>33.4%</b>	<b>3.7%</b>

#### Pacific Northwest: Washington

07 Bellingham	11	11	1,040	22.9	10.7	98.9	\$ 91,740	53.9	45.5%	18.2%	18.2%	– %
19 Seattle	839	808	1,600	14.2	11.4	0.8	84,675	48.4	88.9	49.8	28.2	3.8
23 Tacoma	823	790	2,117	15.0	11.5	–	114,024	47.7	95.3	76.3	57.8	17.3
24 Aberdeen	38	38	2,428	18.9	12.3	0.9	134,602	54.0	89.5	84.2	71.1	31.6
25 Anacortes	10	10	1,939	12.0	10.8	16.7	106,257	43.1	90.0	70.0	50.0	10.0
27 Port Angeles	15	15	1,597	18.7	12.0	25.1	92,401	55.4	93.3	46.7	26.7	6.7
32 Everett	44	43	1,996	11.8	11.9	2.0	96,903	41.6	95.3	74.4	53.5	4.7
47 Olympia	35	32	1,694	13.2	9.8	12.3	83,083	48.1	93.8	59.4	37.5	–
51 Port Gamble	10	10	1,452	18.5	13.0	33.8	94,692	51.4	90.0	30.0	10.0	–
<b>Total</b>	<b>1,825</b>	<b>1,757</b>	<b>1,859</b>	<b>14.7</b>	<b>11.5</b>	<b>1.8</b>	<b>\$ 99,511</b>	<b>48.1</b>	<b>91.8%</b>	<b>63.0%</b>	<b>43.2%</b>	<b>10.5%</b>
<b>Longshore Total</b>	<b>11,342</b>	<b>10,888</b>	<b>1,892</b>	<b>13.9</b>	<b>11.4</b>	<b>1.3</b>	<b>\$100,664</b>	<b>47.8</b>	<b>92.1%</b>	<b>65.3%</b>	<b>43.7%</b>	<b>12.6%</b>

### CLERKS REGISTRANTS

29 San Diego	15	15	2,540	18.3	11.0	–	\$132,706	53.5	93.3%	86.7%	80.0%	40.0%
46 Port Hueneme	14	14	2,657	29.0	12.4	–	142,720	58.1	92.9	85.7	78.6	42.9
63 LA/LB	1,122	1,104	2,420	22.5	12.3	–	135,776	54.6	97.2	87.5	73.6	31.2
34 SF Bay Area	210	204	2,366	21.1	12.3	–	127,157	53.6	95.6	86.3	74.0	25.0
40 Portland	84	82	2,583	24.4	12.7	–	144,860	54.0	96.3	92.7	82.9	41.5
23 Tacoma	114	113	2,859	27.7	12.7	–	159,469	51.2	100.0	93.8	87.6	53.1
52 Seattle	127	126	2,658	23.9	12.5	–	152,924	54.7	97.6	90.5	84.1	48.4
<b>Clerks Total</b>	<b>1,686</b>	<b>1,658</b>	<b>2,473</b>	<b>22.9</b>	<b>12.3</b>	<b>–</b>	<b>\$138,113</b>	<b>54.3</b>	<b>97.1%</b>	<b>88.2%</b>	<b>75.9%</b>	<b>33.9%</b>

### FOREMEN REGISTRANTS

94 LA/LB	368	366	2,977	26.9	12.9	–	\$209,032	55.7	98.9%	94.3%	90.4%	63.9%
91 SF Bay Area	76	73	2,626	24.9	12.9	1.3	181,790	54.6	97.3	89.0	82.2	38.4
92 Portland	54	53	2,524	27.6	12.9	5.1	180,822	55.0	96.2	90.6	84.9	32.1
98 Seattle	106	106	2,917	28.2	12.8	–	208,727	53.5	100.0	95.3	89.6	59.4
<b>Foremen Total</b>	<b>604</b>	<b>598</b>	<b>2,883</b>	<b>27.0</b>	<b>12.9</b>	<b>0.6</b>	<b>\$203,152</b>	<b>55.1</b>	<b>98.7%</b>	<b>93.5%</b>	<b>88.8%</b>	<b>57.2%</b>

## 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.

Job Category	These are the hours paid in payroll year 2013.	These are the hours paid in payroll year 2012.	Pct. Chg. from 2012 shows the percent increase or decrease from the previous year.	Pct. Chg. from 2012	Percent of Category	Percent Paid to Casuals
	2013	2012				
<b>LONGSHORE CATEGORIES</b>						
Basic Rate - General	1,808,936	1,820,982	-0.7%	8.4%	17.2%	
- Lasher	1,247,406	1,226,946	1.7	5.8	11.3	
- Holdman	1,783,806	1,838,073	-3.0	8.3	8.5	
- Auto Driver	367,479	335,454	9.5	1.7	37.4	
Skilled Wage I	380,182	413,634	-8.1	1.8	7.9	
- Hatch Tender	102,707	124,271	-17.4	0.5	2.9	
- Lift Truck Operator	142,617	132,293	7.8	0.7	7.1	
- Skilled Holdman	192,710	197,356	-2.4	0.9	6.5	
- Tractor Driver	4,905,219	4,996,610	-1.8	22.8	18.7	
Skilled Wage II	239,266	244,750	-2.2	1.1	1.6	
- Crane Operator	205,411	208,975	-1.7	1.0	0.1	
- Heavy Lift/Payloader	407,027	468,803	-13.2	1.9	2.1	
Skilled Wage III	1,313,119	1,279,521	2.6	6.1	<0.1	
- Crane Gantry/Hammerhead	1,037,652	1,083,207	-4.2	4.8	0.0	
- Top Handler/UTR	1,883,180	1,882,377	0.0	8.8	<0.1	
- Transtainer	421,342	372,896	13.0	2.0	0.0	
- Straddle Carrier	152,026	169,120	-10.1	0.7	2.1	
CFS Agreement Rate	0	0	0.0	0.0	0.0	
Miscellaneous Dock - General	58,524	67,745	-13.6	0.3	6.6	
- Mechanics	3,225,284	3,091,838	4.3	15.0	2.1	
- Gear	468,013	460,338	1.7	2.2	0.6	
- Lines	353,799	353,570	0.1	1.6	0.2	
- Sweepers	165,031	162,567	1.5	0.8	1.4	
Joint Dispatch	231,513	230,456	0.5	1.1	0.0	
Member Company Agmts.	34,112	38,302	-10.9	0.2	1.3	
Grain/Whse/NonMember Agmts.	373,899	595,617	-37.2	1.7	3.5	
<b>Subtotal</b>	<b>21,500,260</b>	<b>21,795,701</b>	<b>-1.4%</b>	<b>99.9%</b>	<b>8.5%</b>	
Travel Time	15,389	17,252	-10.8	0.1		
<b>TOTAL LONGSHORE HOURS</b>	<b>21,515,649</b>	<b>21,812,953</b>	<b>-1.4%</b>	<b>100.0%</b>		
<b>CLERK CATEGORIES</b>						
Basic Clerk	303,214	333,446	-9.1%	5.9%	26.3%	
15% Skilled Wage	293,020	297,429	-1.5	5.7	5.8	
25% Skilled Wage	3,141,204	3,117,307	0.8	61.6	1.7	
- Chief Supervisor	700,389	640,866	9.3	13.7	<0.1	
- Supercargo	368,021	412,874	-10.9	7.2	0.2	
- Vessel Planner	215,300	210,569	2.2	4.2	0.0	
CFS Agreement Clerk	604	733	-17.6	0.0	1.7	
Joint Dispatcher	53,326	53,469	-0.3	1.0	0.0	
<b>Subtotal</b>	<b>5,075,078</b>	<b>5,066,693</b>	<b>0.2%</b>	<b>99.5%</b>	<b>3.0%</b>	
Travel Time	23,914	25,063	-4.6	0.5		
<b>TOTAL CLERK HOURS</b>	<b>5,098,992</b>	<b>5,091,756</b>	<b>0.1%</b>	<b>100.0%</b>		
<b>FOREMAN CATEGORIES</b>						
Foreman - 30%	1,873,485	1,900,089	-1.4%	98.0%	<0.1%	
CFS Agreement Foreman	5,709	5,422	5.3	0.3	0.0	
Joint Dispatcher	23,028	23,106	-0.3	1.2	0.0	
<b>Subtotal</b>	<b>1,902,222</b>	<b>1,928,617</b>	<b>-1.4%</b>	<b>99.5%</b>	<b>&lt;0.1%</b>	
Travel Time	10,345	9,356	10.6	0.5		
<b>TOTAL FOREMAN HOURS</b>	<b>1,912,567</b>	<b>1,937,973</b>	<b>-1.3%</b>	<b>100.0%</b>		
<b>ALL CATEGORIES</b>						
<b>Subtotal - All Job Categories</b>	<b>28,477,560</b>	<b>28,791,011</b>	<b>-1.1%</b>	<b>99.8%</b>	<b>6.9%</b>	
Travel Time	49,648	51,671	-3.9	0.2		
<b>TOTAL HOURS</b>	<b>28,527,208</b>	<b>28,842,682</b>	<b>-1.1%</b>	<b>100.0%</b>		

"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.

### SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

#### LONGSHORE JOB CATEGORIES

##### Basic Rate

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

##### Skill Wage I

0023 Button Pusher	0037 Utility Lift Driver
0025 Combo Lift/Jitney	0038 Winch Driver
0026 Crane Chaser	0044 Mechanical Hopper Opener
0028 Hatch Tender	0045 Monthly UTR Work - Tractor
0029 Lift Truck Operator	0047 UTR Ro/Ro Ship
0030 Payloader Operator	0070 Bulldozer/Caterpillar
0033 Skilled Holdman	
0036 Tractor - Semi-Dock	

##### Skill Wage II

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

##### Skill Wage III

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

#### CLERK JOB CATEGORIES

##### Basic Clerk

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

##### Clerk Supervisor

0102 Supervisor - Ship	0103 Supervisor - Dock
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##### Kitchen/Tower/Computer Clerk

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

##### Chief Supervisor & Supercargo

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

\*Industry Travel hours are excluded.

## 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
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
<b>2013</b>	<b>\$1,022,540,577</b>	<b>\$188,749,798</b>	<b>\$104,223,553</b>	<b>\$253,529,273</b>	<b>\$1,569,043,202</b>

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 2013, employer FICA taxes paid were \$96,233,946 and SUI taxes paid were \$46,319,666.

## Assessment Rates 2013/2014

	Other Assessments					Total
	Benefits Plans	CFS Program	401(k)	Marine Clerk Work Opportunity	PMA Cargo Dues	
<b>Payroll Hour Rate</b>						
L/S and Clerk	\$33.98		\$0.92		\$0.84	\$35.74
Walking Boss	\$33.98		\$3.38		\$0.84	\$38.20
<b>Offshore and Intercoastal Tonnage Rates</b>						
Containers (per R.U.)	\$29.38	\$0.05		0.12	\$4.86	\$34.41
General Cargo	\$1.728				\$0.286	\$2.014
Lumber and Logs	\$1.728				\$0.286	\$2.014
Autos and Trucks	\$0.140				\$0.286	\$0.426
Bulk Cargo	\$0.034				\$0.006	\$0.040
<b>Coastwise and Inbound from British Columbia*</b>						
Containers (per R.U.)	\$20.74	\$0.04		0.08	\$4.86	\$25.72
General Cargo	\$0.713				\$0.286	\$0.999
Lumber and Logs	\$0.713				\$0.286	\$0.999
Autos and Trucks	\$0.058				\$0.286	\$0.344
Bulk Cargo	\$0.014				\$0.006	\$0.020

\*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:	2013*	2012	2011	2010	2009	2008
<b>Contributions</b>						
Employee	\$ 65,837,674	\$ 63,569,968	\$ 60,866,204	\$ 55,753,706	\$ 63,338,105	\$ 83,836,157
Employer	29,045,259	29,135,244	28,649,788	27,390,068	29,555,280	31,867,678
<b>Total Contributions</b>	<b>\$ 94,882,933</b>	<b>\$ 92,705,212</b>	<b>\$ 89,515,992</b>	<b>\$ 83,143,774</b>	<b>\$ 92,893,385</b>	<b>\$ 115,703,835</b>
<b>Investment Income</b>						
Net realized/unrealized appreciation	\$ 81,378,134	\$ (21,724,347)	\$ 127,395,101	\$ 58,058,557	\$(153,252,341)	\$(99,197,171)
Interest and Dividends	41,974,945	29,864,169	26,735,115	17,564,447	27,896,732	47,779,289
Less: Investment Expense	(380,041)	(489,409)	(324,220)	(524,526)	(521,891)	(728,685)
<b>Total Additions</b>	<b>\$ 122,973,038</b>	<b>\$ 7,650,413</b>	<b>\$ 153,805,996</b>	<b>\$ 75,098,478</b>	<b>\$ (32,984,115)</b>	<b>\$ 63,557,268</b>
<b>Distributions</b>						
Distributions to participants	(70,534,537)	(59,989,530)	(62,092,415)	(77,491,417)	(78,277,224)	(67,296,510)
<b>Net Change</b>	<b>\$ 147,321,434</b>	<b>\$ 40,366,095</b>	<b>\$ 181,229,573</b>	<b>\$ 80,750,835</b>	<b>\$(111,261,339)</b>	<b>\$ (3,739,242)</b>
<b>Net Assets available for Benefits</b>						
Beginning of year	1,094,469,783	1,054,103,688	872,874,115	792,123,280	903,384,619	907,123,861
End of year	\$ 1,241,791,217	\$ 1,094,469,783	\$ 1,054,103,688	\$ 872,874,115	\$ 792,123,280	\$ 903,384,619

\*2013 is based on unaudited financial reports.

**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:	2013	2012	2011	2010	2009	2008
<b>Benefits Paid and Expenses</b>						
Pensions paid	\$ 313,379,142	\$ 298,059,481	\$ 268,308,942	\$ 257,749,435	\$ 234,096,522	\$ 221,824,522
Administrative expenses	6,206,996	6,116,737	5,241,442	5,133,109	5,084,654	4,384,463
Total Deductions	\$ 319,586,138	\$ 304,176,218	\$ 273,550,384	\$ 262,882,544	\$ 239,181,176	\$ 226,208,985
<b>Investment Income and Employer Contributions</b>						
Net appreciation of fair value of investments	\$ 290,987,727	\$ (33,212,644)	\$ 419,928,367	\$ 123,723,731	\$ (548,928,868)	\$ (222,528,309)
Interest	16,799,291	17,316,573	19,383,868	23,491,904	32,840,188	34,294,086
Dividends from investments	52,296,404	49,591,569	41,729,497	35,738,728	39,370,795	42,501,468
Less investment expense	(5,931,931)	(6,164,184)	(5,884,035)	(5,852,488)	(5,911,844)	(7,036,826)
Total Income Gain (Loss)	\$ 354,151,491	\$ 27,531,314	\$ 475,157,697	\$ 177,101,875	\$ (482,629,729)	\$ (152,769,581)
Contributions from Employers	515,155,449	457,504,645	388,250,000	387,474,044	248,742,375	171,950,979
Miscellaneous Income	—	—	—	—	—	532
Total Additions (Subtractions)	\$ 869,306,940	\$ 485,035,959	\$ 863,407,697	\$ 564,575,919	\$ (233,887,354)	\$ 19,181,930
Net Increase (Decrease)	549,720,802	180,859,741	589,857,313	301,693,375	(473,068,530)	(207,027,055)
Net Assets Avail for Benefits: Beg. 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
End of Year	\$ 3,459,674,691	\$ 2,909,953,889	\$ 2,729,094,148	\$ 2,139,236,835	\$ 1,837,543,460	\$ 2,310,611,990

**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:	2013	2012	2011	2010	2009	2008
Retired Participants & Beneficiaries	\$ 2,687,664,825	\$ 2,518,930,846	\$ 2,338,720,216	\$ 2,213,070,879	\$ 2,045,222,201	\$ 1,854,505,823
Inactive Vested	14,427,831	11,633,647	11,547,356	11,178,116	8,606,033	5,876,744
Active Vested Employees	1,588,782,541	1,480,465,257	1,316,277,562	1,199,985,307	1,221,160,824	1,186,518,865
Total Present Value Vested Liabilities	\$ 4,290,875,197	\$ 4,011,029,750	\$ 3,666,545,134	\$ 3,424,234,302	\$ 3,274,989,058	\$ 3,046,901,432
Actuarial Value of Assets	\$ 3,359,301,328	\$ 2,869,381,355	\$ 2,633,066,799	\$ 2,522,553,618	\$ 2,205,052,152	\$ 2,466,948,451
Unfunded Vested Benefits Liability	\$ 931,573,869	\$ 1,141,648,395	\$ 1,033,478,335	\$ 901,680,684	\$ 1,069,936,906	\$ 579,952,981

**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:	2013	2012	2011	2010	2009	2008
<b>Actuarial Value of Assets</b>	\$ 3,359,301,328	\$ 2,869,381,355	\$ 2,633,066,799	\$ 2,522,553,618	\$ 2,205,052,152	\$ 2,466,948,451
<b>Actuarial Liability:</b>						
Pensioners/Survivors	2,754,746,121	2,573,606,987	2,513,302,386	2,243,258,011	2,078,811,766	1,935,615,589
Inactive Vested	15,444,953	12,430,339	12,515,033	11,241,278	8,685,216	6,110,066
Active Employees	2,582,633,337	2,435,390,438	2,166,810,917	1,886,912,069	1,956,977,578	1,959,948,905
Total Actuarial Liability	\$ 5,352,824,411	\$ 5,021,427,764	\$ 4,692,628,336	\$ 4,141,411,358	\$ 4,044,474,560	\$ 3,901,674,560
Unfunded Actuarial Accrued Liability	\$ 1,993,523,083	\$ 2,152,046,409	\$ 2,059,561,537	\$ 1,618,857,740	\$ 1,839,422,408	\$ 1,434,726,109

**ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN**

For Plan Year Ended June 30:	2013	2012	2011	2010	2009	2008
Contributions by employer	\$ —	\$ —	\$ 22,953,254	\$ 25,190,376	\$ 27,422,007	\$ 29,713,308
Deductions:						
Benefits paid	—	—	22,759,922	24,993,061	27,233,339	29,546,592
Administrative expenses	—	—	193,902	198,202	192,557	169,311
Total deductions	\$ —	\$ —	\$ 22,953,824	\$ 25,191,263	\$ 27,425,896	\$ 29,715,903

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:	2013	2012	2011	2010	2009	2008
<b>Investment Income</b>	\$ 61,544	\$ 66,264	\$ 120,345	\$ 116,422	\$ 123,349	\$ 570,169
<b>Contributions:</b>						
Employers	\$ 589,667,975	\$ 648,126,742	\$ 546,214,412	\$ 571,239,503	\$ 510,291,423	\$ 451,902,286
Employees	12,526,485	12,554,478	11,580,832	10,407,065	7,088,211	9,647,003
WILSP/Union	—	—	—	—	509,006	—
COBRA/self-pay contribution	92,298	86,647	118,369	99,830	125,559	89,742
Total contributions	\$ 602,348,302	\$ 660,767,867	\$ 557,913,613	\$ 581,746,398	\$ 518,014,199	\$ 461,639,031
Other Income	4,634,832	6,948,993	7,532,948	4,048,291	6,149,450	5,880,130
Total additions	\$ 606,983,134	\$ 667,783,124	\$ 565,566,906	\$ 585,911,111	\$ 524,286,998	\$ 468,089,330
<b>Deductions:</b>						
Benefits paid	\$ 603,691,906	\$ 637,715,588	\$ 562,527,739	\$ 560,541,072	\$ 507,904,531	\$ 458,301,089
Administrative expenses	11,784,131	10,111,058	7,574,003	7,166,547	6,498,076	6,426,081
Total deductions	\$ 615,476,037	\$ 647,826,646	\$ 570,101,742	\$ 567,707,619	\$ 514,402,607	\$ 464,727,170
Net increase (decrease)	\$ (8,492,903)	\$ 19,956,478	\$ (4,534,836)	\$ 18,203,492	\$ 9,884,391	\$ 3,362,160
<b>Net assets available for benefits:</b>						
Beginning of year	\$ 162,373,990	\$ 142,417,512	\$ 146,952,348	\$ 128,748,856	\$ 118,864,465	\$ 115,502,305
End of year	\$ 153,881,087	\$ 162,373,990	\$ 142,417,512	\$ 146,952,348	\$ 128,748,856	\$ 118,864,465

### COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2013	2012	2011	2010	2009	2008
<b>Health Maintenance Organizations</b>						
Hospital, medical, surgery, vision and prescription drugs	\$ 95,250,736	\$ 91,292,289	\$ 90,934,131	\$ 94,212,321	\$ 93,709,316	\$ 98,074,329
<b>PPO and Indemnity Plan</b>						
Hospital, medical, surgical	\$ 329,249,758	\$ 377,019,712	\$ 311,308,739	\$ 309,264,475	\$ 262,640,062	\$ 222,330,380
Prescription drug program	90,542,632	82,047,225	77,626,149	69,958,122	63,567,936	56,527,535
Vision service plan	5,688,220	5,040,327	4,563,132	3,932,352	3,840,166	2,162,129
Vision supplement (frames, contacts)	—	—	—	—	493	964
Diabetic durable equipment	329	777	952	604	1,219	310
Subtotal	\$ 425,480,939	\$ 464,108,041	\$ 393,498,972	\$ 383,155,553	\$ 330,049,876	\$ 281,021,318
<b>Medicare Part B Reimbursements</b>						
Medicare premiums reimbursements	\$ 12,051,071	\$ 11,595,530	\$ 11,334,802	\$ 11,184,750	\$ 10,895,789	\$ 10,595,640
<b>Dental Programs: HMO and PPO Participants</b>						
Dental services - adults	\$ 33,593,767	\$ 33,459,815	\$ 31,522,891	\$ 31,471,567	\$ 29,590,977	\$ 28,043,382
Dental services - children	10,539,645	11,547,370	11,427,866	11,014,347	10,913,008	11,077,871
Subtotal	\$ 44,133,412	\$ 45,007,185	\$ 42,950,757	\$ 42,485,914	\$ 40,503,985	\$ 39,121,253
<b>Other Programs for Eligible Participants</b>						
Life insurance, AD&D	\$ 4,415,021	\$ 3,889,749	\$ 4,129,328	\$ 5,203,433	\$ 5,070,563	\$ 3,514,160
Chiropractic	6,109,838	7,347,004	6,578,557	7,197,510	5,728,275	7,141,132
Social security supplement	585,136	603,956	888,089	950,148	1,521,109	744,022
Alcoholism/Drug Recovery Program	5,618,755	5,150,304	4,408,617	4,329,763	4,621,433	3,911,118
Hearing aids	2,247,126	1,956,574	1,586,404	2,030,117	1,590,380	392,287
Subsequent prosthetic device	50,025	91,792	57,670	72,462	72,038	92,028
Subtotal	\$ 19,025,901	\$ 19,039,379	\$ 17,648,665	\$ 19,783,433	\$ 18,603,798	\$ 15,794,747
<b>Non-Industrial Disability Supplement (NIDS)</b>						
For those receiving CSDI (CA)	\$ 3,765,459	\$ 3,935,836	\$ 3,575,409	\$ 5,015,654	\$ 4,885,062	\$ 4,434,154
CSDI Supplement	—	—	—	—	—	—
Weekly Indemnity & NIDS (OR & WA)	3,764,522	2,487,677	2,304,427	4,416,641	8,722,238	9,235,148
Subtotal	\$ 7,529,981	\$ 6,423,513	\$ 5,879,836	\$ 9,432,295	\$ 13,607,300	\$ 13,669,302
<b>Subsidy Benefits for Certain Pre-7/1/75 Widows</b>						
WILSP subsidy payments	\$ 219,866	\$ 249,651	\$ 280,576	\$ 286,806	\$ 534,467	\$ 24,500
<b>TOTAL BENEFITS</b>	\$ 603,691,906	\$ 637,715,588	\$ 562,527,739	\$ 560,541,072	\$ 507,904,531	\$ 458,301,089
Reconciliation to Form 5500 (accrual)	\$ 91,413,000	\$ 21,224,769	\$ 24,688,631	\$ 5,060,508	\$ 17,480,225	\$ 134,366
<b>TOTAL BENEFITS AFTER RECONCILIATION</b>	\$ 695,104,906	\$ 658,940,357	\$ 587,216,370	\$ 565,601,580	\$ 525,384,756	\$ 458,435,455

## 2013 Vacations Paid and Distribution of Longshore PGP by Local

**No. of Vacations** shows the number of inactive, active 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 17 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 2013 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 2012** 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 2012	% of Coast	Average Payment
<b>LONGSHORE REGISTRANTS</b>									
<b>Southern California</b>									
13 LA/LB	6,499	3.0	\$ 4,974	\$ 29,355,918	332	\$ 75,076	-30.5%	2.1%	\$ 226
29 San Diego	128	2.7	4,619	532,860	3	209	-74.6	<0.1	70
46 Port Hueneme	112	3.4	5,717	601,473	0	0	0.0	0.0	0
<b>Total</b>	<b>6,739</b>	<b>3.0</b>	<b>\$ 4,981</b>	<b>\$ 30,490,251</b>	<b>335</b>	<b>\$ 75,285</b>	<b>-30.9%</b>	<b>2.1%</b>	<b>\$ 225</b>
<b>Northern California</b>									
10 SF Bay Area	1,161	2.7	\$ 5,024	\$ 4,930,334	166	\$ 54,097	-69.4%	1.5%	\$ 326
14 Eureka	11	2.3	2,966	36,496	15	251,375	-11.9	6.9	16,758
18 Sacramento	24	3.0	4,978	110,179	18	232,247	60.7	6.4	12,903
54 Stockton	85	2.8	4,971	362,748	70	287,751	-32.7	7.9	4,111
<b>Total</b>	<b>1,281</b>	<b>2.8</b>	<b>\$ 5,018</b>	<b>\$ 5,439,757</b>	<b>269</b>	<b>\$ 825,470</b>	<b>-20.2%</b>	<b>22.8%</b>	<b>\$ 3,069</b>
<b>Pacific Northwest: Oregon and Columbia River</b>									
4 Vancouver, WA	194	2.8	\$ 4,784	\$ 820,115	156	\$ 823,462	709.0%	22.7%	\$ 5,279
8 Portland	448	3.1	4,831	2,061,384	242	732,240	389.8	20.2	3,026
12 North Bend	36	4.1	7,499	215,081	28	74,539	-56.5	2.1	2,662
21 Longview, WA	229	2.8	4,519	954,572	66	68,153	82.4	1.9	1,033
50 Astoria	17	2.9	3,566	72,870	11	36,809	-48.4	1.0	3,346
53 Newport	10	3.7	2,870	52,104	9	181,479	4.6	5.0	20,164
<b>Total</b>	<b>934</b>	<b>3.0</b>	<b>\$ 4,755</b>	<b>\$ 4,176,126</b>	<b>512</b>	<b>\$ 1,916,682</b>	<b>171.9%</b>	<b>52.9%</b>	<b>\$ 3,744</b>
<b>Pacific Northwest: Washington</b>									
7 Bellingham	14	4.8	\$ 6,585	\$ 91,323	11	\$ 290,091	-15.0%	8.0%	\$ 26,372
19 Seattle	808	3.0	5,167	3,707,629	190	160,667	2233.9	4.4	846
23 Tacoma	790	3.2	5,714	3,945,343	0	0	-100.0	0.0	0
24 Aberdeen	42	3.9	6,316	244,671	6	9,196	-45.7	0.3	1,533
25 Anacortes	9	3.0	4,722	37,388	7	39,843	17.4	1.1	5,692
27 Port Angeles	17	4.1	7,774	94,064	12	95,963	-44.4	2.7	7,997
32 Everett	41	2.5	4,078	151,087	19	17,537	-64.4	0.5	923
47 Olympia	28	3.2	7,596	131,119	19	105,550	-62.9	2.9	5,555
51 Port Gamble	10	3.7	4,955	53,897	10	84,327	-2.8	2.3	8,433
<b>Total</b>	<b>1,759</b>	<b>3.1</b>	<b>\$ 5,468</b>	<b>\$ 8,456,521</b>	<b>274</b>	<b>\$ 803,174</b>	<b>-19.3%</b>	<b>22.2%</b>	<b>\$ 2,931</b>
<b>Longshore Total</b>	<b>10,713</b>	<b>3.0</b>	<b>\$ 5,042</b>	<b>\$ 48,562,655</b>	<b>1,390</b>	<b>\$ 3,620,611</b>	<b>27.3%</b>	<b>100.0%</b>	<b>\$ 2,605</b>

CLERKS REGISTRANTS

29 San Diego	11	3.6	\$ 6,572	\$ 62,110
46 Port Hueneme	14	5.9	10,047	139,509
63 LA/LB	1,114	4.4	7,672	7,937,920
34 SF Bay Area	217	4.1	7,122	1,472,568
40 Portland	95	4.6	8,056	696,391
23 Tacoma	105	5.5	9,137	913,092
52 Seattle	130	4.7	7,998	976,262
<b>Clerks Total</b>	<b>1,686</b>	<b>4.5</b>	<b>\$ 7,754</b>	<b>\$ 12,197,852</b>

FOREMEN REGISTRANTS

94 LA/LB	382	5.0	\$ 10,877	\$ 3,941,470
91 SF Bay Area	77	4.7	10,245	742,186
92 Portland	60	5.2	11,024	621,188
98 Seattle	111	5.2	11,286	1,217,809
<b>Foremen Total</b>	<b>630</b>	<b>5.0</b>	<b>\$ 10,889</b>	<b>\$ 6,522,653</b>
<b>COAST TOTAL</b>	<b>13,029</b>	<b>3.3</b>	<b>\$ 5,818</b>	<b>\$ 67,283,160</b>

LONGSHORE PGP PAYMENTS BY AREA

Year	AREA			
	Southern California	Northern California	Oregon	Washington
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
<b>2013</b>	<b>\$ 75,285</b>	<b>\$ 825,470</b>	<b>\$ 1,916,682</b>	<b>\$ 803,174</b>

PMA Training Graduates

	2013	2012	2011	2010	2009
<b>Crane / Crane Simulator</b>					
Container Gantry Crane (Sim)	67	347	200	117	93
RTG Crane – Transtainer	60	94	117	24	19
Ship Gantry Crane (Sim)	–	–	7	–	9
Ship Gantry Crane (Fam)	–	–	–	–	–
Ship Pedestal Crane (Sim) (Winch)	27	33	31	9	6
Mobile Crane (Mobile Cr Light)	23	54	52	22	24
Ship Unloader, Bulk Crane	–	1	8	–	–
Dock Whirley Crane	8	21	7	–	–
Subtotal	185	550	422	172	151
Percent of Total	1%	2%	2%	1%	1%
<b>Skill Equipment / PIT</b>					
Forklift	1,014	1,014	1,704	757	874
Semi-Tractor	1,155	864	918	437	466
Container Handling Equipment (CHE) (Log Loader)	768	586	787	533	365
Straddle Carrier	34	81	36	6	11
Excavator	–	2	5	3	–
Bulk Loader (Bucket)	5	–	–	–	–
Bulldozer (Front Loader) (Loc)	94	14	6	27	205
Subtotal	3,070	2,561	3,456	1,763	1,921
Percent of Total	19%	11%	18%	14%	18%
<b>Job Specific / Promotions</b>					
Basic Marine Clerk	110	61	89	–	2
Clerk Computer Gate (Yard)	88	27	76	–	4
Supercargo	105	13	5	5	–
Vessel Planner	1	2	2	1	–
Walking Boss Orientation	62	5	143	25	14
Powered Gangway	20	34	19	31	48
Walking Boss Seminar	243	213	180	–	741
Watchman	67	35	51	–	–
Holdman	17	12	9	–	12
Cutting & Grinding	9	–	–	–	62
Watchman Reefer	46	23	–	–	16
Watchman Screener	–	53	–	–	–
Mechanic (General) (Crane)	138	55	–	–	–
Gearman	–	2	–	–	–
Subtotal	906	535	574	62	899
Percent of Total	6%	2%	3%	0%	8%
<b>Safety / Technical / Employee Development</b>					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	7,751	11,159	7,773	8,796	5,388
Diversity, Employee & Supervisor	517	914	1,274	196	249
Standard First Aid / CPR	414	433	671	146	427
Lashing	55	197	5	4	–
Ammo Handling Safety	779	420	552	103	1,011
Vessel Rigging	8	84	–	–	5
Basic Casual Safety (LS Entry)	102	–	–	–	–
Instructor (Train-the-Trainer)	–	46	–	–	–
Subtotal	9,626	13,253	10,275	9,245	7,080
Percent of Total	59%	55%	54%	71%	66%
<b>Testing</b>					
Strength & Agility (Schd Practice)	333	876	286	48	34
Clerk Cognitive	695	964	349	209	53
Clerk Keyboard	61	501	721	50	2
Physical Exam (Pre-employment)	617	1,828	1,408	602	309
Drug & Alcohol Screen (Pre-employment)	622	1,817	1,413	615	296
Lashing Test	220	1,209	249	172	1
Subtotal	2,548	7,195	4,426	1,696	695
Percent of Total	16%	30%	23%	13%	6%
<b>TOTAL</b>	<b>16,335</b>	<b>24,094</b>	<b>19,153</b>	<b>12,938</b>	<b>10,746</b>
<b>EXPENDITURE*</b>	<b>\$15,743,726</b>	<b>\$18,029,765</b>	<b>\$16,585,519</b>	<b>\$8,091,576</b>	<b>\$7,519,919</b>

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.

\*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

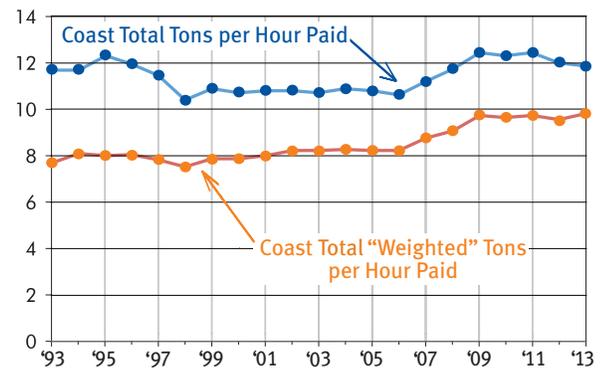
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The “Total Tonnage” data for each port table shown in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

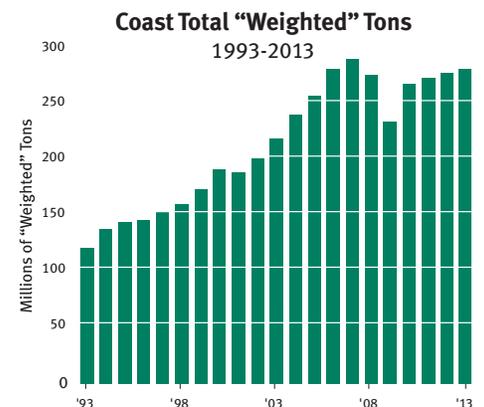
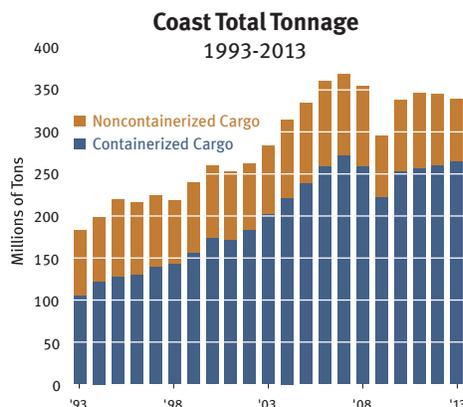
Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on 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 1998, 2004 and 2009, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast "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.

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

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.



Hanjin Long Beach calls at the Port of Long Beach.

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					*Weighted Tons* Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	
<b>Southern California</b>																	
<b>San Diego</b>																	
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
2013	353,123	1.2%	74.6%	16.8%	8.6%	\$16,079	\$43.64	\$44.95	\$62.95	5,167,881	1.5%	17.7%	2.5%	0.8%	76.7%	2.3%	4.95
<b>Los Angeles/Long Beach</b>																	
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
2013	17,944,257	63.0%	75.6%	18.0%	6.3%	\$887,467	\$47.78	\$51.07	\$64.88	207,241,452	60.9%	90.5%	1.5%	<0.1%	2.7%	5.3%	10.69
<b>Port Hueneme</b>																	
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
2013	444,195	1.6%	77.7%	16.9%	5.3%	\$20,126	\$43.81	\$46.62	\$63.04	4,921,035	1.4%	18.6%	11.8%	-	65.9%	3.7%	4.59
<b>Northern California</b>																	
<b>San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago</b>																	
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
2013	3,001,847	10.5%	75.1%	17.9%	7.1%	\$145,626	\$47.09	\$48.47	\$63.70	36,678,668	10.8%	83.3%	0.1%	-	7.9%	8.7%	10.38
<b>Stockton/Pittsburg</b>																	
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
2013	202,871	0.7%	73.6%	17.0%	9.5%	\$9,396	\$44.22	\$45.81	\$63.39	1,897,236	0.6%	-	9.4%	-	-	90.6%	1.05
<b>West Sacramento</b>																	
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
2013	87,646	0.3%	76.1%	16.5%	7.4%	\$3,913	\$42.92	\$45.21	\$61.20	409,260	0.1%	-	68.2%	-	-	31.8%	3.22
<b>Eureka</b>																	
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
2013	8,977	<0.1%	88.2%	4.5%	7.3%	\$372	\$39.64	\$49.22	\$58.22	30,597	<0.1%	-	-	100.0%	-	-	3.41

## Port Hours, Wages and Tonnage Data

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

### Pacific Northwest: Oregon and Columbia River

#### North Bend/Coos Bay

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
2013	70,612	0.2%	88.1%	5.2%	6.7%	\$3,105	\$42.01	\$52.03	\$63.36	1,619,596	0.5%	-	0.4%	9.8%	-	89.8%	2.67

#### Newport

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	-	-	-	-	-	-	-	-	-	-
2013	895	<0.1%	100.0%	-	-	\$34	\$38.23	-	-	-	-	-	-	-	-	-	-

#### Astoria

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
2013	40,859	0.1%	88.0%	5.9%	6.1%	\$1,718	\$40.29	\$48.38	\$61.51	117,792	<0.1%	-	-	100.0%	-	-	2.88

#### Portland/St. Helens

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
2013	880,300	3.1%	75.6%	17.2%	7.2%	\$43,312	\$47.37	\$50.30	\$65.73	13,516,422	4.0%	19.1%	6.6%	-	22.1%	52.2%	4.67

#### Vancouver

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
2013	259,171	0.9%	76.1%	15.5%	8.4%	\$12,118	\$45.14	\$46.04	\$62.69	2,001,287	0.6%	0.4%	9.7%	-	39.7%	50.2%	1.37

#### Longview/Kalama

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
2013	617,256	2.2%	85.9%	5.9%	8.2%	\$27,843	\$42.92	\$49.77	\$64.58	12,393,547	3.6%	0.4%	5.1%	10.9%	-	83.6%	3.64

### Pacific Northwest: Washington

#### Aberdeen/Grays Harbor

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
2013	174,767	0.6%	87.6%	5.9%	6.4%	\$8,522	\$47.19	\$52.96	\$66.42	3,252,683	1.0%	-	1.9%	4.1%	36.4%	57.6%	2.47

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage						Weighted Tons Per Hour Paid	
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks		Bulk Cargo
<b>Pacific Northwest: Washington (continued)</b>																	
<b>Port Angeles</b>																	
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%	–	–	
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%	–	–	
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%	–	–	
2013	39,259	0.1	89.0%	4.2%	6.8%	\$1,728	\$42.24	\$51.05	\$62.79	141,892	<0.1%	–	–	100.0%	–	–	
<b>Port Gamble</b>																	
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	–	–	–	–	–	–	–	–	–	
2013	1,301	<0.1%	100.0%	–	–	\$57	\$43.92	–	–	–	–	–	–	–	–	–	
<b>Olympia</b>																	
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%	–	–	
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%	–	–	
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%	–	–	
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%	–	–	
2013	72,199	0.3%	83.5%	6.2%	10.3%	\$3,003	\$39.04	\$44.60	\$60.46	312,609	0.1%	0.1%	39.1%	60.8%	–	–	
<b>Tacoma</b>																	
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%	
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%	
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%	
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%	
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%	
2013	2,556,548	9.0%	73.0%	20.2%	6.8%	\$127,287	\$48.26	\$49.96	\$65.58	31,823,337	9.4%	79.2%	2.0%	0.4%	7.5%	10.9%	
<b>Seattle</b>																	
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%	
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%	
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%	
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%	
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%	
2013	1,593,025	5.6%	71.3%	21.1%	7.6%	\$78,189	\$47.30	\$49.59	\$64.43	18,119,609	5.3%	98.5%	0.8%	–	0.6%	0.1%	
<b>Everett</b>																	
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%	
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%	–	
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%	–	
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%	–	
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%	
2013	108,910	0.4%	77.5%	11.6%	10.9%	\$4,733	\$40.54	\$48.07	\$59.29	293,442	0.1%	48.8%	35.1%	14.8%	1.3%	–	
<b>Anacortes</b>																	
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%	
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%	
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%	
2011	10,954	<0.1%	68.6%	10.7%	20.6%	\$525	\$43.60	\$50.73	\$61.05	273,173	0.1%	–	–	–	–	100.0%	
2012	15,587	0.1%	69.0%	10.5%	20.5%	\$762	\$44.33	\$51.68	\$62.93	391,626	0.1%	–	–	–	–	100.0%	
2013	17,447	0.1%	71.4%	9.9%	18.7%	\$849	\$44.04	\$52.27	\$64.35	354,308	0.1%	–	0.1%	–	–	99.9%	

## Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage						
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Containerized	Percent of Port Total			
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	

### Pacific Northwest: Washington (continued)

#### Bellingham

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
2013	2,095	<0.1	100.0%	—	—	\$94	\$44.98	—	—	—	—	—	—	—	—	—	—

### Area Summaries

#### SOUTHERN CALIFORNIA SUMMARY

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
2013	18,741,575	65.8%	75.7%	18.0%	6.3%	\$923,672	\$47.61	\$50.86	\$64.79	217,330,368	63.9%	87.1%	1.7%	0.1%	5.9%	5.2%	10.44

#### NORTHERN CALIFORNIA SUMMARY

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
2013	3,301,341	11.6%	75.1%	17.7%	7.2%	\$159,306	\$46.79	\$48.24	\$63.59	39,015,761	11.5%	78.4%	1.2%	0.1%	7.4%	12.9%	9.60

#### PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

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
2013	1,869,093	6.6%	79.8%	12.5%	7.7%	\$88,131	\$45.10	\$49.49	\$64.71	29,648,644	8.7%	8.9%	5.8%	5.6%	12.8%	66.9%	3.76

#### PACIFIC NORTHWEST: WASHINGTON SUMMARY

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
2013	4,565,551	16.0%	73.4%	19.3%	7.3%	\$224,463	\$47.44	\$49.81	\$64.82	54,297,880	15.9%	79.6%	2.0%	1.2%	6.7%	10.5%	10.00

#### COAST SUMMARY

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
2013	28,477,560	100.0%	75.5%	17.8%	6.7%	\$1,395,572	\$47.31	\$50.31	\$64.64	340,292,653	100.0%	78.4%	2.1%	0.7%	6.8%	12.0%	9.83



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Shin Mei Wong

Vincent Lamaestra,  
Asst. Coast Director,  
APD & Security,  
retires after 34 years.



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Steve Fresenius



Shanika Gunesequera



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John Michaelis



Erin Morgan



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Jané Ortiz



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Aaron Thieme



Megan Tighe



Jessica Voit

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Director, Training,  
retires after 15 years.



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tration & Arbitration,  
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Daniel Coates



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Daniel Valentine



Wayne Venasky

Pacific Northwest - Tacoma



Audrya Rose Lizama



Michael Lueskow



Matthew Powers



Bob Roedel

Not shown:  
Nairobi  
Russ

Northern California - Oakland



Tosca Bonardi



Victor Brochard



Miguel Chena



Andre Coleman



Virgilio De La Vega



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Prashant Mishra



Julia Perez



Jim Potter



Alexander Price



David Robinson



Liz Singlettery



Jaime Villanueva



Kirsten Vinje

Arthur Chu,  
LR Administrator II,  
retires after 34 years.



Pacific Northwest - Portland



Caryn Alomar



Cari Cross



Mike Dodd



Daniel Esterling



Dane Rowinski



Jennifer Sanchez



Sherri Souders



Rachael Withers

Barbara Tymer, Allocator II, retires after 29 years.

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Gregory Carter



Karen Fog



Mary Gehrke



Craig Hautamaki



Brett Jackson



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Khanhly Le



Dan Lowry



Theresa O'Toole



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Pamela Murdoch,  
Admin Assitant III,  
retires after 39 years.



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LR Administrator II,  
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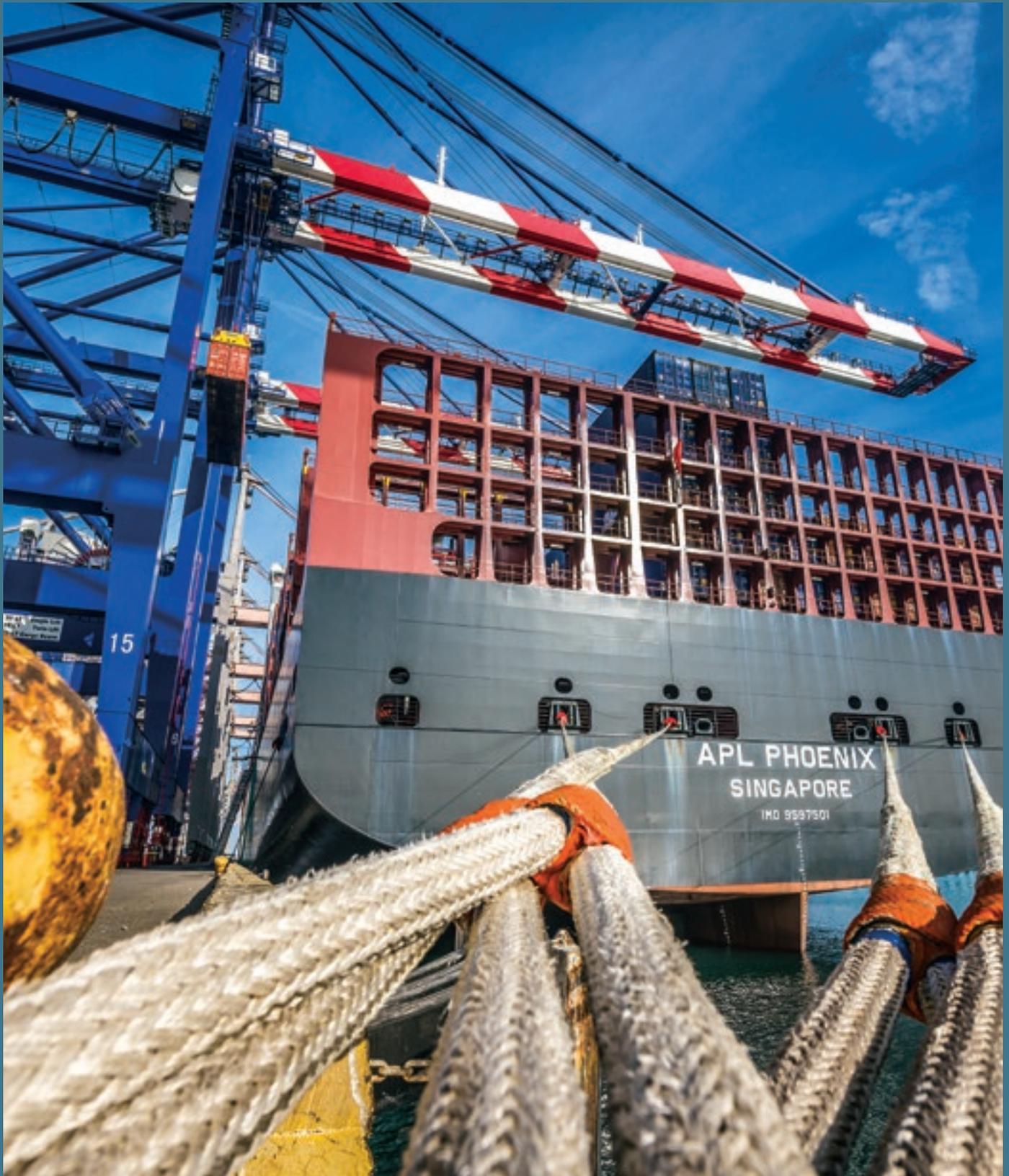
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Night falls at the Port of Long Beach.



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