2015 Annual Report

Pacific Maritime Association

A container is offloaded from a Matson ship in Oakland.

On the Cover

The CMA CGM *Benjamin Franklin* – which can hold 18,000 TEUs – is the largest container ship to reach North American shores.

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

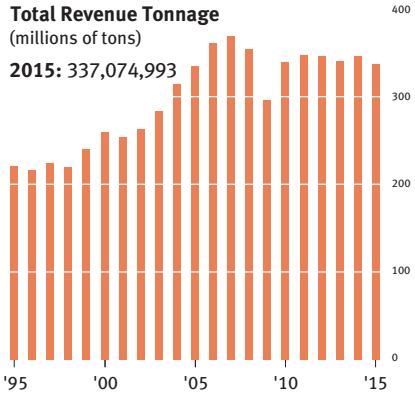
To provide industry leadership to our member companies through innovative integrated labor relations, human resources and administrative services.

Annual Report

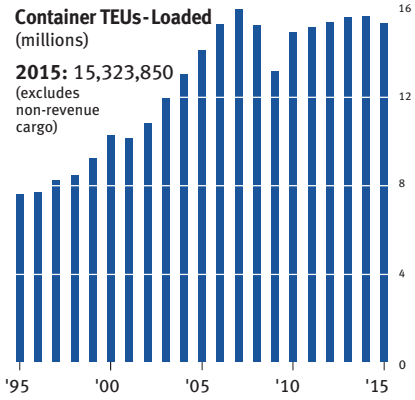
This award-winning report is written for the industry, its workforce, journalists and policy makers; it is typically published in the spring each year. Archives are available online at www.pmanet.org.

Highlights

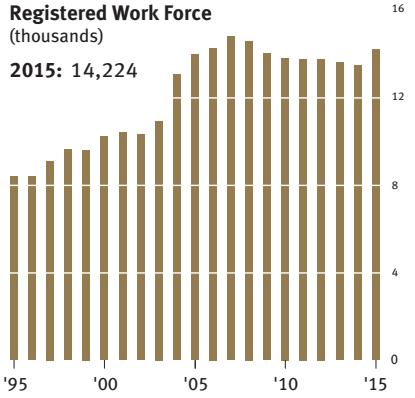
Total Revenue Tonnage
(millions of tons)
2015: 337,074,993



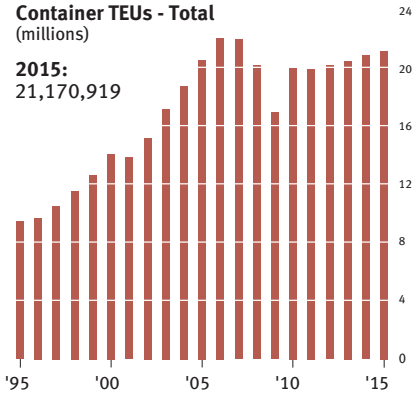
Container TEUs - Loaded
(millions)
2015: 15,323,850
(excludes non-revenue cargo)



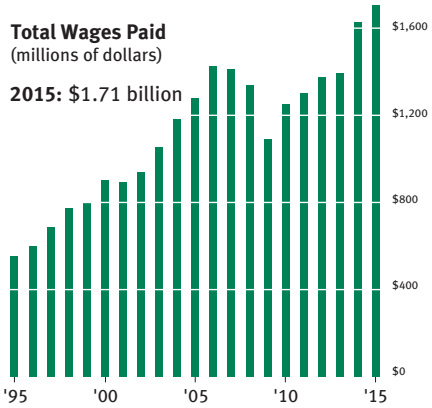
Registered Work Force
(thousands)
2015: 14,224



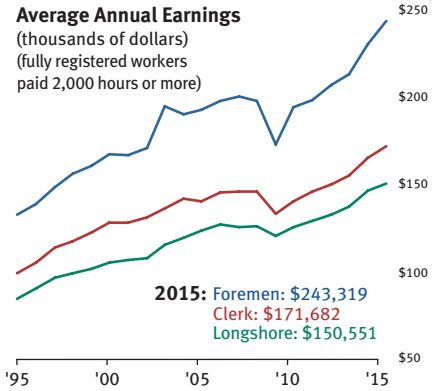
Container TEUs - Total
(millions)
2015:
21,170,919



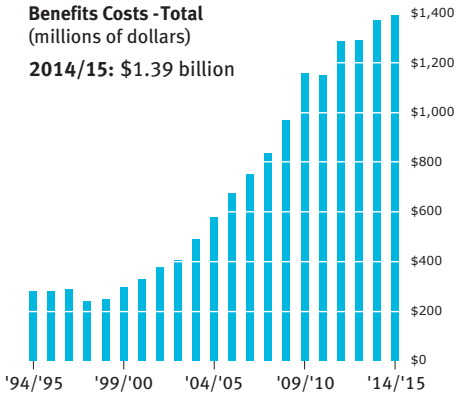
Total Wages Paid
(millions of dollars)
2015: $1.71 billion



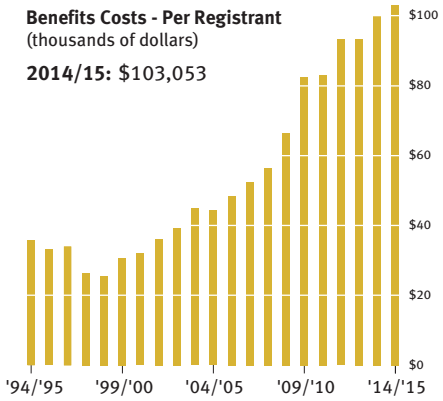
Average Annual Earnings
(thousands of dollars)
(fully registered workers paid 2,000 hours or more)



Benefits Costs - Total
(millions of dollars)
2014/15: $1.39 billion



Benefits Costs - Per Registrant
(thousands of dollars)
2014/15: $103,053



Contents

NYK vessel operations at YTI in Los Angeles.

To Our Stakeholders:

James C. McKenna
President and CEO

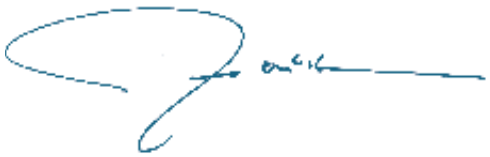
Last year in this space I wrote about the recently concluded ILWU-PMA contract negotiations. At the time, we were hopeful that the impacts from those talks would soon be put behind us, with West Coast ports operating normally and preparing for future cargo growth.

A year later, I am pleased to say that the West Coast waterfront is back to business – with a number of positive developments that position us well for the future. First of all, the backlog of cargo in early 2015 was cleared weeks ahead of schedule, showing that management and labor were committed to efficient and productive operations.

Secondly, as we began to implement our new contract, it became clear that our industry would be better equipped to keep cargo moving. A new arbitration system is already paying dividends: Fewer on-the-job disputes have meant fewer disruptions to cargo movement and better reliability for our ports.

During the past year we also saw significant progress on major automation projects in Southern California, which have the potential to significantly improve our throughput – and therefore ensure the West Coast's attractiveness to shippers, which in turn provides economic benefits to our entire region.

Finally, and most spectacularly, in December we welcomed the two largest vessels ever to call at North American ports – the CMA CGM *Benjamin Franklin* and the Maersk *Edmonton*. With both ships at a single terminal, the West Coast proved that it is ready to handle whatever cargo heads our way. Looking to the future, we will work hard to give that cargo every reason to come here.



James C. McKenna

Membership

American President Lines, Ltd.
APM Terminals Pacific LLC
APM Terminals Tacoma, LLC
APS Stevedoring, LLC
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Ceres Terminals Incorporated
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Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO Container Lines Americas, Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Eagle Marine Services, Ltd.
Evergreen Marine Corp. (Taiwan) Ltd.
Everport Terminal Services, Inc.
Foss Alaska Line, Inc.
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Harbor Industrial Service Corporation
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Kinder Morgan Terminals
LBCT, LLC
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Marine Terminals Corporation – Columbia River
Marine Terminals Corporation of Los Angeles
Marine Terminals Corporation – Puget Sound
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Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
NYK Line
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
Pacific Coast Stevedoring, Inc.
Pacific Crane Maintenance Company, L.P.
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Stevedoring & Terminals, L.P.
Port Maintenance Group (PMG)
Port Service Group, Inc.
Port Service Group, LLC
Portland Lines Bureau
Ports America Outer Harbor Terminal LLC
Reliable Line Service
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SSA Marine, Inc.
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Equipment Services, Inc.
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
Total Terminals International, LLC
TraPac, LLC
Transpac Terminal Services, LLC
TransPacific Maintenance Company, LLC
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Wallenius Wilhelmsen Logistics
Washington United Terminals
Watermark Terminal Solutions, LLC
West Coast Terminal and Stevedore, Inc.
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, Inc.
Zim American Integrated Shipping Service Company, Inc.

PMA Bylaws

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

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International Carrier Class

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Ports America Group (MTC)
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[#]*Assessment Committee Member* [†]*Audit Committee Member*
[*]*Compensation Committee Member*

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West Coast Containers, Ports America

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Vice President, Finance
SSA Marine, Inc.

Steen Larsen
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APM Terminals Pacific LLC

Valerie Rainey
Senior Vice President & Chief Financial Officer
CMA CGM America LLC

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Larry Bennett
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Pacific Crane
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Ports America

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Long Beach Container
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Alan Bates
California United
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Pacific Crane
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Sal Ferrigno
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Daryl Hoshide
TraPac, LLC

Jerry Jimenez
West Coast
Terminal and
Stevedore, Inc.

Eric Martinez
Yusen Terminals,
Inc.

Jeff O'Donnell
Ports America

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APM Terminals
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Kerry Shaw
APL/Eagle Marine
Services. Ltd.

Todd Stockham
TTI/Hanjin

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SSA Terminals,
LLC

Shawn Bundy
Metro Cruise
Services LLC

Kevin Nore
TraPac, LLC

Dennis Woodfork
Ports America

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Hapag-Lloyd (America), LLC

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Hyundai Merchant Marine

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President
Everport Terminals

Sean Lindsay
Chief Operating Officer
International Transportation Service

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

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Jones Stevedoring Company

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"K" Line America, Inc.

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Neil Maunu
Kinder Morgan Bulk Terminals, Inc.

Ben Thamert
APS Stevedoring, LLC

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ICTSI Oregon, Inc.

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Chairman:
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Washington United Terminals

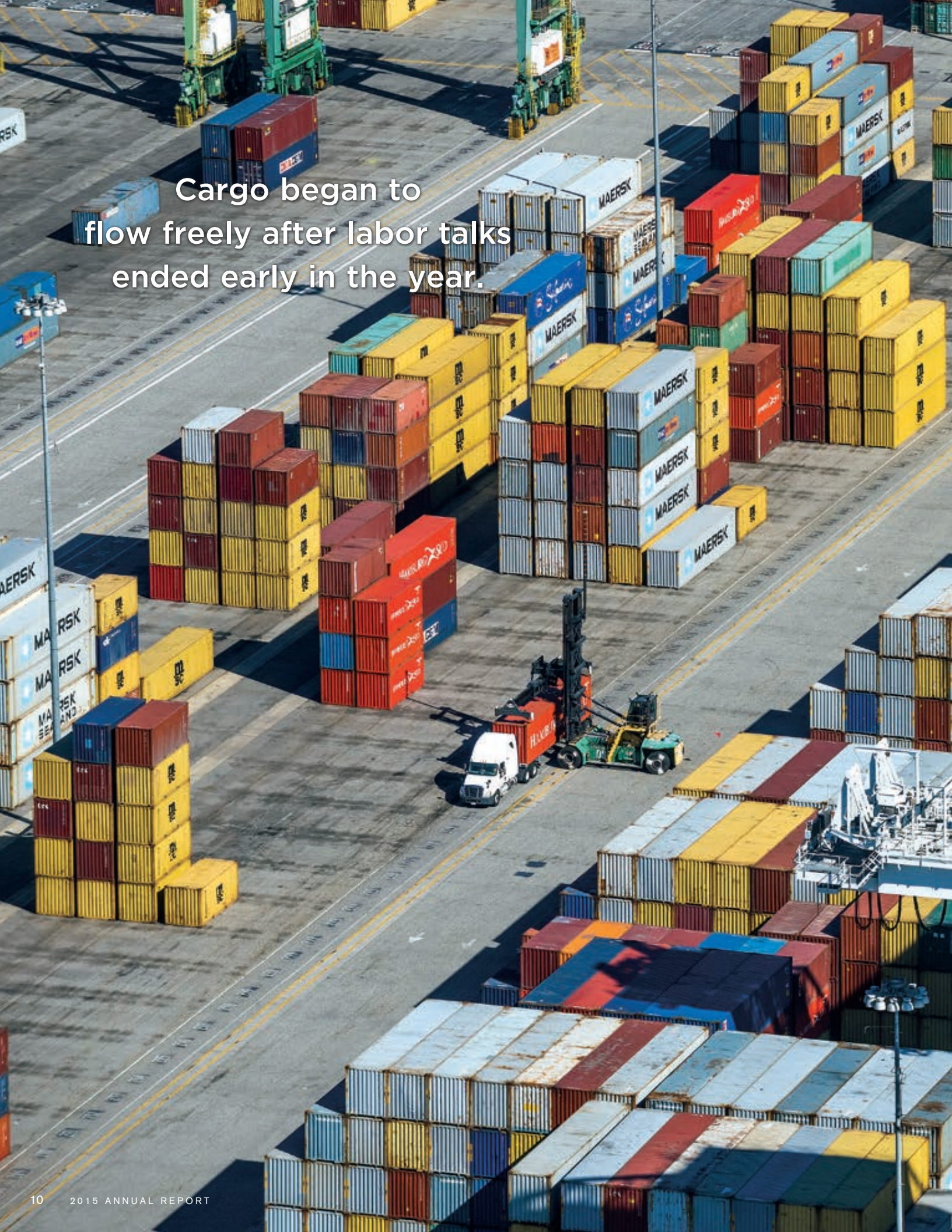
Graham Hunter
SSA Marine

Brian McGonegle
Pacific Crane Maintenance Company

Zachary Thomas
Ports America

2015 marked the start of a new era on the West Coast waterfront.


EVERGREEN


Cargo began to
flow freely after labor talks
ended early in the year.


MAERSK
SSA TERMINALS


APL
APL
ZPMC
ZPMC
SWL
13
13

Looking ahead, West Coast ports are preparing to win back market share.


APM TERMINALS
APM TERMINALS
APM TERMINALS
APM TERMINALS
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APM TERMINALS
APM TERMINALS
S.W.L

We will work hard to ensure productive, efficient operations at our ports.


HYUNDAI


Success at West Coast ports
means jobs and opportunity
throughout the region.
Port of
Tacoma

An APL vessel arrives
in Southern California.

2015

The Year In Review

At the start of 2015, employers were locked in tough contract negotiations with the ILWU, while labor disruptions caused cargo delays and a backlog of ships stuck at anchor. Within months, however, the parties reached agreement on a forward-looking contract, and worked together to restore order to the waterfront. By the end of the year, lost volume had started to return, and the West Coast welcomed the largest ships ever to call North America. The arrival of these mega-ships signaled the dawn of a new era – and the commitment of West Coast ports to move cargo quickly, dependably and efficiently.

For more about 2015, please read on.

The 15,000-TEU Maersk *Edmonton* was – briefly – the largest container ship to arrive in North America. See page 24.

2015 Highlights

Once the lengthy 2014-15 longshore contract negotiations concluded in February 2015, employers and workers turned their attention to the important work of restoring the West Coast's ability to move cargo reliably – both now and for the future.

The first order of business was to clear a backlog of more than 20 ships in San Pedro Bay, which was completed weeks ahead of schedule, and to otherwise ensure that cargo was delivered in a timely manner. Further, employers and port authorities continued to invest in major infrastructure projects that are reshaping the waterfront. These projects include construction of state-of-the-art terminals and raising cranes to prepare for the arrival of bigger ships while fending off intense competition from the East Coast, Canada and Gulf Coast ports.

At the twin ports of Los Angeles and Long Beach, billions of dollars are being spent on improvements that include automated equipment at terminals and continued expansion of on-dock rail, designed to speed the flow of cargo off the terminals and reduce the number of trucks on local roads and highways.

Investments made at West Coast ports position the waterfront for future growth.

Long Beach Container Terminal will feature automation throughout.

In Northern California, the Port of Oakland is continuing work on a massive trade and logistics center to transport higher volumes of cargo more quickly and efficiently, while installing Bluetooth technology to help ease truck congestion.

In the Pacific Northwest, the ports of Tacoma and Seattle are combining forces to strengthen the Puget Sound gateway and attract more cargo to the region, while making additional investments in safety and training.

West Coast ports continue to meet or exceed environmental targets. At several major ports along the coast, diesel emissions from ships have dropped by as much as 85 percent since 2005.

In 2015, marine terminals were the safest ever, as ongoing efforts in training and technology helped lead to the lowest injury rates since PMA began keeping records. PMA and the ILWU collaborated on a number of safety initiatives, including systems to thoroughly investigate all injuries in order to bettter inform and enhance injury prevention efforts.

Though revenue tonnage on the West Coast dropped slightly in 2015, investments made in the region position the waterfront for the future as bigger ships 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 2016, growing Canadian ports, and modernized port facilities seeking market share in the Gulf states and on the East Coast. ■

CONTRACT UPDATE

Smoother Sailing On The West Coast

The 2014-15 ILWU-PMA contract negotiations produced a number of notable outcomes for the West Coast waterfront. Chief among these is a new arbitration system that is likely to foster the investment of billions of dollars in technology and automation – as well as making the West Coast a more reliable, stable and predictable place to ship goods.

The decades-old arbitration system was antiquated – and yet hugely important. Single arbitrators would rule on weighty matters such as the validity of claimed health and safety issues and allegations of worker slowdowns, but inconsistency from region to region – and from incident to incident – plagued the coast. The result was a patchwork of rulings that left employers and workers frustrated.

The new system is intended to provide more consistent decision-making for disputes that occur at West Coast ports. And early indications are that it is working as intended. Industry observers are cautiously optimistic that this consistency will foster greater continuity of operations and willingness by employers to invest more heavily in projects – including those with automation – that are beginning to transform the waterfront.

Further, these changes appear to be resulting in fewer on-the-job disputes and disruptions in operations. While the new process has been in place for only a few months, this trend is good news for West Coast ports. As waterfront veterans know, the perception of the West Coast as a reliable, productive place to send goods is hugely important.

Under the new system, each geographic area has a three-person arbitration panel that includes a professional neutral arbitrator, along with a representative nominated by employers and another named by the ILWU. The presence of a neutral third-party has the potential not only to break the tie in the event of disagreement, but also to moderate the discussion that takes place.

Both parties also gained the ability to dismiss an arbitrator at the end of their term without the other party's consent, thereby eliminating what had been essentially lifetime appointments for past arbitrators. This additional accountability is viewed as further improving the credibility of the system. ■

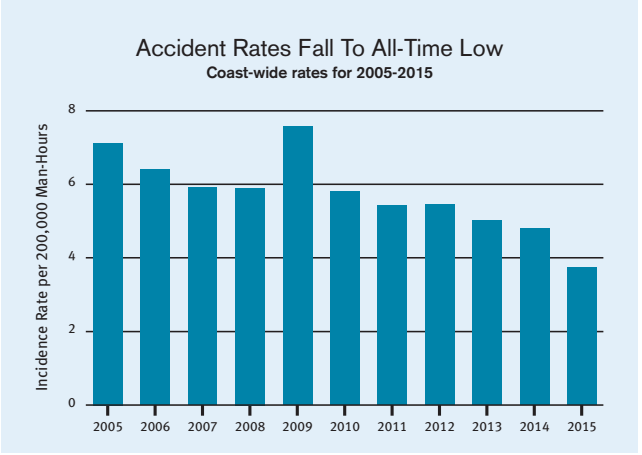
IN BRIEF:

The New System

The waterfront's new arbitration system includes a number of changes meant to provide more consistent decision-making for disputes that occur at West Coast ports. For each geographic area:

1. A three-person arbitration panel now includes a professional neutral in addition to union- and employer-nominated arbitrators.
2. Industry arbitrators – employer or union – are randomly assigned for "on-the-job" disputes.
3. Parties can release an arbitrator without the other party's consent at the end of each term, eliminating lifetime appointments for arbitrators.

Safety on the Waterfront



Injury rates in 2015 continued to drop significantly, making it the safest year on record for West Coast ports. Even with this important and encouraging trend, workers and employers banded together to examine injuries and scrutinize the most hazardous jobs for ways to prevent future accidents.

Across the West Coast, injury rates dropped 18 percent compared to 2014, which was itself a record-low year for injuries.

Southern California recorded the lowest lost time injury (LTI) rate on the West Coast, cutting its rate by nearly one-third. LTI rates – the standard indicator of safety performance – have been trending down for more than a decade, dropping coast-wide by nearly 50 percent from 2005 to 2015.

Contributing to the drop in injury rates is a systematic approach to reviewing injuries with an eye toward prevention. All injuries are reviewed on a monthly basis, both separately by employers and jointly with the ILWU for each geographic area. Injury data is also fed into a system shared coast-wide. The program has been growing over the last few years and began paying major dividends in 2015.

Injury prevention efforts also focused on jobs that have traditionally been considered most injury-prone: semi-truck drivers and lashers, who use lashing bars to secure stacks of containers before they leave port and release them on arrival.

The Southern California region created a joint work group of employers and ILWU members to review work done by lashers. The committee reviewed and analyzed injury data, engaged in discussions with lashers and foremen, surveyed the professional lashing community, analyzed the current training program, reviewed current equipment and examined work environments.

New training tools will improve semi-tractor safety.

The committee's recommendations included an update to the lasher training program focusing on current equipment and methods and selection of occupational-specific protective gear. Already underway are updates to the lashing training manual and new training videos.

Further, new semi-tractor training manuals and videos were developed to help reduce injuries for workers behind the wheel.


New equipment will speed on-board rescues.

To the rescue: personnel cages

New equipment is being deployed at West Coast container terminals to aid in the rescue of injured longshore workers.

These "personnel cages" can be moved by crane, transporting emergency workers and supplies onto a vessel. The injured longshore worker can then be loaded into the cage on a stretcher and quickly transported back to the dock and into an emergency vehicle, avoiding the potentially time-consuming use of gangways to get injured workers off vessels.

These cages will be made available at all container terminals by 2017. ■

The Environment

The Ports of Los Angeles and Long Beach continued to make progress on emissions standards considered among the toughest in the United States, while looking ahead to ways to further reduce pollution as throughput increases in coming years.

The ports together began efforts in late 2015 to update their Clean Air Action Plan – a landmark environmental initiative aimed at reducing air pollution from port-related sources – to advance the development and implementation of zero-emission technologies. Among the recommendations: within five years, up to 200 zero-emission, heavy-duty vehicles would be operating at the Port of Los Angeles.

Looking at progress already achieved, in the latest annual data tracking air pollution released in fall 2015, the ports of Los Angeles and Long Beach both recorded drops in diesel particulate matter of 85 percent, with sulfur oxides falling 97 percent, compared to 2005 levels.

The Port of Hueneme is California's first port to join the Green Marine initiative.

While the ports both surpassed all air pollution reduction goals from their Clean Air Action Plan, there was one anomaly related to temporary congestion that began in late 2014. Nitrogen oxide levels rose slightly, primarily as a result of the large number of ships waiting at anchor that could not plug into shore-based electricity. Despite this increase, however, the ports still met reduction levels due to significant declines in previous years.

Current leadership has made it a priority to ensure that port tenants are fully complying with all regulations and agreements moving forward.

BY THE NUMBERS:

Reducing Pollution in LA and Long Beach*

Diesel Particulate Matter	Nitrogen Oxides
-85% LA -85% LB	-52% LA -50% LB
Sulfur Oxides	**Greenhouse Gases**
-97% LA -97% LB	-15% LA -21% LB

*Compared to 2005 levels

The ports of Los Angeles and Long Beach have significantly reduced air emissions.

Further, West Coast ports have made hundreds of millions of dollars in infrastructure investments in recent years to allow vessels to plug into shore-side power, which eliminates nearly all emissions while the vessel is at berth.

In Northern California, the Port of Oakland reaffirmed its renewable energy strategy to make three-quarters of energy it purchases for tenants greenhouse gas-free by 2018. Power purchased from the East Bay Municipal Utilities District biogas facility along with the port's hydroelectric power should increase its power sources from 50 percent to 75 percent greenhouse gas-free.

In December, the Port of Hueneme became the first port in California to join the Green Marine initiative, a maritime environmental program for North America. The initiative is supported by a coalition of agencies and environmental organizations that work alongside participating companies to meet and exceed environmental regulatory targets and requirements. ■

Regional Developments:
Southern California

The 15,000-TEU Maersk *Edmonton* slipped into the Port of Los Angeles on Dec. 22 – a watershed moment as the largest vessel to dock in North America. Just four days later, the CMA CGM *Benjamin Franklin* broke that record.

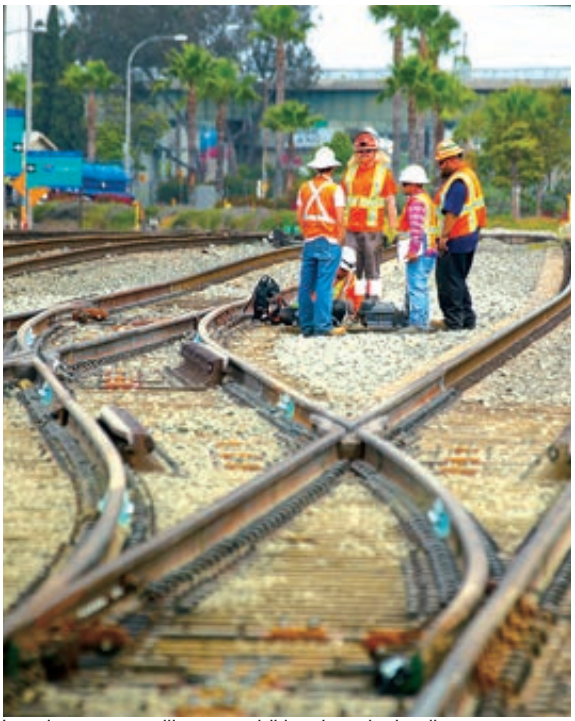
Discharging and reloading the *Benjamin Franklin* – 20 stories tall and longer than the Empire State Building laid on its side – was the biggest test yet for the Port of Los Angeles. And working two mega-ships in a single week required a high level of planning and cooperation that proved the port is ready to open Trans-Pacific trade to vessels as large as the *Benjamin Franklin*, which can carry as many as 18,000 TEUs (twenty-foot equivalent units).

Thanks to strong collaboration by the Pacific Maritime Association, the ILWU, CMA CGM and APM Terminals, all skilled longshore jobs were filled to accommodate the *Benjamin Franklin* docking on Christmas weekend, when most workers would normally be off for the holidays. It was an historic event that prompted even veteran longshore workers to take photographs from the causeway.

The effort required nine ship-to-shore cranes working simultaneously to move 270 containers per hour, and the ship sailed away eight hours ahead of schedule.

To prepare for this new, larger generation of mega-ships and increasing cargo volumes, the twin ports of Los Angeles and Long Beach continue to make infrastructure improvements to solidify their position as the key entry points for goods from Asia.

Among these improvements, the Port of Long Beach will soon feature one of the most advanced automated terminals in North America.

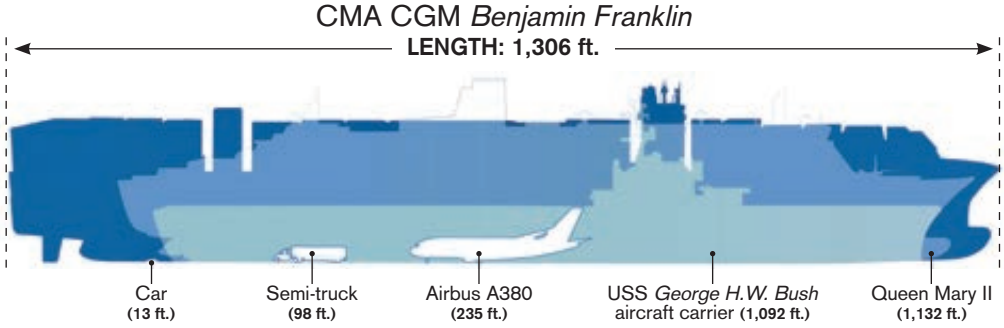


Local ports are rolling out additional on-dock rail.

The first phase of Long Beach Container Terminal's Middle Harbor redevelopment project is slated to open in spring 2016. The project combines two aging piers into one state-of-the-art, environmentally friendly terminal with a cargo capacity that would put it among the top seven U.S. container ports. When complete, the terminal will be nearly all electric, making it one of the greenest terminals in North America.

Over at the Port of Los Angeles, automation work is also underway. TraPac, the first U.S. terminal to automate both ship-to-shore and ground transport, continued work on its automation project in 2015. The 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.

This 18,000-TEU mega-ship is longer than an aircraft carrier, the Queen Mary II or the Empire State Building.



SOURCE: CMA CGM

Southern California – continued

A slump in early 2015 gave way to improved volume at the ports of Long Beach, below, and Los Angeles.

Labor and management worked to clear a major cargo backlog weeks ahead of schedule.

On-dock rail rolls forward

In 2015, the Port of Los Angeles opened a new $160 million on-dock rail facility – known as the Berth 200 Rail Yard or the West Basin Rail Yard Project. The new yard provides rail support for several terminals in the West Basin. These rail improvements will connect with the Alameda Corridor, providing staging and storage for trains and moving cargo more safely and efficiently, reducing truck traffic on roads and freeways and helping to improve regional air quality.

The Port of Long Beach in September completed its $93 million Green Port Gateway Rail project, allowing port terminals to increase their use of on-dock rail. The project included six miles of new track, allowing nearly one in three containers at the port to be moved via on-dock rail. For every on-dock rail train added, as many as 750 truck trips are eliminated from area roads. By 2026, the port aims to have 50 percent of all cargo moved by on-dock rail.

Cargo volumes recover after slow start

Southern California ports continue to be the busiest in the nation. Despite low volumes in early 2015 due to labor disruptions, the ports of Los Angeles and Long Beach rebounded quickly. At the height of the backlog, 27 container vessels waited at anchor. Dock workers and management made a massive push to clear the ship backlog, easing congestion weeks earlier than expected.

Overall, 2015 revenue tonnage for the Port of Los Angeles dropped 3.6 percent, and in Long Beach fell 1.6 percent as compared to 2014. However, the total number of containers (including empties) coming through the Southern California ports increased slightly in 2015.

New registrants added to workforce

Los Angeles and Long Beach registered 373 longshore workers and 71 clerks in 2015 – part of an effort to add 600 longshore and 150 clerk registrants by early 2016. The new registered workers will augment the existing Southern California workforce, ensuring a sufficient number of trained workers will be ready to meet the challenges ahead for the West Coast. ■

Regional Developments:
Northern California

After its maiden North American call in Los Angeles, the CMA CGM *Benjamin Franklin* sailed north to Oakland, passing under the Golden Gate Bridge with just 20 feet of headroom to spare. Weeks of training and simulations had helped to prepare for the vessel's arrival.


480-foot segments of steel rail move through the Port of Stockton.

The Port of Oakland and the San Francisco Bar Pilots trained for weeks to navigate and dock the 18,000-TEU vessel. Under the tutelage of a senior captain, seven San Francisco Harbor Pilots ran simulations on sailing and mooring the ship using a simulator at the California Maritime Academy in Vallejo.

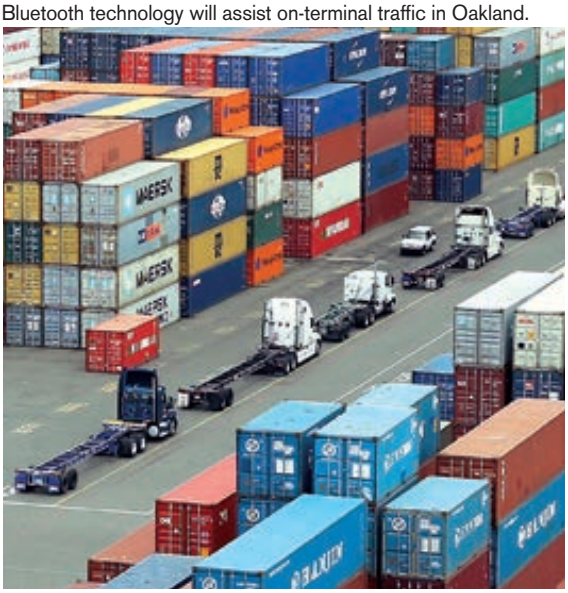
The port continues to invest in terminal enhancements to accommodate the latest generation of large ships. Channels and berths are dredged 50 feet deep. A nearly $14 million project announced in 2015 will raise four gantry cranes to span the tops of giant container vessels, more than 140 feet above the docks. The cranes will be supported by jacking frames while their legs are cut away and replaced with new, longer ones.

These expansions are mandatory for ports hoping to accommodate the latest mega-ships. In 2015, the Port of Oakland saw a 4.9 percent drop in revenue tonnage, and handled nearly 1.7 million TEUs.

Port of Stockton: World's largest seamless rail welding facility

An unusual product began making its way through Stockton in 2015 for Union Pacific Rail Company projects throughout the western United States. Steel rail in 480-foot lengths is being shipped from Japan via a custom-built ship. At the Port of Stockton, the rail is carefully unloaded and welded into quarter-mile sections, eventually formed into continuous "ribbon rail" that can run 10 miles long, a safer alternative to traditional rail that was once bolted together in smaller sections.

Bluetooth technology will assist on-terminal traffic in Oakland.



Bluetooth enabled

The same technology that informs rush-hour drivers how long they'll be stuck on their highway commute is being piloted in the Port of Oakland to speed up cargo flow.

The port in June began installing solar-powered Bluetooth sensors to measure and report "gate wait," or how long harbor truckers are waiting to enter terminals, and "turn times," or the amount of time it takes to conduct a transaction inside the terminals. The sensors detect signals emitted anonymously from cell phones and other devices in truck cabs – the same technology used to send traffic information to overhead signs on highways measuring the minutes to a destination.

The metrics, accessible to harbor truckers and cargo owners on cell phones or via computer, allows drivers to avoid peak periods and collect cargo more quickly.

A play for more cargo

Work continues on the Oakland Global Trade and Logistics Center, a $1.2 billion master plan that will transform a former 330-acre Oakland Army Base into a more efficient hub for cargo transport.

Construction of the Port's Phase 1 Railyard at the former Oakland Army Base is slated for completion in 2016. The rail yard is anticipated to spur customer growth, particularly for heavy export products.

The Port of Oakland also signed a long-term lease in 2015 to develop a temperature-controlled logistics facility – called Cool Port – to attract refrigerated cargo through the port. ■

Regional Developments:
Pacific Northwest

Facing increased competition from Canada, the ports of Tacoma and Seattle formally launched an alliance considered the most extensive port collaboration effort in the United States.

The Northwest Seaport Alliance unifies management of the two ports' marine cargo terminals and allows for joint marketing, planning and infrastructure development to strengthen the Puget Sound gateway and attract more cargo to the region.

While the ports remain separate organizations that retain ownership of their respective assets, a port development authority was formed to manage the container, breakbulk, auto and some bulk terminals in Seattle and Tacoma. Some additional functions, like the airport and cruise business, remain outside the alliance.

Combined tonnage for Tacoma and Seattle stayed relatively flat for 2015, with Seattle regaining some of its market share lost in recent years.

Straddle carriers load "K" Line containers onto rail cars at the Port of Tacoma.

Virtual reality: crane simulator

A crane operator in training sits in front of a bank of screens, peering 150 feet below at the dock as he maneuvers a 20-foot container swinging from a wire.

There's not much room for error. But if the trainee misses the target, he can just reboot the program.

For the industry, spending $250,000 on the region's first new-generation crane simulator in Tacoma (and one of five coast-wide) is money well spent. Using the same technology used to train commercial airline pilots, the simulator can give a taste of what it's like to operate a crane in any condition – day or night, in fair weather or rain.

Simulators give aspiring crane operators practice working the controls and lifting and moving boxes from ship to shore (simulated shaking and lurching included), without fear of injuring a fellow worker or damaging cargo or vessel.

In a first for Ford, Mustangs are loaded for export to Asia.

The Pony Express

In 2015, the Ford Mustang was exported abroad for the first time in its 50-year history. And Ford chose to send its brand-new ponies internationally through the Port of Portland.

Historically, Portland is a main auto import gateway on the U.S. West Coast, but demand for Ford vehicles in international markets has helped boost the port's car exports.

In 2015, Portland moved nearly 13 percent of all West Coast auto tonnage, with volume behind only the Southern California ports. ■

Q&A with maritime economist John Martin

When people seek to understand the economics of maritime trade, the first place they turn is often to John Martin. Recognized around the world as a leading trade expert, Martin has offered analysis and insight to port authorities, government agencies, private industry and others. Over the years, Martin has paid close attention to the shifting logistics of maritime trade – seeking to understand the decisions that drive cargo to one port region or another.

Given the broad forces at play right now – bigger ships, shifting production centers and intensified competition for cargo – along with the huge economic stakes for port communities and their regional economies, the PMA reached out to Martin for his thoughts on a number of key issues. This Q & A follows his 2013 report, prepared for PMA, which studied the national economic impact of West Coast ports and their competitive standing.

How big of an impact do West Coast ports have on the economy, regionally and nationally?

The West Coast ports are essential to the stability and growth of the entire country. They not only provide jobs, but also support entire industrial, retail and agricultural sectors. Cargo handled at West Coast port terminals supports more than 9 million workers throughout the United States. The impact of that cargo totals more than $2 trillion, which is nearly 13 percent of the total U.S. Gross Domestic Product. In California, port activity represents more than one-third of the state's GDP. Suffice to say, West Coast ports are huge economic engines for our country.

What economic trends have you identified in relation to West Coast ports in the last decade?

The West Coast dominated container trade with Asia throughout the 1990s, as importers viewed these ports as the major linkage in the supply chain to the United States. Large importers such as Wal-Mart and Target invested in large distribution centers near Los Angeles and Long Beach, while railroads built out their capacity to move more cargo into key Midwestern and East Coast markets. Then came the terrorist attacks of Sept. 11, 2001, followed by the 2002 West Coast port shutdown and congestion in 2004 due to rail meltdowns and ILWU labor shortages at the San Pedro Bay Ports. These events prompted shippers to diversify their logistics so that a single, traumatic event would not threaten an entire supply chain.

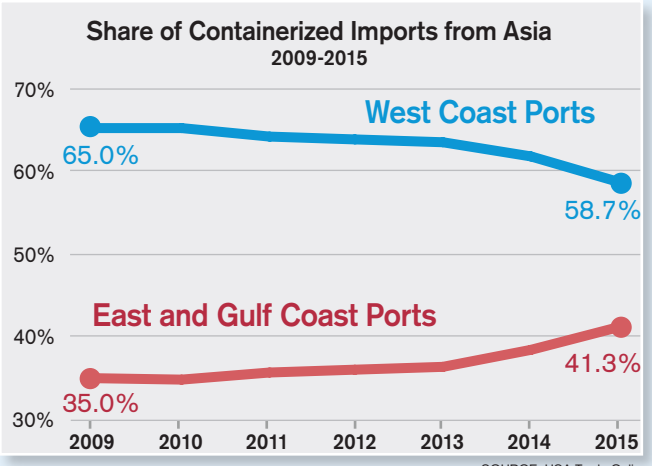
How do you see these trends evolving in the future?

Historically, China and other Asian countries have provided more than half of U.S. container imports, with China's share steadily increasing. But more recently, imports from China have leveled off, and production and manufacturing centers are shifting to India, Vietnam and Cambodia – farther from the U.S. West Coast. As a result, the Suez Canal has become an increasingly attractive option for an all-water trade route from these new distribution centers directly to the East Coast. Many East Coast and Gulf Coast ports experienced record cargo volumes in 2015, and increasingly, importers are building distribution centers in the region. At the same time, West Coast market share losses accelerated last year.

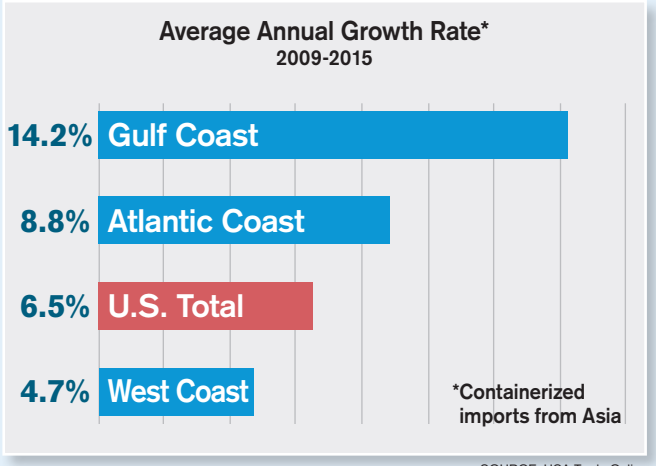
Do you believe this cargo shift is temporary, or permanent?

There has been a steady erosion of West Coast market share in recent years. Southern California's market share

As production centers shift south and west, the Suez Canal becomes the preferred routing for direct all-water shipment from Asia to the East Coast.



SOURCE: USA Trade Online



SOURCE: USA Trade Online

of Asian containerized imports, for example, dropped from 47 to 45 percent from 2014 to 2015 alone. That's off from 50 percent in 2009. In the Pacific Northwest, the total fell from 11 percent to 8.5 percent last year. That's likely due in part to labor issues and work stoppages in late 2014 and early 2015, but also increased use of the Suez and Panama canals.

We won't know if these shifts are temporary or permanent for the next year or two. But anecdotally, ports in New York, New Jersey and Savannah all saw record cargo volumes in 2015 and are making infrastructure upgrades to accommodate larger volumes and bigger vessels. Decisions are ultimately made based on the business case: the cost and time it takes to send cargo. If productivity and reliability is proven, cargo will flow to the West Coast.

With the next round of ILWU-PMA negotiations scheduled for 2019, how critical are the next several years for the West Coast waterfront?

For the West Coast, this is the time. There are many factors that can't be controlled, like the price of oil, which makes all-water service for Midwest and East Coast-bound markets increasingly competitive today. But the one thing you can control is the terminal side and that means two things: stable levels of service and readiness to handle the surge of big ships, which requires automation. So what can the West Coast ports do?

> "Decisions are ultimately made based on the business case: the cost and time it takes to send cargo. If productivity and reliability is proven, cargo will flow to the West Coast."

They can provide stability, they can provide the highest level of service possible and they can provide the most up-to-date, modern technology to attract the ships and provide value for shippers. Then they can work with the railroads to ensure efficient distribution to discretionary cargo areas in the Midwest. This is all crucial for long-term competitiveness.

What opportunities and intrinsic advantages can the West Coast leverage in the new competitive environment?

West Coast ports have recognized that demand has become more elastic. These ports have also made major investments to terminals – such as deeper water and automation – to allow mega-ships to call and to turn them more quickly. There have been major improvements to truck and rail service, intermodal rates are more competitive and the growth of infrastructure fees has stabilized. The West Coast has the advantage of historically being the market leader, but many still question whether labor productivity, terminal costs and reliability on the West Coast have improved enough to hold even the current market share levels going forward.

What are the stakes for the West Coast?

It's essential that the West Coast retain its market share and position as a global gateway of international trade. As merely a regional player serving markets on the West Coast, the ports can't justify the volumes to make investments in infrastructure and technology to stay on the cutting edge.

Given the dynamics of the market, in order for the West Coast ports to preserve – and perhaps grow – market share, they must compete with the East Coast and Gulf Coast ports from a logistics cost perspective to serve the major areas of distribution center clusters. The continued success of the West Coast ports is essential to the stability and growth of the entire United States economy. ■

Two tugs assist the *Gjertrud* Maersk at the Port of Long Beach.

2015 Industry Overview

Economic Significance of West Coast Ports

Despite flattening in recent years, containerized cargo movement through West Coast ports has risen dramatically in recent decades—to a total of more than 15.3 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 ports support 9.2 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 more than $2 trillion annually, or 12.5 percent of U.S. GDP.

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: 14,200 Registered Workers

As of December 2015, PMA members employed nearly 14,200 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 38 percent. *For more data about the workforce, please see the statistical section starting on page 55.*

SUPPLEMENTARY AREA AGREEMENTS

Local	Effective
Southern California	
13 – Sweepers' Agreement	7/1/14
13 – Lines Handling Agreement	7/1/14
13 – Gearmen's Port Supplemental	7/1/14
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	1/28/88
29 – Mechanics' Port Supplement	1/25/88
46 – Mechanics' Port Supplement	3/17/97
46 – Mechanics'/Gearmen Port Supplement	4/8/91
63 – Clerks' Port Supplement	11/10/53
94 – Foremen's Port Supplement	7/1/84
Northern California	
10 – 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	6/20/14
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	7/1/14
75 – Watchmen's Supplement	7/1/14
91 – Walking Boss Port Supplement	11/1/99
92 – Walking Boss Supplement (Eureka)	7/1/81
Pacific Northwest: Oregon	
4 – Mechanics' Port Supplement	4/9/01
4 – Gear and Locker Agreement	7/2/88
4 – Dispatching Rules (LRC Agreement)	5/12/82
4 – Baggage Handling Agreement	5/30/86
4 & 8 – Lines Agreement	1/10/09
4, 8 & 21 – Shipboard Bulk Grain Operators' Agreement	3/8/10
4, 8, 12, 21, 50 & 53 – Area Travel Agreement	12/1/84
4, 8, 21, 50 & 53 – Columbia River and Newport Working and Dispatching Rules	10/4/86
8 – Baggage Handling Agreement	11/27/90
8 – Gearmen, Mechanics' and Millwrights' Agreement	6/27/09
12 – Gear and Locker Agreement	6/18/88
12 – Working and Dispatching Rules	10/31/87
21 – Gear and Locker Agreement	6/18/88
21 – Dispatching Rules	3/1/79
21 – Port of Kalama Lines Handling Agreement	7/1/90
21 & 50 – Boat Rental Agreement	12/31/07
40 – Clerks' Port Supplement	3/31/58
50 – Lines Agreement	11/5/96
92 – Walking Boss Supplement	7/1/78
Pacific Northwest: Washington	
7 – Working and Dispatching Rules	6/1/60
19 – Working and Dispatching Rules	6/17/60
19 – Lines Handling Agreement	11/19/15
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, 2019.

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/14 *
Walking Bosses and Foremen's Agreement	7/1/14 *

* MOU signed on 3/3/2015

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.

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. 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. Employees are entitled to a 15-minute relief period around the midpoint of each work period.

ILWU workers at the Port of Los Angeles, with the Vincent Thomas Bridge in the background.

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 1.333 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 plus 1.333 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.

HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

Effective Date	Hourly Rate Increase	Hourly Rate Rate
August 13 1906	–	$ 0.55
May 27 1917	$ 0.15	27.3% 0.70
July 1 1918	0.10	14.3 0.80
December 9 1919	0.10	12.5 0.90
December 10 1932	(0.15)	-16.7 0.75
December 10 1933	0.10	13.3 0.85
July 1 1934*	0.10	11.8 0.95
February 20 1941	0.05	5.3 1.00
February 4 1942	0.10	10.0 1.10
October 1 1944	0.05	4.5 1.15
October 1 1945	0.22	19.1 1.37
November 17 1946	0.15	10.9 1.52
January 1 1947	0.05	3.3 1.57
December 15	0.08	5.1 1.65
February 10 1948	0.02	1.2 1.67
December 6	0.15	9.0 1.82
September 30 1950	0.10	5.5 1.92
June 18 1951	0.05	2.6 1.97
June 16 1952	0.13	6.6 2.10
June 15 1953	0.06	2.9 2.16
December 20 1954	0.05	2.3 2.21
June 13 1955	0.06	2.7 2.27
June 18 1956	0.02	0.9 2.29
October 1	0.16	7.0 2.45
June 17 1957	0.08	3.3 2.53
June 16 1958	0.10	4.0 2.63
June 15 1959	0.11	4.2 2.74
June 13 1960	0.08	2.9 2.82
June 12 1961	0.06	2.1 2.88
July 30 1962	0.18	6.3 3.06
June 17 1963	0.13	4.2 3.19
June 15 1964	0.13	4.1 3.32
June 14 1965	0.06	1.8 3.38
July 1 1966	0.50	14.8 3.88
June 28 1969	0.20	5.2 4.08
June 27 1970	0.20	4.9 4.28
December 25 1971	0.42	9.8 4.70
July 1 1972	0.40	8.5 5.10
June 2 1973	0.25	4.9 5.35
June 30	0.15	2.8 5.50
June 1 1974	0.30	5.5 5.80
June 29	0.30	5.2 6.10
January 4 1975	0.12	2.0 6.22
June 28	0.70	11.3 6.92
July 3 1976	0.60	8.7 7.52
July 2 1977	0.85	11.3 8.37
July 1 1978	0.85	10.2 9.22
June 30 1979	0.85	9.2 10.07
June 28 1980	0.85	8.4 10.92
July 4 1981	1.30	11.9 12.22
July 3 1982	1.30	10.6 13.52
July 2 1983	1.25	9.2 14.77
June 30 1984	0.80	5.4 15.57
June 29 1985	0.85	5.5 16.42
June 28 1986	0.85	5.2 17.27
July 4 1987	2.16	** 19.43
July 2 1988	0.40	2.1 19.83
July 1 1989	0.50	2.5 20.33
June 30 1990	0.67	3.3 21.00
June 29 1991	0.78	3.7 21.78
July 4 1992	0.70	3.2 22.48
July 3 1993	0.20	0.9 22.68
June 29 1996	2.00	8.8 24.68
June 28 1997	1.00	4.1 25.68
July 3 1999	1.00	3.9 26.68
July 1 2000	0.50	1.9 27.18
June 30 2001	0.50	1.8 27.68
June 28 2003	0.50	1.8 28.18
July 3 2004	0.50	1.8 28.68
July 2 2005	1.00	3.5 29.68
July 1 2006	0.50	1.7 30.18
June 30 2007	0.50	1.7 30.68
June 28 2008	0.50	1.6 31.18
July 4 2009	0.50	1.6 31.68
July 3 2010	1.00	3.2 32.68
July 2 2011	1.00	3.1 33.68
June 30 2012	1.00	3.0 34.68
June 29 2013	1.00	2.9 35.68
June 28 2014	1.00	2.8 36.68
July 4 2015	1.50	4.1 38.18

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

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

The International Longshore and Warehouse Union

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

History

The ILWU was formed in 1937, under the leadership of Harry Bridges, out of District 38 of the International Longshoremen's Association (ILA). James "Jimmy" R. Herman succeeded Harry Bridges in 1977 and served as the second president of the ILWU until 1991.

Recent presidents include:
- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
- James Spinosa (2000-2006)

In 2006, Robert McEllrath was elected president. He was re-elected in 2009 and 2012, and continues to hold the position.

The other Titled Officers are Ray Familathe, Vice President (Mainland); Wesley Furtado, Vice President (Hawaii); and William E. Adams, Secretary-Treasurer.

The Longshore Division

The Longshore Division of the Union is made up of locals that are defined along occupational lines: longshore workers, clerks and walking bosses/foremen. In each of the four geographic divisions — Washington and Puget Sound; Oregon and the Columbia River; Northern California; and Southern California — there are several Longshore locals, at least 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 Frank Ponce de Leon and Cameron Williams. 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.

Two MSC vessels at berth at the Port of Los Angeles.

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

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

FIRST PLACE: SSA Marine, Inc.
San Diego – Southern California Area

SECOND PLACE: Ports America
Port Hueneme – Southern California Area

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

FIRST PLACE: Ceres Terminals
Port Hueneme – Southern California Area

SECOND PLACE: SSA Marine, Inc.
Port Angeles – Washington Area

CONTAINER OPERATORS

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

Group A (1 million or more man-hours)

FIRST PLACE: APM Terminals Pacific LLC
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: West Coast Terminal Stevedore
Los Angeles-Long Beach – Southern California Area

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

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

SECOND PLACE: Long Beach Container Terminal
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: APM Terminals
Washington – Pacific Northwest Area

SECOND PLACE: Total Terminals International
Washington – Pacific Northwest Area

BULK OPERATORS

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

FIRST PLACE: Metropolitan Stevedore
Anacortes – Washington Area

SECOND PLACE: Oregon Chip Terminal Inc.
Oregon Area

MECHANIC COMPANIES

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

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

FIRST PLACE: Total Terminals International
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Pacific Crane Maintenance Company
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
Portland – 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 46: Port Hueneme – Southern California Area

Group C (25 to 99 Registered Members)
Local 18: Sacramento – Northern California Area

Foreman – Walking Boss Group

Local 92: Portland – Pacific Northwest Area

Clerk Group

Local 40: Portland – Pacific Northwest Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD

(companies that achieved a zero lost-time incident rate in 2015)

Ceres Terminals
Port Hueneme – Southern California Area

COAST THREE-YEAR REDUCTION AWARD

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

Ports America Outer Harbor
Oakland – Northern California Area

Pasha Stevedoring & Terminals
San Diego – Southern California Area

Ports America
Port Hueneme – Southern California Area

APM Terminals
Los Angeles-Long Beach – Southern California Area

TraPac, Inc
Los Angeles-Long Beach – Southern California Area

Eagle Marine Services
Los Angeles-Long Beach – Southern California Area

Ports America
Washington – Pacific Northwest 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.

2015

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) 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 $1.75 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 increasing to $84,360 on July 1, 2016, $86,580 on July 1, 2017 and $88,800 on July 1, 2018 – 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 $1.39 billion for the fiscal year ending June 30, 2015, up 270% since 2002, and the cost per active participant of $103,053 for the same period, which increased by 186% since 2002.

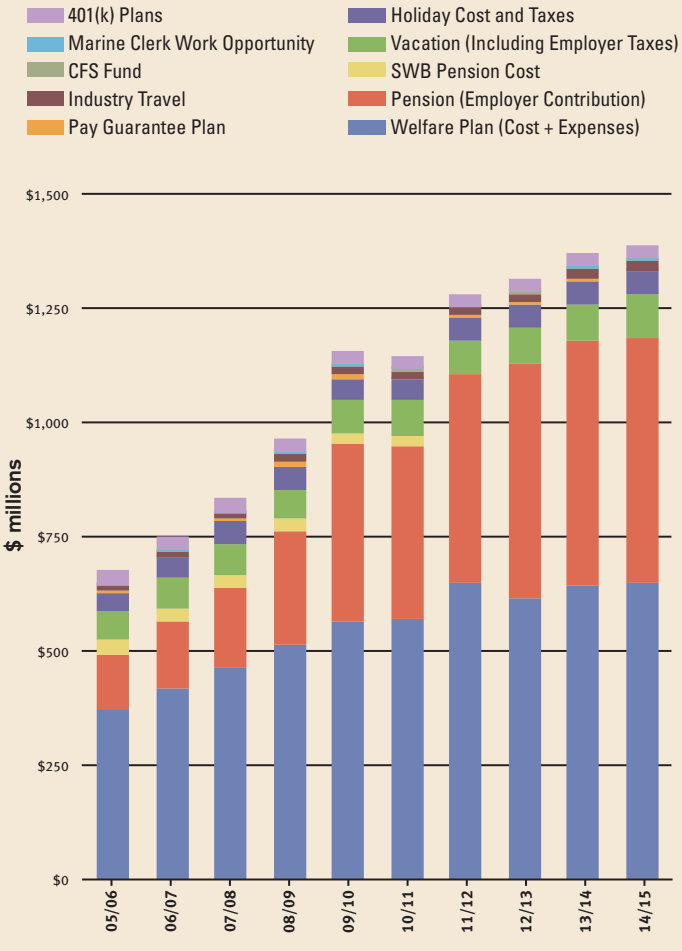
For information on specific benefits that comprise this overall program, please turn to the following pages.

A member of Local 13 lines up under the hook.

A new simulator in Tacoma will aid crane training. See page 27.

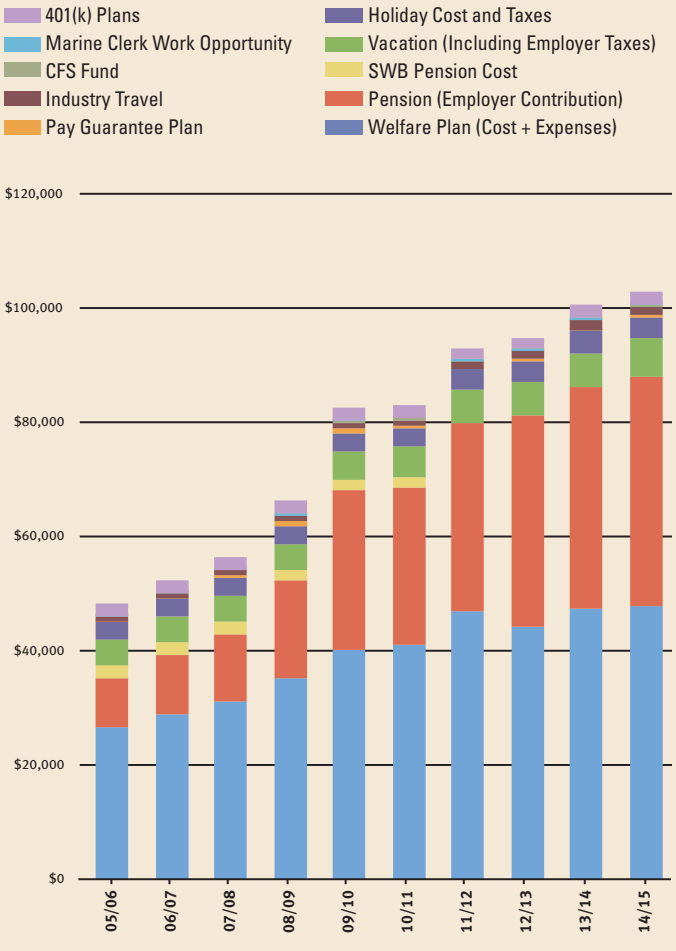
TOTAL BENEFITS COSTS

2005/2006 through 2014/2015



BENEFITS COSTS PER ACTIVE REGISTRANT

2005/2006 through 2014/2015



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2013	138	122	49	309
2014	172	76	42	290
2015	**172**	**79**	**55**	**306**

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, 2015)

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
7/08-6/16	**37**	**$180**	**$6,660**

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, 2014. 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 2014 bargaining, several improvements were agreed to, including a $20 increase in the rate of pension accrual per year of service, which will become effective beginning July 1, 2016, starting with a $10 increase, and $5 increases in each of the following two years. For retirees on or after 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.

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 2015, the Plan was paying $28,740,315.87 per month to 8,689 benefit recipients.

NUMBER OF PENSION BENEFIT RECIPIENTS BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis-ability	In-Service	QDRO	Sub-total	Post-Retire	Pre-Retire	Sub-total	Total
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
2013	4,105	959	27	351	5,442	2,561	604	3,165	8,607
2014	4,113	950	26	365	5,454	2,517	613	3,130	8,584
2015	**4,149**	**945**	**22**	**384**	**5,500**	**2,566**	**623**	**3,189**	**8,689**

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 and survivors.

Plan Funding

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

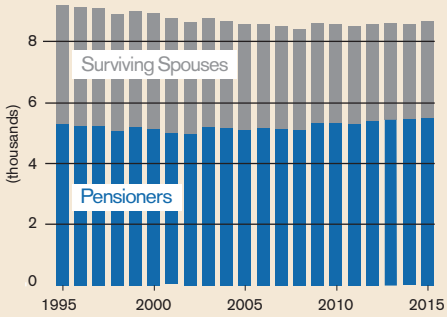
The Trustees set the employee contribution rate. In setting the rate, the parties customarily adhere to the annual recommendation of the Plan Consultant. This is based on the sufficiency of the current rate of employee contributions in relation to the "Weekly Indemnity" and the "Non-Industrial Disability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

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

Tenure of the Agreement

The Plan runs concurrently with the 2014-2019 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.

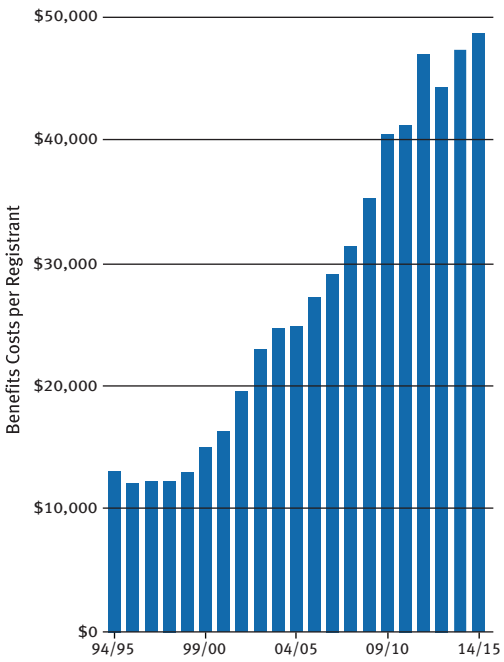
Number of Pension Benefit Recipients



Hanjin *Ami* approaches Pier T at the Port of Long Beach.

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1994-2015



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 2014/2015 are divided by the count of active registrants at the end of 2014.

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.

Two Matson vessels call at the Port of Oakland, with the San Francisco skyline in the background.

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:

2011	$73,350,358
2012	$77,162,693
2013	$79,094,729
2014	$82,595,593
2015*	**$91,800,000**

Includes payments for benefits, taxes, and administrative expenses

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

Source: Audited Financial Statements except for 2015

*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

Vacation Plan

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

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

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

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

"Average port hours" are calculated separately for longshore, clerk and foreman registrants and are the average hours paid in the "port of registration" during the payroll year, excluding those with fewer than 100 hours.

Description of Year of Service for Vacation

A Year of Service for vacation eligibility is a payroll year in which the registrant is credited with at least 800 combined hours paid and equivalenced hours of Pay Guarantee Plan payments. After registration, service in the Armed Forces of the United States is considered qualifying time.

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

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

Extra Benefits for Clerks and Foremen

Clerks and walking bosses/foremen receive additional hours of vacation pay, depending on the total hours paid to the individual in the previous payroll year. Clerks receive two additional hours for each 50 hours paid in excess of 2,024 in the previous payroll year,

The cost of benefits has grown to more than $100,000 per registrant.

Cargo operations at California United Terminals, 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.

Containers are stacked at Eagle Marine Service's Global Gateway South in Los Angeles.

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

2016

January	1	New Year's Day[1]
	18	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	15	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	30	Memorial Day
July	4	Independence Day
	5	Bloody Thursday[1]
	28	Harry Bridges' Birthday
September	5	Labor Day[1]
November	11	Veterans' Day
	24	Thanksgiving Day[1]
December	24	Christmas Eve Day[1, 2]
	25	Christmas Day[1, 2]
	31	New Year's Eve Day[1, 2]

2017

January	1	New Year's Day[1, 2]
	16	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	20	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	29	Memorial Day

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

[1] No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 5 to 0700 September 6, 0800 November 24 to 0700 November 25. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

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

Holiday Plan

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

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

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

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

Holidays recognized by the Agreements for 2016 and for the first six months of 2017 are shown to the left.

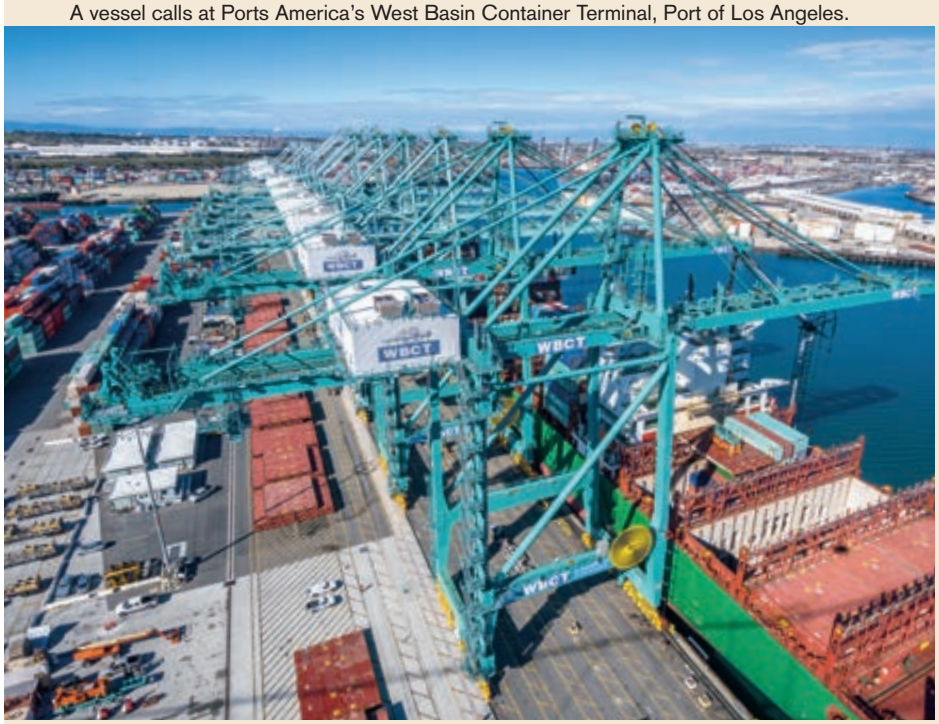
HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30

2011	$45,419,617
2012	$49,343,441
2013	$50,370,116
2014	$51,511,071
2015	**$52,123,280**

Includes payments for benefits, taxes, and administrative expenses.
Source: Audited Financial Statements

A vessel calls at Ports America's West Basin Container Terminal, Port of Los Angeles.



Pay Guarantee Plan

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

A Class "A" registrant who qualifies is guaranteed an income equivalent to a 40-hour week at the basic straight time hourly wage ($38.18 per hour for Class "A" longshore, effective July 4, 2015, or $1,527.20 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 32-hour week ($1,221.76).

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 PGP until after one year of registration.

The contingent PGP liability for registrants for 2015/2016 is $30,000,000. 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.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2011	$3,602,590	$94,225
2012	$3,165,046	$118,521
2013	$3,333,050	$183,492
2014	$3,060,768	$141,652
2015	**$2,750,791**	**$167,316**

Includes payments for benefits, taxes, and administrative expenses. Data obtained from Audited Financial Statements.

Pasha Hawaii containers are loaded aboard the *Marjorie C* at the Port of San Diego.

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

The foremen's plan guarantees weekly pay equivalent to a 40-hour week at the foreman straight time rate.

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.

Effective January 1, 2016, the Plan offers a Roth contribution option.

Each year, the Employers contribute 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

2011	$17,068,798
2012	$17,649,382
2013	$21,074,048
2014	$23,608,239
2015	**$21,132,030**

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2011	$1,428,365	$158,707	$1,587,072
2012	$1,031,207	$114,514	$1,145,720
2013	$1,322,656	$146,962	$1,469,617
2014	$1,492,412	$165,807	$1,658,219
2015	**$1,457,290**	**$161,905**	**$1,619,195**

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

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

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
2011	$3,501,171	$24,321,339	$27,822,510
2012	$3,519,146	$29,705,954	$33,225,100
2013	$3,786,646	$32,098,436	$35,885,082
2014	$3,977,837	$28,443,127	$32,420,964
2015	**$4,294,656**	**$29,454,950**	**$33,749,606**

2015 is based on unaudited financial report.

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, 2008 and 2014 contract negotiations maintained these dispatch hall costs.

MOL *Courage* docks at the Port of Los Angeles.

An RTG crane loads containers on waiting trucks at Evergreen Terminal, Port of Los Angeles.

2015 Industry Assessments

COSCO *Fortune* at berth in Long Beach.

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.

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.

Assessments fund benefits for waterfront workers.

A crane is lifted at Pier J in Long Beach to accommodate larger vessels.

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
2006/2007	45,456,755
2007/2008	49,212,429
2008/2009	47,334,592
2009/2010	36,067,570
2010/2011	39,823,244
2011/2012	41,701,081
2012/2013	41,701,081
2013/2014	41,701,081
2014/2015	**41,701,081**

Calculation of Assessment Rates

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

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

The payroll hourly assessment rate is calculated by dividing the sum of the plan's net to funding requirements by the divisor, 41,701,081. The result is the hourly assessment rate. The hourly assessment rate is then multiplied by the estimated number of assessable hours that will be paid in the fiscal year for which the rates will be applicable. If the result equals the total "net funding requirement" there will

be no tonnage assessments. If the hourly assessment rate generates insufficient funds, the remainder of the needed money is collected from the tonnage sector. The tonnage rates are calculated in accordance with formulas described in detail on pages 32 and 33 of the 1989 PMA Annual Report.

Rate Components

The number of hours expected to be paid during a time period has no impact on the hourly assessment rate; only the total net funding requirement affects the hourly assessment rate. The greater the net funding requirements, the higher the hourly assessment rate becomes.

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

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

Assessment Rate History

The waterfront organizations that preceded PMA used tonnage as a means of funding the internal operations of their organizations well before the turn of the last century. The first ILWU employee benefit was a paid vacation that was funded based upon an hourly assessment paid by each employer. The vacation plan for longshore workers, was instituted on January 1, 1946 with a 7.3¢ hourly assessment. A welfare benefits plan, the first under the auspices of the newly formed PMA, was added August 1, 1949 with a 3¢ per hour assessment. A Pension Plan was added effective July 1, 1951 and was funded by a 15¢ per hour contribution.

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

Shortly after the termination of the M&M Plan on June 30, 1971, the Pay Guarantee Plan was negotiated and was funded primarily by tonnage assessments. Tonnage assessments were used to fund pension, welfare, and other benefits beginning in 1980. During the last six months of 1983, all

ASSESSMENT RATE HISTORY

	Hourly Assessment				Offshore and Intercoastal Assessment Rates – Benefits Plans							
	Benefits Plans	L/S and Clerk 401(k)	Walking Boss 401(k)	Steady Walking Bosses	Container RU/TEU	General Cargo	Lumber & Logs	Autos & Trucks	Bulk	CFS Fund RU/TEU	MCWO RU/TEU*	LA/LB Crane RU/TEU**
1984	$7.68	–	–	–	$18.710	$1.101	$1.101	$0.089	$0.022	$1.284	–	–
1985	6.74	–	–	–	14.549	0.856	0.856	0.069	0.017	1.301	–	–
1987	7.52	–	–	–	13.775	0.810	0.810	0.066	0.016	0.785	–	–
1989	7.52	–	–	–	13.762	0.783	0.783	0.063	0.016	0.798	–	–
1990	7.52	–	–	–	13.306	0.783	0.783	0.063	0.016	1.458	–	–
1991	7.52	–	–	–	12.674	0.746	0.746	0.060	0.015	1.014	–	–
1992	8.81	–	–	–	13.221	0.778	0.778	0.063	0.015	0.490	–	–
1993	10.01	–	–	–	14.790	0.870	0.870	0.070	0.017	0.350	–	–
1994	11.70	–	$0.50	–	16.700	0.982	0.982	0.080	0.019	0.880	–	–
1995	9.30	–	0.50	–	9.790	0.576	0.576	0.047	0.011	0.660	–	–
1996	10.87	–	0.50	–	11.390	0.670	0.670	0.054	0.013	0.520	–	–
1997	11.53	–	2.00	–	9.980	0.587	0.587	0.048	0.012	0.100	–	
1998	10.34	–	1.84	–	7.350	0.433	0.433	0.035	0.009	0.310	–	–
1999	10.34	$1.00	3.84	–	7.350	0.433	0.433	0.035	0.009	0.310	–	–
2001	11.04	0.83	3.49	–	6.280	0.370	0.370	0.030	0.007	0.190	–	–
2002	13.11	0.84	3.49	–	12.120	0.713	0.713	0.058	0.014	–	–	–
2003	14.08	0.81	3.77	–	13.470	0.792	0.792	0.064	0.016	0.100	$0.280	–
2004	15.62	0.82	3.82	–	13.650	0.803	0.803	0.065	0.016	0.120	–	–
2005	15.71	0.87	1.35	–	14.790	0.870	0.870	0.700	0.017	0.090	–	–
2006	15.96	0.88	3.65	–	14.180	0.834	0.834	0.068	0.017	0.050	–	–
2007	17.72	0.88	3.04	–	16.460	0.968	0.968	0.078	0.019	0.040	–	–
2008	19.99	0.90	3.67	–	18.440	1.085	1.085	0.088	0.021	0.120	0.160	–
2009	27.01	1.14	4.95	–	24.400	1.435	1.435	0.116	0.028	0.080	1.440	–
2010	27.94	0.77	3.55	–	24.910	1.465	1.465	0.119	0.029	0.080	–	–
2011	28.54	0.74	2.45	–	24.570	1.445	1.445	0.117	0.029	0.120	–	–
2012	28.85	1.00	3.87	–	25.680	1.510	1.510	0.122	0.030	0.040	–	–
2013	33.98	0.92	3.38	–	29.380	1.728	1.728	0.140	0.034	0.050	0.120	–
2014	33.98	0.92	3.38	–	29.380	1.728	1.728	0.140	0.034	0.050	0.120	–
2015	**$34.16**	**$0.78**	**$2.93**	**$6.06**	**$29.260**	**$1.721**	**$1.721**	**$0.139**	**$0.034**	**$0.100**	**$0.240**	**$0.05**

The chart above shows the history of assessment rates beginning after the significant 1983 revisions. Initially, only the Welfare and Vacation Plans were included. Effective 2/23/85 the Holiday Plan was also included. Coastwise rates for all affected plans were established on 9/28/91.

* Marine Clerk Work Opportunity ** LA/LB Crane Board Make Whole

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.

Revenue Tonnage Reporting

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

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

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

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

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

Reporting Responsibilities

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

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

Cargo Movement

Revenue tonnage is identified by the geographic movement of the cargo. Cargo assessment rates differ according to the geographic movement of cargo and the type of cargo. The geographic movement of waterborne cargo may be:

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

Reporting Categories

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

Containers

Containers are reported according to their outside length in feet, specifically 20', 24', 35', 40', 45', 48' and 53'. The tonnage reporting system automatically converts the container length to TEUs: one TEU for each 20 feet of outside container length.

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

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

Non-Containerized Cargo

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

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

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

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

and baled commodities, locomotives, newsprint and other types of cargo.

Two of the most frequently asked questions: How are "livestock in pens" and "yachts" reported? Livestock in pens is converted to cubic feet by multiplying the outside width by the outside depth by the outside height of the pens or stalls. Yachts are converted to cubic feet by multiplying the length by the width by the height of the yacht, including the cradle on which it is transported.

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

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

Automobiles (including light trucks), regardless of how manifested, are reported based on the cubic measurement of the vehicle. Nearly all automobile shipments are correctly manifested with cubic measurements. In instances where cubic measurement is not available, marine and cargo surveyors compile listings of cubes and weights for each automobile model and type by year.

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

West Coast Tonnage Statistics

The revenue tonnage data submitted to PMA by tonnage reporting companies are subject to audit by an independent auditing firm. Such periodic reviews as well as updated information from reporting companies sometimes require changes to previously published tonnage data. Current West Coast revenue tonnage data is always available online at www.pmanet.org.

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

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

Changes in Reporting Categories

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

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

Winners of the prestigious Admiral of the Ocean Sea award: PMA President Jim McKenna; Anthony Chiarello, President and CEO of TOTE Inc.; and Matthew J. Cox, President and CEO of Matson.

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.

New rail-mounted gantry cranes will serve TraPac's terminal in Los Angeles.

2015

Statistical Information

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

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

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

COSCO *Japan* is assisted by tugs as it departs the Port of Long Beach.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2015 by category by port. There are six sets of columns: one set for total revenue tonnage and one set for each of the five reporting categories.

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

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

	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
2015	Total	% of Coast	Chg from 2014	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2014	% Loaded: % Discharged	Total	% of Coast	Chg from 2014	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	5,590,623	1.7%	3.9%	13.1 : 86.9	62,293	0.4%	7.6%	6.5 : 93.5	144,862	1.8%	11.0%	33.0 : 67.0
Long Beach	98,970,662	29.4%	-1.6%	33.4 : 66.6	5,153,720	33.6%	0.5%	29.5 : 70.5	581,537	7.2%	4.1%	18.7 : 81.3
Los Angeles	105,863,822	31.4%	-3.6%	28.0 : 72.0	5,837,792	38.1%	-4.4%	28.5 : 71.5	3,185,438	39.7%	-8.8%	0.9 : 99.1
Port Hueneme	5,774,378	1.7%	10.2%	10.2 : 89.8	61,105	0.4%	9.3%	17.7 : 82.3	577,393	7.2%	-1.6%	7.8 : 92.2
AREA TOTAL	**216,199,485**	**64.1%**	**-2.2%**	**29.6 : 70.4**	**11,114,910**	**72.5%**	**-2.1%**	**28.8 : 71.2**	**4,489,230**	**55.9%**	**-5.9%**	**5.1 : 94.9**
NORTHERN CALIFORNIA												
San Francisco	734,268	0.2%	-15.8%	0.4 : 99.6	166	<0.1%	100.0%	100.0 : 0.0	8,803	0.1%	84.0%	3.5 : 96.5
Redwood City	1,302,035	0.4%	-8.5%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Oakland	29,037,936	8.6%	-4.9%	50.7 : 49.3	1,696,913	11.1%	-4.7%	50.6 : 49.4	9,325	0.1%	39.5%	78.2 : 21.8
Richmond	1,617,252	0.5%	15.1%	0.1 : 99.9	1,022	<0.1%	113.8%	4.1 : 95.9	–	–	-100.0%	0.0 : 0.0
Crockett	657,033	0.2%	11.1%	0.0 : 100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Benicia	1,612,153	0.5%	8.6%	0.1 : 99.9	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Port Chicago	52,839	<0.1%	-2.6%	21.3 : 78.7	3,105	<0.1%	-2.5%	21.3 : 78.7	54	<0.1%	-58.8%	0.0 : 100.0
Stockton	2,941,527	0.9%	-2.2%	56.4 : 43.6	–	–	-100.0%	0.0 : 0.0	518,524	6.5%	63.2%	27.6 : 72.4
West Sacramento	522,173	0.2%	90.2%	38.0 : 62.0	–	–	–	0.0 : 0.0	235,109	2.9%	-9.2%	84.4 : 15.6
Eureka	77,553	<0.1%	-36.1%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**38,554,769**	**11.4%**	**-3.1%**	**43.2 : 56.8**	**1,701,206**	**11.1%**	**-4.6%**	**50.6 : 49.4**	**771,815**	**9.6%**	**31.2%**	**45.3 : 54.7**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend/Coos Bay	1,563,312	0.5%	-3.0%	95.7 : 4.3	–	–	–	0.0 : 0.0	6,300	0.1%	100.0%	0.0 : 100.0
Portland	9,798,209	2.9%	-32.8%	52.8 : 47.2	16,457	0.1%	-87.3%	53.9 : 46.1	79,826	1.0%	-88.7%	0.0 : 100.0
Vancouver	3,013,905	0.9%	5.6%	19.2 : 80.8	1,166	<0.1%	100.0%	91.7 : 8.3	1,033,113	12.9%	28.7%	11.1 : 88.9
Kalama	12,080,138	3.6%	24.2%	96.3 : 3.7	–	–	–	0.0 : 0.0	441,729	5.5%	1.6%	0.0 : 100.0
Rainier	159,141	<0.1%	2.8%	96.3 : 3.7	4,534	<0.1%	5.2%	95.8 : 4.2	51,196	0.6%	-3.0%	94.9 : 5.1
Longview	2,811,347	0.8%	-0.6%	88.1 : 11.9	–	–	–	0.0 : 0.0	213,284	2.7%	28.0%	57.4 : 42.6
Astoria	121,807	<0.1%	16.1%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**29,547,859**	**8.8%**	**-7.2%**	**73.2 : 26.8**	**22,157**	**0.1%**	**-83.6%**	**64.4 : 35.6**	**1,825,448**	**22.7%**	**-15.5%**	**15.6 : 84.4**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen / Grays Harbor	2,582,811	0.8%	-25.3%	98.8 : 1.2	–	–	–	0.0 : 0.0	21,661	0.3%	-23.3%	100.0 : 0.0
Olympia	219,208	0.1%	-42.7%	94.7 : 5.3	–	–	–	0.0 : 0.0	12,513	0.2%	-91.4%	6.7 : 93.3
Tacoma	34,149,419	10.1%	-2.3%	47.8 : 52.2	1,607,555	10.5%	3.6%	45.0 : 55.0	748,366	9.3%	9.7%	24.9 : 75.1
Seattle	14,913,057	4.4%	3.4%	45.2 : 54.8	867,251	5.7%	3.8%	45.3 : 54.7	34,387	0.4%	-71.5%	94.0 : 6.0
Everett	371,609	0.1%	-2.2%	30.0 : 70.0	10,624	0.1%	28.7%	25.6 : 74.4	124,626	1.6%	-16.0%	19.5 : 80.5
Port Angeles	121,482	<0.1%	-33.3%	97.6 : 2.4	147	<0.1%	53.1%	0.0 : 100.0	691	<0.1%	100.0%	36.5 : 63.5
Anacortes	415,294	0.1%	17.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0
AREA TOTAL	**52,772,880**	**15.7%**	**-2.5%**	**50.1 : 49.9**	**2,485,577**	**16.3%**	**3.8%**	**45.0 : 55.0**	**942,244**	**11.8%**	**-16.3%**	**28.2 : 71.8**
COAST TOTAL	**337,074,993**	**100.0%**	**-2.8%**	**38.2 : 61.8**	**15,323,850**	**100.0%**	**-2.2%**	**33.9 : 66.1**	**8,028,737**	**100.0%**	**-7.1%**	**14.1 : 85.9**

Revenue Tonnage Loaded and Discharged by Port,

CONTINUED

Total tonnage reported for the port.

Chg from 2014 shows the percent 2015 tonnage changed from 2014 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 2014	% Loaded: % Discharged	Total	% of Coast	Chg from 2014	% Loaded: % Discharged	Total	% of Coast	Chg from 2014	% Loaded: % Discharged	2015
SOUTHERN CALIFORNIA													
San Diego	–	–	–	0.0 : 0.0	4,264,337	16.9%	5.1%	13.4 : 86.6	122,443	0.3%	-41.7%	36.5 : 63.5	
Long Beach	141,958	8.2%	13.1%	0.0 : 100.0	3,653,575	14.5%	7.6%	7.8 : 92.2	6,980,352	16.8%	-25.3%	96.4 : 3.6	
Los Angeles	–	–	–	0.0 : 0.0	2,251,639	8.9%	31.8%	5.0 : 95.0	1,184,281	2.8%	40.7%	100.0 : 0.0	
Port Hueneme	–	–	–	0.0 : 0.0	3,968,205	15.7%	12.1%	7.9 : 92.1	189,995	0.5%	19.4%	23.4 : 76.6	
AREA TOTAL	**141,958**	**8.2%**	**13.1%**	**0.0 : 100.0**	**14,137,756**	**56.0%**	**11.3%**	**9.1 : 90.9**	**8,477,071**	**20.4%**	**-19.7%**	**94.4 : 5.6**	
NORTHERN CALIFORNIA													
San Francisco	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	722,643	1.7%	-16.7%	0.0 : 100.0	
Redwood City	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	1,302,035	3.1%	-8.5%	0.0 : 100.0	
Oakland	–	–	–	0.0 : 0.0	181,090	0.7%	-34.5%	59.6 : 40.4	–	–	–	0.0 : 0.0	
Richmond	–	–	–	0.0 : 0.0	1,274,814	5.0%	18.3%	0.0 : 100.0	325,064	0.8%	1.6%	0.0 : 100.0	
Crockett	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	657,033	1.6%	11.1%	0.0 : 100.0	
Benicia	–	–	–	0.0 : 0.0	1,612,153	6.4%	8.6%	0.1 : 99.9	–	–	–	0.0 : 0.0	
Port Chicago	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Stockton	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0	2,423,003	5.8%	-9.9%	62.6 : 37.4	
West Sacramento	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	287,064	0.7%	1760.2%	0.0 : 100.0	
Eureka	5,098	0.3%	-81.2%	100.0 : 0.0	–	–	–	0.0 : 0.0	72,455	0.2%	-23.1%	100.0 : 0.0	
AREA TOTAL	**5,098**	**0.3%**	**-81.2%**	**100.0 : 0.0**	**3,068,057**	**12.1%**	**8.0%**	**3.6 : 96.4**	**5,789,297**	**13.9%**	**-3.5%**	**27.4 : 72.6**	
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER													
North Bend / Coos Bay	43,805	2.5%	-55.8%	100.0 : 0.0	–	–	–	0.0 : 0.0	1,513,207	3.6%	0.1%	96.0 : 4.0	
Portland	–	–	–	0.0 : 0.0	3,245,825	12.9%	2.1%	20.7 : 79.3	6,192,789	14.9%	-27.0%	70.3 : 29.7	
Vancouver	–	–	–	0.0 : 0.0	1,067,385	4.2%	9.3%	0.7 : 99.3	893,585	2.2%	-16.1%	48.9 : 51.1	
Kalama	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	11,638,409	28.0%	25.3%	100.0 : 0.0	
Rainier	30,867	1.8%	7.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Longview	935,415	54.1%	-19.5%	96.8 : 3.2	–	–	–	0.0 : 0.0	1,662,648	4.0%	10.8%	87.2 : 12.8	
Astoria	121,807	7.0%	16.1%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**1,131,894**	**65.4%**	**-18.8%**	**97.3 : 2.7**	**4,313,210**	**17.1%**	**3.8%**	**15.8 : 84.2**	**21,900,638**	**52.7%**	**0.2%**	**88.3 : 11.7**	
PACIFIC NORTHWEST: WASHINGTON													
Aberdeen / Grays Harbor	17,680	1.0%	-84.4%	100.0 : 0.0	953,553	3.8%	-35.1%	100.0 : 0.0	1,589,917	3.8%	-13.9%	98.0 : 2.0	
Olympia	206,695	12.1%	-12.9%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Tacoma	70,855	4.1%	-17.5%	100.0 : 0.0	2,670,728	10.6%	0.3%	16.0 : 84.0	3,331,035	8.0%	-35.0%	100.0 : 0.0	
Seattle	–	–	–	0.0 : 0.0	110,560	0.4%	34.5%	31.1 : 68.9	24,843	0.1%	12.6%	0.0 : 100.0	
Everett	37,058	2.1%	-27.6%	100.0 : 0.0	1,149	<0.1%	-34.8%	100.0 : 0.0	28,168	0.1%	-26.1%	9.8 : 90.2	
Port Angeles	118,292	6.8%	-34.4%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Anacortes	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	415,294	1.0%	17.0%	100.0 : 0.0	
AREA TOTAL	**450,580**	**26.1%**	**-32.6%**	**100.0 : 0.0**	**3,735,990**	**14.8%**	**-11.4%**	**37.9 : 62.1**	**5,389,257**	**13.0%**	**-27.0%**	**98.5 : 1.5**	
COAST TOTAL	**1,729,530**	**100.0%**	**-21.9%**	**90.0 : 10.0**	**25,255,013**	**100.0%**	**5.6%**	**13.8 : 86.2**	**41,556,263**	**100.0%**	**-9.2%**	**82.4 : 17.6**	

Container Box Counts

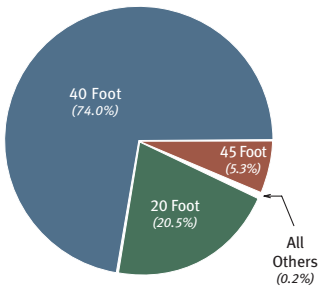
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: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

2015

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

Box Length:	20 Feet			40 Feet			45 Feet			All Box Lengths				
	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	% of Port	TEUs
Long Beach														
Cargo Bearing	421,098	165,426	586,524	1,489,909	633,765	2,123,674	99,059	43,244	142,303	2,016,962	842,995	2,859,957	71.9%	5,173,333
Empty	2,455	217,222	219,677	31,927	790,561	822,488	9,512	60,939	70,451	46,770	1,068,722	1,115,492	28.1%	2,030,254
TOTAL	**423,553**	**382,648**	**806,201**	**1,521,836**	**1,424,326**	**2,946,162**	**108,571**	**104,183**	**212,754**	**2,063,732**	**1,911,717**	**3,975,449**	**100.0%**	**7,203,587**
Los Angeles														
Cargo Bearing	440,382	161,563	601,945	1,744,930	712,778	2,457,708	110,071	38,718	148,789	2,298,949	913,059	3,212,008	71.4%	5,862,146
Empty	2,790	236,331	239,121	34,768	908,879	943,647	13,330	84,643	97,973	56,737	1,230,619	1,287,356	28.6%	2,364,548
TOTAL	**443,172**	**397,894**	**841,066**	**1,779,698**	**1,621,657**	**3,401,355**	**123,401**	**123,361**	**246,762**	**2,355,686**	**2,143,678**	**4,499,364**	**100.0%**	**8,226,694**
Oakland														
Cargo Bearing	146,671	101,555	248,226	332,411	368,069	700,480	21,260	14,847	36,107	500,429	484,980	985,409	75.4%	1,731,487
Empty	10,297	71,536	81,833	79,257	131,506	210,763	8,637	18,735	27,372	98,846	221,932	320,778	24.6%	566,470
TOTAL	**156,968**	**173,091**	**330,059**	**411,668**	**499,575**	**911,243**	**29,897**	**33,582**	**63,479**	**599,275**	**706,912**	**1,306,187**	**100.0%**	**2,297,957**
Portland														
Cargo Bearing	1,746	1,279	3,025	2,853	3,793	6,646	61	75	136	4,660	5,147	9,807	71.0%	16,626
Empty	200	1,658	1,858	120	1,966	2,086	–	59	59	320	3,683	4,003	29.0%	6,164
TOTAL	**1,946**	**2,937**	**4,883**	**2,973**	**5,759**	**8,732**	**61**	**134**	**195**	**4,980**	**8,830**	**13,810**	**100.0%**	**22,790**
Tacoma														
Cargo Bearing	114,095	45,946	160,041	367,170	327,294	694,464	25,019	14,605	39,624	506,284	387,845	894,129	79.8%	1,638,329
Empty	760	41,425	42,185	64,422	92,115	156,537	9,828	17,634	27,462	75,249	151,178	226,427	20.2%	417,745
TOTAL	**114,855**	**87,371**	**202,226**	**431,592**	**419,409**	**851,001**	**34,847**	**32,239**	**67,086**	**581,533**	**539,023**	**1,120,556**	**100.0%**	**2,056,074**
Seattle														
Cargo Bearing	68,458	38,079	106,537	195,574	173,399	368,973	9,512	3,824	13,336	273,670	217,793	491,463	76.3%	877,739
Empty	1,806	31,997	33,803	39,138	66,670	105,808	1,301	9,328	10,629	44,618	107,995	152,613	23.7%	272,264
TOTAL	**70,264**	**70,076**	**140,340**	**234,712**	**240,069**	**474,781**	**10,813**	**13,152**	**23,965**	**318,288**	**325,788**	**644,076**	**100.0%**	**1,150,003**
All Others														
Cargo Bearing	53,368	13,391	66,759	30,030	5,186	35,216	3,456	691	4,147	86,861	19,434	106,295	75.5%	146,753
Empty	1,569	158	1,727	3,040	27,351	30,391	82	1,206	1,288	5,677	28,727	34,404	24.5%	67,061
TOTAL	**54,937**	**13,549**	**68,486**	**33,070**	**32,537**	**65,607**	**3,538**	**1,897**	**5,435**	**92,538**	**48,161**	**140,699**	**100.0%**	**213,814**
COAST TOTALS														
Cargo Bearing	1,245,818	527,239	1,773,057	4,162,877	2,224,284	6,387,161	268,438	116,004	384,442	5,687,815	2,871,253	8,559,068	73.2%	15,446,413
Empty	19,877	600,327	620,204	252,672	2,019,048	2,271,720	42,690	192,544	235,234	328,217	2,812,856	3,141,073	26.8%	5,724,506
TOTAL	**1,265,695**	**1,127,566**	**2,393,261**	**4,415,549**	**4,243,332**	**8,658,881**	**311,128**	**308,548**	**619,676**	**6,016,032**	**5,684,109**	**11,700,141**	**100.0%**	**21,170,919**
% of Total	**10.8%**	**9.6%**	**20.5%**	**37.7%**	**36.3%**	**74.0%**	**2.7%**	**2.6%**	**5.3%**	**51.4%**	**48.6%**	**100.0%**	–	–

2015 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

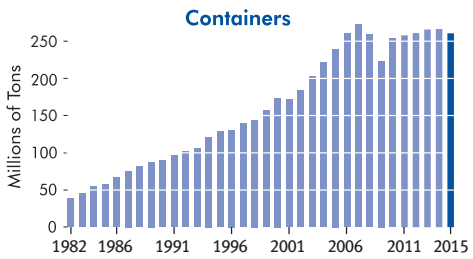
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs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

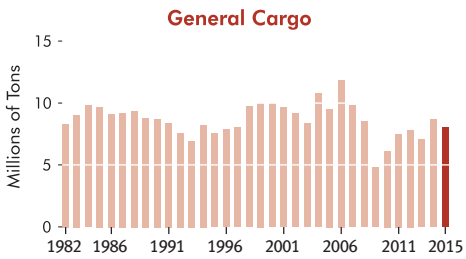
2015	CELL-TO-CELL	CELL-DOCK-CELL
Oakland	20	13,424
Northern California Total	**20**	**13,424**
Long Beach	0	4,234
Los Angeles	72	31,780
Southern California Total	**72**	**36,014**
Seattle	0	1,608
Tacoma	137	11,722
Washington Total	**137**	**13,330**
Portland	–	–
Oregon Total	**–**	**–**
COAST TOTAL	**229**	**62,768**

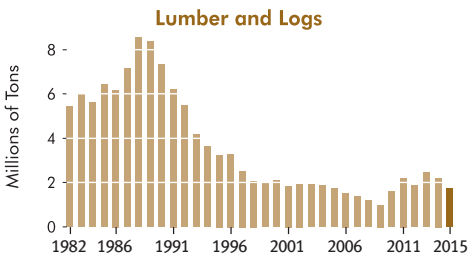
West Coast Waterborne Revenue Tonnage

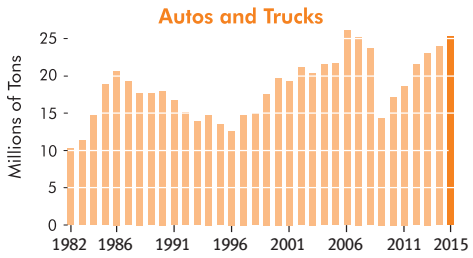
Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1982 is shown below. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition 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.

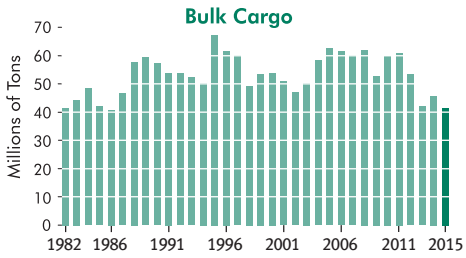
Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1982	38,698,403	37.1%	8,297,299	8.0%	5,428,609	5.2%	10,298,415	9.9%	41,483,760	39.8%	104,206,486
1983	45,429,483	39.2%	9,047,558	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
2013	265,762,513	78.1%	7,089,846	2.1%	2,457,682	0.7%	23,111,593	6.8%	41,979,907	12.3%	340,401,541
2014	266,244,922	76.8%	8,644,263	2.5%	2,215,248	0.6%	23,912,894	6.9%	45,784,337	13.2%	346,801,664
2015	**260,505,450**	**77.3%**	**8,028,737**	**2.4%**	**1,729,530**	**0.5%**	**25,255,013**	**7.5%**	**41,556,263**	**12.3%**	**337,074,993**

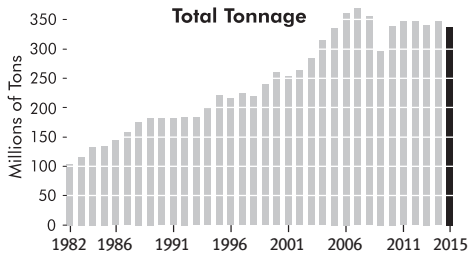












Coast Revenue Tonnage Market Share

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 86.8% of the total coast tonnage in 2015 and 99.1% of the containerized cargo.

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

For each of the six major ports and for **All Other Ports**, the number of assessable container TEUs and the revenue tonnage reported in each of the other four cargo sectors are shown for each year since 2011.

	2015		2014		2013		2012		2011	
	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast
LONG BEACH										
Automobiles and Trucks	3,653,575	14.5%	3,396,584	14.2%	3,369,222	14.6%	3,168,614	14.7%	2,281,695	12.3%
Bulk Cargo	6,980,352	16.8%	9,339,263	20.4%	9,722,837	23.2%	9,055,564	17.0%	9,116,520	15.0%
Containerized Cargo	5,153,720	33.6%	5,128,955	32.7%	5,140,273	32.9%	4,592,116	29.9%	4,518,296	29.8%
General Cargo	581,537	7.2%	558,787	6.5%	503,716	7.1%	562,483	7.2%	589,697	7.9%
Logs and Lumber	141,958	8.2%	125,508	5.7%	97,510	4.0%	100,885	5.4%	108,910	4.9%
Port Total	**98,970,662**	**29.4%**	**100,612,377**	**29.0%**	**101,077,926**	**29.7%**	**90,953,518**	**26.3%**	**88,907,854**	**25.6%**
LOS ANGELES										
Automobiles and Trucks	2,251,639	8.9%	1,708,672	7.1%	2,201,359	9.5%	2,644,045	12.3%	2,491,404	13.4%
Bulk Cargo	1,184,281	2.8%	841,889	1.8%	1,274,214	3.0%	839,013	1.6%	1,207,562	2.0%
Containerized Cargo	5,837,792	38.1%	6,104,955	39.0%	5,889,239	37.7%	6,150,092	40.0%	6,147,917	40.5%
General Cargo	3,185,438	39.7%	3,493,221	40.4%	2,581,259	36.4%	2,721,033	34.8%	2,397,112	32.0%
Port Total	**105,863,822**	**31.4%**	**109,828,017**	**31.7%**	**106,173,895**	**31.2%**	**110,755,655**	**32.0%**	**110,610,667**	**31.9%**
OAKLAND										
Automobiles and Trucks	181,090	0.7%	276,300	1.2%	308,581	1.3%	322,955	1.5%	443,329	2.4%
Containerized Cargo	1,696,913	11.1%	1,779,849	11.4%	1,799,040	11.5%	1,762,238	11.5%	1,754,260	11.6%
General Cargo	9,325	0.1%	6,686	0.1%	13,803	0.2%	16,774	0.2%	17,749	0.2%
Port Total	**29,037,936**	**8.6%**	**30,540,419**	**8.8%**	**30,906,064**	**9.1%**	**30,297,775**	**8.8%**	**30,283,498**	**8.7%**
PORTLAND										
Automobiles and Trucks	3,245,825	12.9%	3,177,993	13.3%	2,987,992	12.9%	3,214,234	14.9%	2,620,716	14.1%
Bulk Cargo	6,192,789	14.9%	8,479,081	18.5%	7,115,048	16.9%	11,147,471	20.9%	12,949,010	21.3%
Containerized Cargo	16,457	0.1%	130,094	0.8%	151,564	1.0%	152,961	1.0%	155,960	1.0%
General Cargo	79,826	1.0%	704,316	8.1%	891,452	12.6%	986,089	12.6%	912,805	12.2%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	–	0.0%	5,987	0.3%
Port Total	**9,798,209**	**2.9%**	**14,572,988**	**4.2%**	**13,571,080**	**4.0%**	**17,948,131**	**5.2%**	**19,139,838**	**5.5%**
TACOMA										
Automobiles and Trucks	2,670,728	10.6%	2,661,783	11.1%	2,372,091	10.3%	2,186,126	10.2%	2,310,068	12.4%
Bulk Cargo	3,331,035	8.0%	5,125,856	11.2%	3,492,726	8.3%	5,710,368	10.7%	7,059,468	11.6%
Containerized Cargo	1,607,555	10.5%	1,551,760	9.9%	1,483,509	9.5%	1,307,395	8.5%	1,083,775	7.1%
General Cargo	748,366	9.3%	682,392	7.9%	650,339	9.2%	730,788	9.4%	458,423	6.1%
Logs and Lumber	70,855	4.1%	85,854	3.9%	126,380	5.1%	121,740	6.5%	176,332	8.0%
Port Total	**34,149,419**	**10.1%**	**34,935,805**	**10.1%**	**31,861,189**	**9.4%**	**30,974,737**	**9.0%**	**28,428,466**	**8.2%**
SEATTLE										
Automobiles and Trucks	110,560	0.4%	82,229	0.3%	103,597	0.4%	96,202	0.4%	89,979	0.5%
Bulk Cargo	24,843	0.1%	22,061	<0.1%	16,552	<0.1%	3,484,386	6.5%	5,535,609	9.1%
Containerized Cargo	867,251	5.7%	835,120	5.3%	1,049,838	6.7%	1,285,858	8.4%	1,417,388	9.3%
General Cargo	34,387	0.4%	120,496	1.4%	136,568	1.9%	108,830	1.4%	134,569	1.8%
Port Total	**14,913,057**	**4.4%**	**14,421,826**	**4.2%**	**18,103,963**	**5.3%**	**25,549,004**	**7.4%**	**29,855,753**	**8.6%**
ALL OTHER PORTS										
Automobiles and Trucks	13,141,596	52.0%	12,609,333	52.7%	11,768,751	50.9%	9,904,850	46.0%	8,386,986	45.0%
Bulk Cargo	23,842,963	57.4%	21,976,187	48.0%	20,358,530	48.5%	23,156,659	43.4%	25,032,807	41.1%
Containerized Cargo	144,162	0.9%	130,733	0.8%	119,626	0.8%	118,662	0.8%	88,925	0.6%
General Cargo	3,389,858	42.3%	3,078,365	35.6%	2,312,709	32.6%	2,685,596	34.4%	2,971,117	39.7%
Logs and Lumber	1,516,717	87.7%	2,003,886	90.5%	2,233,792	90.9%	1,657,741	88.2%	1,909,847	86.8%
Port Total	**44,341,888**	**13.2%**	**41,890,232**	**12.1%**	**38,707,424**	**11.4%**	**39,422,100**	**11.4%**	**39,812,482**	**11.5%**
COAST TOTALS										
Automobiles and Trucks	25,255,013		23,912,894		23,111,593		21,537,026		18,624,177	
Bulk Cargo	41,556,263		45,784,337		41,979,907		53,393,461		60,900,976	
Containerized Cargo	15,323,850		15,661,466		15,633,089		15,369,322		15,166,521	
General Cargo	8,028,737		8,644,263		7,089,846		7,811,593		7,481,472	
Logs and Lumber	1,729,530		2,215,248		2,457,682		1,880,366		2,201,076	
Coast Total	**337,074,993**		**346,801,664**		**340,401,541**		**345,900,920**		**347,038,558**	

Average Annual Earnings

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

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

The **% of Registrants** column shows the percent of the total number of registrants who were paid hours equal to or greater than the number of hours under the hours heading. Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400 hour units.

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

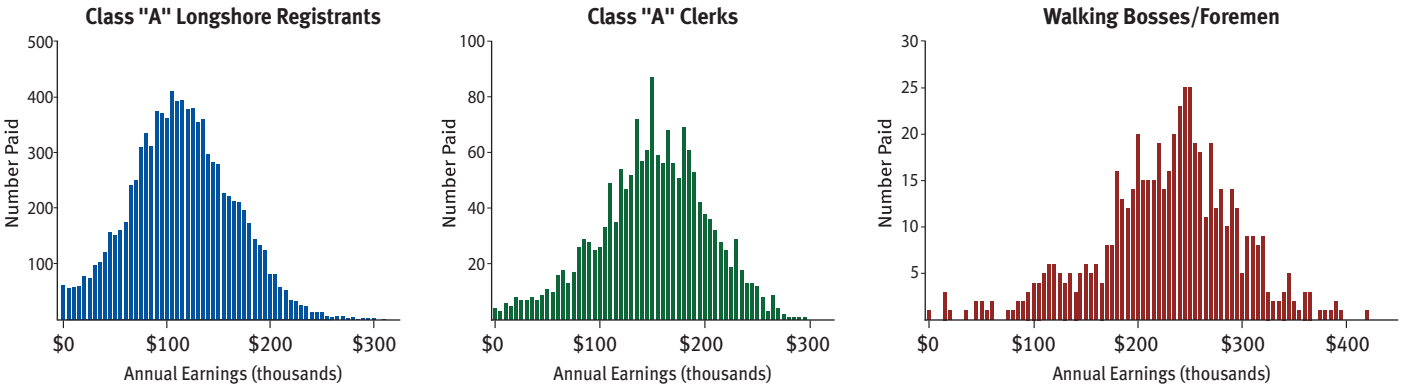
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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

	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
Year	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings
CLASS "A" LONGSHORE REGISTRANTS												
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
2013	9,985	1,906	101,262	66.1	123,835	44.7	137,253	25.6	155,495	12.9	3,197	174,712
2014	9,747	2,048	112,554	70.9	134,451	52.9	146,517	33.2	162,555	18.1	3,242	180,845
2015*	**9,515**	**2,034**	**$114,973**	**70.2%**	**$138,286**	**52.6%**	**$150,551**	**33.2%**	**$166,867**	**17.6%**	**3,241**	**$185,510**
CLASS "A" CLERKS												
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
2013	1,653	2,472	137,519	88.2	147,548	75.9	154,842	57.3	165,073	33.9	3,242	180,110
2014	1,574	2,539	146,160	86.8	158,554	76.7	165,202	60.5	175,259	40.9	3,293	188,376
2015*	**1,638**	**2,532**	**$149,842**	**84.9%**	**$165,015**	**75.6%**	**$171,682**	**59.5%**	**$182,615**	**41.2%**	**3,333**	**$196,189**
WALKING BOSSES/FOREMEN												
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
2013	598	2,883	201,633	93.5	209,293	88.8	213,120	76.3	221,722	57.4	3,404	233,727
2014	574	2,978	215,834	92.9	225,294	88.0	230,003	77.4	238,412	63.1	3,485	248,662
2015*	**569**	**2,850**	**$225,846**	**91.2%**	**$238,726**	**87.2%**	**$243,319**	**77.0%**	**$252,289**	**59.8%**	**3,365**	**$265,585**

*Data from 2009 and 2015 have been annualized to 52 weeks to allow comparison with other years. 2009 and 2015 were 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2015 ANNUAL EARNINGS *(grouped in $5,000 increments)*



Hours and Wage Breakdown

The following data show a breakdown of waterfront hours and wages, in order to better illustrate the manner in which ILWU workers are paid. The tables below show the impact of skill bonuses, shift differentials and overtime pay, which together account for more than 90 percent of all hours being paid at greater than the $38.18 basic rate. Further, pay guarantees ensure that many workers are paid for significantly more than 2,000 hours per year, regardless of whether those hours are all worked.

HOURS AND WAGES BY SHIFT

	HOURS†		WAGES	
	Straight Time	Overtime	TOTAL	Average Hourly Rate‡
1st Shift	13,629,485	7,217,658	$ 1,032,927,668	**$49.55**
2nd Shift	7,663,340	3,873,844	664,754,219	**$57.62**
3rd Shift	334,911	171,985	36,824,202	**$72.65**
TOTAL	**21,627,736**	**11,263,487**	**$ 1,734,506,089**	**$52.73**

HOURS AND WAGES BY CATEGORY

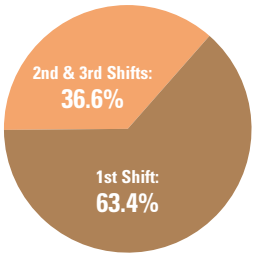
	HOURS†		WAGES	
Longshore	Straight Time	Overtime	TOTAL	Average Hourly Rate‡
Basic Wage	4,146,830	1,564,385	$ 257,474,553	**$43.27**
Skilled Wage I	4,468,082	1,830,028	302,349,505	**$45.22**
Skilled Wage II	676,154	280,090	50,259,894	**$49.91**
Skilled Wage III	3,737,672	2,025,758	315,409,557	**$52.49**
Mechanics*	2,536,458	1,420,760	226,355,836	**$54.04**
Other	1,239,182	832,786	108,528,536	**$50.58**
TOTAL- Longshore	**16,804,378**	**7,953,807**	**$1,260,377,881**	**$50.91**
Clerk				
Basic Clerk	215,454	86,395	$ 13,927,429	**$46.14**
Clerk Supervisor	230,823	118,184	17,464,314	**$50.04**
Kitchen/Tower/Computer Clerk	2,342,242	1,469,561	204,718,019	**$53.71**
Chief/Supercargo/Planners	811,324	720,388	88,597,468	**$57.84**
Other	22,982	32,782	3,146,070	**$56.42**
TOTAL- Clerk	**3,622,825**	**2,427,310**	**$ 327,853,300**	**$54.19**
Foreman				
Foreman 30%	1,186,153	867,727	$ 144,293,546	**$70.25**
Other	14,380	14,643	1,981,363	**$68.27**
TOTAL- Foreman	**1,200,533**	**882,370**	**$ 146,274,909**	**$70.23**
TOTAL- ALL CATEGORIES	**21,627,736**	**11,263,487**	**$1,734,506,090**	**$52.73**

*Mechanics occupation codes are paid at a rate 20% or 30% above the Longshore Basic Rate.
†Hours paid exclude industry travel pay. ‡The longshore basic rate is $38.18 per hour.

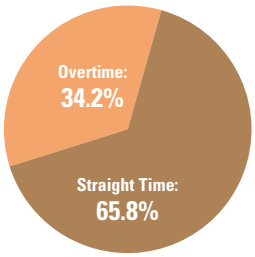
TYPES OF HOURS PAID

As shown in the pie charts, the vast majority of hours are paid at premium rates (overtime, shift differentials and/or skill rates). In fact, fewer than 10 percent of all hours are paid at the basic rate of $38.18.

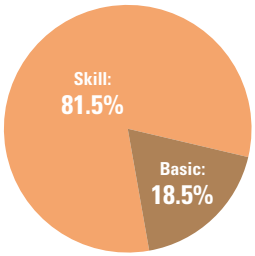
HOURS BY SHIFT



STRAIGHT TIME VS. OVERTIME HOURS



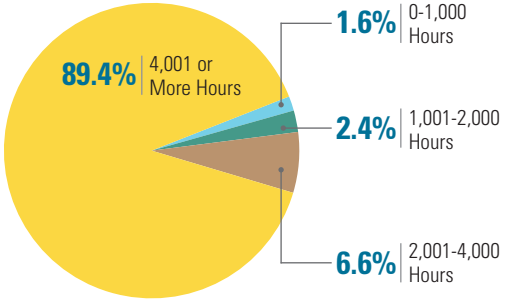
BASIC VS. SKILL HOURS



HOURS PAID BY EXPERIENCE LEVEL

Workers may quickly ascend to the highest experience level; after working a lifetime total of 4,000 hours, workers are then eligible for the highest experience rates on the wage table.

LIFETIME HOURS PAID	TOTAL 2015 HOURS	HOURLY# RATE RANGE
0-1,000 Hours	523,756	**$27.51 – $59.96**
1,001-2,000 Hours	775,978	**$28.51 – $61.76**
2,001-4,000 Hours	2,180,908	**$30.51 – $65.36**
4,001 or More Hours	29,410,581	**$38.18 – $79.16**
TOTAL	**32,891,223**	



#Excluding mechanics, foremen and cargo penalties, all of which would increase these totals.

How does $38.18 an hour add up to more than $161,000 per year?

Unlike most workers, the wages earned by ILWU members are not solely determined by the basic longshore rate of $38.18 per hour. In fact, more than 90 percent of all hours paid to registered workers in 2015 were subject to multipliers that enhance earnings significantly.

For example, 82 percent of all work includes skill bonuses ranging from $2.40 to $5.80 per hour. Evening and nighttime work – which totals 37 percent of all hours paid – is paid at rates of $51 to $70 per hour, not including overtime. Overtime work, including weekends and holidays, is paid at rates of $57 to $79 per hour and accounts for 34 percent of all hours paid. As a result, as shown in the chart above, the effective average rate for all hours paid is more than $52 per hour.

Many ILWU workers are also paid well more than the 2,000 hours per year that is standard for full-time work. Clerks, steady foremen and steady crane drivers all receive minimum weekly pay guarantees of 50 hours or more. Roughly 39 percent of the workforce was paid 2,400 or more hours in 2015. ILWU workers also receive an average of more than $6,000 a year in vacation pay, as well as 13 paid holidays.

A review of annual earnings, found on page 61, shows that full-time registered workers (those paid 2,000 hours or more) earn, on average, more than $161,000 per year. For longshore registrants, the average is $150,551. For clerks, it is $171,682. And for foremen, it is $243,319.

Hours by Job Categories

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

These are the hours paid in payroll year 2015.

These are the hours paid in payroll year 2014.

Pct. Chg. from 2014 shows the percent increase or decrease from the previous year.

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

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

Job Category	2015	2014	Pct. Chg. from 2014	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	2,063,481	2,118,452	-2.6%	8.3%	28.5%
- Lasher	1,267,542	1,304,946	-2.9%	5.1%	17.6%
- Holdman	1,946,002	1,915,343	1.6%	7.9%	18.7%
- Auto Driver	434,190	406,353	6.9%	1.8%	54.1%
Skill Wage I	404,200	423,284	-4.5%	1.6%	13.6%
- Hatch Tender	133,616	121,208	10.2%	0.5%	5.7%
- Lift Truck Operator	156,686	159,546	-1.8%	0.6%	15.1%
- Skilled Holdman	229,983	203,409	13.1%	0.9%	17.0%
- Tractor Driver	5,373,625	5,616,335	-4.3%	21.7%	44.0%
Skill Wage II	237,978	267,829	-11.1%	1.0%	2.7%
- Crane Operator	210,218	215,744	-2.6%	0.8%	0.7%
- Heavy Lift/Payloader	508,048	497,257	2.2%	2.1%	4.4%
Skill Wage III	1,438,468	1,533,760	-6.2%	5.8%	0.0%
- Crane Gantry/Hammerhead	1,129,982	1,118,204	1.1%	4.6%	0.0%
- Top Handler/UTR	2,335,986	2,241,085	4.2%	9.4%	0.0%
- Transtainer	647,710	509,603	27.1%	2.6%	0.0%
- Straddle Carrier	211,284	183,602	15.1%	0.9%	0.2%
CFS Agreement Rate	0	0	0.0%	0.0%	0.0%
Miscellaneous Dock - General	83,824	78,150	7.3%	0.3%	14.3%
- Mechanics	3,957,218	3,528,653	12.1%	16.0%	7.0%
- Gear	558,669	516,755	8.1%	2.3%	0.9%
- Lines	340,836	350,973	-2.9%	1.4%	0.3%
- Sweepers	181,410	179,593	1.0%	0.7%	2.4%
Joint Dispatch	241,508	233,861	3.3%	1.0%	0.0%
Member Company Agmts.	35,917	38,503	-6.7%	0.1%	2.5%
Grain/Whse/NonMember Agmts.	629,804	447,760	40.7%	2.5%	8.1%
Subtotal	**24,758,185**	**24,210,208**	**2.3%**	**99.9%**	**17.3%**
Travel Time	21,319	18,052	18.1%	0.1%	
TOTAL LONGSHORE HOURS	**24,779,504**	**24,228,260**	**2.3%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	301,849	301,818	0.0%	5.0%	36.4%
15% Skill Wage	349,007	303,431	15.0%	5.7%	20.0%
25% Skill Wage	3,811,802	3,704,231	2.9%	62.7%	7.5%
Chief Supervisor	663,850	779,434	-14.8%	10.9%	0.1%
Supercargo	386,401	374,579	3.2%	6.4%	0.7%
Vessel Planner	245,674	233,917	5.0%	4.0%	0.0%
Rail/Yard Planner	235,788	0	0.0%	3.9%	0.1%
CFS Agreement Clerk	733	670	9.4%	0.0%	2.7%
Joint Dispatcher	55,031	53,202	3.4%	0.9%	0.0%
Subtotal	**6,050,135**	**5,751,282**	**5.2%**	**99.5%**	**7.7%**
Travel Time	28,614	26,924	6.3%	0.5%	
TOTAL CLERK HOURS	**6,078,749**	**5,778,206**	**5.2%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 30%	2,053,880	2,063,251	-0.5%	98.1%	0.0%
CFS Agreement Foreman	5,267	5,627	-6.4%	0.3%	0.0%
Joint Dispatcher	23,756	22,985	3.4%	1.1%	0.0%
Subtotal	**2,082,903**	**2,091,863**	**-0.4%**	**99.4%**	**0.0%**
Travel Time	11,721	12,895	-9.1%	0.6%	
TOTAL FOREMAN HOURS	**2,094,624**	**2,104,758**	**-0.5%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**32,891,223**	**32,053,353**	**2.6%**	**99.8%**	**14.5%**
Travel Time	61,654	57,871	6.5%	0.2%	
TOTAL HOURS	**32,952,877**	**32,111,224**	**2.6%**	**100.0%**	

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate

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

Skill Wage I

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

Skill Wage II

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

Skill Wage III

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

CLERK JOB CATEGORIES

Basic Clerk

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

Clerk Supervisor

0102 Supervisor – Ship
0103 Supervisor – Dock

Kitchen/Tower/Computer Clerk

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

Chief Supervisor & Supercargo

0104 Supercargo – Bulk/Ship
0105 Supercargo – Other/Ship
0106 Chief Supervisor
0120 Vessel Planner
0122 Rail Planner
0123 Yard Planner

Registered Work Force by Local – 2015

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

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

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

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

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

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

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

Percent of Working Registrants by Hours Paid shows the percentage of those working registrants whose total paid hours fall into each of the hours categories shown.

Local	Number Registered	Number Working	Average Hours Paid	AVERAGE DAYS OF: Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	PERCENT OF WORKING REGISTRANTS BY HOURS PAID: 800 or More	1600 or More	2000 or More	2800 or More
	#	#	Hours	Days	Days	Days	$	Years	%	%	%	%
LONGSHORE REGISTRANTS												
Southern California												
13 LA/LB	7,208	6,383	2,169	15.0	11.7	0.1	$ 123,278	48.5	94.4%	75.4%	59.2%	23.0%
29 San Diego	135	108	1,975	13.2	11.0	0.0	112,947	52.7	91.7	64.8	45.4	13.9
46 Port Hueneme	130	125	2,094	15.9	11.8	0.0	116,875	54.1	90.4	73.6	58.4	18.4
Total	**7,473**	**6,616**	**2,164**	**15.0**	**11.7**	**0.1**	**$ 122,988**	**48.6**	**94.3%**	**75.2%**	**58.9%**	**22.8%**
Northern California												
10 SF Bay Area	1,467	1,230	1,907	13.0	10.6	0.4	$ 107,088	51.0	88.5%	64.2%	46.3%	17.4%
14 Eureka	13	13	1,043	9.2	11.3	106.4	93,119	53.0	53.8	30.8	7.7	0.0
18 Sacramento	38	31	1,807	13.1	11.9	40.9	109,023	51.0	96.8	51.6	35.5	12.9
54 Stockton	107	76	1,872	16.4	11.9	12.1	108,440	50.9	94.7	68.4	40.8	14.5
Total	**1,625**	**1,350**	**1,894**	**13.2**	**10.7**	**3.0**	**$ 107,074**	**51.0**	**88.7%**	**63.9%**	**45.4%**	**17.0%**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver, WA	199	183	1,828	13.3	11.3	7.6	$ 102,697	44.8	92.9%	59.6%	42.1%	9.3%
08 Portland	411	390	1,654	14.9	11.9	17.5	96,271	48.9	86.4	51.5	35.9	5.6
12 North Bend	29	26	1,492	17.1	11.1	28.7	94,195	58.2	76.9	38.5	15.4	7.7
21 Longview, WA	298	257	1,874	12.5	11.2	2.5	97,754	45.0	87.2	69.3	51.0	10.5
50 Astoria	26	23	1,671	12.6	13.0	35.5	94,483	56.4	100.0	43.5	26.1	0.0
53 Newport	10	8	1,098	14.4	10.9	59.0	92,142	52.5	75.0	12.5	12.5	0.0
Total	**973**	**887**	**1,744**	**13.9**	**11.6**	**12.3**	**$ 97,882**	**47.4**	**87.9%**	**57.4%**	**40.5%**	**7.7%**
Pacific Northwest: Washington												
7 Bellingham	10	10	1,173	24.5	10.1	89.9	$ 99,013	54.9	50.0%	40.0%	20.0%	0.0%
19 Seattle	807	754	1,721	13.6	10.9	4.4	99,104	49.2	89.1	54.6	35.7	8.1
23 Tacoma	925	779	2,274	16.0	11.9	0.0	130,156	48.3	95.8	82.2	66.4	25.5
24 Aberdeen	48	34	2,349	18.6	12.0	4.5	142,540	56.1	94.1	79.4	73.5	20.6
25 Anacortes	10	10	1,683	13.0	11.7	35.6	107,418	45.1	80.0	70.0	40.0	0.0
27 Port Angeles	16	12	1,559	17.5	13.0	60.7	108,157	56.8	100.0	41.7	16.7	8.3
32 Everett	47	40	2,516	14.3	12.5	1.9	130,552	41.6	100.0	92.5	80.0	37.5
47 Olympia	36	34	1,360	15.6	11.8	43.2	87,150	49.9	88.2	23.5	11.8	2.9
51 Port Gamble	10	9	1,469	20.0	13.0	65.6	107,508	51.8	77.8	44.4	33.3	0.0
Total	**1,909**	**1,682**	**1,995**	**15.0**	**11.5**	**4.5**	**$ 115,028**	**48.8**	**92.3%**	**68.0%**	**51.0%**	**16.9%**
Longshore Total	**11,980**	**10,535**	**2,067**	**14.7**	**11.5**	**2.2**	**$ 117,564**	**48.9**	**92.7%**	**71.1%**	**54.4%**	**19.8%**
CLERKS REGISTRANTS												
29 San Diego	22	22	2,241	17.2	11.3	0.0	$ 125,355	53.9	95.5%	68.2%	54.5%	22.7%
46 Port Hueneme	10	10	3,040	28.4	12.1	0.0	173,459	56.7	100.0	100.0	70.0	60.0
63 LA/LB	1,113	1,095	2,567	23.3	12.2	0.0	153,373	55.3	95.3	84.7	76.4	44.7
14 Eureka	1	1	*	15.0	13.0	0.0	*	65.0	100.0	0.0	0.0	0.0
34 SF Bay Area	207	201	2,436	21.6	12.2	0.0	139,808	53.6	95.5	83.1	74.1	34.8
40 Portland	76	73	2,582	25.1	12.4	0.0	151,894	54.8	95.9	89.0	83.6	42.5
23 Tacoma	125	124	2,814	27.3	12.5	0.0	164,803	52.0	99.2	92.7	82.3	50.8
52 Seattle	114	112	2,747	25.0	12.5	0.0	173,707	56.2	99.1	90.2	82.1	47.3
Clerks Total	**1,668**	**1,638**	**2,580**	**23.6**	**12.3**	**0.0**	**$ 153,607**	**54.9**	**96.0%**	**85.5%**	**76.9%**	**43.8%**
FOREMEN REGISTRANTS												
94 LA/LB	349	343	3,003	27.2	14.8	0.0	$ 241,238	56.7	98.8%	91.8%	89.5%	67.9%
91 SF Bay Area	76	76	2,585	26.3	14.3	1.3	207,281	56.5	94.7	85.5	80.3	53.9
92 Portland	52	52	2,545	28.2	15.0	6.9	194,576	56.1	96.2	88.5	78.8	40.4
98 Seattle	99	98	3,000	29.0	14.8	0.0	238,885	55.0	98.0	94.9	91.8	64.3
Foremen Total	**576**	**569**	**2,905**	**27.5**	**14.7**	**0.8**	**$ 232,033**	**56.3**	**97.9%**	**91.2%**	**87.7%**	**62.9%**

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

2015 Vacations Paid and Distribution of Longshore PGP by Local

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

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

Average Payment shows the average vacation payment to active employees with at least 1,600 qualifying hours. Payments made to 15 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 2015 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 2014 shows the percent change of 2015 PGP paid from 2014.

% 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 2014	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6,409	3.1	$ 5,540	$ 32,785,458	453	$ 123,466	189.1%	2.0%	$ 273
29	San Diego	117	2.9	5,235	560,041	3	843	0.0	0.0	281
46	Port Hueneme	126	3.4	5,992	689,904	0	0	0.0	0.0	0
Total		**6,652**	**3.1**	**$ 5,543**	**$ 34,035,403**	**456**	**$ 124,309**	**189.1%**	**2.0%**	**$ 273**
Northern California										
10	SF Bay Area	1,172	2.9	$ 5,309	$ 5,440,441	169	$ 96,940	81.3%	1.5%	574
14	Eureka	14	2.1	3,859	45,118	13	380,397	30.1	6.0	29,261
18	Sacramento	31	2.7	4,272	137,153	28	331,373	29.1	5.2	11,835
54	Stockton	77	3.4	5,952	439,046	67	266,542	152.2	4.2	3,978
Total		**1,294**	**2.9**	**$ 5,336**	**$ 6,061,758**	**277**	**$ 1,075,252**	**51.8%**	**17.0%**	**$ 3,882**
Pacific Northwest: Oregon and Columbia River										
4	Vancouver, WA	171	3.0	$ 5,596	$ 825,691	125	$ 396,933	128.6%	6.3%	3,175
8	Portland	400	3.2	5,570	2,071,451	287	1,941,508	2,077.2	30.7	6,765
12	North Bend	26	4.0	6,905	168,545	25	201,973	60.8	3.2	8,079
21	Longview, WA	235	2.8	4,803	1,050,668	103	171,869	207.0	2.7	1,669
50	Astoria	23	2.5	4,126	88,534	23	173,647	208.2	2.7	7,550
53	Newport	7	3.8	4,690	35,595	8	126,935	25.3	2.0	15,867
Total		**862**	**3.1**	**$ 5,333**	**$ 4,240,484**	**571**	**$ 3,012,865**	**400.5%**	**47.7%**	**$ 5,276**
Pacific Northwest: Washington										
7	Bellingham	11	4.9	$ 7,670	$ 76,563	10	$ 253,168	13.1%	4.0%	$ 25,317
19	Seattle	726	3.0	5,539	3,447,844	401	937,991	100.4	14.8	2,339
23	Tacoma	804	3.3	5,818	4,418,095	2	349	0.0	0.0	174
24	Aberdeen	35	3.9	6,251	219,195	22	44,798	39,196.5	0.7	2,036
25	Anacortes	9	2.9	4,929	43,480	9	97,307	130.9	1.5	10,812
27	Port Angeles	15	4.0	6,493	98,518	11	205,868	77.1	3.3	18,715
32	Everett	41	2.9	4,720	183,488	18	18,131	60.2	0.3	1,007
47	Olympia	33	3.4	6,527	188,965	31	385,193	343.6	6.1	12,426
51	Port Gamble	9	4.0	6,493	58,677	9	165,299	118.9	2.6	18,367
Total		**1,683**	**3.2**	**$ 5,721**	**$ 8,734,825**	**513**	**$ 2,108,104**	**105.8%**	**33.4%**	**$ 4,109**
Longshore Total		**10,491**	**3.1**	**$ 5,531**	**$ 53,072,470**	**1,817**	**$ 6,320,530**	**165.9%**	**100.0%**	**$ 3,479**
CLERKS REGISTRANTS										
29	San Diego	14	3.8	$ 7,583	$ 95,603					
46	Port Hueneme	12	6.0	10,646	115,836					
63	LA/LB	1,069	4.6	8,345	8,429,654					
14	Eureka	0	0.0	0	0					
34	SF Bay Area	195	4.3	7,882	1,454,716					
40	Portland	79	4.8	8,630	654,867					
23	Tacoma	113	5.4	9,443	1,062,478					
52	Seattle	120	4.7	8,609	983,830					
Clerk Total		**1,602**	**4.7**	**$ 8,413**	**$ 12,796,984**					
FOREMEN REGISTRANTS										
94	LA/LB	355	5.1	$ 11,595	$ 3,983,053					
91	SF Bay Area	75	4.9	11,543	837,711					
92	Portland	51	5.3	12,081	588,744					
98	Seattle	103	5.4	12,381	1,230,695					
Foremen Total		**584**	**5.1**	**$ 11,773**	**$ 6,640,203**					
COAST TOTAL		**12,677**	**3.4**	**$ 6,292**	**$ 72,509,657**					

LONGSHORE PGP PAYMENTS BY AREA

AREA

Year	Southern California	Northern California	Oregon	Washington
2011	$ 259,462	$ 967,921	$ 312,969	$ 1,486,872
2012	$ 108,909	$ 1,034,154	$ 704,875	$ 995,548
2013	$ 75,285	$ 825,470	$ 1,916,682	$ 803,174
2014	$ 42,704	$ 708,318	$ 602,021	$ 1,023,963
2015	**$ 124,309**	**$ 1,075,252**	**$ 3,012,865**	**$ 2,108,104**

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
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
2013	1,022,540,577	188,749,798	104,223,553	253,529,273	1,569,043,202
2014	1,192,187,058	195,667,442	111,167,960	268,705,584	1,767,728,044
2015	**$ 1,301,088,979**	**$ 213,019,912**	**$ 112,807,107**	**$ 294,158,684**	**$ 1,921,074,681**

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 2015, employer FICA taxes paid were $117,943,338 and SUI taxes paid were $54,366,056.

Assessment Rates 2015/2016

		Other Assessments					
	Benefits Plans	CFS Program	401(k)	Marine Clerk Work Opportunity	LA/LB Crane Board Make Whole	PMA Cargo Dues	Total
Payroll Hour Rate							
L/S and Clerk	$34.16		$0.78			$0.80	$35.74
Walking Boss	$34.16		$2.93			$0.80	$37.89
Steady Walking Boss & Foremen	$39.74		$3.41			$0.93	$44.08
Offshore and Intercoastal Tonnage Rates							
Containers - LA/LB RUs (TEUs)	$29.26	$0.10		$0.24	$0.05	$4.62	$34.27
Containers - Other Ports RUs (TEUs)	$29.26	$0.10		$0.24		$4.62	$34.22
General Cargo	$1.721					$0.272	$1.993
Lumber and Logs	$1.721					$0.272	$1.993
Autos and trucks	$0.139					$0.272	$0.411
Bulk Cargo	$0.034					$0.005	$0.039
Coastwise and Inbound from British Columbia*							
Containers - LA/LB RUs (TEUs)	$20.65	$0.07		$0.17	$0.03	$4.62	$25.54
Containers - Other Ports RUs (TEUs)	$20.65	$0.07		$0.17		$4.62	$25.51
General Cargo	$0.710					$0.272	$0.982
Lumber and Logs	$0.710					$0.272	$0.982
Autos and trucks	$0.057					$0.272	$0.329
Bulk Cargo	$0.014					$0.005	$0.019

*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:	2015*	2014	2013	2012	2011	2010
Contributions						
Employee	**$ 78,239,550**	$ 70,704,884	$ 65,837,674	$ 63,569,968	$ 60,866,204	$ 55,753,706
Employer	**28,464,297**	28,972,172	29,045,259	29,135,244	28,649,788	27,390,068
Total Contributions	**$ 106,703,847**	$ 99,677,056	$ 94,882,933	$ 92,705,212	$ 89,515,992	$ 83,143,774
Investment Income						
Net realized/unrealized appreciation	**$ (7,947,829)**	$ 144,137,684	$ 81,378,134	$ (21,724,347)	$ 127,395,101	$ 58,058,557
Interest and Dividends	**72,131,636**	56,093,541	41,974,945	29,864,169	26,735,115	17,564,447
Less: Investment Expense	**(86,422)**	(298,477)	(380,041)	(489,409)	(324,220)	(524,526)
Total Additions	**$ 170,801,232**	$ 299,609,804	$ 217,855,971	$ 100,355,625	$ 243,321,988	$ 158,242,252
Distributions						
Distributions to participants	**(84,594,289)**	(66,326,545)	(70,534,537)	(59,989,530)	(62,092,415)	(77,491,417)
Net Change	**$ 86,206,943**	$ 233,283,259	$ 147,321,434	$ 40,366,095	$ 181,229,573	$ 80,750,835
Net Assets available for Benefits						
Beginning of year	**1,475,074,476**	1,241,791,217	1,094,469,783	1,054,103,688	872,874,115	792,123,280
End of year	**$ 1,561,281,419**	$ 1,475,074,476	$ 1,241,791,217	$ 1,094,469,783	$ 1,054,103,688	$ 872,874,115

*2015 is based on unaudited financial statements. All other years are based on audited financial statements

Pension Benefits

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from annual audited financial statements of the ILWU-PMA Pension Plan which are prepared on the accrual basis of accounting. The Plan year ends June 30.

For Plan Year Ended June 30:	2015	2014	2013	2012	2011	2010
Benefits Paid and Expenses						
Pensions paid	**$ 332,272,776**	$ 326,283,069	$ 313,379,142	$ 298,059,481	$ 268,308,942	$ 257,749,435
Administrative expenses	**6,130,759**	6,388,537	6,206,996	6,116,737	5,241,442	5,133,109
Total Deductions	**$ 338,403,535**	$ 332,671,606	$ 319,586,138	$ 304,176,218	$ 273,550,384	$ 262,882,544
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**$ 72,162,853**	$ 510,272,688	$ 291,942,827	$ (33,212,644)	$ 419,928,367	$ 123,723,731
Interest	**15,834,497**	15,089,587	15,582,271	16,765,630	18,393,304	22,638,462
Dividends from investments	**55,539,098**	52,294,885	52,296,404	49,591,569	41,729,497	35,738,728
Less investment expense	**(5,477,489)**	(5,612,128)	(5,931,931)	(6,164,184)	(5,884,035)	(5,852,488)
Total Income Gain (Loss)	**$ 138,058,959**	$ 572,045,032	$ 353,889,571	$ 26,980,371	$ 474,167,133	$ 176,248,433
Contributions from Employers	**539,999,599**	533,467,537	515,155,449	457,504,645	388,250,000	387,474,044
Other Income	**970,216**	727,048	261,920	550,943	990,564	853,442
Total Additions (Subtractions)	**$ 679,028,774**	$ 1,106,239,617	$ 869,306,940	$ 485,035,959	$ 863,407,697	$ 564,575,919
Net Increase (Decrease)	**340,625,239**	773,568,011	549,720,802	180,859,741	589,857,313	301,693,375
Net Assets Avail for Benefits: Beg. of Year	**$ 4,233,242,702**	$ 3,459,674,691	$ 2,909,953,889	$ 2,729,094,148	$ 2,139,236,835	$ 1,837,543,460
End of Year	**$ 4,573,867,941**	$ 4,233,242,702	$ 3,459,674,691	$ 2,909,953,889	$ 2,729,094,148	$ 2,139,236,835

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:	2015	2014	2013	2012	2011	2010
Retired Participants & Beneficiaries	**$ 2,932,554,616**	$ 2,764,559,277	$ 2,687,664,825	$ 2,518,930,846	$ 2,338,720,216	$ 2,213,070,879
Inactive Vested	**16,111,486**	14,646,193	14,427,831	11,633,647	11,547,356	11,178,116
Active Vested Employees	**2,048,593,830**	1,777,422,211	1,588,782,541	1,480,465,257	1,316,277,562	1,199,985,307
Total Present Value Vested Liabilities	**$ 4,997,259,932**	$ 4,556,627,681	$ 4,290,875,197	$ 4,011,029,750	$ 3,666,545,134	$ 3,424,234,302
Actuarial Value of Assets	**$ 4,518,905,699**	$ 3,966,433,764	$ 3,359,655,122	$ 2,869,381,355	$ 2,633,066,799	$ 2,522,553,618
Unfunded Vested Benefits Liability	**$ 478,354,233**	$ 590,193,917	$ 931,220,075	$ 1,141,648,395	$ 1,033,478,335	$ 901,680,684

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:	2015	2014	2013	2012	2011	2010
Actuarial Value of Assets	**$ 4,518,905,699**	$ 3,966,433,764	$ 3,359,655,122	$ 2,869,381,355	$ 2,633,066,799	$ 2,522,553,618
Actuarial Liability:						
Pensioners/Survivors	**2,970,165,361**	2,850,062,521	2,754,746,121	2,573,606,987	2,513,302,386	2,243,258,011
Inactive Vested	**16,092,865**	15,658,273	15,444,952	12,430,339	12,515,033	11,241,278
Active Employees	**2,897,427,780**	2,819,182,022	2,582,633,337	2,435,390,438	2,166,810,917	1,886,912,069
Total Actuarial Liability	**$ 5,883,686,006**	$ 5,684,902,816	$ 5,352,824,410	$ 5,021,427,764	$ 4,692,628,336	$ 4,141,411,358
Unfunded Actuarial Accrued Liability	**$ 1,364,780,307**	$ 1,718,469,052	$ 1,993,169,288	$ 2,152,046,409	$ 2,059,561,537	$ 1,618,857,740

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2015	2014	2013	2012	2011	2010
Contributions by employer	**$ –**	$ –	$ –	$ –	$ 22,953,254	$ 25,190,376
Deductions:						
Benefits paid	**–**	–	–	–	22,759,922	24,993,061
Administrative expenses	**–**	–	–	–	193,902	198,202
Total deductions	**$ –**	$ –	$ –	$ –	$ 22,953,824	$ 25,191,263

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:	2015	2014	2013	2012	2011	2010
Investment Income	**$ 44,478**	$ 76,566	$ 61,544	$ 66,264	$ 120,345	$ 116,422
Contributions:						
Employers	**$ 657,558,826**	$ 606,953,184	$ 605,177,975	$ 648,126,742	$ 546,214,412	$ 571,239,503
Employees	13,180,484	11,329,574	12,526,485	12,554,478	11,580,832	10,407,065
WILSP/Union	–	–	–	–	–	–
COBRA/self-pay contribution	**91,973**	86,914	92,298	86,647	118,369	99,830
Total contributions	**$ 670,831,283**	$ 618,369,672	$ 617,796,758	$ 660,767,867	$ 557,913,613	$ 581,746,398
Other Income	**5,396,513**	5,731,586	4,634,832	6,948,993	7,532,948	4,048,291
Total additions	**$ 676,272,274**	$ 624,177,824	$ 622,493,134	$ 667,783,124	$ 565,566,906	$ 585,911,111
Deductions:						
Benefits paid	**$ 605,554,197**	$ 601,620,389	$ 584,423,145	$ 620,778,279	$ 547,316,207	$ 544,428,812
Administrative expenses	**42,858,542**	43,562,773	30,253,924	27,048,367	22,785,535	23,278,807
Total deductions	**$ 648,412,739**	$ 645,183,162	$ 614,677,069	$ 647,826,646	$ 570,101,742	$ 567,707,619
Net increase (decrease)	**$ 27,859,535**	$ (21,005,338)	$ 7,816,065	$ 19,956,478	$ (4,534,836)	$ 18,203,492
Net assets available for benefits:						
Beginning of year	**$ 149,184,717**	$ 170,190,055	$ 162,373,990	$ 142,417,512	$ 146,952,348	$ 128,748,856
End of year	**$ 177,044,252**	$ 149,184,717	$ 170,190,055	$ 162,373,990	$ 142,417,512	$ 146,952,348

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2015	2014	2013	2012	2011	2010
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 100,037,623**	$ 103,203,300	$ 95,250,736	$ 91,292,289	$ 90,934,131	$ 94,212,321
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 286,536,469**	$ 296,053,267	$ 312,549,509	$ 362,985,406	$ 298,221,735	$ 295,408,989
Prescription drug program	**125,335,301**	108,973,503	89,436,323	80,851,275	76,554,675	68,901,041
Vision service plan	**6,408,181**	5,681,729	5,688,220	5,040,327	4,563,132	3,932,352
Vision supplement (frames, contacts)	–	–	–	–	–	–
Diabetic durable equipment	–	–	329	777	952	604
Subtotal	**$ 418,279,951**	$ 410,708,499	$ 407,674,381	$ 448,877,785	$ 379,340,494	$ 368,242,986
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 12,302,262**	$ 12,251,891	$ 12,051,071	$ 11,595,530	$ 11,334,802	$ 11,184,750
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 36,674,976**	$ 36,194,160	$ 33,304,028	$ 33,203,817	$ 31,399,658	$ 31,377,364
Dental services - children	**10,026,853**	10,499,601	9,727,268	10,653,016	10,755,748	10,183,033
Subtotal	**$ 46,701,829**	$ 46,693,761	$ 43,031,296	$ 43,856,833	$ 42,155,406	$ 41,560,397
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 5,407,570**	$ 4,632,798	$ 4,415,021	$ 3,889,749	$ 4,129,328	$ 5,203,433
Chiropractic	**5,008,673**	6,247,573	5,904,988	7,095,476	6,320,854	6,923,334
Social security supplement	**577,810**	631,575	585,136	603,956	888,089	950,148
Alcoholism/Drug Recovery Program	**6,034,620**	6,002,308	5,618,755	5,150,304	4,408,617	4,329,763
Hearing aids	**2,069,378**	2,017,632	2,247,126	1,956,574	1,586,404	2,030,117
Subsequent prosthetic device	**100,897**	158,668	50,025	91,792	57,670	72,462
Subtotal	**$ 19,198,948**	$ 19,690,554	$ 18,821,051	$ 18,787,851	$ 17,390,962	$ 19,509,257
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 3,724,079**	$ 3,931,601	$ 3,646,768	$ 3,702,638	$ 3,575,409	$ 5,015,654
CSDI Supplement	–	–	–	–	–	–
Weekly Indemnity & NIDS (OR & WA)	**5,118,657**	4,933,504	3,727,976	2,415,702	2,304,427	4,416,641
Subtotal	**$ 8,842,736**	$ 8,865,105	$ 7,374,744	$ 6,118,340	$ 5,879,836	$ 9,432,295
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 190,848**	$ 207,279	$ 219,866	$ 249,651	$ 280,576	$ 286,806
TOTAL BENEFITS	**$ 605,554,197**	$ 601,620,389	$ 584,423,145	$ 620,778,279	$ 547,316,207	$ 544,428,812
Reconciliation to Form 5500 (accrual)	**11,972,456**	(25,781,833)	1,684,816	19,437,141	24,688,631	5,060,508
Reconciliation to Form 5500 for reclassifications of expenses	–	–	18,469,793	16,937,309	15,211,532	16,112,260
TOTAL BENEFITS AFTER RECONCILIATION	**$ 617,526,653**	$ 575,838,556	$ 604,577,754	$ 657,152,729	$ 587,216,370	$ 565,601,580

Accident Prevention Data

GENERAL SAFETY TRAINING:

A 25-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2015

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		
2013	7,693	7,693
2014	6,775	14,468
2015	**6,111**	**20,579**

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 2015.

The lost-time injury and illness incidence rate is based on Occupational Safety and Health Act (OSHA) record-keeping criteria and is a national standard used by the government and most industries to provide an overall indication of injury and illness trends.

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

Year	Coast	Southern California	Northern California	Pacific Northwest Oregon	Pacific Northwest Washington
1995	10.90	8.90	15.60	11.50	12.80
1996	10.40	9.30	14.30	12.70	9.90
1997	9.40	8.20	11.60	11.20	11.20
1998	9.20	6.80	15.10	13.90	12.40
1999	8.67	6.64	13.70	12.60	11.20
2000	7.20	5.68	9.81	10.70	10.70
2001	8.40	6.60	13.30	9.64	12.60
2002	8.50	6.49	14.10	11.20	13.30
2003	7.50	6.00	10.50	10.00	11.90
2004	6.77	5.71	9.04	9.95	9.11
2005	7.12	6.15	9.37	9.19	9.06
2006	6.41	5.13	10.69	6.79	9.32
2007	5.92	4.67	10.90	6.34	8.06
2008	5.92	5.00	9.49	7.38	6.81
2009	7.57	6.73	10.63	8.09	8.59
2010	5.81	4.96	8.32	7.56	6.78
2011	5.43	4.57	7.52	8.11	6.02
2012	5.46	4.53	8.22	9.37	5.48
2013	5.01	3.84	6.33	8.42	7.64
2014	4.81	3.72	6.32	8.17	7.76
2015	**3.74**	**2.53**	**5.80**	**9.86**	**6.73**

ACCIDENT PREVENTION 'TOP TENS' FOR 2015

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Semi-Tractor	94	Strained	194	Sprain/Strain/Spasm	293	Multiple Body Parts	174
Lasher	77	Slip	100	Multiple Types	173	Back	86
Mechanic ILWU	83	Struck By	54	Contusion	43	Knee	70
Holdman	51	Bounced In Vehicle	31	Cut, Laceration	28	Shoulder	44
Clerk	49	Struck Against	25	Unclassified/Undetermined	27	Fingers	41
Dockman	34	Twisted	21	Fracture	19	Insufficient Information	30
Foreman/Walking Boss	35	Caught Between	21	Crushing	11	Ankle	24
Mechanic (Non ILWU)	35	Struck By 2 Vehicles	19	Hernia	5	Neck	16
Top Handler	22	Trip	16	Dislocation/Luxation	3	Hand	16
Auto Driver	19	Pinched	15	Scratch/Abrasion	3	Wrist	15

PMA Training Graduates

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

The number of Powered Industrial Truck (PIT) graduates does not include the 3-year re-evaluation records.

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

Semi-Tractor graduates include Dock and Ro-Ro certification and refresher & familiarization training. The number of graduates includes Casual applicants.

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

The number of General Safety Training graduates includes Casual applicants.

	2015	2014	2013	2012	2011
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**120**	79	67	347	200
RTG Crane – Transtainer	**160**	51	60	94	117
Ship Gantry Crane (Sim)	**1**	–	–	–	7
Ship Gantry Crane (Fam)	–	–	–	–	–
Ship Pedestal Crane (Sim) (Winch)	**23**	37	27	33	31
Mobile Crane (Mobile Cr Light)	–	11	23	54	52
Ship Unloader, Bulk Crane	–	–	–	1	8
Dock Whirley Crane	–	–	8	21	7
Subtotal	**304**	178	185	550	422
Percent of Total	**2%**	1%	1%	2%	2%
Skill Equipment / PIT					
Forklift	**877**	355	1,014	1,014	1,704
Semi-Tractor	**285**	262	1,155	864	918
Container Handling Equipment (CHE) (Log Loader)	**1107**	505	768	586	787
Straddle Carrier	**37**	11	34	81	36
Excavator	–	–	–	2	5
Bulk Loader (Bucket)	–	–	5	–	–
Bulldozer (Front Loader) (Loci)	**19**	41	94	14	6
Subtotal	**2,325**	1,174	3,070	2,561	3,456
Percent of Total	**15%**	9%	19%	11%	18%
Job Specific / Promotions					
Basic Marine Clerk	**103**	2	110	61	89
Clerk Computer Gate (Yard)	**52**	–	88	27	76
Supercargo	**20**	24	105	13	5
Vessel Planner	**1**	4	1	2	2
Walking Boss Orientation	–	14	62	5	143
Powered Gangway	**9**	16	20	34	19
Walking Boss Seminar	**346**	258	243	213	180
Watchman	**70**	72	67	35	51
Holdman	**1**	–	17	12	9
Cutting & Grinding	–	8	9	–	–
Watchman Reefer	–	–	46	23	–
Watchman Screener	–	24	–	53	–
Mechanic (General) (Crane)	**62**	211	138	55	–
Gearman	–	–	–	2	–
Subtotal	**664**	633	906	535	574
Percent of Total	**4%**	5%	6%	2%	3%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	**6,109**	6,792	7,751	11,159	7,773
Diversity, Employee & Supervisor	**313**	886	517	914	1,274
Standard First Aid / CPR	**373**	669	414	433	671
Lashing	**249**	53	55	197	5
Ammo Handling Safety	**785**	592	779	420	552
Vessel Rigging	**4**	–	8	84	–
Basic Casual Safety (LS Entry)	–	–	102	–	–
Instructor (Train-the-Trainer)	–	2	–	46	–
Subtotal	**7,833**	8,994	9,626	13,253	10,275
Percent of Total	**50%**	66%	59%	55%	54%
Testing					
Strength & Agility (Schd Practice)	**813**	282	333	876	286
Clerk Cognitive	**432**	148	695	964	349
Clerk Keyboard	**696**	13	61	501	721
Physical Exam (Pre-employment)	**737**	1,099	617	1,828	1,408
Drug & Alcohol Screen (Pre-employment)	**1,635**	1,112	622	1,817	1,413
Lashing Test	**209**	2	220	1,209	249
Subtotal	**4,522**	2,656	2,548	7,195	4,426
Percent of Total	**29%**	19%	16%	30%	23%
TOTAL	**15,648**	13,635	16,335	24,094	19,153
EXPENDITURE*	**$20,908,142**	$13,571,744	$15,743,726	$18,029,765	$16,585,519

*Certain costs of training are not included.

Coast Hours and Tonnage

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

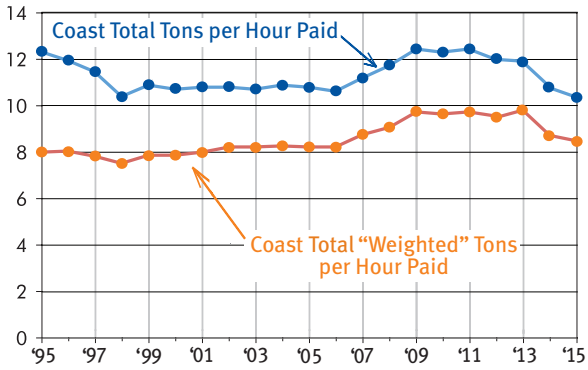
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in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

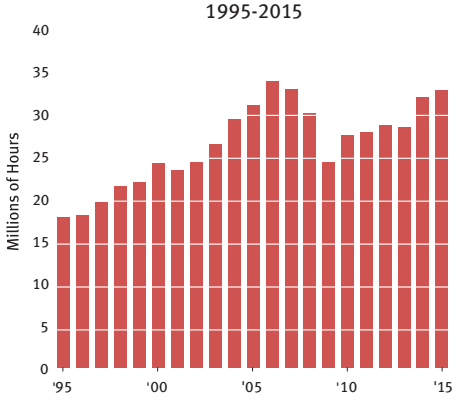


Total Hours have been annualized for 1998, 2004 and 2009, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast "Weighted" Tons per Hour Paid.

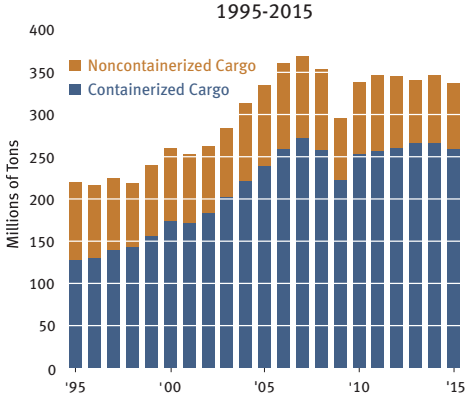
Total "Weighted" Tonnage

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.

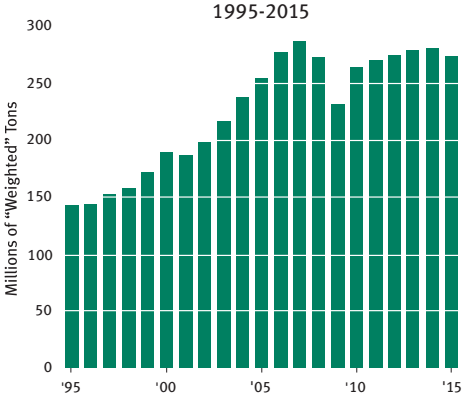
Coast Total Hours Paid
1995-2015



Coast Total Tonnage
1995-2015



Coast Total "Weighted" Tons
1995-2015



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

Explanation of Port Hours, Wages and Tonnage Data

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

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

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

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

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

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

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

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

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

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

This value is the result of dividing "Weighted Tonnage" by Total Hours.

Note: the Total Hours values for 2015 have been annualized to 52 weeks.

YTI works the NYK *Aquarius* at the Port of Los Angeles.

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Southern California																	
San Diego																	
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
2014	378,480	1.2%	73.4%	17.6%	8.9%	$18,089	$45.81	$46.89	$65.88	5,358,379	1.5%	18.4%	2.2%	–	75.7%	3.7%	4.71
2015	420,482	1.3%	73.8%	16.8%	9.4%	$20,767	$47.29	$48.29	$67.82	5,590,623	1.7%	18.9%	2.6%	–	76.3%	2.2%	4.65
Los Angeles/Long Beach																	
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
2014	21,005,902	65.5%	75.5%	18.5%	6.1%	$1,078,073	$49.54	$53.07	$68.18	210,440,357	60.7%	90.8%	1.9%	0.1%	2.4%	4.8%	9.34
2015	21,534,657	65.5%	75.0%	19.2%	5.8%	$1,127,096	$50.62	$53.99	$69.12	204,834,484	60.7%	91.2%	1.8%	0.1%	2.9%	4.0%	9.08
Port Hueneme																	
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
2014	473,873	1.5%	77.2%	17.5%	5.3%	$21,928	$44.45	$48.29	$66.39	5,240,106	1.5%	18.2%	11.2%	–	67.6%	3.0%	4.50
2015	563,529	1.7%	76.9%	17.6%	5.5%	$26,872	$45.81	$49.52	$67.86	5,774,378	1.7%	18.0%	10.0%	–	68.7%	3.3%	4.13
Northern California																	
San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago																	
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
2014	3,081,274	9.6%	75.8%	17.0%	7.2%	$156,125	$49.16	$50.39	$67.21	36,347,113	10.5%	83.5%	<0.1%	–	7.8%	8.7%	10.02
2015	3,146,911	9.6%	75.3%	17.7%	7.0%	$161,906	$49.90	$51.29	$68.56	35,013,516	10.4%	82.5%	0.1%	–	8.8%	8.6%	9.56
Stockton/Pittsburg																	
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
2014	259,180	0.8%	72.6%	17.7%	9.7%	$12,463	$46.02	$46.81	$65.86	3,008,449	0.9%	–	10.6%	–	–	89.4%	1.43
2015	277,785	0.8%	73.2%	17.2%	9.6%	$13,578	$46.43	$48.68	$67.83	2,941,527	0.9%	–	17.6%	–	–	82.4%	2.08
West Sacramento																	
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
2014	77,936	0.2%	75.8%	17.8%	6.5%	$3,560	$43.90	$47.11	$62.52	274,484	0.1%	–	94.4%	–	–	5.6%	3.33
2015	89,022	0.3%	72.3%	18.2%	9.5%	$4,404	$47.09	$49.71	$67.06	522,173	0.2%	–	45.0%	–	–	55.0%	2.76
Eureka																	
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
2014	7,664	<0.1%	84.2%	6.2%	9.7%	$343	$42.21	$52.44	$61.95	121,397	<0.1%	–	–	22.4%	–	77.6%	3.79
2015	3,867	<0.1%	65.5%	24.6%	9.9%	$189	$46.69	$47.21	$68.54	77,553	<0.1%	–	–	6.6%	–	93.4%	1.73

Port Hours, Wages and Tonnage Data

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	51,328	0.2%	87.2%	5.6%	7.3%	$2,394	$44.57	$54.13	$65.90	1,611,498	0.5%	–	–	6.1%	–	93.9%	2.52
2015	41,865	0.1%	86.1%	6.2%	7.7%	$1,999	$45.40	$55.43	$67.62	1,563,312	0.5%	–	0.4%	2.8%	–	96.8%	1.96

Newport

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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	–	–	–	–	–	–	–	–	–	–
2014	602	<0.1%	100.0%	–	–	$28	$45.77	–	–	–	–	–	–	–	–	–	–
2015	648	<0.1%	100.0%	–	–	$29	$45.47	–	–	–	–	–	–	–	–	–	–

Astoria

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	32,064	0.1%	88.2%	5.6%	6.1%	$1,389	$41.51	$49.46	$63.90	104,943	<0.1%	–	–	100.0%	–	–	3.27
2015	42,747	0.1%	87.2%	5.7%	7.1%	$1,795	$39.96	$48.38	$61.93	121,807	<0.1%	–	–	100.0%	–	–	2.90

Portland/St. Helens

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	917,006	2.9%	77.1%	15.1%	7.8%	$45,866	$48.07	$50.77	$67.70	14,572,988	4.2%	15.2%	4.8%	–	21.8%	58.2%	3.94
2015	713,664	2.2%	79.1%	13.5%	7.4%	$35,631	$47.77	$52.46	$68.31	9,798,209	2.9%	2.9%	0.8%	–	33.1%	63.2%	1.46

Vancouver

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	435,508	1.4%	77.0%	14.8%	8.2%	$21,418	$47.49	$48.16	$66.83	2,854,551	0.8%	0.4%	28.1%	–	34.2%	37.3%	2.29
2015	485,080	1.5%	79.4%	13.3%	7.3%	$24,118	$48.15	$48.90	$68.26	3,013,905	0.9%	0.7%	34.3%	–	35.4%	29.6%	2.62

Longview/Kalama

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	572,644	1.8%	84.7%	6.4%	8.9%	$27,027	$44.74	$51.76	$67.31	12,708,063	3.7%	0.6%	5.1%	9.4%	–	84.9%	3.73
2015	634,220	1.9%	85.5%	5.9%	8.6%	$30,895	$46.39	$52.81	$68.90	15,050,626	4.5%	0.5%	4.7%	6.4%	–	88.4%	3.24

Pacific Northwest: Washington

Aberdeen/Grays Harbor

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2014	208,810	0.7%	86.4%	7.0%	6.6%	$10,826	$50.40	$54.11	$68.50	3,456,674	1.0%	–	0.8%	3.3%	42.5%	53.4%	2.03
2015	156,267	0.5%	85.7%	8.4%	5.9%	$8,353	$52.29	$53.84	$69.82	2,582,811	0.8%	–	0.8%	0.7%	36.9%	61.6%	1.50

Port Hours, Wages and Tonnage Data

Pacific Northwest: Washington (continued)

Port Angeles

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	15,427	0.1%	92.4%	3.0%	4.6%	$609	$38.51	$46.18	$53.78	33,137	<0.1%	–	–	100.0%	–	–	2.15
2011	36,713	0.1%	88.7%	4.9%	6.5%	$1,592	$41.80	$49.57	$60.16	126,860	<0.1%	–	–	100.0%	–	–	3.46
2012	34,939	0.1%	89.4%	4.1%	6.4%	$1,504	$41.44	$49.94	$61.08	107,248	<0.1%	–	–	100.0%	–	–	3.07
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%	–	–	3.61
2014	47,016	0.1%	88.8%	3.9%	7.3%	$2,161	$44.07	$53.04	$65.16	182,004	0.1%	0.9%	–	99.1%	–	–	3.87
2015	34,530	0.1%	87.6%	4.5%	7.9%	$1,652	$45.64	$55.38	$67.77	121,482	<0.1%	0.1%	0.6%	97.3%	–	–	3.59

Port Gamble

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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	–	–	–	–	–	–	–	–	–	–
2014	832	<0.1%	100.0%	–	–	$40	$47.79	–	–	–	–	–	–	–	–	–	–
2015	848	<0.1%	100.0%	–	–	$41	$48.84	–	–	–	–	–	–	–	–	–	–

Olympia

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	33,837	0.1%	84.9%	3.8%	11.3%	$1,361	$38.15	$44.09	$54.63	197,240	0.1%	–	–	100.0%	–	–	5.83
2011	39,524	0.1%	85.7%	3.5%	10.8%	$1,605	$38.29	$47.97	$56.50	198,024	0.1%	–	–	100.0%	–	–	5.01
2012	42,747	0.1%	83.7%	5.2%	11.1%	$1,799	$39.60	$44.81	$59.56	231,470	0.1%	–	21.3%	78.7%	–	–	5.41
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%	–	–	4.33
2014	74,418	0.2%	82.7%	7.1%	10.2%	$3,219	$40.64	$45.98	$62.68	382,824	0.1%	–	38.0%	62.0%	–	–	5.14
2015	48,423	0.1%	86.2%	3.8%	10.0%	$2,143	$41.74	$50.51	$63.58	219,208	0.1%	–	5.7%	94.3%	–	–	4.61

Tacoma

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	1,856,271	6.7%	74.5%	18.4%	7.1%	$84,779	$44.30	$45.89	$59.50	27,506,643	8.1%	65.7%	0.9%	0.4%	6.8%	26.1%	10.18
2011	1,885,182	6.7%	74.6%	18.3%	7.1%	$88,353	$45.38	$47.25	$61.46	28,428,432	8.2%	64.8%	1.6%	0.6%	8.1%	24.8%	10.39
2012	2,445,943	8.5%	73.7%	19.4%	6.8%	$117,523	$46.40	$48.77	$63.79	30,974,737	9.0%	71.8%	2.4%	0.4%	7.1%	18.4%	9.63
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%	10.35
2014	2,840,329	8.9%	73.8%	19.3%	6.9%	$146,022	$49.84	$51.47	$68.01	34,935,805	10.1%	75.5%	2.0%	0.2%	7.6%	14.7%	9.75
2015	2,890,607	8.8%	73.6%	19.6%	6.8%	$150,694	$50.62	$51.97	$68.88	34,149,419	10.1%	80.0%	2.2%	0.2%	7.8%	9.8%	10.10

Seattle

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	2,350,769	8.5%	72.9%	19.9%	7.2%	$107,501	$44.05	$46.29	$61.17	31,336,905	9.3%	80.2%	0.2%	–	0.2%	19.3%	10.78
2011	2,302,019	8.2%	73.1%	19.7%	7.2%	$108,680	$45.49	$47.73	$63.26	29,855,815	8.6%	80.7%	0.5%	–	0.3%	18.5%	10.58
2012	2,051,303	7.1%	72.8%	19.7%	7.5%	$98,480	$46.23	$48.53	$63.99	25,549,004	7.4%	85.6%	0.4%	–	0.4%	13.6%	10.75
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%	11.31
2014	1,459,669	4.6%	71.7%	20.9%	7.4%	$75,013	$49.53	$51.92	$68.00	14,421,826	4.2%	98.4%	0.8%	–	0.6%	0.2%	9.82
2015	1,595,214	4.8%	73.4%	19.4%	7.2%	$85,155	$51.69	$53.56	$70.11	14,913,057	4.4%	98.9%	0.2%	–	0.7%	0.2%	9.45

Everett

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	64,816	0.2%	73.7%	14.5%	11.8%	$2,677	$38.78	$43.97	$53.79	137,127	<0.1%	75.6%	22.8%	–	1.6%	–	2.09
2011	87,490	0.3%	73.9%	14.4%	11.7%	$3,700	$39.29	$46.02	$56.62	179,536	0.1%	75.9%	19.3%	2.1%	2.7%	–	2.01
2012	94,529	0.3%	75.1%	13.5%	11.4%	$4,045	$39.72	$47.39	$57.56	239,064	0.1%	55.3%	27.1%	14.0%	3.0%	0.6%	2.45
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%	–	2.66
2014	108,210	0.3%	77.4%	11.3%	11.3%	$5,003	$43.17	$50.71	$62.79	379,811	0.1%	36.9%	39.1%	13.5%	0.5%	10.0%	3.15
2015	187,977	0.6%	74.4%	13.9%	11.7%	$9,069	$44.93	$51.66	$65.21	371,609	0.1%	48.6%	33.5%	10.0%	0.3%	7.6%	1.86

Anacortes

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2010	13,857	0.1%	80.7%	6.9%	12.3%	$585	$39.34	$47.60	$57.89	212,570	0.1%	–	0.3%	–	–	99.7%	0.35
2011	10,954	<0.1%	68.6%	10.7%	20.6%	$525	$43.60	$50.73	$61.05	273,173	0.1%	–	–	–	–	100.0%	0.50
2012	15,587	0.1%	69.0%	10.5%	20.5%	$762	$44.33	$51.68	$62.93	391,626	0.1%	–	–	–	–	100.0%	0.50
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%	0.43
2014	18,287	0.1%	71.4%	9.7%	18.9%	$959	$47.99	$54.97	$67.94	354,932	0.1%	–	–	–	–	100.0%	0.39
2015	20,448	0.1%	70.0%	10.0%	20.0%	$1,120	$50.46	$56.07	$69.27	415,294	0.1%	–	–	–	–	100.0%	0.41

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
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	–	–	–	–	–	–	–	–	–	–
2014	2,321	<0.1%	100.0%	–	–	$107	$46.18	–	–	–	–	–	–	–	–	–	–
2015	2,432	<0.1%	98.3%	0.9%	0.8%	$115	$47.17	$49.24	$59.80	–	–	–	–	–	–	–	–
Area Summaries																	
SOUTHERN CALIFORNIA SUMMARY																	
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
2014	21,858,255	68.2%	75.5%	18.5%	6.1%	$1,118,090	$49.37	$52.87	$68.08	221,038,842	63.7%	87.3%	2.2%	0.1%	5.7%	4.8%	9.15
2015	22,518,668	68.5%	75.0%	19.1%	5.9%	$1,174,733	$50.43	$53.79	$69.05	216,199,485	64.1%	87.4%	2.1%	0.1%	6.5%	3.9%	8.88
NORTHERN CALIFORNIA SUMMARY																	
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
2014	3,426,054	10.7%	75.6%	17.1%	7.4%	$172,490	$48.79	$50.03	$66.97	39,751,443	11.5%	76.3%	1.5%	0.1%	7.1%	15.0%	9.20
2015	3,517,585	10.7%	75.0%	17.7%	7.3%	$180,077	$49.56	$51.04	$68.44	38,554,769	11.4%	75.0%	2.0%	<0.1%	8.0%	15.0%	8.79
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
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
2014	2,009,152	6.3%	79.7%	12.1%	8.2%	$98,122	$46.73	$50.26	$67.30	31,852,043	9.2%	7.2%	6.8%	4.4%	13.0%	68.6%	3.47
2015	1,918,224	5.8%	81.6%	10.6%	7.8%	$94,468	$47.15	$51.38	$68.37	29,547,859	8.8%	1.3%	6.2%	3.8%	14.6%	74.1%	2.39
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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
2014	4,759,892	14.8%	74.1%	18.7%	7.2%	$243,351	$49.38	$51.63	$67.70	54,113,876	15.6%	75.2%	2.1%	1.2%	7.8%	13.7%	9.11
2015	4,936,746	15.0%	74.1%	18.7%	7.2%	$258,343	$50.66	$52.54	$69.00	52,772,880	15.7%	80.0%	1.8%	0.9%	7.1%	10.2%	9.16
COAST SUMMARY																	
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
2014	32,053,353	100.0%	75.5%	17.9%	6.5%	$1,632,053	$49.13	$52.28	$67.82	346,756,204	100.0%	76.8%	2.5%	0.6%	6.9%	13.2%	8.80
2015	32,891,223	100.0%	75.3%	18.4%	6.3%	$1,707,621	$50.16	$53.24	$68.92	337,074,993	100.0%	77.3%	2.4%	0.5%	7.5%	12.3%	8.53

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Senior Vice President
General Counsel and Secretary

Stephen Hennessey
Senior Vice President
Labor Relations
and Chief Operating Officer

Michael H. Wechsler
Senior Vice President
Chief Financial Officer
Finance and Administration

William H. Alverson
Vice President, Accident Prevention
and Training Strategy

Acting Area Manager,
Northern California

Carol A. Beatty
Vice President
Controller

Chad Lindsay
Vice President
Labor Relations

Bettye Page-Wilson
Vice President
ILWU-PMA
Contract Benefits

William Bartelson
Senior Coast Director
Contract Administration
and Arbitration

Scott A. Rettig
Coast Director
Information Technology and
Longshore Payroll

Gerald Swanson
Coast Director
Accident Prevention
and Security

Andy Hathaway
Area Manager
Pacific Northwest

Lee Swietlikowski
Area Manager
Southern California

PMA Staff, continued

Headquarters — San Francisco


Debbie Alcantara


Todd Amidon


Guillermo Aquino


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Liessa Campbell


Elizabeth Cantwell


Alex Castello


Andre Coleman


Karen Cruz


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Curtis Shaw


Kathy Stevens


Atiya Tili


Meshay Turner


Denise Ventimiglia


Shin Mei Wong


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Southern California - Long Beach


Phillip Bailey


Josefina Balistrieri


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Steve Fresenius


Shanika Gunesekera


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Paul Russell


Phillip Tabyanan


Megan Tighe

Southern California - Wilmington


Sandra Campa


Daniel Inman


Erin Morgan


Russell Rowlands


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Wayne Venasky

PMA Staff, continued

Northern California - Oakland


Victor Brochard


Eric Byrne


Miguel Chena


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Michelle Heathman


Julia Hong


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Dan Kaney


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Jaci Briscoe


Gloria Bungcayao


Tracy Legacy


Carla Manson


Heidi Moore


Lynn Nelson


Larry Oliver


Yvonne Pedro-Cabanada


Shawna Stoner


Cheryl Whitfield


Christine Zajkowski

HEADQUARTERS

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

NORTHERN CALIFORNIA

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

SOUTHERN CALIFORNIA

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

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

PACIFIC NORTHWEST

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

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

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

PMA TRAINING FACILITIES

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

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

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

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

The *Ever Lasting* enters San Francisco Bay.

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"K" Line *Chicago Bridge*, as seen at sunset in Long Beach

Hanjin *Ami* arrives at the Port of Long Beach.

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

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