2016 Annual Report

Pacific Maritime Association

NYK vessel operations at YTI in Los Angeles.

On the Cover

COSCO *Excellence* calls at the Port of Long Beach at sunset.

The Pacific Maritime Association

The principal business of the Pacific Maritime Association (PMA) is to negotiate and administer maritime labor agreements with the International Longshore and Warehouse Union (ILWU).

The membership of the PMA consists of domestic carriers, international carriers and stevedores that operate in California, Oregon and Washington.

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

The Association processes weekly payrolls for workers and collects assessments on payroll hours and revenue cargo to fund employee benefits plans provided for by the ILWU-PMA labor agreements.

PMA Mission

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

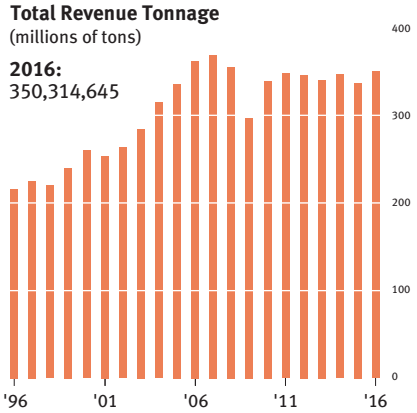
Annual Report

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)

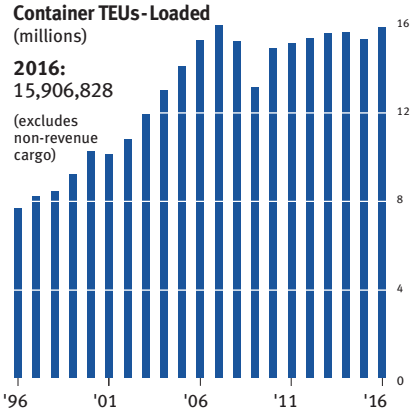
2016:
350,314,645



Container TEUs - Loaded
(millions)

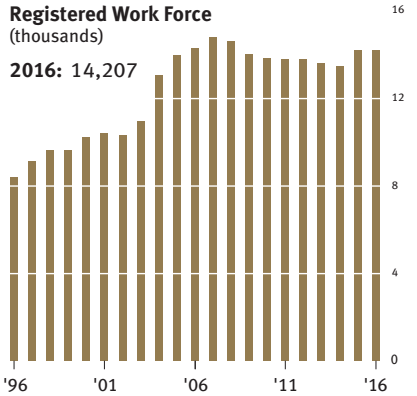
2016:
15,906,828

(excludes non-revenue cargo)



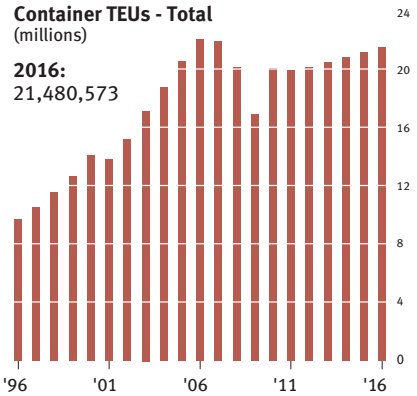
Registered Work Force
(thousands)

2016: 14,207



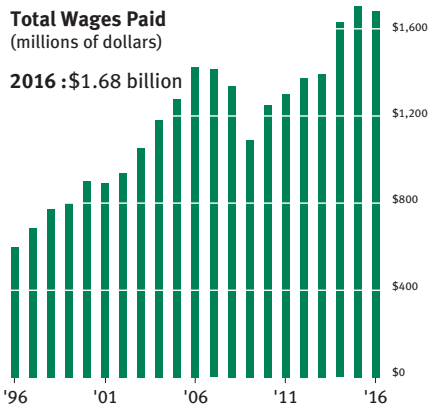
Container TEUs - Total
(millions)

2016:
21,480,573

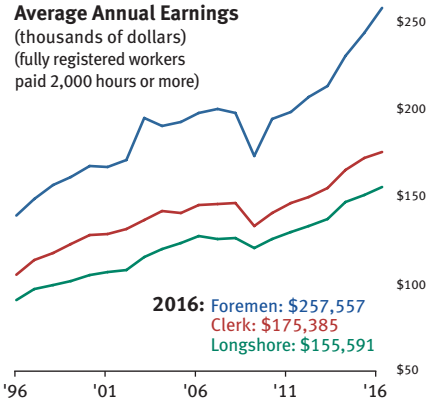


Total Wages Paid
(millions of dollars)

2016 :$1.68 billion



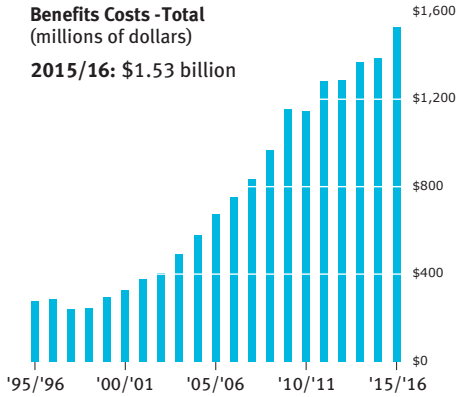
Average Annual Earnings
(thousands of dollars)
(fully registered workers paid 2,000 hours or more)



2016: Foremen: $257,557
Clerk: $175,385
Longshore: $155,591

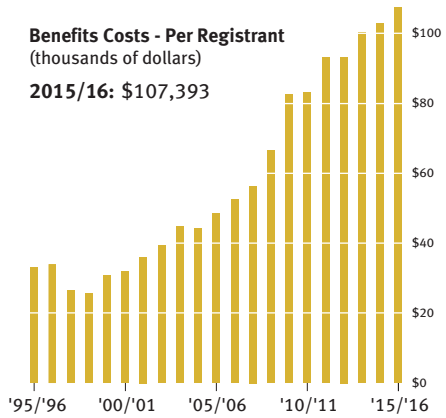
Benefits Costs - Total
(millions of dollars)

2015/16: $1.53 billion



Benefits Costs - Per Registrant
(thousands of dollars)

2015/16: $107,393



Pacific Maritime Association
2016 Annual Report

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Hapag-Lloyd *Savannah Express* on her approach to Seattle's Terminal 18.

To Our Stakeholders:

James C. McKenna
President and CEO

The global maritime industry saw a great deal of change in 2016. From mergers and acquisitions to new alliances among carriers, there has been a reshuffling of the players that is likely to continue for some time.

What these structural changes mean for West Coast ports remains to be seen, but there is definitely cause for optimism. Last year, West Coast revenue tonnage experienced solid gains. Southern California ports registered nearly 200 new workers in 2016, completing a two-year effort to register a total of 750 additional longshoremen and clerks to ensure that our workforce is ready for the challenges ahead.

Up and down the coast, billions are being invested in modernizing terminals in order to speed the flow of cargo through our ports. Two state-of-the-art automation projects achieved major milestones in Southern California, and The Northwest Seaport Alliance marked its first year under a partnership created to draw more cargo back to the West Coast.

PMA continues to work with its members to ensure a steady labor supply, productive and reliable terminals, and the efficient administration of health care benefits, among other items.

Looking ahead, it is likely that our industry will continue to restructure and may look different in the years ahead from how it looks today. But regardless of these changes, PMA and our members will continue to focus on growing the West Coast waterfront as a vibrant economic engine for our port communities, for the region and for the entire nation.

Sincerely,

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
China Shipping (North America) Holding Co., Ltd.
CMA CGM (America) LLC
Coast Maritime Services
Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO Shipping Lines (North America) 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.
Hanjin Shipping Company, Ltd.
Hapag Lloyd AG
Harbor Industrial Service Corporation
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
ICTSI Oregon, Inc.
Innovative Terminal Services Inc.
International Transportation Service, Inc.
Jones Stevedoring Company
"K" Line (Kawasaki Kisen Kaisha, Ltd.)
Kinder Morgan Terminals
LBCT, LLC
Maersk, Inc.
Main Lines Inc.
Marine Terminals Corporation
Marine Terminals Corporation – Columbia River
Marine Terminals Corporation of Los Angeles
Marine Terminals Corporation – Puget Sound
Matson Navigation Company, Inc.
Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
NYK Line
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
Pacific Coast Stevedoring, Inc.
Pacific Crane Maintenance Company, L.P.
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Hawaii Holdings 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
Sea Star Stevedore Company
Siem Car Carriers AS
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
United Arab Shipping Company
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.


Rows of imported cars await transfer from the Port of Long Beach.

PMA Bylaws

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

Board of Directors

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International Carrier Class

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President
CMA CGM America LLC
International Carrier Class

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Senior Vice President
SSA Marine, Inc.
Stevedore/Non-Carrier Class

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Domestic Carrier Class

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COSCO Container Lines Americas, Inc.
International Carrier Class

Chris Parvin
Executive Vice President
Mediterranean Shipping Company (USA)
International Carrier Class

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President and CEO
Pasha Hawaii Holdings LLC
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Vice Chairman
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International Carrier Class

Frank Pisano[*]
President
TraPac, LLC
International Carrier Class

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

[#]Assessment Committee Member *[†]Audit Committee Member*
[*]Compensation Committee Member

Finance Committee

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West Coast Containers, Ports America

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

Steen Larsen
Chief Financial Officer
APM Terminals Pacific LLC

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

Coast Steering Committee:

Chairman:
John Ochs
Senior Director
APM Terminals
Pacific Ltd.

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

Darrin DelConte
Executive Vice President
Pacific Crane
Maintenance Company

John DiBernardo
Vice President
SSA Terminals, LLC

Robert Dickey
Vice President Operations
Ports America

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

Area Sub-Steering Committees:

Southern California Area

Chairman:
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Long Beach Container
Terminal, Inc.

Kyle Clinton
Pacific Crane
Maintenance
Company

Sal Ferrigno
SSA Terminals,
LLC

Daryl Hoshide
TraPac, LLC

Jerry Jimenez
West Coast
Terminal and
Stevedore, Inc.

Randy Leonard
Everport Terminal
Services, Inc.

Eric Martinez
Yusen Terminals,
Inc.

Jeff O'Donnell
Ports America

Jamie Otis
APM Terminals
North America, Inc.

Kerry Shaw
Eagle Marine
Services. Ltd.

Todd Stockham
TTI/Hanjin

Northern California Area

Chairman:
Jacques Lira
SSA Terminals,
LLC

Michael Andrews
Everport Terminal
Services, Inc.

Shawn Bundy
Metro Ports

Dennis Woodfork
TraPac, LLC

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Operations Manager PNW
Hapag-Lloyd (America), LLC

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President
Everport Terminal Services, Inc.

Sean Lindsay
Chief Operating Officer
International Transportation Service, Inc.

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

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

Pacific Northwest: Oregon and Columbia River Area

Chairman:
Doug Beeber
Jones Stevedoring Company

Ken Davais
"K" Line America, Inc.

Paul Huculak
SSA Marine, Inc.

Mark Price
Kinder Morgan Bulk Terminals, Inc.

Ben Thamert
APS Stevedoring, LLC

Brian Yockey
ICTSI Oregon, Inc.

Pacific Northwest: Washington and Puget Sound Area

Chairman:
Clayton R. Jones, III
Jones Stevedoring Company

Wes Anderson
APM Terminals Tacoma, LLC

Rick Blackmore
Total Terminals International, LLC

Scott Bursch
Husky Terminal & Stevedoring, Inc.

Alec Coleman
Washington United Terminals

Graham Hunter
SSA Marine, Inc.

Gust Kritsonis
Ports America

Brian McGonegle
Pacific Crane Maintenance Company

Blair Smith
Ports America


West Coast ports are poised to remain the nation's prime international trade gateway.
EVERGREEN


APM TERMINALS
APM TERMINALS
APM TERMINALS
APM TERMINALS
APM TERMINALS
APM TERMINALS
NOELL
MAERSK

Continued innovation took place during a year of change in the global shipping industry.

Investments in automation made terminals more efficient.


KALMAR
ASC03W
ASC02W
COSCO
K LINE
NYK Logistics
HYU

Environmental programs set new standards of sustainability.


COSCO


Matson

Reliability will continue to be a cornerstone of West Coast ports.

APL Thailand at berth at Global Gateway South at the Port of Los Angeles.

2016

The Year In Review

Consolidations and alliances marked a year of major shifts in the maritime industry, as cargo carriers sought to adjust to new economic realities and position themselves for future growth. At the same time, the West Coast waterfront saw healthy gains in revenue tonnage and continued to invest in state-of-the-art infrastructure and technology. West Coast ports pushed ahead on environmental initiatives, and terminals were the safest on record. All told, the West Coast waterfront continues to innovate to solidify its place as a reliable, productive and efficient gateway during an especially competitive era.

For more about 2016, please read on.

MOL *Glide* at berth at the Port of Long Beach.

2016 Highlights

It was a year of great change for the maritime industry.

Compounding economic factors produced a wave of restructuring, featuring multiple consolidations and alliances. Even so, by the end of the year, volumes had risen steadily at West Coast ports compared to 2015. The industry continued to move forward with multi-billion-dollar investments designed to modernize terminals and increase overall capacity to remain a step ahead of future demands. During the year, new technologies continued to speed the movement of goods and reduce congestion within and surrounding the ports.

Some of the most significant work took place at the ports of Los Angeles and Long Beach, including the installation of the tallest crane in North America, progress on the $1.5 billion replacement of the Gerald Desmond Bridge, expansion of on-dock rail and achievement of major milestones on two significant terminal automation initiatives.

In Northern California, the Port of Oakland reconfigured some terminal operations, enabling an existing tenant to double the size of its facility. The port also introduced a successful extended-hour gate program to address high-volume truck traffic at terminal gates – the first such program to launch on the coast outside of Southern California.

Cargo operations at SSA Terminals' Pier A at the Port of Long Beach.

In the Pacific Northwest, the ports of Tacoma and Seattle marked the first year of an alliance created to strengthen the Puget Sound gateway and attract more cargo to the region. The alliance made significant investments in infrastructure to bolster the ports' existing facilities and position them to handle future growth.

In 2016, marine terminals experienced another steady drop in injury rates coast-wide, marking the lowest injury rates in the modern era. Employers and workers have joined in creating a strong safety culture on the West Coast water-front, aided by additional training and technology, such as major investments in crane simulator training, along with united efforts to examine and replicate best safety practices.

PMA and its members are committed to making the West Coast ports as vibrant as possible and ensuring a healthy waterfront for decades to come.

After making significant strides to reduce their carbon footprint over the last decade, California ports took bold new steps in 2016 toward ambitious greenhouse gas reduction targets established by Gov. Jerry Brown and the state legislature. Plans are moving forward to make ships, yard equipment and trucks more energy efficient, and more than 80 percent of shipping lines participated in speed reduction programs that resulted in additional clean-air gains. Meanwhile, work has begun at the Port of Los Angeles on what is expected to be the world's first terminal to operate solely on renewable resources.

Looking ahead, it is likely that the industry will con-tinue to restructure. While the long-term impacts are still to be determined, PMA and its members are committed to making the West Coast ports as vibrant as possible and ensuring a healthy waterfront for decades to come. ■

2016 BY THE Numbers

2 in 5
Washington-area jobs connected to international trade

10%
Increase in Oakland exports

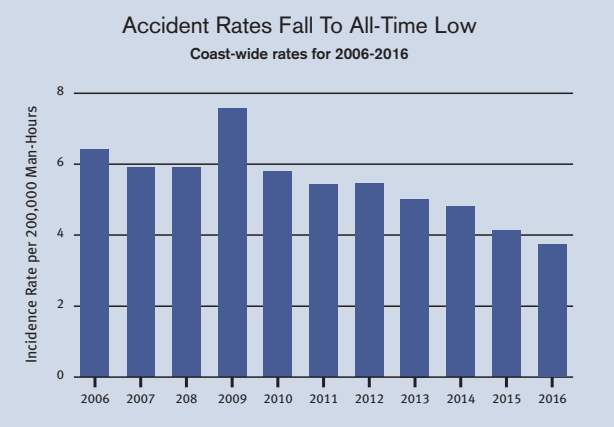
40+
Calls at Port of L.A. by vessels 13,000 TEUs or greater, an increase of 43%

167 feet
Height of cranes raised at the Port of Los Angeles, now the tallest in North America

6,000+
Workers trained through the General Safety Training program

Safety on the Waterfront

On the West Coast waterfront, injury rates dropped nearly 10 percent, making it the safest year since PMA began keeping records in the 1940s. This improvement is largely the result of longstanding, collaborative efforts between the PMA and ILWU – through Joint Area Accident Prevention Committees established in each port – that are at the heart of the industry's consistent efforts to improve safety on the waterfront. The work includes evaluation of best practices for workplace safety, and an intensive focus on how best to safeguard against accidents in work roles that have traditionally been the most injury-prone.



Lost time injury (LTI) rates – the standard indicator of safety performance – have been trending downward for more than a decade, dropping coast-wide by more than 40 percent since 2006. This decrease has been driven in part by new technology that enables more workers to do their jobs out of harm's way.

In the Pacific Northwest during 2016, workers and employers worked jointly to begin to examine the best safety practices for reducing injuries in log operations, and in Northern California, the focus was emergency response to an injured or stricken worker.

In Southern California, a joint work group of employers and ILWU members continued to review work done by lashers – a job that has become more complicated as vessels grow in size. The group's efforts resulted in a new slate of recommendations to prevent future injuries, and in the process, 10 new videos were developed to train workers how to lash safely.

More than 6,000 workers completed the General Safety Training program in 2016.

Also in 2016, the Joint Coast Safety Committee began work to update the General Safety Training program, which trains more than 6,000 workers each year. The new theme, "We Get Home Every Day," will feature longshore safety testimonials. PMA continued to update its General Safety Training program to keep current with changing terminal operations, as well as new compliance requirements.

Crane training goes virtual

In 2016, PMA launched a revamped crane simulator program used to train 85 crane operators. The operators are trained using state-of-the-art simulators over the course of nine days, logging a greater number of hours than in the past. This practice ensures a higher standard of training before the work on the docks begins. The new technology – similar to that used to train commercial airline pilots – can be adjusted to give the trainee a taste of moving containers in a variety of layouts and weather conditions.

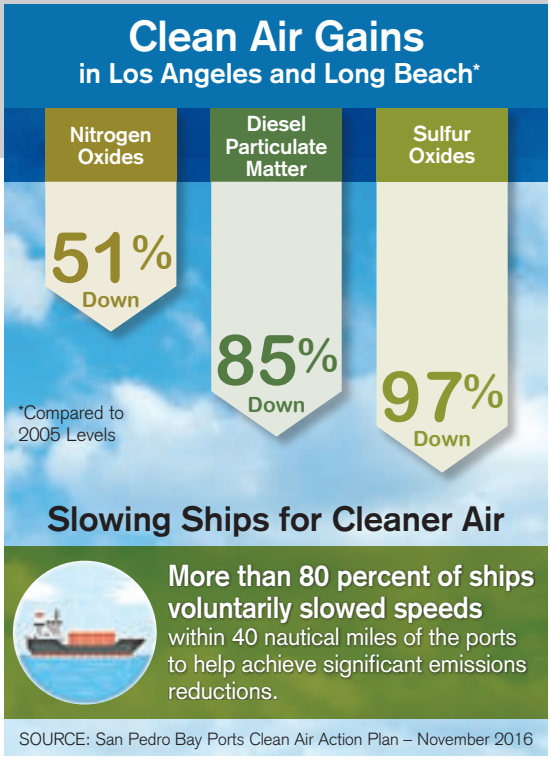
In the years ahead, PMA plans to train more crane operators at its simulation-based training facilities in Southern California and Tacoma to keep up with demand. ■

The Environment

Following significant reductions in emissions over the last decade, port authorities and maritime companies are making a renewed push to make ships, yard equipment and other vehicles even more energy efficient, with a goal of transitioning fleets of trucks and yard equipment to zero or near-zero emissions.

These goals are in line with SB 32, an extension of California's landmark 2006 climate change legislation. The updated law, which was signed in September 2016, seeks to reduce greenhouse gas levels to 40 percent below 1990 levels by 2030.

Southern California has been especially successful in reducing port emissions. The most recent results of the San Pedro Bay Ports Clean Air Action Plan – released in November 2016 – show enormous strides in reducing harmful emissions. Since 2005, the two ports have seen an 85 percent reduction in diesel particulate matter, a reduction of 51 percent in nitrogen oxides, and a whopping 97 percent reduction in sulfur oxides, according to the ports' Clean Air Action Plan Update.



The update also reported overwhelming participation in the Vessel Speed Reduction Program, which rewards carriers for slowing vessel speeds. More than 80 percent of shipping lines slowed their speeds within 40 nautical miles of the Ports of Los Angeles and Long Beach, aiding the ports in their goals to improve air quality.

A green terminal

In June 2016, work started on the groundbreaking $26 million Pasha Green Omni Terminal Demonstration Project at the Port of Los Angeles. When complete, the marine terminal is expected to be the world's first to operate purely on renewable resources. Work started with construction of the microgrid, which will generate solar power and have extensive battery storage to charge a fleet of clean energy vehicles and cargo-handling equipment. The terminal will use zero-emission electric yard tractors, high-tonnage electric forklifts, electric on-road drayage trucks and an electric top handler. Port officials say the terminal will operate as a "working laboratory" for advancing zero and near-zero emissions technologies, with emissions reductions from the new terminal expected to equal taking more than 14,000 cars off the road every day.

A blue whale goes down for a dive in the Santa Barbara Channel, as an NYK vessel passes in the distance *(story at right)*.

Tracking Emissions

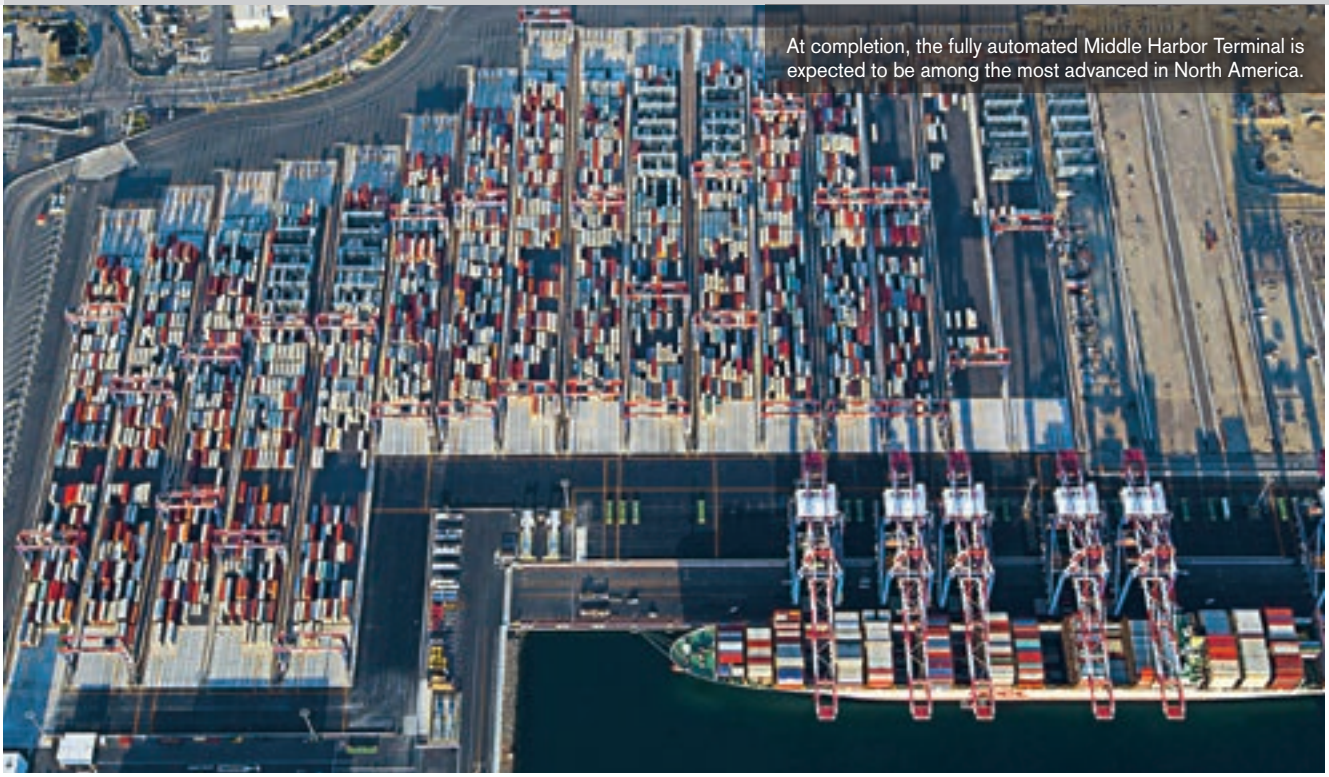
The Ports of Los Angeles and Long Beach in 2016 installed $1 million in tracking systems to measure emissions from a fleet of newly retrofitted Maersk container ships. Over the next three years, the state-of-the-art technology will track vessel emissions at sea and at berth in real time, gauging how variables such as speed or weather impact fuel consumption. These measurements will feed the next round of efforts to reduce the environmental impact of vessels calling in Southern California.

We brake for whales

When ships reduce their speeds, it does more than help cut air pollution – it may also protect whales from being injured in collisions with vessels.

In 2016, 10 shipping companies signed on for another speed reduction program that provides incentives for thousands of ships to slow their speeds as they pass through the Santa Barbara Channel on the way to Southern California ports. This program reduced nitrogen oxides by 27 tons, and greenhouse gases by more than 1,000 metric tons. The program also allowed crew members to take photos and create maps of whale sightings, including endangered and threatened species such as blue, humpback and fin whales. ■

Regional Developments:
Southern California



At completion, the fully automated Middle Harbor Terminal is expected to be among the most advanced in North America.

In Southern California, the ports of Los Angeles and Long Beach moved forward on a number of improvements designed to facilitate the efficient flow of goods to and from the nation's leading international trade hub. In all, the ports anticipate investments of more than $6.5 billion in capital projects over the next decade to automate terminals, introduce green technologies, enhance rail and roadway capacity, create deep-water berths to accommodate larger vessels, and add new technology to help track cargo.

One of the most dramatic developments at the port complex in 2016 was the installation of the tallest ship-to-shore crane in North America. At Pier 400 at the Port of Los Angeles, APM Terminals raised the first of 10 ship-to-shore cranes from 134 to 167 feet, while extending the boom to handle loading and unloading of ultra-large container ships carrying up to 20,000 TEUs (twenty-foot equivalent units). The $40 million crane-raising project also features important technology, including better illumination that enhances visibility for the crane operator while also improving the effectiveness of optical character recognition programs.

In 2016, the Port of Long Beach opened the first phase of its state-of-the-art Middle Harbor Terminal, and continued construction of the $1.5 billion Gerald Desmond Bridge replacement, which will rise more than 200 feet above the water.

Automated terminals come online

In April 2016, the first phase of the Long Beach Container Terminal (LBCT) project received its first vessel call at the fully automated Middle Harbor Terminal. The terminal uses seven ship-to-shore cranes and 32 automated guided vehicles to work the vessel and process containers to and from truckers. LBCT officials reported that trucks are spending less than half as long per terminal visit, compared to port-wide averages. Reducing truck wait-times enables cargo to move more swiftly, with greater volume and fewer emissions.

At full buildout, the $1.3 billion Middle Harbor project is widely

expected to be among the most advanced automated terminals in North America. Plans call for the terminal to be nearly all-electric, making it one of the greenest terminals anywhere in the world. The second phase of the project, which includes construction of an on-dock rail yard, is scheduled to begin in late 2017.

At the Port of Los Angeles, TraPac in fall 2016 launched its automated on-dock rail operation. TraPac now uses automated rail cranes that can be driven remotely by ILWU crane drivers, or operated in a fully automated capacity. Cargo is loaded onto the rail cars by fully automated straddle carriers.

New registrants added to workforce

Los Angeles and Long Beach registered 125 longshore workers and 50 clerks in 2016 – completing a push that began in 2015 to add a total of more than 600 longshore and 150 clerk registrants to the workforce. The new registered workers will augment the existing Southern California workforce, ensuring trained workers will be ready to meet the challenges ahead for the West Coast.

Turning to tech to speed cargo flow

The Port of Los Angeles is working with GE Transportation to see how technology may help move cargo more efficiently. They are teaming up to launch a new information portal to digitize ship cargo data and make it available as soon as two weeks before a vessel arrives. This practice is expected to help terminals better plan for vessel arrivals, more effectively sort cargo, minimize terminal congestion and keep the supply chain moving, according to the port.

One of the most dramatic developments at Southern California ports in 2016 was the installation of the tallest ship-to-shore crane in North America.

First L.A. Fleet Week comes ashore

More than 175,000 members of the public and 1,500 sailors and other military personnel converged on the Port of Los Angeles for Los Angeles' first ever Fleet Week over the 2016 Labor Day weekend, port officials said. During the free event, visitors toured elite naval vessels – such as the battleship *Iowa* and amphibious assault ship *USS America* – and experienced a search and rescue demonstration by the U.S. Coast Guard. L.A.'s second Fleet Week is already on the schedule for 2017. ■

TraPac's Los Angeles terminal continued to innovate in 2016.

Regional Developments:
Northern California

At the Port of Oakland, changes in terminal operations and a significant boost in cargo volumes were among the leading stories of 2016. In fact, one operator's departure in early 2016 helped pave the way for another tenant to make major expansions and investments at the port.

After Outer Harbor Terminal LLC announced it would cease operations in Oakland, TraPac expanded its existing lease to include another 57 acres and two vessel berths, almost doubling its footprint at the port. TraPac's plans for the expansion are underway, starting with adding a new terminal gate for truckers followed by modernizing the new space for cargo handling by late 2017.

The Port of Oakland also became the second West Coast gateway to implement a formal "night gate" program, following Los Angeles/Long Beach. Oakland's program, which is designed to ease daytime truck traffic, began with a three-month pilot at OICT, the port's largest terminal, and has since been made permanent. In order to pay for the program, customers are charged a flat $30 fee for each container move, no matter the time of day. According to data compiled by OICT and the port, average transaction times for truck drivers dropped by 20 percent, and 1,300 container moves each day shifted to the less congested nighttime hours. Other terminal operators at the port have begun to explore night gates, as well.

Fruit and nut exports drive boom in Oakland

Total revenue tonnage at the Port of Oakland rose by 7.1 percent in 2016, with exports accounting for a significant portion of the increase. Exports of agricultural commodities such as fruits, nuts and meat to Asian countries were especially strong, according to port officials, largely as a result of Asia's expanding middle class and consumers' desire for American farm products. The port's proximity to California's agricultural regions has helped to facilitate export growth. Unlike most other major ports, more than half of Oakland's volume is fueled by exports.

Pasha Automotive transforms San Francisco's Pier 80

In 2016, the Port of San Francisco inked a 15-year lease with Pasha Automotive Services to ship vehicles from Pier 80, a move officials say will transform the 69-acre cargo terminal from an "underutilized asset to a thriving marine terminal." Initial estimates call for Pier 80 to be staffed by about 50 longshore workers, a number that could rise to 150 as operations expand. Mayor Edwin M. Lee in August welcomed the first vessel to call at Pier 80, which has a capacity to ship up to 150,000 vehicles annually. Mayor Lee hailed the terminal reopening, and said, "The revival of a once thriving industry ushers in a new era of commerce at the Port of San Francisco." ■

At San Francisco's Pier 80, Pasha Automotive expects to ship up to 150,000 vehicles per year.

Regional Developments:
Pacific Northwest

Mount Rainier highlights the skyline beyond the Port of Tacoma.

The ports of Seattle and Tacoma in 2016 marked their first anniversary operating together as The Northwest Seaport Alliance, with solid gains in cargo volumes and plans to upgrade multiple terminals in order to draw business back to the Puget Sound ports.

The historic alliance combines the marine cargo and business operations for the two ports, which together now stand as North America's fourth-largest container gateway.

During the year, both Seattle and Tacoma saw increases in cargo volume, with containers and bulk cargo registering significant gains. Together, overall revenue tonnage was up by 8.4 percent compared to 2015.

The alliance also dug into sizable plans to upgrade port infrastructure at both locations, approving major investments designed to improve operations. In 2016, more than $140 million was approved for upgrades at the Port of Tacoma's Husky Terminal, which will include technology to allow vessels to plug into shore power, four new cranes, and an expanded dock to allow two mega-ships of up to 18,000 TEUs each to dock simultaneously.

The alliance also moved forward with plans to redevelop Seattle's Terminal 5, releasing its Final Environmental Impact Statement on the project. When complete, the facility will have deeper berths and bigger cranes, feeding the alliance's vision to make the terminal "big ship ready."

In February 2016, the Port of Seattle passed a major test when the CMA CGM's *Benjamin Franklin* called at Terminal 18. Previously, the *Benjamin Franklin* had made news as the largest cargo carrier ever to visit North American shores.

In August, the alliance also launched and funded a three-month extended truck gate program, timed to ease congestion during peak shipping season. Officials later continued the program for an additional three weeks into December, as a result of strong demand. All told, terminal operators added more than 50 hours per week of truck gate availability.

Oregon sees growth in autos

In 2016, the Port of Portland saw a double-digit percentage increase in shipments of autos and trucks. Currently the third largest auto gateway on the West Coast, the Port of Portland in 2016 saw shipments of autos and trucks rise more than 12 percent. In a first, the Port of Portland also shipped more than 200 Tesla X and S Models to China. ■

FORUM

Q. Looking to your port's future, what are the most important priorities for growing market share and strengthening competitive positioning?

Duane Kenagy

Interim Chief Executive
Port of Long Beach

"To strengthen our competitiveness, we're moving ahead with the most aggressive capital improvement program of any seaport in the United States. Our top priorities are to modernize our port's infrastructure and improve the supply chain as it moves through Long Beach. The efficiencies and improvements that we are building will reduce costs for the industry and also reduce our environmental impact.

"At present, we are planning $3 billion in projects over the next 10 years. These include our ongoing terminal redevelopment, roadway upgrades, dredging and major bridge replacement, and a $1 billion initiative to upgrade and expand our rail capacity, especially our ability to handle major growth in the on-dock rail services. Our rail system should provide the customer with the fastest, most reliable means of transporting goods. Overall, we're confident that the world-class facilities and service we offer will continue to capture market share."

Gene Seroka

Executive Director
Port of Los Angeles

"Our challenges at the Port of Los Angeles are in a league of their own: we receive an extraordinary volume of containers along with the largest vessels calling North American shores today.

"To meet these challenges, we're focused on three areas. The first is process management, and what we can do to help our customers and supply chain partners move cargo more efficiently through the port. Second is the development of new blue and green technologies, like our port information portal pilot project with GE Transportation, which will test the digitization and sharing of key shipping data to improve cargo movement planning and predictability. We are also testing zero- and near-zero emission demonstration projects at Pasha and Everport. Third, we are looking at strategic land use, repurposing 100 acres of land on Terminal Island for a container terminal support facility, among other uses.

"At the Port of Los Angeles, we will continue to innovate and partner with key stakeholders to further evolve and adapt to the changes and challenges being faced in the global containerized cargo trade."

West Coast Port Directors on The Future of the Waterfront

Port directors play an important role in setting the vision for the waterfront. PMA reached out to leaders of the four largest West Coast ports to get their insights on the future.

Chris Lytle

Executive Director
Port of Oakland

"Competition makes West Coast ports better. We're improving performance, introducing technology, girding for megaships. Why? Because containerized trade growth has moderated. We're reaching for larger slices of a pie that's no longer outgrowing its crust.

"How do we compete? Simple: look to our customers – give them what they want. What do they want? Also simple: speed, predictability, low cost. How do we do it? Not so simple: we've got to collaborate. The supply chain, starting with waterfront management and labor, must work together. We've done that in Oakland with our Efficiency Task Force. We bring the alphabet soup together: ILWU, MTOs, PMA, plus shippers, carriers and more. They troubleshoot issues and brainstorm solutions. This has led to night gates, appointment systems and technology-based terminal metrics.

"There's competition to the north, south and east of us. Therefore, it's like the old joke. We hang together with our customers and partners, or we hang alone."

John Wolfe

Chief Executive Officer
The Northwest Seaport Alliance,
a marine cargo operating partnership
of the ports of Seattle and Tacoma.

"During 2016, we experienced what we once thought impossible: 18,000-TEU ships, larger shipping alliances among fierce competitors and the demise of Hanjin Shipping.

"Change is accelerating, and we ports need to think and act differently to compete.

"It's no longer enough to develop world-class terminal facilities, believing the cargo will follow. We need to take an active role with our partners to build a performance management system with real-time data to drive more informed decisions. That means convening terminal operators, labor partners, shipping lines, cargo owners and railroads to develop measurements that gain tangible efficiencies.

"We must partner with customers and stakeholders on investments inside and outside the terminals to keep cargo moving, and adopt innovative technologies that give real-time operational views so customers can plan more effectively.

"If we don't adapt in this fiercely competitive marketplace, we risk losing the jobs and economic benefits for which our communities and customers rely on us."

Cargo operations at Ports America's West Basin Container Terminal, Port of Los Angeles

2016 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 15.9 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 2016, PMA members employed more than 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	7/1/14
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's 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's, 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.

Longshore workers at work at the Port of Los Angeles.

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
July 2 2016	1.25	3.3 39.43

* 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, 2012 and 2015, 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.

The Northwest Ports Clean Air Strategy reduces air emissions through the Clean Trucks Program in Seattle and Tacoma.

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: Pacific Ro-Ro Stevedoring, LLC.
Port Hueneme – Southern California Area

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

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

FIRST PLACE: SSA Marine, Inc.
Sacramento – Northern California Area

SECOND PLACE: Jones Stevedoring Company
Washington Area

CONTAINER OPERATORS

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

Group A (1 million or more man-hours)

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

SECOND PLACE: APM Terminals
Los Angeles-Long Beach – Southern California Area

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

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

SECOND PLACE: Washington United Terminals
Washington – Pacific Northwest Area

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

FIRST PLACE: APM Terminals
Washington – Pacific Northwest Area

SECOND PLACE: Everport Terminal Services, Inc.
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: Pacific Crane Maintenance Company
Los Angeles-Long Beach – Southern California Area

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

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

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

SECOND PLACE: SSA Marine, Inc.
San Diego – Southern California 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 29: San Diego – Southern California Area

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

Foreman – Walking Boss Group

Local 91: Northern California 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 2016) (50,000 minimum hours)

Jones Stevedoring Company
Washington Area

SSA Marine, Inc.
Sacramento – Northern California Area

COAST THREE-YEAR REDUCTION AWARD

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

SSA Marine, Inc.
San Diego – Southern California Area

Pasha Stevedoring & Terminals
San Diego – Southern California Area

Washington United Terminals
Washington – Pacific Northwest Area

OUTSTANDING LONGSHORE SAFETY ACHIEVEMENT

Stacey Alford, ILWU Local 92

Anthony Dominguez, Everport Terminal Services, Inc.

Mark McLaughlin, ILWU Local 13

Jack Murphy, SSA Marine, Inc.

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.

2016

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 $2 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 $84,360 increasing to $86,580 on July 1, 2017, and $88,800 on July 1, 2018 – nearly 50% greater than the benefit that was available a 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 $1.53 billion for the fiscal year ending June 30, 2016, up 306% since 2002, and the cost per active participant of $107,393 for the same period, which increased by 198% since 2002.

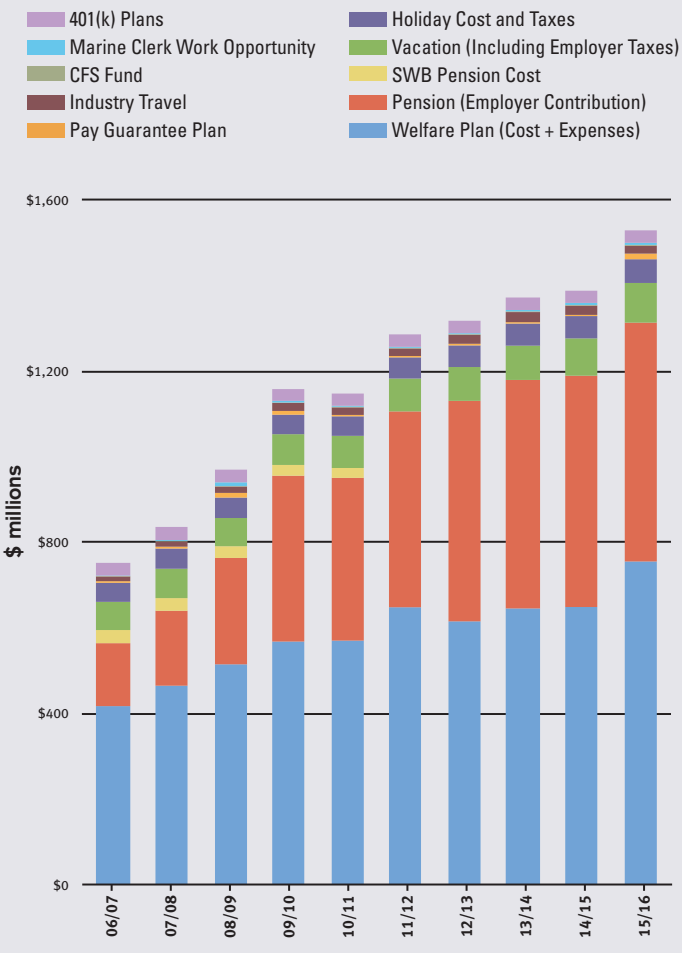
For information on specific benefits that comprise this overall program, please turn to the following pages.

Forklift operations at the Port of Stockton.

Sunrise at the Port of Los Angeles.

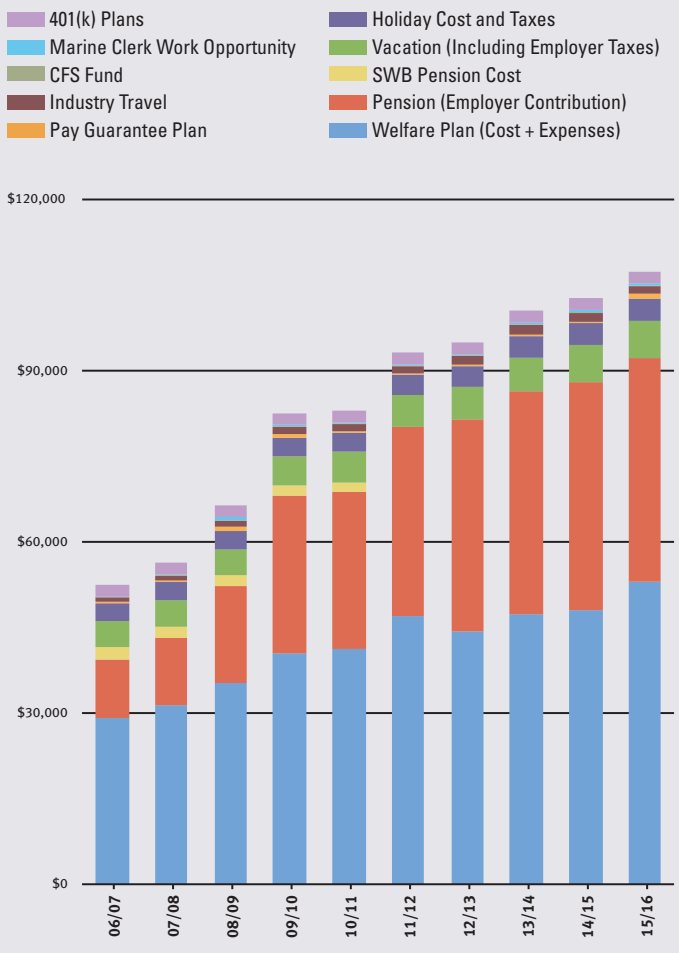
TOTAL BENEFITS COSTS

2006/2007 through 2015/2016



BENEFITS COSTS PER ACTIVE REGISTRANT

2006/2007 through 2015/2016



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2016	**181**	**93**	**63**	**337**

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, 2016)

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
7/08-6/14	37	$180	$6,660
7/14-6/17	**37**	**$190**	**$7,030**

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	$190.00
1,250	$182.69
1,200	$175.38
1,150	$168.08
1,100	$160.77
1,050	$153.46
1,000	$146.15
950	$138.85
900	$131.54
850	$124.23
800	$116.92

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, 2016. 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, 2016, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2014, was $190 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $7,030 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.

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 or 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. Surviving spouses or dependent child survivors of plan participants who died prior to July 1, 2008 receive a benefit equal to 65% of the amount the longshoreman would have received 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 bridge supplement is payable.

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 2016, the Plan was paying $29,927,908.30 per month to 8,735 benefit recipients.

ILWU-PMA Welfare Plan

The ILWU-PMA Welfare Plan provides comprehensive health care and related benefits to qualified active and retired participants and their qualified dependents 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 CSDI Supplementation and the Non-Industrial Disability Supplement benefits.

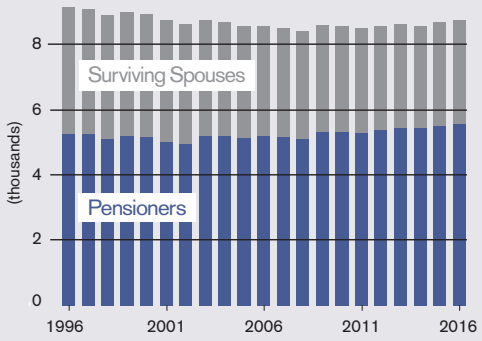
Tenure of the Agreement

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 BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis-ability	In-Service	QDRO	Sub-total	Post-Retire	Pre-Retire	Sub-total	Total
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
2016	**4,192**	**968**	**17**	**402**	**5,579**	**2,526**	**630**	**3,156**	**8,735**

Number of Pension Benefit Recipients



Health Fraud and Abuse Investigations Continue

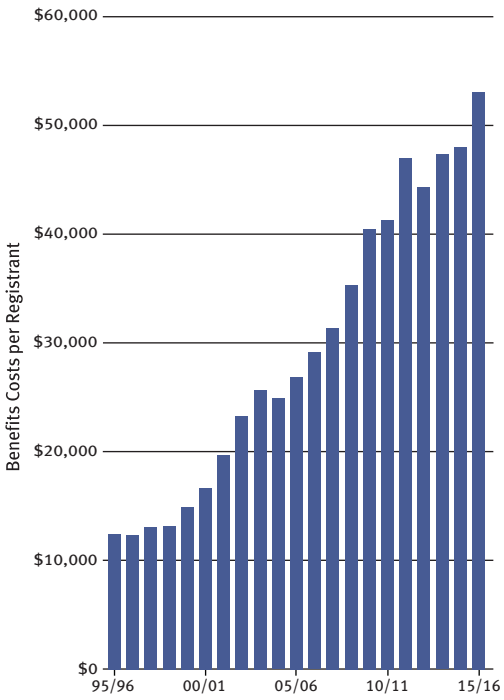
During recent years, employers have intensified their focus on the administration of the ILWU–PMA health plan. This has included a switch to a new third-party administrator, which has led to more rigorous review of medical bills and the identification of fraud and abuse. As a result of these and other efforts, at least 52 providers have been excluded from billing the plan, and medical care costs are nearly 40 percent below what they would have been had they grown at the rate of health care inflation, as expenses now more accurately represent the actual services rendered to ILWU members.

As of the printing of this annual report, federal prosecutors have convicted several individuals for taking part in schemes to defraud this plan. Prosecutors estimated that one such scheme accounted for more than $50 million in fraudulent claims to this and other health plans, in which providers submitted bills for services not rendered, mislabeled procedures that should not have been covered, or sought compensation for medically unnecessary services.

The ILWU-PMA health plan is among the most generous union health plans in the nation, with fully paid medical care with no premiums and only very limited deductibles. Prescription drugs are provided for $1. Employers are committed to continuing to provide comprehensive health benefits – and to ensuring that providers are accurately billing the plan only for services that have been provided and are covered.

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1996-2016



Total Welfare Plan benefits costs—for the active registered work force and dependents and for retirees and covered dependents—for each fiscal year are divided by the count of active registrants at the end of the previous payroll year (midpoint of the fiscal year). For example, costs for 2015/2016 are divided by the count of active registrants at the end of 2015.

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.

On-dock railyard operations at YTI at the Port of Los Angeles.

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 as a minor port 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 utilizes healthcare 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	$82,586,873
2015	$87,453,712
2016*	**$94,737,527**

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 2016

*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 $107,000 per registrant.

Moving cargo from the Pasha Hawaii *Marjorie C* at the Port of San Diego.

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.

Ship-to-shore cranes at the Port of Long Beach.

ADDITIONAL VACATION WEEKS

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

One additional week if registrant has 17 total qualifying years

– or –

Two additional weeks if registrant has 23 total qualifying years

– or –

Three additional weeks if registrant has 25 total qualifying years

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

One additional week if registrant has 8 total qualifying years

– or –

One additional week if registrant has 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

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

2018

January	1	New Year's Day[1]
	15	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	19	Washington's Birthday
March	31	Cesar Chavez's Birthday[2]
May	28	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 4 to 0700 September 5, 0800 November 23 to 0700 November 24. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

[2] When a holiday falls on a 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 2017 and for the first six months of 2018 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30

2012	$49,343,441
2013	$50,370,116
2014	$51,511,071
2015	$52,123,280
2016	**$55,617,854**

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

Loading MSC cargo containers at the Port of Los Angeles.

Pay Guarantee Plan

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

A Class "A" registrant who qualifies is guaranteed an income equivalent to a 40-hour week at the basic straight time hourly wage ($39.43 per hour for Class "A" longshore, effective July 2, 2016, or $1,577.20 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 ($1,261.76).

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 2016/2017 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
2012	$3,165,046	$118,521
2013	$3,333,050	$183,492
2014	$3,060,768	$141,652
2015	$2,750,791	$167,316
2016	**$12,499,929**	**$339,243**

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

A worker directs truck-loading operations at the Port of Los Angeles.

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

2012	$17,649,382
2013	$21,074,048
2014	$23,608,239
2015	$21,132,030
2016	**$18,425,371**

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
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
2016	**$1,777,822**	**$197,516**	**$1,975,338**

Crane operations at the Port of Los Angeles.

Industry Travel System

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

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

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

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

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

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
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
2016	**$4,934,477**	**$30,907,003**	**$35,841,481**

2016 is based on unaudited financial report.

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

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

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

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

During the 1999 contract negotiations it was agreed that PMA would be obligated to pay 85% of all 1998 base year dispatch hall expenses in exchange for implementation of seven-day allocations, orders and dispatch in those Areas in which it was not currently enacted. 2002, 2008 and 2014 contract negotiations maintained these dispatch hall costs.

A "K" Line vessel is ready for offloading at the Port of Long Beach.

Long Beach Container Terminal's
Middle Harbor at the Port of Long Beach.

2016 Industry Assessments

Yang Ming *Uniformity* departs from the Port of Los Angeles.

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

Funding of Benefits

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

Funding Benefits with Hours and Tonnage Contributions

The genesis of the current benefits funding assessment system was an agreement among the PMA membership dated December 14, 1983. Although the agreement has been amended a number of times in the years since, the basic structure remains.

The 1983 assessment agreement was based on the premise that all benefits will be funded by an assessment on hours paid unless the total hours paid falls below a defined number, which is referred to as the divisor. When paid hours fall below the divisor, a portion of the benefits funding obligation shifts to the tonnage sector.

The hours portion of the benefits obligation is derived by first dividing the total benefits costs by the divisor. The result is the hourly benefits assessment rate. This rate is then multiplied by the number of hours expected to be paid to determine the total amount that will be raised by the hours sector. If total benefits costs exceed the amount raised by the hours sector then the difference will be raised by the tonnage sector.

The process of achieving an agreement on the divisor that was used in the assessment formula was a formidable undertaking. During the fall of 1983, Pres Lancaster and a group of industry executives worked intensely for many weeks to develop the divisor and the assessment system in which it would be deployed.

After reaching consensus on a solution, the group presented their assessment proposal to the PMA Board of Directors. The Board, however, demanded a further refinement of the divisor, and after further deliberations, a compromise was reached and the number 24,800,546 was agreed upon.

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

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.

Local 54 and Local 91 members discharge 480-foot length of rails at the Port of Stockton.

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 figure. 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
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
2016/2017	**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**
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
2016	**$34.03**	**$0.88**	**$3.04**	**$6.44**	**$28.150**	**$1.656**	**$1.656**	**$0.134**	**$0.033**	**$0.300**	**$0.630**	**$0.02**

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.

Straddle carriers move containers in The Northwest Seaport Alliance's North Intermodal Yard in Tacoma.

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.

ITS cranes arrive at the Port of Long Beach.

2016

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.

Evergreen *Ever Lucky* calls at the Port of Los Angeles.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2016 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			
2016	Total	% of Coast	Chg from 2015	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2015	% Loaded: % Discharged	Total	% of Coast	Chg from 2015	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	5,999,166	1.7%	7.3%	13.8 : 86.2	71,581	0.5%	14.9%	3.5 : 96.5	107,654	1.7%	-25.7%	35.6 : 64.4
Long Beach	95,644,153	27.3%	-3.3%	34.7 : 65.3	4,963,600	31.2%	-3.7%	30.7 : 69.3	566,912	8.8%	-2.5%	15.2 : 84.8
Los Angeles	113,927,351	32.6%	7.6%	28.0 : 72.0	6,351,668	39.9%	8.8%	28.6 : 71.4	2,485,052	38.8%	-22.0%	0.6 : 99.4
Port Hueneme	5,380,996	1.5%	-7.4%	10.7 : 89.3	60,701	0.4%	-0.7%	18.1 : 81.9	483,947	7.5%	-16.2%	7.7 : 92.3
AREA TOTAL	**220,951,666**	**63.1%**	**2.2%**	**30.1 : 69.9**	**11,447,550**	**72.0%**	**3.0%**	**29.3 : 70.7**	**3,643,565**	**56.8%**	**-18.8%**	**4.8 : 95.2**
NORTHERN CALIFORNIA												
San Francisco	607,763	0.2%	-17.2%	0.0 : 100.0	–	–	-100.0%	0.0 : 0.0	218	<0.1%	-97.5%	80.3 : 19.7
Redwood City	1,292,168	0.4%	-0.8%	3.0 : 97.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Oakland	31,093,451	8.9%	7.1%	52.0 : 47.9	1,816,970	11.4%	7.1%	52.0 : 48.0	13,691	0.2%	46.8%	81.0 : 19.0
Richmond	1,886,685	0.5%	16.7%	0.6 : 99.4	978	<0.1%	-4.3%	0.0 : 100.0	–	–	–	0.0 : 0.0
Crockett	509,014	0.1%	-22.5%	1.1 : 98.9	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Benicia	2,091,446	0.6%	29.7%	2.0 : 98.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Port Chicago	14,344	<0.1%	-72.9%	58.3 : 41.7	731	<0.1%	-76.5%	57.5 : 42.5	694	<0.1%	1185.2%	0.0 : 100.0
Stockton	2,853,822	0.8%	-3.0%	45.2 : 54.8	6	<0.1%	100.0%	0.0 : 100.0	566,605	8.8%	9.3%	24.1 : 75.9
West Sacramento	604,012	0.2%	15.7%	13.1 : 86.9	–	–	–	0.0 : 0.0	229,179	3.6%	-2.5%	34.6 : 65.4
Eureka	126,384	<0.1%	63.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**41,079,089**	**11.7%**	**6.6%**	**43.3 : 56.7**	**1,818,685**	**11.4%**	**7.0%**	**52.0 : 48.0**	**810,387**	**12.6%**	**5.0%**	**28.1 : 71.9**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend / Coos Bay	1,709,548	0.5%	9.4%	97.9 : 2.1	–	–	–	0.0 : 0.0	6,391	0.1%	1.4%	48.3 : 51.7
Portland	9,743,243	2.8%	-0.6%	55.1 : 44.9	1,687	<0.1%	-89.7%	100.0 : 0.0	15,974	0.2%	-80.0%	0.0 : 100.0
Vancouver	2,747,561	0.8%	-8.8%	28.4 : 71.6	1,287	<0.1%	10.4%	95.4 : 4.6	797,087	12.4%	-22.8%	10.6 : 89.4
Kalama	14,240,930	4.1%	17.9%	97.6 : 2.4	–	–	–	0.0 : 0.0	340,062	5.3%	-23.0%	0.0 : 100.0
Rainier	181,198	0.1%	13.9%	89.8 : 10.2	6,332	<0.1%	39.7%	85.5 : 14.5	41,551	0.6%	-18.8%	93.0 : 7.0
Longview	2,508,557	0.7%	-10.8%	81.8 : 18.2	8	<0.1%	100.0%	50.0 : 50.0	142,185	2.2%	-33.3%	49.4 : 50.6
Astoria	84,870	<0.1%	-30.3%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**31,215,907**	**8.9%**	**5.6%**	**77.0 : 23.0**	**9,314**	**0.1%**	**-58.0%**	**89.5 : 10.5**	**1,343,250**	**21.0%**	**-26.4%**	**14.6 : 85.4**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen / Grays Harbor	2,759,709	0.8%	6.8%	94.5 : 5.5	–	–	–	0.0 : 0.0	8,171	0.1%	-62.3%	100.0 : 0.0
Olympia	283,358	0.1%	29.3%	79.0 : 21.0	–	–	–	0.0 : 0.0	8,331	0.1%	-33.4%	0.0 : 100.0
Tacoma	38,060,465	10.9%	11.5%	51.6 : 48.4	1,745,248	11.0%	8.6%	46.5 : 53.5	539,283	8.5%	-27.9%	19.5 : 80.5
Seattle	15,129,082	4.3%	1.5%	44.4 : 55.6	878,892	5.5%	1.4%	44.4 : 55.6	36,141	0.6%	5.1%	99.1 : 0.9
Everett	207,992	0.1%	-44.0%	32.5 : 67.5	6,967	<0.1%	-34.4%	25.0 : 75.0	20,517	0.3%	-83.5%	28.5 : 71.5
Port Angeles	140,970	<0.1%	16.0%	97.9 : 2.1	172	<0.1%	17.0%	0.0 : 100.0	–	–	-100.0%	0.0 : 0.0
Anacortes	485,699	0.1%	17.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	125	<0.1%	100.0%	0.0 : 100.0
Bellingham	708	<0.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	708	<0.1%	100.0%	100.0 : 0.0
AREA TOTAL	**57,067,983**	**16.3%**	**8.2%**	**52.4 : 47.6**	**2,631,279**	**16.5%**	**5.9%**	**45.8 : 54.2**	**613,276**	**9.6%**	**-34.9%**	**25.4 : 74.6**
COAST TOTAL	**350,314,645**	**100.0%**	**3.9%**	**39.4 : 61.0**	**15,906,828**	**100.0%**	**3.8%**	**34.6 : 65.4**	**6,410,478**	**100.0%**	**-20.2%**	**11.8 : 88.2**

Revenue Tonnage Loaded and Discharged by Port

— CONTINUED

Total tonnage reported for the port.

Chg from 2015 shows the percent 2016 tonnage changed from 2015 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 2015	% Loaded: % Discharged	Total	% of Coast	Chg from 2015	% Loaded: % Discharged	Total	% of Coast	Chg from 2015	% Loaded: % Discharged	2016
SOUTHERN CALIFORNIA													
San Diego	–	–	–	0.0 : 0.0	4,561,465	17.5%	7.0%	16.0 : 84.0	113,170	0.2%	-7.6%	18.0 : 82.0	
Long Beach	160,230	8.9%	12.9%	0.0 : 100.0	3,497,964	13.4%	-4.3%	11.3 : 88.7	7,037,847	15.4%	0.8%	96.0 : 4.0	
Los Angeles	–	–	–	0.0 : 0.0	2,571,894	9.8%	14.2%	3.4 : 96.6	892,049	2.0%	-24.7%	100.0 : 0.0	
Port Hueneme	–	–	–	0.0 : 0.0	3,659,530	14.0%	-8.6%	9.6 : 90.4	205,602	0.5%	8.2%	0.0 : 100.0	
AREA TOTAL	**160,230**	**8.9%**	**12.9%**	**0.0 : 100.0**	**14,290,853**	**54.7%**	**0.8%**	**10.9 : 89.1**	**8,248,668**	**18.1%**	**-2.7%**	**93.0 : 7.0**	
NORTHERN CALIFORNIA													
San Francisco	–	–	–	0.0 : 0.0	63,894	0.2%	100.0%	0.0 : 100.0	543,651	1.2%	-24.8%	0.0 : 100.0	
Redwood City	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	1,292,168	2.8%	-0.8%	3.0 : 97.0	
Oakland	–	–	–	0.0 : 0.0	191,270	0.7%	5.6%	61.2 : 38.8	–	–	–	0.0 : 0.0	
Richmond	–	–	–	0.0 : 0.0	1,479,136	5.7%	16.0%	0.8 : 99.2	390,923	0.9%	20.3%	0.0 : 100.0	
Crockett	5,523	0.3%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	503,491	1.1%	-23.4%	0.0 : 100.0	
Benicia	–	–	–	0.0 : 0.0	2,091,446	8.0%	29.7%	2.0 : 98.0	–	–	–	0.0 : 0.0	
Port Chicago	–	–	–	0.0 : 0.0	1,223	<0.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	
Stockton	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	2,287,115	5.0%	-5.6%	50.5 : 49.5	
West Sacramento	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	374,833	0.8%	30.6%	0.0 : 100.0	
Eureka	5,287	0.3%	3.7%	100.0 : 0.0	–	–	–	0.0 : 0.0	121,097	0.3%	67.1%	100.0 : 0.0	
AREA TOTAL	**10,810**	**0.6%**	**112.0%**	**100.0 : 0.0**	**3,826,969**	**14.6%**	**24.7%**	**4.5 : 95.5**	**5,513,278**	**12.1%**	**-4.8%**	**23.8 : 76.2**	
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER													
North Bend / Coos Bay	115,112	6.4%	162.8%	96.3 : 3.7	–	–	–	0.0 : 0.0	1,588,045	3.5%	4.9%	98.3 : 1.7	
Portland	–	–	–	0.0 : 0.0	3,639,485	13.9%	12.1%	20.3 : 79.7	6,059,105	13.3%	-2.2%	76.0 : 24.0	
Vancouver	–	–	–	0.0 : 0.0	1,043,382	4.0%	-2.2%	0.0 : 100.0	885,213	1.9%	-0.9%	76.2 : 23.8	
Kalama	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	13,900,868	30.5%	19.4%	100.0 : 0.0	
Rainier	32,003	1.8%	3.7%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Longview	903,072	49.8%	-3.5%	99.0 : 1.0	–	–	–	0.0 : 0.0	1,463,164	3.2%	-12.0%	74.3 : 25.7	
Astoria	84,870	4.7%	-30.3%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**1,135,057**	**62.7%**	**0.3%**	**98.8 : 1.2**	**4,682,867**	**17.9%**	**8.6%**	**15.8 : 84.2**	**23,896,395**	**52.5%**	**9.1%**	**91.3 : 8.7**	
PACIFIC NORTHWEST: WASHINGTON													
Aberdeen / Grays Harbor	44,845	2.5%	153.6%	100.0 : 0.0	716,238	2.7%	-24.9%	86.0 : 14.0	1,990,455	4.4%	25.2%	97.4 : 2.6	
Olympia	238,204	13.2%	15.2%	94.0 : 6.0	–	–	–	0.0 : 0.0	36,823	0.1%	100.0%	0.0 : 100.0	
Tacoma	48,780	2.7%	-31.2%	100.0 : 0.0	2,504,904	9.6%	-6.2%	15.3 : 84.7	5,298,282	11.6%	59.1%	100.0 : 0.0	
Seattle	–	–	–	0.0 : 0.0	130,236	0.5%	16.0%	29.5 : 70.5	21,541	<0.1%	-13.3%	30.8 : 69.2	
Everett	32,062	1.8%	-13.5%	100.0 : 0.0	–	–	-100.0%	0.0 : 0.0	36,974	0.1%	31.3%	0.0 : 100.0	
Port Angeles	138,046	7.6%	16.7%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Anacortes	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	485,574	1.1%	16.9%	100.0 : 0.0	
Bellingham	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**501,937**	**27.8%**	**11.4%**	**97.2 : 2.8**	**3,351,378**	**12.8%**	**-10.3%**	**31.0 : 69.0**	**7,869,649**	**17.3%**	**46.0%**	**98.2 : 1.8**	
COAST TOTAL	**1,808,034**	**100.0%**	**4.5%**	**89.6 : 10.4**	**26,152,067**	**100.0%**	**3.4%**	**13.4 : 86.6**	**45,527,990**	**100.0%**	**9.6%**	**84.7 : 15.3**	

Container Box Counts

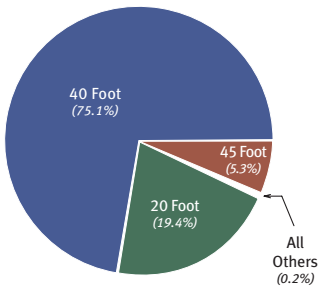
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: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

2016

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	381,812	163,152	544,964	1,422,560	638,417	2,060,977	93,268	43,397	136,665	1,904,866	844,994	2,749,860	73.9%	4,993,975
Empty	2,989	170,161	173,150	27,660	693,661	721,321	11,059	59,100	70,159	46,689	923,045	969,734	26.1%	1,787,415
TOTAL	**384,801**	**333,313**	**718,114**	**1,450,220**	**1,332,078**	**2,782,298**	**104,327**	**102,497**	**206,824**	**1,951,555**	**1,768,039**	**3,719,594**	**100.0%**	**6,781,390**
Los Angeles														
Cargo Bearing	449,454	179,262	628,716	1,910,425	773,316	2,683,741	119,041	40,768	159,809	2,481,007	993,346	3,474,353	72.1%	6,361,848
Empty	1,341	224,080	225,421	39,723	973,519	1,013,242	17,587	86,470	104,057	61,763	1,284,243	1,346,006	27.9%	2,495,035
TOTAL	**450,795**	**403,342**	**854,137**	**1,950,148**	**1,746,835**	**3,696,983**	**136,628**	**127,238**	**263,866**	**2,542,770**	**2,277,589**	**4,820,359**	**100.0%**	**8,856,883**
Oakland														
Cargo Bearing	147,870	109,986	257,856	349,394	408,849	758,243	20,230	13,208	33,438	517,522	532,100	1,049,622	78.4%	1,849,998
Empty	8,352	52,887	61,239	94,403	111,016	205,419	7,019	16,304	23,323	109,778	180,239	290,017	21.6%	524,741
TOTAL	**156,222**	**162,873**	**319,095**	**443,797**	**519,865**	**963,662**	**27,249**	**29,512**	**56,761**	**627,300**	**712,339**	**1,339,639**	**100.0%**	**2,374,739**
Portland														
Cargo Bearing	–	129	129	–	779	779	–	–	–	–	908	908	97.3%	1,687
Empty	–	12	12	–	13	13	–	–	–	–	25	25	2.7%	38
TOTAL	**–**	**141**	**141**	**–**	**792**	**792**	**–**	**–**	**–**	**–**	**933**	**933**	**100.0%**	**1,725**
Tacoma														
Cargo Bearing	111,388	54,534	165,922	390,302	366,390	756,692	26,210	14,766	40,976	527,900	435,690	963,590	84.4%	1,771,754
Empty	676	34,028	34,704	55,060	60,447	115,507	8,610	18,788	27,398	64,601	113,506	178,107	15.6%	328,703
TOTAL	**112,064**	**88,562**	**200,626**	**445,362**	**426,837**	**872,199**	**34,820**	**33,554**	**68,374**	**592,501**	**549,196**	**1,141,697**	**100.0%**	**2,100,457**
Seattle														
Cargo Bearing	67,637	40,614	108,251	203,223	171,777	375,000	10,730	3,717	14,447	281,663	218,568	500,231	78.4%	893,911
Empty	3,198	26,104	29,302	35,709	59,385	95,094	756	9,842	10,598	42,186	95,333	137,519	21.6%	246,426
TOTAL	**70,835**	**66,718**	**137,553**	**238,932**	**231,162**	**470,094**	**11,486**	**13,559**	**25,045**	**323,849**	**313,901**	**637,750**	**100.0%**	**1,140,337**
All Others														
Cargo Bearing	49,920	12,838	62,758	35,961	4,369	40,330	2,203	234	2,437	88,141	17,972	106,113	73.4%	149,615
Empty	1,400	60	1,460	2,721	33,186	35,907	65	633	698	4,674	33,879	38,553	26.6%	75,427
TOTAL	**51,320**	**12,898**	**64,218**	**38,682**	**37,555**	**76,237**	**2,268**	**867**	**3,135**	**92,815**	**51,851**	**144,666**	**100.0%**	**225,042**
COAST TOTALS														
Cargo Bearing	1,208,081	560,515	1,768,596	4,311,865	2,363,897	6,675,762	271,682	116,090	387,772	5,801,099	3,043,578	8,844,677	74.9%	16,022,788
Empty	17,956	507,332	525,288	255,276	1,931,227	2,186,503	45,096	191,137	236,233	329,691	2,630,270	2,959,961	25.1%	5,457,785
TOTAL	**1,226,037**	**1,067,847**	**2,293,884**	**4,567,141**	**4,295,124**	**8,862,265**	**316,778**	**307,227**	**624,005**	**6,130,790**	**5,673,848**	**11,804,638**	**100.0%**	**21,480,573**
% of Total	**10.4%**	**9.0%**	**19.4%**	**38.7%**	**36.4%**	**75.1%**	**2.7%**	**2.6%**	**5.3%**	**51.9%**	**48.1%**	**100.0%**	**–**	**–**

2016 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

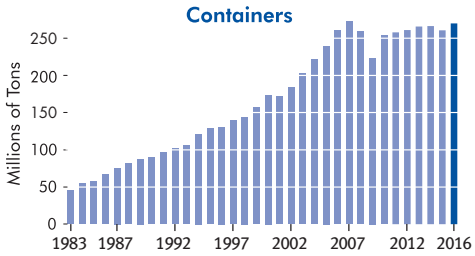
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs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

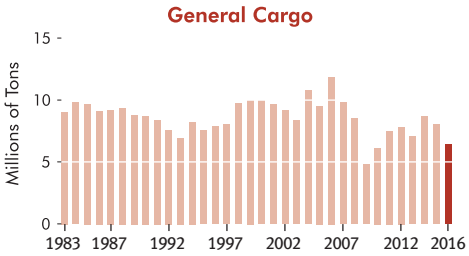
2016	CELL-TO-CELL	CELL-DOCK-CELL
Oakland	0	1,458
Northern California Total	**0**	**1,458**
Long Beach	0	1,796
Los Angeles	214	28,316
Southern California Total	**214**	**30,112**
Seattle	0	306
Tacoma	54	8,592
Washington Total	**54**	**8,898**
Portland	–	–
Oregon Total	**–**	**–**
COAST TOTAL	**268**	**40,468**

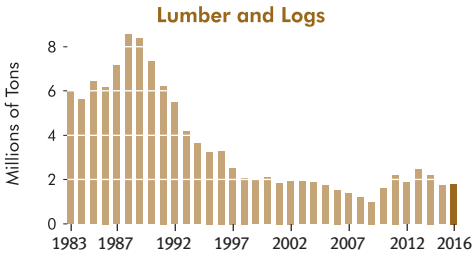
West Coast Waterborne Revenue Tonnage

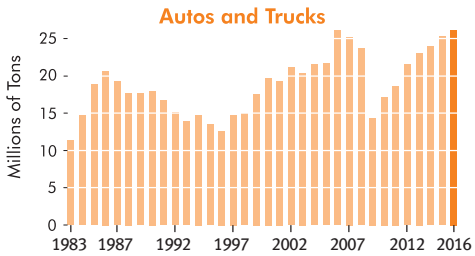
Waterborne revenue tonnage moving through California, Oregon, and Washington Ports since 1983. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each 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.

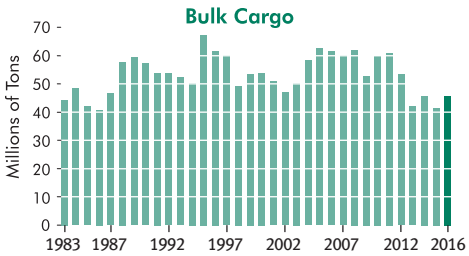
Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1983	45,429,483	39.2%	9,047,558	7.8%	5,981,043	5.2%	11,317,759	9.8%	44,204,444	38.1%	115,980,287
1984	54,865,052	41.2%	9,756,682	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	260,444,726	77.3%	8,029,054	2.4%	1,729,530	0.5%	25,293,258	7.5%	41,556,263	12.3%	337,052,831
2016	**270,416,076**	**77.2%**	**6,410,478**	**1.8%**	**1,808,034**	**0.5%**	**26,152,067**	**7.5%**	**45,527,990**	**13.0%**	**350,314,645**

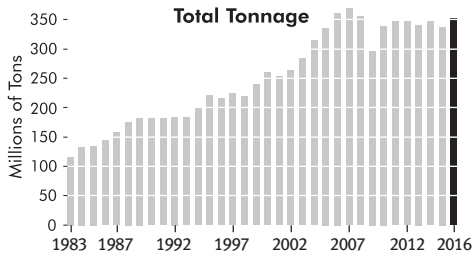












Coast Revenue Tonnage Market Share

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 86.7% of the total coast tonnage in 2016 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 2012.

	2016		2015		2014		2013		2012	
	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	3,497,964	13.4%	3,653,575	14.4%	3,396,584	14.2%	3,369,222	14.6%	3,168,614	14.7%
Bulk Cargo	7,037,847	15.5%	6,980,352	16.8%	9,339,263	20.4%	9,722,837	23.2%	9,055,564	17.0%
Containerized Cargo	4,963,600	31.2%	5,151,773	33.6%	5,128,955	32.7%	5,140,273	32.9%	4,592,116	29.9%
General Cargo	566,912	8.8%	581,537	7.2%	558,787	6.5%	503,716	7.1%	562,483	7.2%
Logs and Lumber	160,230	8.9%	141,958	8.2%	125,508	5.7%	97,510	4.0%	100,885	5.4%
Port Total	**95,644,153**	**27.3%**	**98,937,563**	**29.4%**	**100,612,377**	**29.0%**	**101,077,926**	**29.7%**	**90,953,518**	**26.3%**
LOS ANGELES										
Automobiles and Trucks	2,571,894	9.8%	2,251,639	8.9%	1,708,672	7.1%	2,201,359	9.5%	2,644,045	12.3%
Bulk Cargo	892,049	2.0%	1,184,281	2.8%	841,889	1.8%	1,274,214	3.0%	839,013	1.6%
Containerized Cargo	6,351,668	40.0%	5,837,716	38.1%	6,104,955	39.0%	5,889,239	37.7%	6,150,092	40.0%
General Cargo	2,485,052	38.8%	3,185,438	39.7%	3,493,221	40.4%	2,581,259	36.4%	2,721,033	34.8%
Port Total	**113,927,351**	**32.6%**	**105,862,530**	**31.4%**	**109,828,017**	**31.7%**	**106,173,895**	**31.2%**	**110,755,655**	**32.0%**
OAKLAND										
Automobiles and Trucks	191,270	0.7%	181,090	0.7%	276,300	1.2%	308,581	1.3%	322,955	1.5%
Containerized Cargo	1,816,970	11.4%	1,695,872	11.1%	1,779,849	11.4%	1,799,040	11.5%	1,762,238	11.5%
General Cargo	13,691	0.2%	9,325	0.1%	6,686	0.1%	13,803	0.2%	16,774	0.2%
Port Total	**31,093,451**	**8.9%**	**29,020,239**	**8.6%**	**30,540,419**	**8.8%**	**30,906,064**	**9.1%**	**30,297,775**	**8.8%**
PORTLAND										
Automobiles and Trucks	3,639,485	13.9%	3,245,825	12.9%	3,177,993	13.3%	2,987,992	12.9%	3,214,234	14.9%
Bulk Cargo	6,059,105	13.3%	6,192,789	14.9%	8,479,081	18.5%	7,115,048	16.9%	11,147,471	20.9%
Containerized Cargo	1,687	<0.1%	16,457	0.1%	130,094	0.8%	151,564	1.0%	152,961	1.0%
General Cargo	15,974	0.2%	79,826	1.0%	704,316	8.1%	891,452	12.6%	986,089	12.6%
Port Total	**9,743,243**	**2.8%**	**9,798,209**	**2.9%**	**14,572,988**	**4.2%**	**13,571,080**	**4.0%**	**17,948,131**	**5.2%**
TACOMA										
Automobiles and Trucks	2,504,904	9.6%	2,670,728	10.6%	2,661,783	11.1%	2,372,091	10.3%	2,186,126	10.2%
Bulk Cargo	5,298,282	11.6%	3,331,035	8.0%	5,125,856	11.2%	3,492,726	8.3%	5,710,368	10.7%
Containerized Cargo	1,745,248	11.0%	1,607,555	10.5%	1,551,760	9.9%	1,483,509	9.5%	1,307,395	8.5%
General Cargo	539,283	8.4%	748,366	9.3%	682,392	7.9%	650,339	9.2%	730,788	9.4%
Logs and Lumber	48,780	2.7%	70,855	4.1%	85,854	3.9%	126,380	5.1%	121,740	6.5%
Port Total	**38,060,465**	**10.9%**	**34,149,419**	**10.1%**	**34,935,805**	**10.1%**	**31,861,189**	**9.4%**	**30,974,737**	**9.0%**
SEATTLE										
Automobiles and Trucks	130,236	0.5%	112,288	0.4%	82,229	0.3%	103,597	0.4%	96,202	0.4%
Bulk Cargo	21,541	<0.1%	24,843	0.1%	22,061	<0.1%	16,552	<0.1%	3,484,386	6.5%
Containerized Cargo	878,892	5.5%	866,743	5.7%	835,120	5.3%	1,049,838	6.7%	1,285,858	8.4%
General Cargo	36,141	0.6%	34,387	0.4%	120,496	1.4%	136,568	1.9%	108,830	1.4%
Port Total	**15,129,082**	**4.3%**	**14,906,149**	**4.4%**	**14,421,826**	**4.2%**	**18,103,963**	**5.3%**	**25,549,004**	**7.4%**
ALL OTHER PORTS										
Automobiles and Trucks	13,616,314	52.1%	13,178,113	52.1%	12,609,333	52.7%	11,768,751	50.9%	9,904,850	46.0%
Bulk Cargo	26,219,166	57.6%	23,842,963	57.4%	21,976,187	48.0%	20,358,530	48.5%	23,156,659	43.4%
Containerized Cargo	148,763	0.9%	144,162	0.9%	130,733	0.8%	119,626	0.8%	118,662	0.8%
General Cargo	2,753,425	43.0%	3,390,175	42.3%	3,078,365	35.6%	2,312,709	32.6%	2,685,596	34.4%
Logs and Lumber	1,599,024	88.4%	1,516,717	87.7%	2,003,886	90.5%	2,233,792	90.9%	1,657,741	88.2%
Port Total	**46,716,900**	**13.2%**	**44,378,722**	**13.2%**	**41,890,232**	**12.1%**	**38,707,424**	**11.4%**	**39,422,100**	**11.4%**
COAST TOTALS										
Automobiles and Trucks	26,152,067		25,293,258		23,912,894		23,111,593		21,537,026	
Bulk Cargo	45,527,990		41,556,263		45,784,337		41,979,907		53,393,461	
Containerized Cargo	15,906,828		15,320,278		15,661,466		15,633,089		15,369,322	
General Cargo	6,410,478		8,029,054		8,644,263		7,089,846		7,811,593	
Logs and Lumber	1,808,034		1,729,530		2,215,248		2,457,682		1,880,366	
Coast Total	**350,314,645**		**337,052,831**		**346,801,664**		**340,401,541**		**345,900,920**	

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.

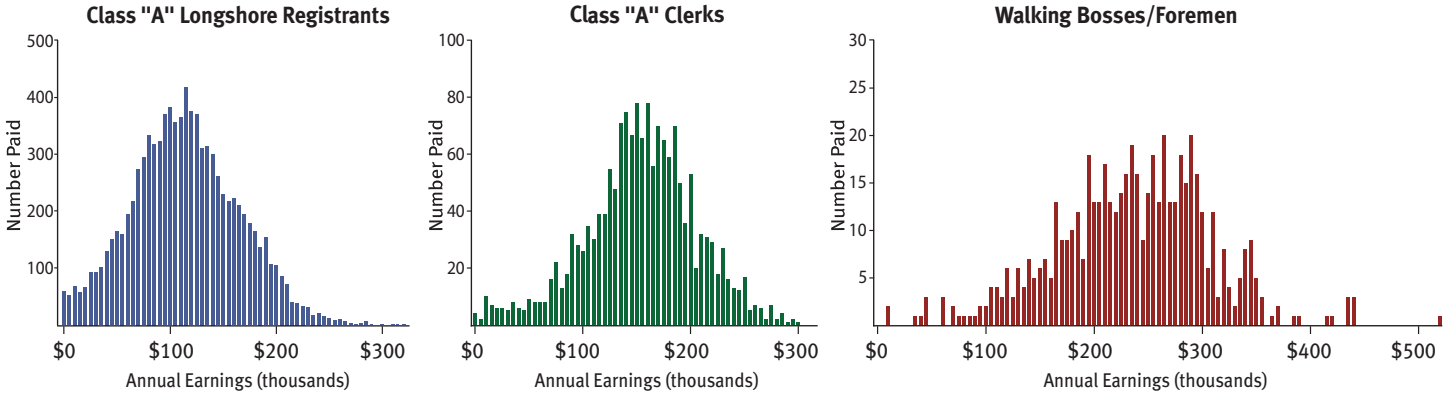
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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												
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
2016	**9,347**	**1,999**	**$117,029**	**68.30%**	**$142,589**	**50.6%**	**$155,591**	**31.9%**	**$172,986**	**17.2%**	**3,235**	**$191,589**
CLASS "A" CLERKS												
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
2016	**1,639**	**2,564**	**$156,054**	**87.5%**	**$169,055**	**78.9%**	**$175,385**	**61.4%**	**$186,864**	**42.0%**	**3,315**	**$201,055**
WALKING BOSSES/FOREMEN												
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
2016	**551**	**2,787**	**$237,686**	**92.2%**	**$249,602**	**85.3%**	**$257,557**	**74.4%**	**$268,155**	**50.3%**	**3,376**	**$289,193**

*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 2016 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 $39.43 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	12,818,343	6,388,115	$ 975,351,766	**$50.78**
2nd Shift	7,703,758	3,798,548	681,729,334	**$59.27**
3rd Shift	277,895	139,637	$30,763,556	**$73.68**
TOTAL	**20,799,996**	**10,326,300**	**$ 1,687,844,656**	**$54.23**

HOURS AND WAGES BY CATEGORY

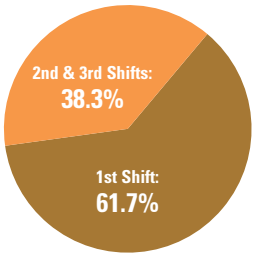
	HOURS†		WAGES	
Longshore	Straight Time	Overtime	TOTAL	Average Hourly Rate‡
Basic Wage	3,956,983	1,403,837	$ 250,604,883	**$46.75**
Skill Wage I	4,167,550	1,608,930	290,198,520	**$50.24**
Skill Wage II	620146	251745	46,792,467	**$53.67**
Skill Wage III	3536486	1788355	295,678,298	**$55.53**
Mechanics*	2,778,442	1,418,094	244,903,964	**$58.36**
Other	1,224,844	848,490	110,307,856	**$53.20**
Total- Longshore	**16,284,451**	**7,319,451**	**$1,238,485,988**	**$52.47**
Clerk				
Basic Clerk	180,891	75,547	$ 12,338,864	**$48.12**
Clerk Supervisor	170,559	86,503	13,210,361	**$51.39**
Kitchen/Tower/Computer	2,220,013	1,298,892	193,298,631	**$54.93**
Chief Supervisor & Supercargo	797,719	690,948	87,554,285	**$58.81**
Other	22,531	31,636	3,118,639	**$57.57**
TOTAL- Clerk	**3,391,713**	**2,183,526**	**$ 309,520,780**	**$55.52**
Foreman				
Foremen 30%	1,108,956	808,361	$ 137,767,939	**$71.85**
Other	14,876	14,962	2,069,949	**$69.37**
TOTAL- Foreman	**1,123,832**	**823,323**	**$ 139,837,888**	**$71.82**
TOTAL- ALL CATEGORIES	**20,799,996**	**10,326,300**	**$1,687,844,656**	**$54.23**

*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 $39.43 per hour.

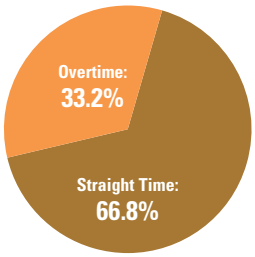
TYPES OF HOURS PAID

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 $39.43.

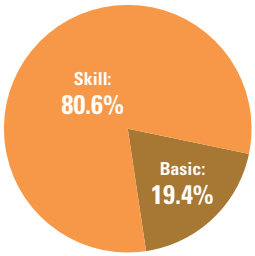
HOURS BY SHIFT



STRAIGHT TIME VS. OVERTIME HOURS



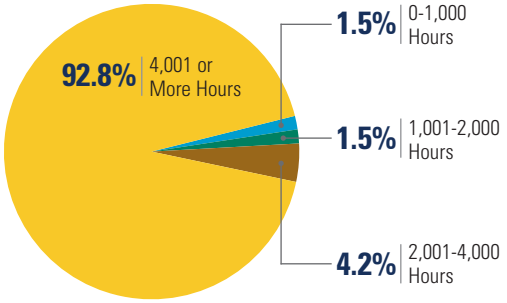
BASIC VS. SKILL HOURS



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 2016 HOURS	HOURLY# RATE RANGE
0-1,000 Hours	461,229	**$28.41 – $61.58**
1,001-2,000 Hours	475,542	**$29.41 – $63.38**
2,001-4,000 Hours	1,300,000	**$31.41 – $66.98**
4,001 or More Hours	28,889,525	**$39.43 – $81.41**
TOTAL	**31,126,296**	



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

How does $39.43 an hour add up to nearly $167,000 a year?

Unlike most workers, the wages earned by ILWU members are not solely determined by the basic longshore rate of $39.43 per hour. In fact, more than 90 percent of all hours paid to registered workers in 2016 were subject to multipliers that enhance earnings significantly.

For example, 81 percent of all work includes skill bonuses ranging from $2.40 to $5.80 per hour. Evening and nighttime work – which totals 38 percent of all hours paid – is paid at rates of $53 to $72 per hour, not including overtime. Overtime work, including weekends and holidays, is paid at rates of $59 to $81 per hour and accounts for 33 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 $54 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 38 percent of the workforce was paid 2,400 or more hours in 2016. 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, nearly $167,000 per year. For longshore registrants, the average is $155,591. For clerks, it is $175,385. And for foremen, it is $257,557.

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 2016.

These are the hours paid in payroll year 2015.

Percent Change from 2015 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	2016	2015	Percent Change from 2015	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	1,811,341	2,063,481	-12.2%	7.7%	14.1%
- Lasher	1,275,691	1,267,542	0.6%	5.4%	10.6%
- Holdman	1,867,253	1,946,002	-4.0%	7.9%	11.6%
- Auto Driver	406,534	434,190	-6.4%	1.7%	37.3%
Skill Wage I	397,431	404,200	-1.7%	1.7%	6.9%
- Hatch Tender	144,830	133,616	8.4%	0.6%	3.2%
- Lift Truck Operator	151,198	156,686	-3.5%	0.6%	9.5%
- Skilled Holdman	199,668	229,983	-13.2%	0.8%	7.9%
- Tractor Driver	4,883,354	5,373,625	-9.1%	20.7%	23.8%
Skill Wage II	237,273	237,978	-0.3%	1.0%	1.0%
- Crane Operator	189,262	210,218	-10.0%	0.8%	0.1%
- Heavy Lift/Payloader	445,355	508,048	-12.3%	1.9%	1.8%
Skill Wage III	1,289,840	1,438,468	-10.3%	5.5%	0.0%
- Crane Gantry/Hammerhead	1,072,284	1,129,982	-5.1%	4.5%	0.0%
- Top Handler/UTR	2,095,955	2,335,986	-10.3%	8.9%	0.0%
- Transtainer	670,303	647,710	3.5%	2.8%	0.0%
- Straddle Carrier	196,459	211,284	-7.0%	0.8%	0.0%
CFS Agreement Rate	0	0	0.0%	0.0%	0.0%
Miscellaneous Dock - General	76,637	83,824	-8.6%	0.3%	4.8%
- Mechanics	4,196,536	3,957,218	6.0%	17.8%	5.9%
- Gear	525,524	558,669	-5.9%	2.2%	0.3%
- Lines	351,587	340,836	3.2%	1.5%	0.4%
- Sweepers	187,182	181,410	3.2%	0.8%	1.1%
Joint Dispatch	235,472	241,508	-2.5%	1.0%	0.0%
Member Company Agmts.	30,738	35,917	-14.4%	0.1%	1.0%
Grain/Whse/NonMember Agmts.	666,195	629,804	5.8%	2.8%	8.2%
Subtotal	**23,603,902**	**24,758,185**	**-4.7%**	**99.9%**	**9.8%**
Travel Time	19,780	21,319	-7.2%	0.1%	
TOTAL LONGSHORE HOURS	**23,623,682**	**24,779,504**	**-4.7%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	256,438	301,849	-15.0%	4.6%	21.6%
15% Skill Wage	257,061	349,007	-26.3%	4.6%	5.8%
25% Skill Wage	3,518,905	3,811,802	-7.7%	62.8%	3.0%
Chief Supervisor	507,048	663,850	-23.6%	9.1%	0.0%
Supercargo	340,662	386,401	-11.8%	6.1%	0.2%
Vessel Planner	237,216	245,674	-3.4%	4.2%	0.0%
Rail/Yard Planner	403,741	235,788	71.2%	7.2%	0.1%
CFS Agreement Clerk	818	733	11.6%	0.0%	2.4%
Joint Dispatcher	53,350	55,031	-3.1%	1.0%	0.0%
Subtotal	**5,575,239**	**6,050,135**	**-7.9%**	**99.6%**	**3.2%**
Travel Time	24,148	28,614	-15.6%	0.4%	
TOTAL CLERK HOURS	**5,599,387**	**6,078,749**	**-7.9%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 30%	1,917,317	2,053,880	-6.6%	97.9%	0.0%
CFS Agreement Foreman	6,544	5,267	24.2%	0.3%	0.0%
Joint Dispatcher	23,294	23,756	-1.9%	1.2%	0.0%
Subtotal	**1,947,155**	**2,082,903**	**-6.5%**	**99.5%**	**0.0%**
Travel Time	10,538	11,721	-10.1%	0.5%	
TOTAL FOREMAN HOURS	**1,957,693**	**2,094,624**	**-6.5%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**31,126,296**	**32,891,223**	**-5.4%**	**99.8%**	**8.0%**
Travel Time	54,466	61,654	-11.7%	0.2%	
TOTAL HOURS	**31,180,762**	**32,952,877**	**-5.4%**	**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 – 2016

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	7,299	6,856	2,110	14.6	10.0	0.1	$ 123,314	48.4	93.9%	75.3%	57.3%	19.6%
29 San Diego	154	129	1,983	12.8	9.4	0.0	115,727	52.0	91.5	63.6	47.3	13.2
46 Port Hueneme	139	113	2,002	15.3	9.4	0.0	114,701	55.0	93.8	70.8	53.1	13.3
Total	**7,592**	**7,098**	**2,106**	**14.6**	**10.0**	**0.1**	**$ 123,039**	**48.6**	**93.8%**	**75.0%**	**57.0%**	**19.4%**
Northern California												
10 SF Bay Area	1,422	1,325	1,785	12.6	9.1	2.3	$ 103,564	51.4	87.4%	57.1%	40.7%	13.1
14 Eureka	13	13	784	8.5	8.1	135.6	85,834	54.0	53.8	0.0	0.0	0.0
18 Sacramento	38	38	1,566	12.9	10.0	50.0	98,340	48.9	97.4	31.6	21.1	13.2
54 Stockton	104	103	1,696	13.6	9.8	20.8	103,067	49.3	95.1	54.4	29.1	1.9
Total	**1,577**	**1,479**	**1,765**	**12.7**	**9.2**	**6.0**	**$ 103,239**	**51.2**	**87.9%**	**55.7%**	**39.0%**	**12.2%**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver, WA	196	191	1,763	13.4	10.0	9.9	$ 102,557	45.3	90.1%	57.1%	41.4%	7.9%
08 Portland	390	376	1,583	14.5	9.9	27.9	98,108	49.2	83.0	47.1	30.9	6.9
12 North Bend	27	27	1,521	19.1	9.7	27.2	95,543	58.1	92.6	37.0	11.1	7.4
21 Longview, WA	289	262	1,855	12.4	9.5	1.2	99,426	44.6	87.8	70.2	48.1	9.2
50 Astoria	26	26	1,437	12.5	11.0	52.6	92,247	56.0	92.3	34.6	19.2	0.0
53 Newport	10	9	1,206	14.9	10.8	74.9	100,734	47.1	66.7	33.3	11.1	0.0
Total	**938**	**891**	**1,692**	**13.8**	**9.8**	**17.4**	**$ 99,227**	**47.4**	**86.3%**	**55.2%**	**37.0%**	**7.5%**
Pacific Northwest: Washington												
7 Bellingham	9	8	758	22.8	7.6	121.8	$ 88,140	54.0	62.5%	12.5%	0.0%	0.0%
19 Seattle	783	744	1,618	13.7	9.3	16.0	100,575	49.7	85.3	48.0	30.1	7.4
23 Tacoma	905	868	2,221	15.1	10.2	0.0	129,642	47.9	97.0	80.8	64.3	19.9
24 Aberdeen	46	43	2,315	16.0	10.5	2.8	144,897	53.7	95.3	79.1	69.8	30.2
25 Anacortes	10	9	2,238	14.4	9.7	38.8	140,288	44.4	100.0	88.9	88.9	11.1
27 Port Angeles	17	16	1,404	16.6	11.0	67.7	100,945	56.8	81.3	31.3	18.8	6.3
32 Everett	54	46	1,631	13.3	10.7	22.2	97,503	40.9	87.0	47.8	30.4	8.7
47 Olympia	33	33	1,288	14.8	10.4	41.8	82,765	49.5	75.8	24.2	9.1	3.0
51 Port Gamble	8	6	1,085	15.8	11.0	100.5	99,343	49.0	50.0	33.3	0.0	0.0
Total	**1,865**	**1,773**	**1,920**	**14.5**	**9.9**	**9.8**	**$ 115,613**	**48.7**	**91.0%**	**64.2%**	**47.4%**	**14.0%**
Longshore Total	**11,972**	**11,241**	**1,999**	**14.2**	**9.8**	**3.8**	**$ 117,375**	**48.9**	**92.0%**	**69.2%**	**51.6%**	**16.7%**
CLERKS REGISTRANTS												
29 San Diego	21	21	2,191	18.4	9.8	0.0	$ 127,476	55.3	90.5%	71.4%	57.1%	23.8%
46 Port Hueneme	15	15	2,697	27.9	10.9	0.0	157,518	55.5	100.0	93.3	80.0	46.7
63 LA/LB	1,099	1,077	2,576	23.3	10.4	0.0	158,375	55.4	96.2	87.3	79.2	43.5
14 Eureka	1	1	*	15.0	11.0	0.0	*	66.0	100.0	100.0	100.0	0.0
34 SF Bay Area	226	216	2,449	21.2	10.4	0.1	144,122	53.5	96.8	87.5	77.3	32.4
40 Portland	71	69	2,509	25.4	10.7	0.0	151,990	55.6	94.2	89.9	84.1	34.8
23 Tacoma	133	131	2,768	26.6	10.7	0.0	165,842	52.0	97.7	92.4	83.2	48.1
52 Seattle	111	109	2,515	25.0	10.4	0.0	162,814	56.8	94.5	84.4	74.3	45.9
Clerks Total	**1,677**	**1,639**	**2,564**	**23.5**	**10.4**	**0.0**	**$ 156,698**	**55.0**	**96.2%**	**87.5%**	**78.9%**	**42.0%**
FOREMEN REGISTRANTS												
94 LA/LB	335	330	2,915	27.2	10.8	0.0	$ 254,651	56.9	98.8%	93.3%	89.4%	58.2%
91 SF Bay Area	79	77	2,455	25.2	10.7	3.5	208,214	55.8	98.7	90.9	76.6	27.3
92 Portland	46	46	2,553	27.9	11.0	8.4	203,815	56.5	100.0	89.1	84.8	34.8
98 Seattle	98	98	2,728	29.5	10.8	0.0	228,529	55.6	96.9	90.8	78.6	49.0
Foremen Total	**558**	**551**	**2,787**	**27.4**	**10.8**	**1.2**	**$ 239,272**	**56.5**	**98.5%**	**92.2%**	**85.3%**	**50.3%**

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

2016 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 2016 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 2015 shows the percent change of 2016 PGP paid from 2015.

% 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 2015	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6,810	3.0	$ 5,739	$ 35,282,740	607	$ 173,758	40.7%	1.5%	$ 286
29	San Diego	121	2.8	5,271	570,409	1	373	-55.8	0.0	373
46	Port Hueneme	118	3.4	6,189	684,948	0	0	0.0	0.0	0
Total		**7,049**	**3.0**	**$ 5,739**	**$ 36,538,097**	**608**	**$ 174,131**	**40.1%**	**1.5%**	**$ 286**
Northern California										
10	SF Bay Area	1,268	2.8	5,476	5,882,250	481	$ 717,222	639.9%	6.0%	$ 1,491
14	Eureka	9	2.4	4,862	34,565	13	497,342	30.7	4.2	38,257
18	Sacramento	35	2.8	6,328	167,064	34	483,627	45.9	4.0	14,224
54	Stockton	103	2.8	5,735	520,700	91	620,631	132.8	5.2	6,820
Total		**1,415**	**2.8**	**$ 5,507**	**$ 6,604,579**	**619**	**$ 2,318,822**	**115.7%**	**19.4%**	**$ 3,746**
Pacific Northwest: Oregon and Columbia River										
4	Vancouver, WA	187	2.8	5,371	880,249	138	$ 557,586	40.5%	4.7%	$ 4,040
8	Portland	380	3.1	5,639	1,919,428	313	3,032,000	56.2	25.3	9,687
12	North Bend	26	4.1	7,309	174,158	26	212,299	5.1	1.8	8,165
21	Longview, WA	247	2.8	4,877	1,152,948	98	87,941	-48.8	0.7	897
50	Astoria	26	2.5	5,004	103,990	26	347,259	100.0	2.9	13,356
53	Newport	10	3.2	4,870	51,802	9	190,996	50.5	1.6	21,222
Total		**876**	**3.0**	**$ 5,327**	**$ 4,282,575**	**610**	**$ 4,428,081**	**47.0%**	**37.0%**	**$ 7,259**
Pacific Northwest: Washington										
7	Bellingham	10	4.7	8,577	77,053	8	$ 287,988	13.8%	2.4%	$ 35,999
19	Seattle	726	3.0	5,731	3,577,969	509	3,486,707	271.7	29.1	6,850
23	Tacoma	881	3.1	5,775	4,818,102	10	1,523	336.4	0.0	152
24	Aberdeen	45	3.3	5,742	246,585	25	36,660	-18.2	0.3	1,466
25	Anacortes	8	3.3	5,161	45,867	9	98,294	1.0	0.8	10,922
27	Port Angeles	16	3.3	4,616	87,448	15	313,101	52.1	2.6	20,873
32	Everett	47	2.7	4,644	217,669	39	282,739	1,459.4	2.4	7,250
47	Olympia	35	3.2	7,081	192,032	31	364,295	-5.4	3.0	11,751
51	Port Gamble	9	4.1	7,214	61,640	6	175,860	6.4	1.5	29,310
Total		**1,777**	**3.1**	**$ 5,735**	**$ 9,324,365**	**652**	**$ 5,047,167**	**139.4%**	**42.2%**	**$ 7,741**
Longshore Total		**11,117**	**3.0**	**$ 5,684**	**$ 56,749,616**	**2,489**	**$11,968,201**	**89.4%**	**100.0%**	**$ 4,808**
CLERKS REGISTRANTS										
29	San Diego	21	3.7	6,851	138,068					
46	Port Hueneme	11	5.9	10,684	106,835					
63	LA/LB	1,108	4.6	8,588	8,986,636					
14	Eureka	1	3.0	*	*					
34	SF Bay Area	203	4.2	8,080	1,540,716					
40	Portland	73	4.9	9,045	639,563					
23	Tacoma	126	5.3	9,562	1,199,526					
52	Seattle	114	4.8	9,004	982,085					
Clerk Total		**1,657**	**4.6**	**$ 8,651**	**$ 13,598,299**					
FOREMEN REGISTRANTS										
94	LA/LB	342	5.0	11,950	4,057,944					
91	SF Bay Area	76	4.9	11,782	878,346					
92	Portland	53	5.2	12,348	637,116					
98	Seattle	101	5.5	13,025	1,270,317					
Foremen Total		**572**	**5.1**	**$ 12,157**	**$ 6,843,723**					
COAST TOTAL		**13,346**	**3.3**	**$ 6,452**	**$ 77,191,638**					

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

LONGSHORE PGP PAYMENTS BY AREA

	AREA			
Year	Southern California	Northern California	Oregon	Washington
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
2016	**$ 174,131**	**$ 2,318,822**	**$ 4,428,081**	**$ 5,047,167**

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
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
2016	**$ 1,278,432,893**	**$ 213,866,138**	**$ 109,398,277**	**$ 290,220,941**	**$ 1,891,918,249**

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 2016, employer FICA taxes paid were $115,827,072 and SUI taxes paid were $50,677,238 .

Assessment Rates 2016/2017

		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	$34.03		$0.88			$0.83	$35.74
Walking Boss	$34.03		$3.04			$0.83	$37.90
Steady Walking Boss & Foremen	$39.61		$3.52			$0.96	$44.09
Offshore and Intercoastal Tonnage Rates							
Containers - LA/LB RUs (TEUs)	$28.15	$0.30		$0.63	$0.02	$4.81	$33.91
Containers - Other Ports RUs (TEUs)	$28.15	$0.30		$0.63		$4.81	$33.89
General Cargo	$1.656					$0.283	$1.939
Lumber and Logs	$1.656					$0.283	$1.939
Autos and trucks	$0.134					$0.283	$0.417
Bulk Cargo	$0.033					$0.006	$0.039
Coastwise and Inbound from British Columbia*							
Containers - LA/LB RUs (TEUs)	$19.87	$0.21		$0.44	$0.01	$4.81	$25.34
Containers - Other Ports RUs (TEUs)	$19.87	$0.21		$0.44		$4.81	$25.33
General Cargo	$0.683					$0.283	$0.966
Lumber and Logs	$0.683					$0.283	$0.966
Autos and trucks	$0.055					$0.283	$0.338
Bulk Cargo	$0.014					$0.006	$0.020

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

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2016	2015	2014	2013	2012	2011
Contributions						
Employee	**$ 84,086,079**	$ 78,239,550	$ 70,704,884	$ 65,837,674	$ 63,569,968	$ 60,866,204
Employer	**28,930,605**	28,373,052	28,972,172	29,045,259	29,135,244	28,649,788
Total Contributions	**$ 113,016,684**	$ 106,612,602	$ 99,677,056	$ 94,882,933	$ 92,705,212	$ 89,515,992
Investment Income						
Net realized/unrealized appreciation	**$ (74,257,226)**	$ (7,947,829)	$ 144,137,684	$ 81,378,134	$ (21,724,347)	$ 127,395,101
Interest and Dividends	**64,944,209**	72,131,636	56,093,541	41,974,945	29,864,169	26,735,115
Less: Investment Expense	**-**	(86,422)	(298,477)	(380,041)	(489,409)	(324,220)
Total Additions	**$ 103,703,667**	$ 170,709,987	$ 299,609,804	$ 217,855,971	$ 100,355,625	$ 243,321,988
Distributions						
Distributions to participants	**(82,550,668)**	(84,594,289)	(66,326,545)	(70,534,537)	(59,989,530)	(62,092,415)
Net Change	**$ 21,152,999**	$ 86,115,698	$ 233,283,259	$ 147,321,434	$ 40,366,095	$ 181,229,573
Net Assets available for Benefits						
Beginning of year	**1,561,190,174**	1,475,074,476	1,241,791,217	1,094,469,783	1,054,103,688	872,874,115
End of year	**$ 1,582,343,173**	$ 1,561,190,174	$ 1,475,074,476	$ 1,241,791,217	$ 1,094,469,783	$ 1,054,103,688

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:	2016	2015	2014	2013	2012	2011
Benefits Paid and Expenses						
Pensions paid	**$ 345,141,002**	$ 332,272,776	$ 326,283,069	$ 313,379,142	$ 298,059,481	$ 268,308,942
Administrative expenses	**7,204,501**	6,130,759	6,388,537	6,206,996	6,116,737	5,241,442
Total Deductions	**$ 352,345,503**	$ 338,403,535	$ 332,671,606	$ 319,586,138	$ 304,176,218	$ 273,550,384
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**$ (85,740,261)**	$ 72,162,853	$ 510,272,688	$ 291,942,827	$ (33,212,644)	$ 419,928,367
Interest	**16,370,129**	15,834,497	15,089,587	15,582,271	16,765,630	18,393,304
Dividends from investments	**58,768,496**	55,539,098	52,294,885	52,296,404	49,591,569	41,729,497
Less investment expense	**(8,345,354)**	(5,477,489)	(5,612,128)	(5,931,931)	(6,164,184)	(5,884,035)
Total Income Gain (Loss)	**$ (18,946,990)**	$ 138,058,959	$ 572,045,032	$ 353,889,571	$ 26,980,371	$ 474,167,133
Contributions from Employers	**557,846,818**	539,999,599	533,467,537	515,155,449	457,504,645	388,250,000
Other Income	**746,865**	970,216	727,048	261,920	550,943	990,564
Total Additions (Subtractions)	**$ 539,646,693**	$ 679,028,774	$ 1,106,239,617	$ 869,306,940	$ 485,035,959	$ 863,407,697
Net Increase (Decrease)	**187,301,190**	340,625,239	773,568,011	549,720,802	180,859,741	589,857,313
Net Assets Available for Benefits: Beg. 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
End of Year	**$ 4,761,169,131**	$ 4,573,867,941	$ 4,233,242,702	$ 3,459,674,691	$ 2,909,953,889	$ 2,729,094,148

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:	2016	2015	2014	2013	2012	2011
Retired Participants & Beneficiaries	**$ 3,031,564,569**	$ 2,910,945,065	$ 2,764,559,277	$ 2,687,664,825	$ 2,518,930,846	$ 2,338,720,216
Inactive Vested	**16,614,088**	16,170,144	14,646,193	14,427,831	11,633,647	11,547,356
Active Vested Employees	**2,127,113,866**	2,070,275,394	1,777,422,211	1,588,782,541	1,480,465,257	1,316,277,562
Total Present Value Vested Liabilities	**$ 5,175,292,523**	$ 4,997,390,603	$ 4,556,627,681	$ 4,290,875,197	$ 4,011,029,750	$ 3,666,545,134
Actuarial Value of Assets	**$ 5,031,424,729**	$ 4,510,609,528	$ 3,966,433,764	$ 3,359,655,122	$ 2,869,381,355	$ 2,633,066,799
Unfunded Vested Benefits Liability	**$ 143,867,794**	$ 486,781,075	$ 590,193,917	$ 931,220,075	$ 1,141,648,395	$ 1,033,478,335

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:	2016	2015	2014	2013	2012	2011
Actuarial Value of Assets	**$ 5,031,424,729**	$ 4,510,609,528	$ 3,966,433,764	$ 3,359,655,122	$ 2,869,381,355	$ 2,633,066,799
Actuarial Liability:						
Pensioners/Survivors	**3,065,663,746**	2,951,554,705	2,850,062,521	2,754,746,121	2,573,606,987	2,513,302,386
Inactive Vested	**16,697,176**	16,261,332	15,658,273	15,444,952	12,430,339	12,515,033
Active Employees	**3,137,999,460**	2,899,272,219	2,819,182,022	2,582,633,337	2,435,390,438	2,166,810,917
Total Actuarial Liability	**$ 6,220,360,382**	$ 5,867,088,256	$ 5,684,902,816	$ 5,352,824,410	$ 5,021,427,764	$ 4,692,628,336
Unfunded Actuarial Accrued Liability	**$ 1,188,935,653**	$ 1,356,478,728	$ 1,718,469,052	$ 1,993,169,288	$ 2,152,046,409	$ 2,059,561,537

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2016	2015	2014	2013	2012	2011
Contributions by employer	**$ –**	$ –	$ –	$ –	$ –	$ 22,953,254
Deductions:						
Benefits paid	**–**	–	–	–	–	22,759,922
Administrative expenses	**–**	–	–	–	–	193,902
Total deductions	**$ –**	$ –	$ –	$ –	$ –	$ 22,953,824

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:	2016	2015	2014	2013	2012	2011
Investment Income	**$ 51,437**	$ 44,478	$ 76,566	$ 61,544	$ 66,264	$ 120,345
Contributions:						
Employers	**731,709,936**	$ 657,558,826	$ 606,953,184	$ 605,177,975	$ 648,126,742	$ 546,214,412
Employees	**14,066,840**	13,180,484	11,329,574	12,526,485	12,554,478	11,580,832
WILSP/Union	**–**	–	–	–	–	–
COBRA/self-pay contribution	**55,708**	91,973	86,914	92,298	86,647	118,369
Total contributions	**$ 745,832,484**	$ 670,831,283	$ 618,369,672	$ 617,796,758	$ 660,767,867	$ 557,913,613
Other Income	**9,259,530**	5,396,513	5,731,586	4,634,832	6,948,993	7,532,948
Total additions	**$ 755,143,451**	$ 676,272,274	$ 624,177,824	$ 622,493,134	$ 667,783,124	$ 565,566,906
Deductions:						
Benefits paid	**$ 713,084,002**	$ 605,554,197	$ 601,620,389	$ 584,423,145	$ 620,778,279	$ 547,316,207
Administrative expenses	**41,741,689**	42,858,542	43,562,773	30,253,924	27,048,367	22,785,535
Total deductions	**$ 754,825,691**	$ 648,412,739	$ 645,183,162	$ 614,677,069	$ 647,826,646	$ 570,101,742
Net increase (decrease)	**$ 317,760**	$ 27,859,535	$ (21,005,338)	$ 7,816,065	$ 19,956,478	$ (4,534,836)
Net assets available for benefits:						
Beginning of year	**$ 177,044,252**	$ 149,184,717	$ 170,190,055	$ 162,373,990	$ 142,417,512	$ 146,952,348
End of year	**$ 177,362,012**	$ 177,044,252	$ 149,184,717	$ 170,190,055	$ 162,373,990	$ 142,417,512

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2016	2015	2014	2013	2012	2011
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 110,693,406**	$ 100,037,623	$ 103,203,300	$ 95,250,736	$ 91,292,289	$ 90,934,131
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 291,610,614**	$ 286,536,469	$ 296,053,267	$ 312,549,509	$ 362,985,406	$ 298,221,735
Prescription drug program	**212,612,674**	125,335,301	108,973,503	89,436,323	80,851,275	76,554,675
Vision service plan	**6,775,156**	6,408,181	5,681,729	5,688,220	5,040,327	4,563,132
Vision supplement (frames, contacts)	**–**	–	–	–	–	–
Diabetic durable equipment	**–**	–	–	329	777	952
Subtotal	**$ 510,998,444**	$ 418,279,951	$ 410,708,499	$ 407,674,381	$ 448,877,785	$ 379,340,494
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 12,440,335**	$ 12,302,262	$ 12,251,891	$ 12,051,071	$ 11,595,530	$ 11,334,802
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 40,445,969**	$ 36,674,976	$ 36,194,160	$ 33,304,028	$ 33,203,817	$ 31,399,658
Dental services - children	**11,080,053**	10,026,853	10,499,601	9,727,268	10,653,016	10,755,748
Subtotal	**$ 51,526,022**	$ 46,701,829	$ 46,693,761	$ 43,031,296	$ 43,856,833	$ 42,155,406
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 3,819,313**	$ 5,407,570	$ 4,632,798	$ 4,415,021	$ 3,889,749	$ 4,129,328
Chiropractic	**5,499,171**	5,008,673	6,247,573	5,904,988	7,095,476	6,320,854
Social security supplement	**378,946**	577,810	631,575	585,136	603,956	888,089
Alcoholism/Drug Recovery Program	**6,261,474**	6,034,620	6,002,308	5,618,755	5,150,304	4,408,617
Hearing aids	**2,281,219**	2,069,378	2,017,632	2,247,126	1,956,574	1,586,404
Subsequent prosthetic device	**321,490**	100,897	158,668	50,025	91,792	57,670
Subtotal	**$ 18,561,613**	$ 19,198,948	$ 19,690,554	$ 18,821,051	$ 18,787,851	$ 17,390,962
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 3,460,390**	$ 3,724,079	$ 3,931,601	$ 3,646,768	$ 3,702,638	$ 3,575,409
CSDI Supplement	**–**	–	–	–	–	–
Weekly Indemnity & NIDS (OR & WA)	**5,226,321**	5,118,657	4,933,504	3,727,976	2,415,702	2,304,427
Subtotal	**$ 8,686,711**	$ *8,842,736*	$ 8,865,105	$ 7,374,744	$ 6,118,340	$ 5,879,836
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 177,471**	$ 190,848	$ 207,279	$ 219,866	$ 249,651	$ 280,576
TOTAL BENEFITS	**$ 713,084,002**	$ 605,554,197	$ 601,620,389	$ 584,423,145	$ 620,778,279	$ 547,316,207
Reconciliation to Form 5500 (accrual)	**(12,919,156)**	11,972,456	(25,781,833)	1,684,816	19,437,141	24,688,631
Reconciliation to Form 5500 for reclassifications of expenses	**–**	–	–	18,469,793	16,937,309	15,211,532 0
TOTAL BENEFITS AFTER RECONCILIATION	**$ 700,164,846**	$ 617,526,653	$ 575,838,556	$ 604,577,754	$ 657,152,729	$ 587,216,370

Accident Prevention Data

GENERAL SAFETY TRAINING:

A 26-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2016

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
2016	**6,338**	**26,917**

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 2016.

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	4.13	2.68	7.19	10.92	7.33
2016	**3.74**	**2.70**	**5.57**	**7.31**	**6.44**

ACCIDENT PREVENTION 'TOP TENS' FOR 2016

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Semi-Tractor	92	Strained	191	Sprain/Strain/Spasm	268	Multiple Body Parts	188
Lasher	76	Slip	84	Multiple Types	188	Back	75
Mechanic (ILWU)	65	Struck By	53	Contusion	48	Knee	47
Holdman	58	Trip	36	Unclassified/Undetermined	33	Fingers	44
Clerk	47	Struck By 2 Vehicles	26	Cut, Laceration	20	Shoulder	41
Dockman	34	Struck Against	23	Fracture	18	Insufficient Information	37
Foreman/Walking Boss	35	Twisted	20	Crushing	18	Ankle	31
Mechanic (Non ILWU)	31	Caught Between	19	Scratch/Abrasion	3	Wrist	16
Auto Driver	27	Bounced In Vehicle	18	Toxic Respiratory	3	Head	15
Top Handler	19	Struck By Other Vehicle	14	Stress	2	Foot	14

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.

	2016	2015	2014	2013	2012
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**91**	120	79	67	347
RTG Crane – Transtainer	**85**	160	51	60	94
Ship Gantry Crane (Sim)	**0**	1	–	–	–
Ship Gantry Crane (Fam)	**6**	–	–	–	–
Ship Pedestal Crane (Sim) (Winch)	**25**	23	37	27	33
Mobile Crane (Mobile Cr Light)	**11**	–	11	23	54
Ship Unloader, Bulk Crane	**2**	–	–	–	1
Dock Whirley Crane	**0**	–	–	8	21
Subtotal	**220**	304	178	185	550
Percent of Total	**1%**	2%	1%	1%	2%
Skill Equipment / PIT					
Forklift	**1108**	877	355	1,014	1,014
Semi-Tractor	**321**	285	262	1,155	864
Container Handling Equipment (CHE) (Log Loader)	**416**	1107	505	768	586
Straddle Carrier	**37**	37	11	34	81
Excavator	**0**	–	–	–	2
Bulk Loader (Bucket)	**0**	–	–	5	–
Bulldozer (Front Loader) (Loci)	**10**	19	41	94	14
Subtotal	**1,892**	2,325	1,174	3,070	2,561
Percent of Total	**12%**	15%	9%	19%	11%
Job Specific / Promotions					
Basic Marine Clerk	**134**	103	2	110	61
Clerk Computer Gate (Yard)	**133**	52	–	88	27
Supercargo	**0**	20	24	105	13
Vessel Planner	**3**	1	4	1	2
Walking Boss Orientation	**62**	–	14	62	5
Powered Gangway	**0**	9	16	20	34
Walking Boss Seminar	**273**	346	258	243	213
Watchman	**40**	70	72	67	35
Holdman	**0**	1	–	17	12
Cutting & Grinding	**10**	–	8	9	–
Watchman Reefer	**50**	–	–	46	23
Watchman Screener	**27**	–	24	–	53
Mechanic (General) (Crane)	**0**	62	211	138	55
Gearman	**0**	–	–	–	2
Subtotal	**732**	664	633	906	535
Percent of Total	**5%**	4%	5%	6%	2%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	**6,338**	6,109	6,792	7,751	11,159
Diversity, Employee & Supervisor	**1,884**	313	886	517	914
Standard First Aid / CPR	**746**	373	669	414	433
Lashing	**23**	249	53	55	197
Ammo Handling Safety	**532**	785	592	779	420
Vessel Rigging	**6**	4	–	8	84
Basic Casual Safety (LS Entry)	–	–	–	102	–
Instructor (Train-the-Trainer)	–	–	2	–	46
Subtotal	**9,529**	7,833	8,994	9,626	13,253
Percent of Total	**62%**	50%	66%	59%	55%
Testing					
Strength & Agility (Schd Practice)	**564**	813	282	333	876
Clerk Cognitive	**467**	432	148	695	964
Clerk Keyboard	**122**	696	13	61	501
Physical Exam (Pre-employment)	**863**	737	1,099	617	1,828
Drug & Alcohol Screen (Pre-employment)	**1,030**	1,635	1,112	622	1,817
Lashing Test	**60**	209	2	220	1,209
Subtotal	**3,106**	4,522	2,656	2,548	7,195
Percent of Total	**20%**	29%	19%	16%	30%
TOTAL	**15,479**	15,648	13,635	16,335	24,094
EXPENDITURE*	**$22,561,339**	$20,908,142	$13,571,744	$15,743,726	$18,029,765

*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

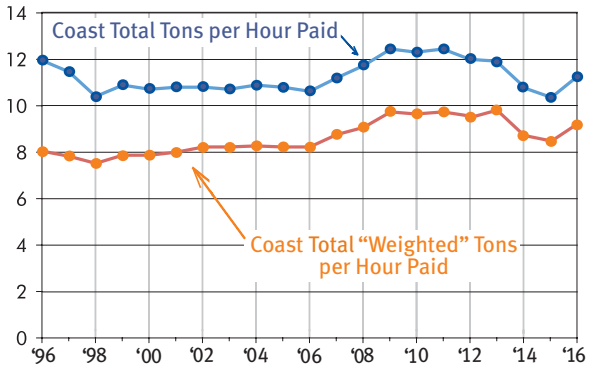
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in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

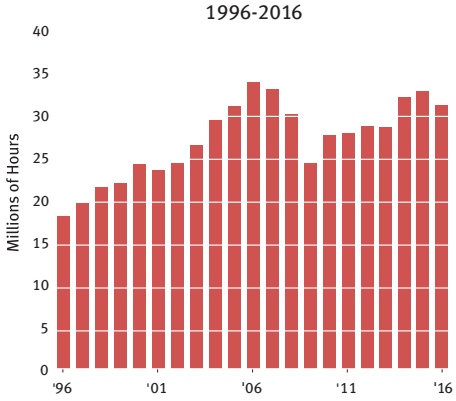


Total Hours have been annualized for 1998, 2004, 2009 and 2015, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast "Weighted" Tons per Hour Paid.

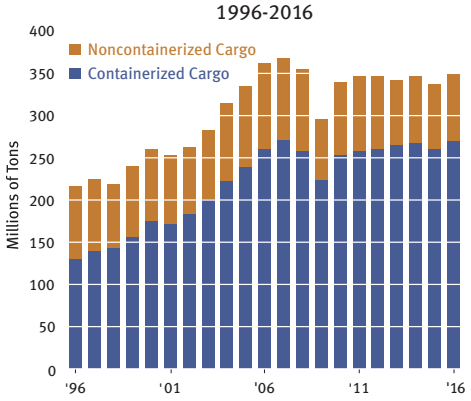
Total "Weighted" Tonnage

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.

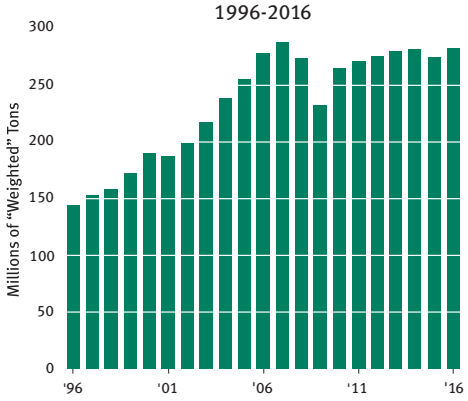
Coast Total Hours Paid
1996-2016



Coast Total Tonnage
1996-2016



Coast Total "Weighted" Tons
1996-2016



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

Explanation of Port Hours, Wages and Tonnage Data

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

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

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

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

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

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

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

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

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

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

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

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

OOCL *Beijing* is assisted by two tugs at Long Beach Container Terminal.

Port Hours, Wages and Tonnage Data

Southern California

San Diego

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: 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
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
2016	425,046	1.4%	73.2%	17.3%	9.5%	$21,738	$48.82	$50.60	$70.07	5,999,166	1.7%	20.3%	1.8%	–	76.0%	1.9%	4.91

Los Angeles/Long Beach

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	20,337,641	65.3%	75.7%	18.5%	5.8%	$1,110,956	$52.97	$56.07	$71.78	209,571,504	59.9%	91.7%	1.5%	0.1%	2.9%	3.8%	9.67

Port Hueneme

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	475,865	1.5%	72.6%	17.9%	9.5%	$23,861	$47.41	$51.15	$68.98	5,380,996	1.5%	19.2%	9.0%	–	68.0%	3.8%	4.48

Northern California

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

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	3,018,756	9.7%	75.0%	18.4%	6.6%	$162,443	$52.37	$53.47	$71.09	37,494,871	10.7%	82.5%	–	–	10.2%	7.3%	10.48

Stockton/Pittsburg

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	274,305	0.9%	72.8%	17.6%	9.6%	$14,097	$48.83	$51.56	$70.47	2,853,822	0.8%	–	19.9%	–	–	80.1%	2.23

West Sacramento

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	91,161	0.3%	75.5%	16.4%	8.1%	$4,477	$46.66	$51.00	$68.29	604,012	0.2%	–	37.9%	–	–	62.1%	2.60

Eureka

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
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
2016	8,398	<0.1%	58.5%	33.0%	8.5%	$395	$43.96	$47.75	$65.52	126,384	<0.1%	–	–	4.2%	–	95.8%	0.92

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacific Northwest: Oregon and Columbia River																	
North Bend/Coos Bay																	
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
2016	58,185	0.2%	87.1%	5.5%	7.4%	$2,760	$45.06	$56.33	$68.73	1,709,548	0.5%	–	0.4%	6.7%	–	92.9%	2.63
Newport																	
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	–	–	–	–	–	–	–	–	–	–
2016	576	<0.1%	100.0%	–	–	$28	$48.88	–	–	–	–	–	–	–	–	–	–
Astoria																	
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
2016	28,194	0.1%	88.4%	5.2%	6.4%	$1,255	$42.89	$49.62	$62.96	84,870	<0.1%	–	–	100.0%	–	–	3.01
Portland/St. Helens																	
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
2016	619,406	2.0%	78.9%	13.7%	7.4%	$31,686	$48.86	$54.09	$70.12	9,743,243	2.8%	0.3%	0.2%	–	37.4%	62.1%	1.25
Vancouver																	
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
2016	448,568	1.4%	80.2%	12.5%	7.3%	$22,998	$49.64	$50.47	$70.51	2,747,561	0.8%	0.8%	29.0%	–	38.0%	32.2%	2.25
Longview/Kalama																	
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
2016	634,003	2.0%	86.0%	5.3%	8.7%	$31,828	$47.76	$54.66	$71.59	16,930,685	4.8%	0.6%	3.1%	5.5%	–	90.8%	2.96
Pacific Northwest: Washington																	
Aberdeen/Grays Harbor																	
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
2016	147,064	0.5%	87.2%	7.5%	5.3%	$8,150	$54.29	$56.03	$73.19	2,759,709	0.8%	–	0.3%	1.6%	26.0%	72.1%	1.44

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
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
2016	35,335	0.1%	89.6%	3.5%	6.9%	$1,692	$46.07	$54.91	$68.02	140,970	<0.1%	2.1%	–	97.9%	–	–	3.99

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
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	–	–	–	–	–	–	–	–	–	–
2016	1,164	<0.1%	100.0%	–	–	$52	$44.99	–	–	–	–	–	–	–	–	–	–

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
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
2016	53,244	0.2%	83.1%	5.2%	11.7%	$2,487	$43.80	$51.31	$65.34	283,358	0.1%	–	2.9%	84.1%	–	13.0%	4.64

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
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
2016	2,859,283	9.2%	74.2%	19.3%	6.5%	$153,618	$52.13	$53.83	$71.54	38,060,465	10.9%	78.0%	1.4%	0.1%	6.6%	13.9%	10.76

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
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
2016	1,502,176	4.8%	75.3%	18.2%	6.5%	$83,010	$53.68	$55.29	$73.45	15,129,082	4.3%	98.8%	0.2%	–	0.9%	0.1%	9.98

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
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
2016	78,986	0.3%	76.2%	12.6%	11.2%	$3,936	$46.89	$52.85	$66.34	207,992	0.1%	56.9%	9.9%	15.4%	0.0%	17.8%	2.17

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
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
2016	26,656	0.1%	73.9%	8.9%	17.2%	$1,470	$51.31	$56.93	$70.65	485,699	0.1%	–	–	–	–	100.0%	0.37

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																	
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	–	–	–	–	–	–	–	–
2016	2,284	<0.1%	99.2%	0.4%	0.4%	$112	$49.13	$48.40	$59.80	708	<0.1%	–	100.0%	–	–	–	0.31
Area Summaries																	
SOUTHERN CALIFORNIA SUMMARY																	
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
2016	21,238,552	68.3%	75.6%	18.5%	5.9%	$1,156,555	$52.77	$55.86	$71.62	220,951,666	63.1%	88.1%	1.6%	0.1%	6.5%	3.7%	9.46
NORTHERN CALIFORNIA SUMMARY																	
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
2016	3,392,620	10.9%	74.8%	18.3%	6.9%	$181,412	$51.92	$53.24	$70.91	41,079,089	11.7%	75.3%	2.0%	–	9.3%	13.4%	9.57
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
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
2016	1,788,932	5.7%	82.2%	10.0%	7.8%	$90,556	$48.41	$53.07	$70.66	31,215,907	8.9%	0.5%	4.3%	3.6%	15.0%	76.6%	2.18
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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
2016	4,706,192	15.1%	75.2%	18.1%	6.7%	$254,526	$52.45	$54.32	$71.86	57,067,983	16.3%	78.3%	1.1%	0.9%	5.9%	13.8%	9.89
COAST SUMMARY																	
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
2016	31,126,296	100.0%	75.8%	17.9%	6.3%	$1,683,049	$52.36	$55.24	$71.51	350,314,645	100.0%	77.2%	1.8%	0.5%	7.5%	13.0%	9.12

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APL *Mexico City* at sea near the Port of Los Angeles

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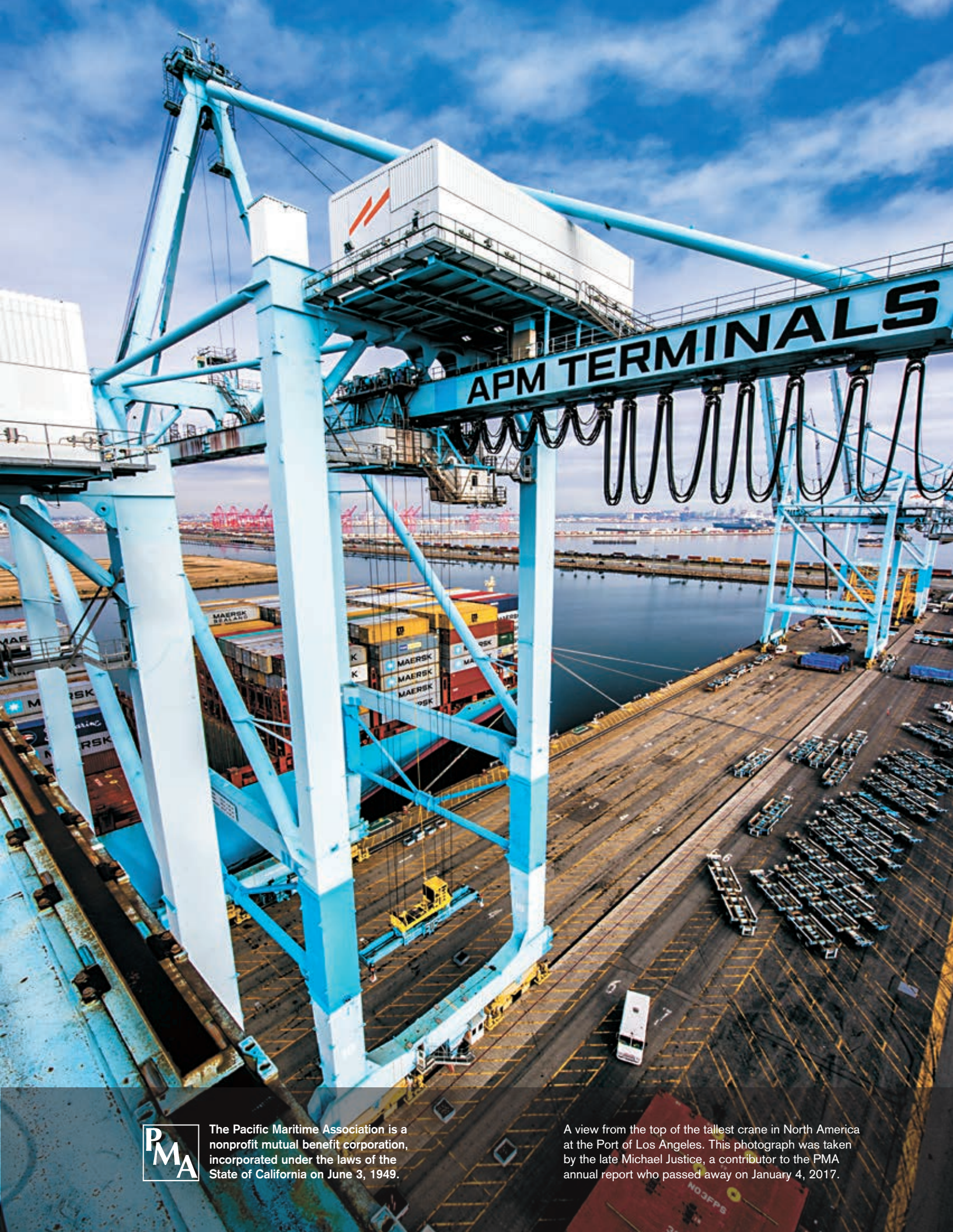

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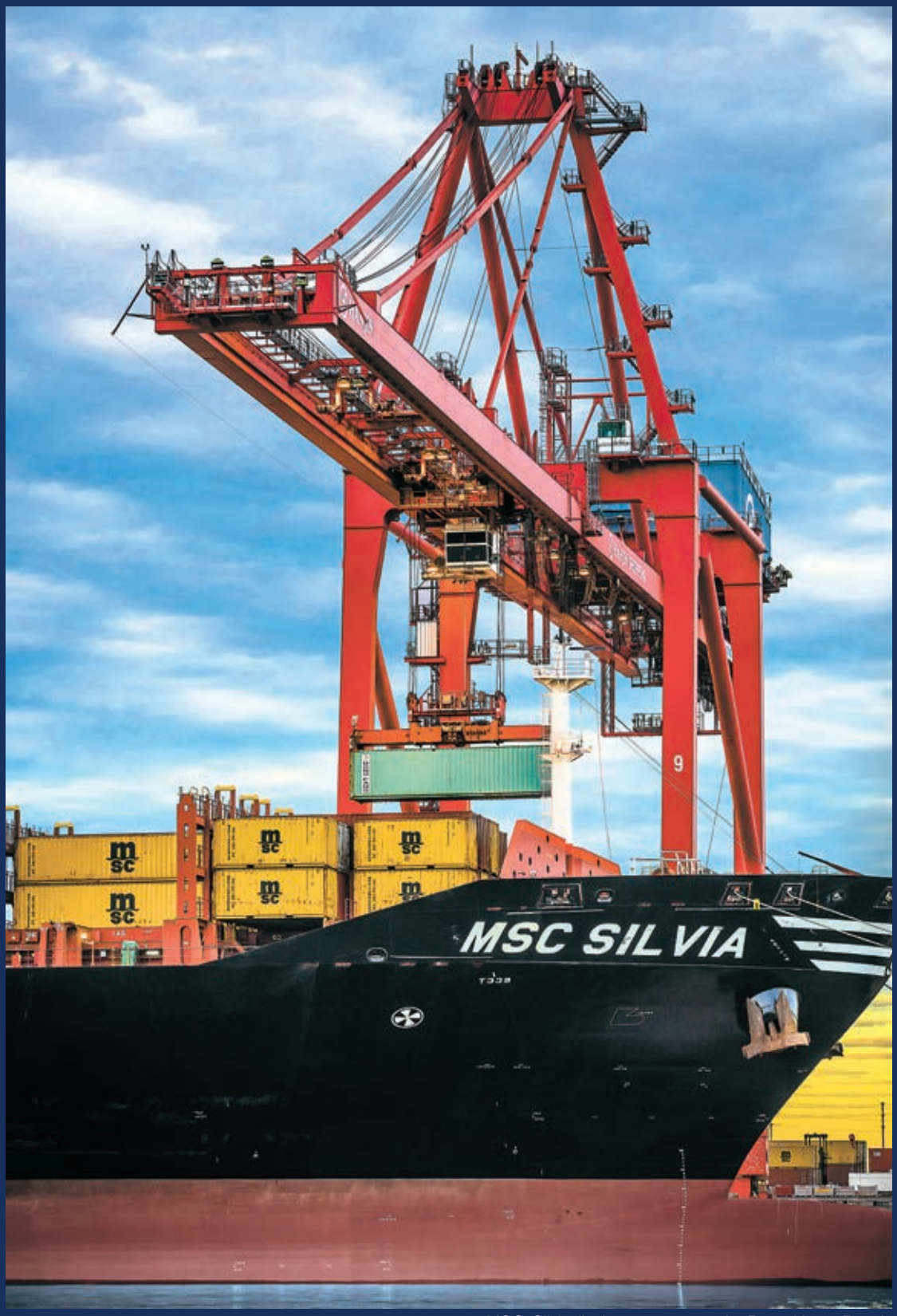
A view from the top of the tallest crane in North America at the Port of Los Angeles. This photograph was taken by the late Michael Justice, a contributor to the PMA annual report who passed away on January 4, 2017.



MSC *Silvia* discharges cargo at the Port of Long Beach.

2016 Annual Report

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