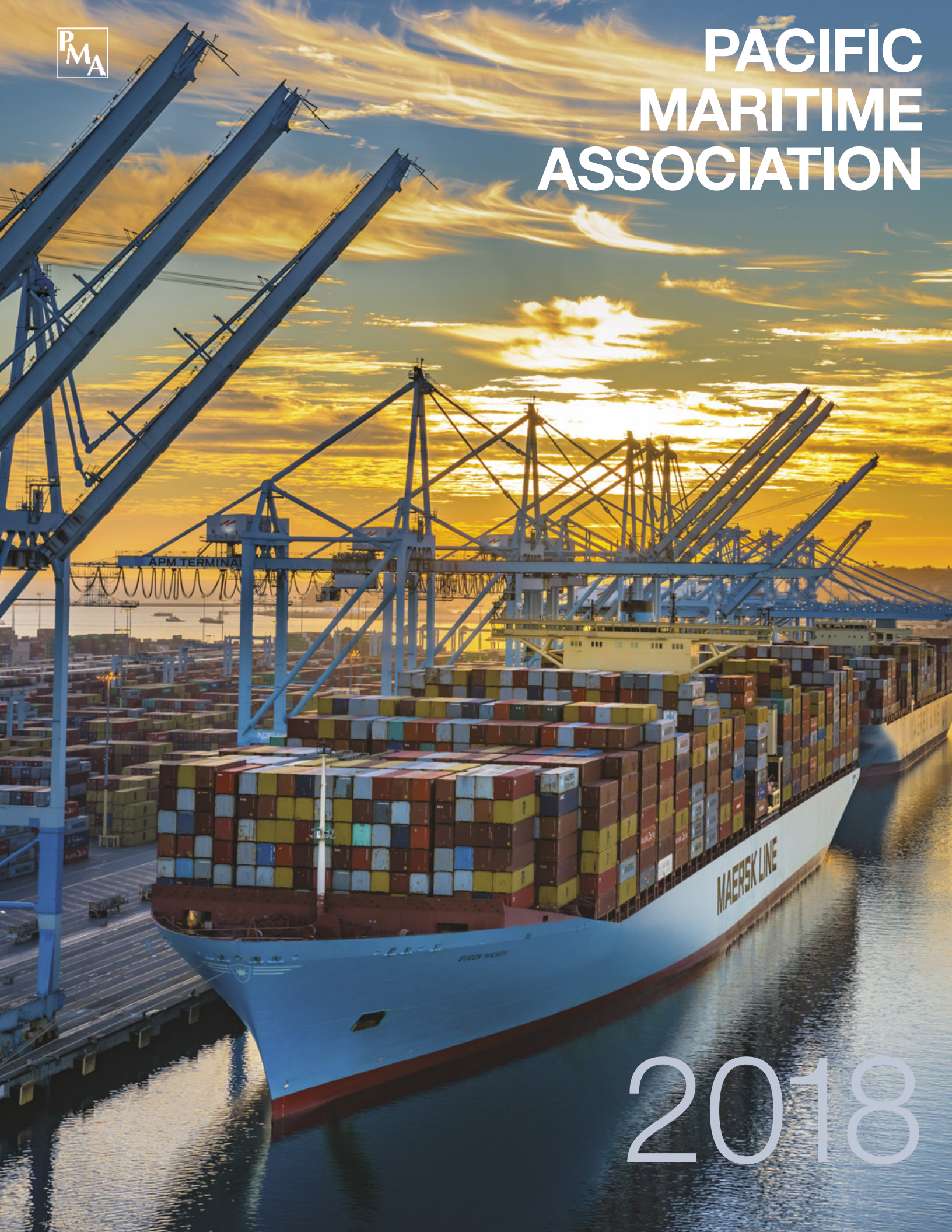
PMA
PACIFIC
MARITIME
ASSOCIATION
MAERSK LINE
2018

CMA-CGM *George Washington* outside of the Port of Long Beach.

Pacific Maritime Association

On the Cover

The *Eugen Maersk* docks at APM Terminals' Pier 400 at the Port of Los Angeles.

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.

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…"

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.

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Pasha's *Horizon Enterprise* en route to the Port of Oakland carrying 600 new refrigerated cargo containers, or "reefers."

2018 was a year marked by important milestones on the West Coast waterfront: record-setting cargo volumes, expansion of the union workforce in key markets, and the election of a new leadership team at the ILWU.

The Pacific Maritime Association's historic multi-year contract extension with the ILWU, reached in 2017, along with an expansion of the registered workforce at our largest ports in 2018, helped support reliable and productive terminal operations up and down the coast. All the while, PMA kept its members' assessment rates flat for the fifth year in a row.

In 2018, West Coast ports continued to make substantial progress in delivering certainty to shippers while managing record-setting volumes. This progress, combined with our ports' natural strengths – strategic access to Asia, deep water bays, connectivity to world-class infrastructure, and proximity to large consumer markets in the Western U.S. – places the West Coast in a strong position to attract new cargo while welcoming the continued return of goods that had shifted to other regions.

As we look to the future, we can expect to see continued investments in terminal-related infrastructure to speed the productive, safe, and efficient flow of cargo to markets throughout the U.S. and beyond. The billions of dollars invested to date to streamline terminal operations has been instrumental in driving growth, while port automation is helping to meet the challenge of increased cargo volume and velocity processed within the same terminal footprints.

From Southern California to the Pacific Northwest, we are building on a strong foundation to continue driving economic growth and prosperity for the West Coast and the entire nation. Moving forward, PMA and its member companies will maintain our focus on productive, reliable and modern terminal operations – and continuing to deliver world-class service to the global shipping community.

Sincerely,

James C. McKenna
President and CEO

Reliable and productive terminal operations are crucial components of strong West Coast ports.

Membership

American President Lines, Ltd.
APM Terminals Pacific LLC
APS Stevedoring, LLC
Benicia Port Terminal Company
Ceres Terminals Incorporated
CMA CGM (America) LLC
Coast Maritime Services
Consolidated Stevedoring Company LLC
Cosco Shipping Lines (North America) Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Evergreen Marine Corp. (Taiwan) Ltd.
Everport Terminal Services, Inc.
Fenix Marine Services, Ltd.
Hamburg Sud North America, Inc.
Hapag Lloyd AG
Harbor Industrial Services Corporation
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
Innovative Terminal Services Inc.
International Transportation Service, Inc.
Jones Stevedoring Company
"K" Line America, Inc.
Kinder Morgan Bulk Terminals LLC
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
Marko Industries Inc.
Matson Navigation Company, Inc.
Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
Mitsui O.S.K. Lines, Ltd.
NYK Line
Ocean Network Express (North America) Inc.
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
Pacific Crane Maintenance Company, LLC
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pacific Terminal Service Company, LLC
Pasha Hawaii
Pasha Stevedoring & Terminals L.P.
Portland Lines Bureau
Port Maintenance Group (PMG), Inc.
Port Service Group, 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.
Total Terminals International, LLC
TransPacific Maintenance Company, LLC
Transpac Terminal Services, LLC
TraPac, LLC
Wallenius Wilhelmsen Logistics
Washington United Terminals
Watermark Terminal Solutions, LLC
West Coast Crane Services, LLC
West Coast Terminal and Stevedore, Inc.
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, LLC
Zim American Integrated Shipping Services Company, Inc.

IN MEMORY OF WALTER J. ROMANOWSKI

The maritime industry suffered a tremendous and unexpected loss on April 14, 2018, with the passing of longstanding PMA Board Member Walter J. Romanowski at the age of 57. A senior executive with Ports America, Walter played a lead role on PMA's Board, joining in 2011 and providing his expertise on the Compensation and Bylaw Committees.

An accomplished industry veteran and devoted family man, Walter embodied professionalism and integrity in his daily work, showing respect to colleagues and customers alike and treating them as family.

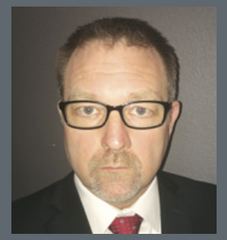
Walter served as President of the Pacific/Gulf Division for Ports America and passed away just one day shy of his 19th anniversary with the company. Walter joined Ports America's legacy company, Marine Terminals Corp. (MTC), in 1999 as its Southern California senior vice president. He later served as executive vice president, responsible for MTC Holdings' West Coast container joint venture line of business before becoming Senior Vice President of West Coast Operations for Ports America in 2008.

Outside of his professional role, Walter donated time and resources to several charitable causes, including many years of support for International Trade Education Programs (ITEP), a Southern California non-profit that connects high school students to careers through partnerships with educators and maritime professionals. He also supported Soccer for Hope, an organization dedicated to raising funds through soccer clinics and related events for children with life-threatening diseases.

The entire Pacific Maritime Association family wishes to extend our heartfelt condolences to Walter's family and the Ports America team. We all will miss Walter greatly.

Board of Directors

Roy Amalfitano #*
Vice Chairman
Evergreen Shipping Agency (America) Corp.
International Carrier Class



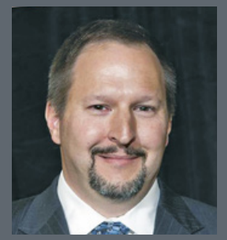
Ronnie Armstrong
Vice President, Inland Operations
Ocean Network Express, (North America) Inc.
International Carrier Class

Ian Cairns
CEO Terminal Link USA
CMA CGM Group
International Carrier Class

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

Peter Dunton
Chief Operating Officer
Ports America
Stevedore/Non-Carrier Class

Ron Forest †*
President
Matson Navigation Company, Inc.
Domestic Carrier Class



Al Gebhardt #
Head of North America Labor Relations
Maersk Transport and Logistics
International Carrier Class

Frank Grossi #
Executive Vice President
COSCO Shipping Lines (North America), Inc.
International Carrier Class

Capt. T.R. Lee
Senior Vice President Marine and Terminal Operations
Yang Ming (America) Corp.
International Carrier Class

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

George Pasha, IV †
President and CEO
Pasha Hawaii
Domestic Carrier Class

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

Finance Committee

Jay A. Bowden
Chief Financial Officer
Pasha Hawaii

Karen Brett
Chief Financial Officer
APM Terminals North America, Inc.

Jason Davis
Vice President, Finance
SSA Marine, Inc.

Coast Steering Committee

Chairman:
John Ochs
Senior Director
APM Terminals Pacific, LLC

Michael Caswell
Senior Vice President, Operations
Pasha Stevedoring & Terminals L.P.

Frank Chao
Senior Vice President
Yang Ming (America) Corp.

Sal Ferrigno
Vice President
SSA Terminals, LLC

Bob Johnson
Chief Compliance Officer
Total Terminals International, LLC

Rich Kinney
Vice President, West Coast Terminals and Vehicle Operations
Matson Navigation Company, Inc.

George Lang
President
Everport Terminal Services, Inc.

Sean Lindsay
Chief Operating Officer
International Transportation Service, Inc.

Anthony Otto
President
Long Beach Container Terminal, LLC

Blair Smith
Director - Labor Relations
Ports America

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

Area Sub-Steering Committees

Southern California Area

Chairman:
Steve Fresenius
TraPac, LLC

Kyle Clinton
Pacific Crane Maintenance Company, LLC

Randy Galosic
SSA Terminals, LLC

John Beghin
Long Beach Container Terminal, Inc.

Kurt Sulzbach
APM Terminals Pacific, LLC

Ron Neal
Everport Terminal Services, Inc.

Eric Martinez
Yusen Terminals, LLC

Jeff O'Donnell
Ports America

Eric Naefke
Fenix Marine Services, Ltd.

Todd Stockham
Total Terminals International, LLC

Robert Vanleevwen
West Coast Terminal and Stevedore, Inc.

David VanWaardernburg
Pasha Stevedoring & Terminals L.P.

Northern California Area

Chairman:
Jacques Lira
SSA Terminals, LLC

Michael Andrews
Everport Terminal Services, Inc.

Shawn Bundy
Metropolitan Stevedore Company

Dennis Woodfork
TraPac, LLC

Pacific Northwest: Oregon and Columbia River Area

Chairman:
Doug Beeber
Jones Stevedoring Company

Ken Davais
"K" Line America, Inc.

Mike Fudurich
Harbor Industrial Services Corp.

Paul Huculak
SSA Marine, Inc.

Noa Lidstone
Kinder Morgan Bulk Terminals LLC

Ben Thamert
APS Stevedoring, LLC

Pacific Northwest: Washington and Puget Sound Area

Chairman:
Clayton R. Jones, III
Jones Stevedoring Company

Rick Blackmore
Total Terminals International, LLC

Alec Coleman
Washington United Terminals

Steve Frazier
Ports America

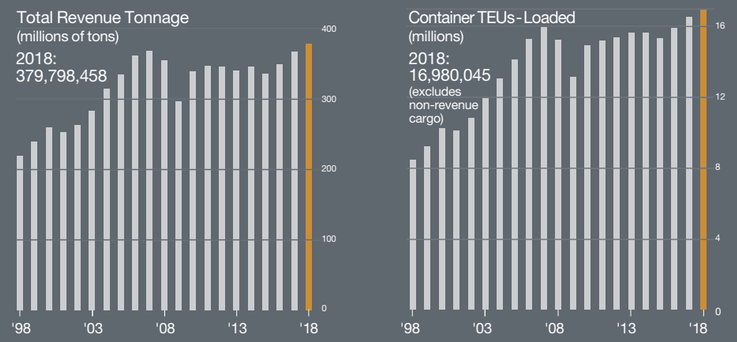
Graham Hunter
SSA-SSAT Seattle

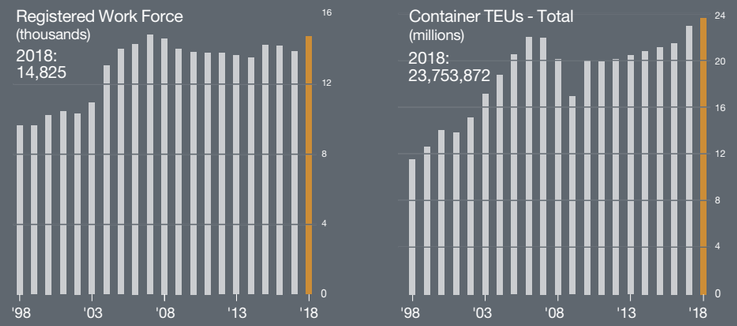
Lyle Kagey
Pacific Crane Maintenance Company LLC

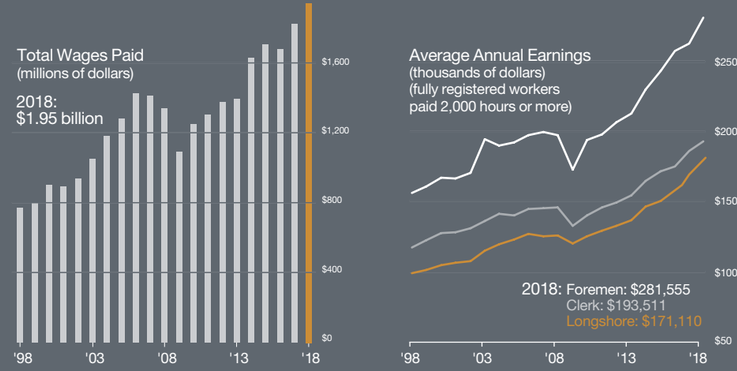
Brandon Olivas
Everport Terminal Services, Inc.

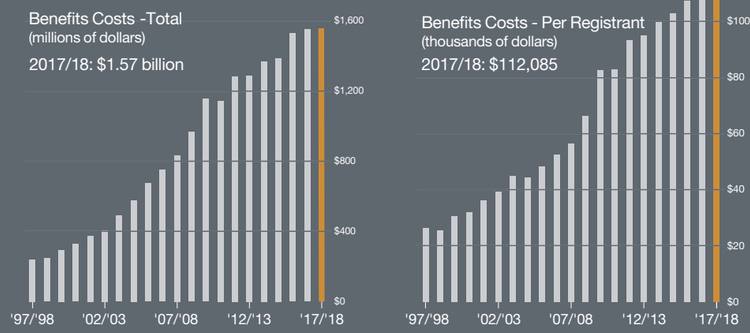
In 2018, West Coast ports eclipsed the record volume levels achieved the year before.

2018 Highlights









The Coast

Record volumes, workplace safety milestones and the election of a new ILWU leadership team highlighted a year that ended with a cargo surge arising from shippers' concerns about the threat of impending U.S. tariffs on Chinese imports.

Even accounting for the fourth quarter surge, 2018 volume was on course to achieve new highs at the major ports up and down the coast. Terminal operators continued to make significant investments to modernize facilities, make accommodations to service larger ships, and expand gate hours to relieve congestion.

In 2018, PMA expanded the size of the ILWU workforce in classifications from casuals to longshore to clerk to foremen. As the workforce expanded to manage cargo growth, injury rates continued their downward trajectory to record lows.

The coast also continued to see the expansion of the cruise industry, with more growth forecast for the future. Carnival Cruise Line, for example, announced that it would begin making calls at the Port of San Francisco starting in 2020. And in Southern California, the Port of San Diego experienced cruise passenger growth of 15 percent.

Another noteworthy development was the retirement of longstanding ILWU President Bob McEllrath, and the election of a new group of officers. PMA looks forward to working with this new ILWU leadership team to usher in even greater stability, efficiency and reliability at West Coast maritime terminals.

For more about the highlights of 2018, please read on.

Yang Ming *YM Unanimity* arrives at the Port of Los Angeles.

Our industry leadership is prepared
to manage future global economic challenges.

Meeting the Challenges Ahead

Stable and productive West Coast ports are essential not only to our local communities but also to the health of the overall U.S. economy, providing the foundation for nearly 10 million jobs in a broad range of fields.

In 2017, the ILWU and PMA agreed to a historic contract extension that created the labor certainty many shippers demanded. Even with this important extension – which assures labor peace through 2022 – the convergence of trade, environmental and industry issues are creating new challenges that raise important questions about how best to manage the West Coast waterfront in the years ahead.

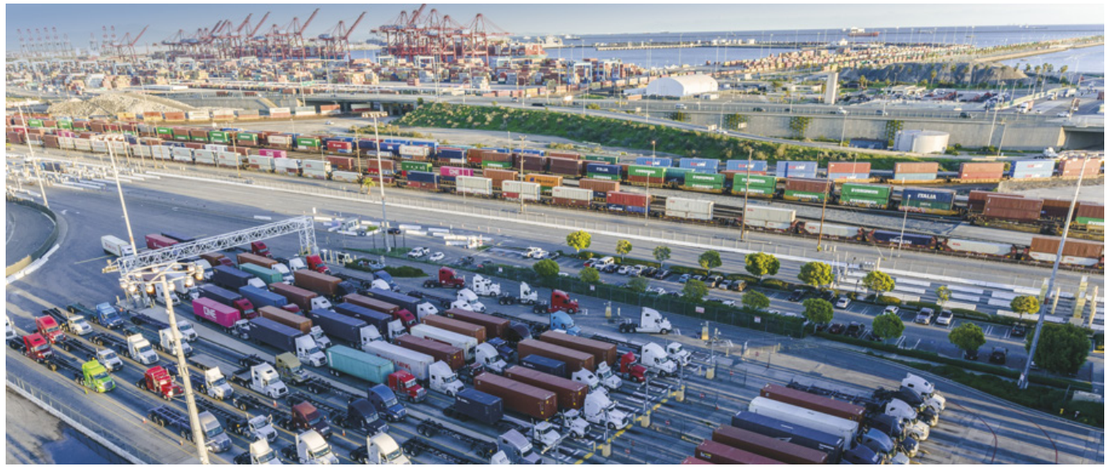
Global Trade Issues

Toward the end of 2018, concerns about the imposition of new trade tariffs on Chinese goods caused shippers to accelerate the import and warehousing of cargo by December 31, causing record-breaking seasonal volumes at West Coast ports during the final quarter. Managing this volume volatility, which many industry leaders expect to continue, is a priority for PMA.

Clean Air Mandates

Environmental regulations on the West Coast are another important issue facing PMA's member companies. Strict and aggressive government requirements – the most far-reaching in the world – are changing the way marine terminals on the West Coast operate now and into the future. The Los Angeles-Long Beach Clean Air Action Plan (CAAP), which governs the nation's busiest container port complex, has set a goal of 100 percent emission-free cargo-handling equipment just over 10 years from now. To meet this ambitious standard, along with similar requirements elsewhere on the coast, vessels are growing reliant on plugging into the on-dock electrical grid while in port – another trend that impacts manning, safety, and training.

An overhead view of on-dock rail at the dividing line of the Port of Long Beach and Terminal Island at the Port of Los Angeles.



Operations at Yusen Terminals at the Port of Los Angeles.

Terminal Automation

The push for environmental sustainability at West Coast ports is also one of the driving forces behind the advancement of terminal automation, which reduces or eliminates the role of diesel-powered cargo-handling equipment in favor of electric or battery-powered alternatives. The CAAP and equivalent plans will likely jumpstart more automation projects, as automated terminals can best accommodate zero-emission equipment in the yards. Terminal automation is clearly addressed in the Pacific Coast Longshore Contract Document between PMA and the ILWU – providing terminal operators and carriers the ability to modernize their facilities according to a clearly defined process. As automation expands, PMA will continue to address its impact on the ILWU workforce, including how best to re-train longshore workers for the maintenance and repair jobs that automation brings with it.

Industry Consolidation

Finally, adjusting to changes in the global shipping industry and its trend toward consolidation will be important looking ahead. Fewer companies with larger fleets are playing an increasing role on the West Coast waterfront. As Bloomberg News has noted, "container ships that transport sneakers, bananas and Barbie dolls around the world keep getting bigger. So are the companies that own them."

The Past Paves the Way to the Future

History shows countless examples of the West Coast waterfront leading the way in adapting to changing times. In the 1950s and 1960s, we led the transition from break bulk to the era of containerization. In the early 2000s, we negotiated some of the industry's most important technology and automation provisions. And in recent years, West Coast ports have worked within an aggressive environmental framework while achieving record-setting volumes.

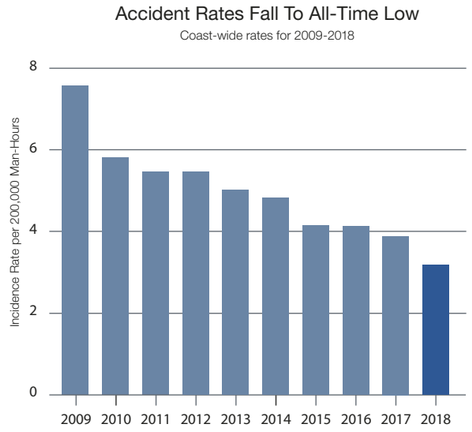
Looking ahead, PMA and our member companies will play a lead role as the industry makes wide-ranging investments to prepare for the future. Whether it is the addition of larger and higher-tech cranes, terminal automation, extended gate hours, the addition of on-dock rail or additional worker training, PMA and its member companies are taking the necessary steps to facilitate the productive movement of cargo during uncertain times ahead.

In sum, we will manage through a rapidly changing environment now in the same way that we have in the past, maintaining focus on the core characteristics that make for a strong West Coast waterfront: innovation, productivity, reliability, and a skilled and trained workforce. With those pieces in place, we will continue to prove that ports in California, Oregon and Washington can deliver the certainty that shippers demand of world-class ports – and we will achieve the lasting gains in jobs and economic activity that come with it.

During the year, innovative safety training programs grew in size and scope.

Safety and Training on the Waterfront

In 2018, injury rates on the West Coast waterfront reached record lows, marking the safest year on the West Coast to date.



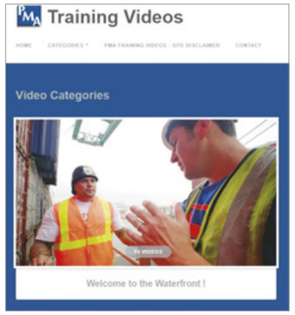
Crane simulator at the new ILWU-PMA training center at Terminal 5 at the Port of Seattle.

Training: By the Numbers

An increase in new registrations and promotions in 2018 led to a significant bump in training hours up and down the coast. Overall, the number of training classes completed increased by 75 percent from the prior year.

Safety Videos

PMA and the ILWU continued to take a collaborative approach to safety, both coast-wide and locally. In 2018, PMA extended the reach of safety training videos usually limited to classroom instruction by launching a new website enabling ILWU members to access over 100 videos by computer, tablet or smart phone. The videos, many of which feature ILWU members conducting real workplace demonstrations, also show how careless workplace practices can lead to accidents. A fall protection series of five videos was produced in 2018 to inform workers of the hazards of working at heights and preventative measures to stay safe. The 2019 series will feature maintenance and repair videos focused on chassis shop safety, reefer shop safety, crane shop safety, power shop safety, and personal protective equipment.



New PMA website featuring over 100 safety training videos for ILWU workers.

Enhanced Training in Seattle

A new ILWU-PMA training center at Terminal 5 at the Port of Seattle officially opened its doors in 2018. The new facility centralizes operations from two former Seattle-based sites and greatly expands training programs for ILWU members. Its features include three acres of training space for driving top loaders, trucks and tractors; a classroom that holds up to 40 people; and a state-of-the-art simulator to train newly hired crane operators.

OSHA Safe and Sound Week

Several PMA member companies and the ILWU staged emergency preparedness drills in conjunction with OSHA's nationwide Safe and Sound Week, an initiative designed to raise awareness of the value of workplace safety programs. Yusen Terminals in Los Angeles led a rubber tired gantry crane operation rescue drill, which simulated a crane operator suffering a heart attack while operating in the yard. Los Angeles Fire Department Station 85 performed the rescue with assistance from terminal management and ILWU Locals 13 and 94. The LA/LB Joint Accident Prevention Committee observed and filmed the drill for future training and gained valuable insights that it shared with all marine terminals.

At Ports America in Vancouver, WA, employers and the ILWU devised a high angle rescue drill scenario with the Southwest Washington Region Four Technical Rescue Team. The drill involved a rope rescue out of a vessel hatch. First responders were brought pier side to assess the scene and devise a medical response and extraction of a stricken worker from a vessel hold using only ropes and a stokes basket. The Washington Department of Labor & Industries attended the drill on behalf of OSHA.

Coast-wide Rescue Drills

Other rescue drills were held up and down the coast throughout the year. These included a crane rescue drill held by APM Terminals and the Los Angeles Fire Department. During the scenario, Crane 4 stopped suddenly, prompting multiple unsuccessful attempts to contact the crane operator who appeared slumped over from the point of view of the hatch boss. Security was deployed and emergency response procedures were initiated. Firefighters responded and commenced the rescue drill within minutes. The LA/LB Joint Accident Prevention Committee helped plan the drill to test certain emergency response procedures and attended it as observers. PMA Assistant Coast Director and Secretary of the Committee Michael Hall praised the exercise, saying, "Rescue drills are critically important to properly prepare for disaster scenarios. In fact, they can save lives. We are grateful for the collaboration from the ILWU and our members, whose participation makes these drills possible and ensures preparedness and safety on the waterfront."

Los Angeles Fire Department Station 85 participates in a rescue drill at Yusen Terminals at the Port of Los Angeles.

Important investments to modernize terminals positioned the West Coast for future growth.

Southern California

Volumes at the ports of Los Angeles and Long Beach broke records in 2018, with a combined three percent increase over 2017 levels.

Operations at the partially-automated TraPac Terminal at the Port of Los Angeles.

Boost in Workforce Numbers

PMA added to the ranks of longshore workers in Southern California in 2018. A total of 1,110 Class B registrants and 500 casuals joined the workforce, with hundreds more transferred from the longshore ranks to roles as marine clerks and foremen.

Dispatch Hall Opens at the Port of Los Angeles

PMA joined with ILWU leaders and local government officials to officially open the doors of a new, state-of-the-art longshore dispatch hall. The facility encompasses 32,000 square feet and includes conference rooms, administrative offices, and 800 on-site parking spaces. PMA funded and spearheaded the development of the new facility, which achieved the respected LEED Gold sustainability rating. Other features include digital technologies and the addition of dozens of flat-screen monitors that display day and night job orders.

The new longshore dispatch hall is already becoming a centerpiece of the port community. Members of the maritime industry, elected officials, union members, friends and family converged at the hall in January 2019 following the death of Dave Arian, former ILWU International President and Vice President of the Los Angeles Harbor Commission. Dave passed away following a hard-fought battle with cancer. The dispatch hall served as the setting for a moving memorial service that celebrated Dave's life.

PMA President & CEO Jim McKenna, Los Angeles Mayor Eric Garcetti, former ILWU President Bob McEllrath, and Port of Los Angeles Executive Director Gene Seroka gather at the grand opening of the ILWU Dispatch Hall at the Port of Los Angeles.

Modern Terminals

The Long Beach Container Terminal (LBCT) continued to make progress on the redevelopment of the Middle Harbor Terminal, one of the first partially-automated terminals in the nation. Now near completion, the 311-acre project features high-productivity ship-to-shore cranes that serve large vessels, as well as an automated portal trolley, automated container identification, and automatic stacking cranes. A team of operators from ILWU Local 13 work together to monitor the yard operations from a control room. The terminal's operations became more efficient in 2018 as the remainder of the project continued to be built out.

The partially-automated TraPac terminal at the Port of Los Angeles also continued to monitor its operations and improve efficiencies, employing a combination of electric and hybrid automated straddle carriers, automated stacking cranes, and rail mounted gantry cranes for on-dock rail.

Clean Cargo Equipment

The California Energy Commission funded a $9.7 million emissions reduction pilot program at Pacific Container Terminal at Long Beach's Pier J, operated by SSA Terminals. With the grant, SSA purchased 25 zero-emission or near zero-emission vehicles and tested their performance in a real-world setting, which is key to their long-term success as zero-emissions vehicles that may work well in a lab setting can fall short when placed in the yard. The project involves many entities, including the Port of Long Beach, Southern California Edison, and the California Energy Commission.

In a separate program, a federal grant secured by the Port of Los Angeles helped APM Terminals' Pier 400 replace 16 yard tractors with the cleanest cargo handling equipment on the market, which will cut emissions and improve air quality in the area. APM Terminals donated the outgoing yard tractors to auto mechanic training programs at public schools in the Los Angeles Unified School District, helping students prepare for jobs in the goods movement industry.

Maintenance and Repair Training Program

As modernized terminals change the nature of longshore work, it is widely anticipated that ILWU members may need to develop new skills as mechanics, electricians and welders. To help them prepare for these future needs, PMA established a partnership with Long Beach City College to train longshore workers in maintenance and repair of cargo handling equipment, including semi-tractor trucks and small vehicles. The 2018 pilot program is expected to expand as terminal modernization and automation continue to take hold.

Fleet Week 2018

L.A. Fleet Week descended upon the Port of Los Angeles once again during the 2018 Labor Day weekend. The celebration of the United States Navy, United States Marine Corps, and United States Coast Guard featured a series of public events, including free military vessel tours, aerial demonstrations, military displays, and a 5.3 mile run across the Vincent Thomas Bridge.

Eleonora Maersk Sets North America Operational Record

In December 2018, APM Terminals' Pier 400 established a new world record by handling 27,846 TEUs, while working one vessel, *Eleonora Maersk*, during a single port-call. This latest TEU milestone represents the complete discharge of every container aboard the vessel, complemented by the full load-back of outbound cargo.

Northern California

Northern California handled record volumes in 2018 and continued to expand its capacity for the future. At the Port of Oakland, investments in infrastructure allowed operations to run more smoothly. In San Francisco, the thriving cruise and auto businesses showed the port to be well-positioned for continued growth.

Tugboats assist the MSC *Katrina* arriving at the Port of Oakland.

Higher Cranes Bring More Capacity to Oakland

In August 2018, SSA completed a year-long project to raise four ship-to-shore gantry cranes by 27 feet at Oakland International Container Terminal (OICT). The cranes are now able to serve larger vessels calling at the port, including 18,000 TEU vessels, the largest container ships to visit the port. SSA plans on purchasing four additional ship-to-shore cranes for the terminal, cementing a multi-million-dollar investment designed to expand capacity at Oakland's busiest terminal.

Raised SSA cranes at the Port of Oakland.

New Registrants

In Oakland, PMA added 50 new registrants to the longshore division and promoted more than a dozen longshore workers to become clerks and walking bosses. In May through December of 2018, 125 new casuals were added in the San Francisco and Oakland area.

Night and Weekend Gates in Oakland

Expanded gate hours extended to more terminals in 2018, helping to smooth operations in Oakland. TraPac marine terminal added a new full-service night gate for harbor truckers, accelerating cargo flow and reducing wait time for trucks. The night gate is open from 6:00 p.m. to 3:00 a.m. Monday through Thursday.

A new night gate at the SSA Marine terminal at OICT began operations in 2018 as well. The night gate is designed to accommodate steady cargo growth over the next decade. As a result of night gate operations, truck transaction times are down to an average of 60 to 90 minutes.

Growing Cruise Business in San Francisco

The cruise business is growing in Northern California. The Port of San Francisco had 79 cruise calls in 2018, and is poised for continued growth next year, with a 10 percent rise in port calls scheduled for 2019.

Carnival Cruise Line, the world's largest cruise ship company, announced that it would begin departing from the Port of San Francisco in 2020, with destinations set to include Alaska, Hawaii, and Mexico.

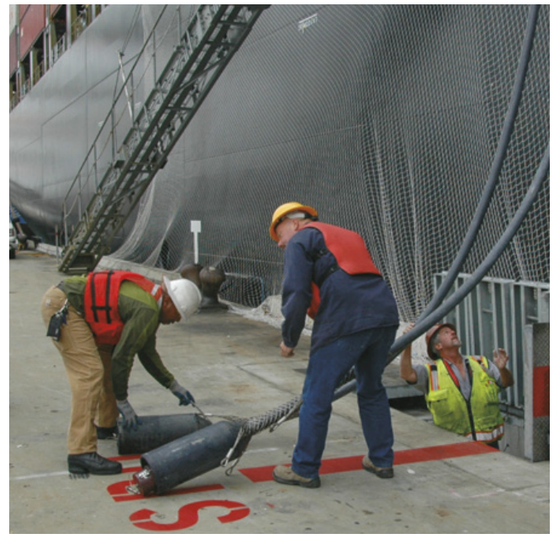
Autos in San Francisco

Car shipments at the Port of San Francisco have grown considerably in the last few years. In 2016, the Pasha Group signed a 15-year lease at Pier 80 and transformed the 69-acre asset into a bustling marine terminal. In 2018, Pasha business at the Pier 80 was up 18 percent, signaling its continued growth two years after opening. Auto tonnage across the entire San Francisco Bay Area was up 11 percent in 2018.

Clean Cargo Equipment Comes to Oakland

The California Air Resources Board granted $9 million to the Port of Oakland for clean cargo equipment, including five zero-emission yard trucks to shuttle containers within the Matson marine terminal operated by SSA.

The Port of Oakland also continues to build up its clean energy infrastructure. According to the Port, use of shoreside electricity at berth reached an all-time high of 78 percent of container vessels visiting Oakland in July. While connected, vessels switched off diesel engines that typically power onboard systems during port stays.



A container vessel plugs into shoreside electricity at the Port of Oakland.

Pacific Northwest

With investments in modern terminals and a larger workforce, the ports of Seattle and Tacoma are demonstrating their ability to handle larger vessels, increased volumes, and a flourishing cruise business.

Ocean Network Express *Commitment* docks at the Port of Tacoma's bustling Blair Waterway.

Port of Tacoma Celebrates 100 Years

On November 5, 1918, voters in Pierce County, Washington approved the creation of a public port. 100 years later, the Port of Tacoma has proven itself to be one of the most significant in North America and a crucial driver of economic success in the region. Today, the Port of Tacoma reports that it supports more than 29,000 jobs and nearly $3 billion in economic activity. The port marked its centennial with a 100-day celebration that began in July and ran through early November. Activities ranged from free port boat tours to an interactive display of the port's history.

Evergreen's *Thalassa Axia* in Tacoma

On November 1, the Port of Tacoma welcomed the largest vessel to ever visit the port. Evergreen's 13,800 TEU *Thalassa Axia* took a spin in the turning basin at the end of the Blair Waterway before docking at the Pierce County Terminal. The 1,200-foot-long vessel departed early on the morning of November 3 for Asia.

Investment in Tacoma

In February 2018, Husky Terminal Operations at the Port of Tacoma received four new 295-foot super-post-Panamax cranes capable of serving two 18,000-TEU container ships. The cranes, now operational, will soon be joined by four additional sister cranes set to arrive at the port in 2019.

Larger Workforce

Seattle has bolstered its workforce. In 2018, Seattle welcomed 240 new casuals and 135 new Class B registrants, with plans to add another 540 casuals in 2019. Annual shifts in Seattle increased by more than 16 percent in 2018, from 192,486 to 223,776.

Seattle's Cruise Business Boom

The cruise business is booming in Seattle. For the second consecutive year, the Port of Seattle welcomed over one million cruise passengers through the port, and cruise passengers increased by four percent from the prior year.

A variety of major cruise lines sailed from the port, including Norwegian Cruise Line, Princess Cruises, Holland America Line, and Carnival Cruise Line. The most popular destination was Alaska, with some vessels from Hawaii and Canada docking at the port as well. ILWU workers are responsible for all shoreside work once the cruise ships are docked, including loading and unloading passenger bags, loading ships with food and beverages, and securing the vessels to the docks.

Norwegian Cruise Line was the first cruise line to homeport at the Port of Seattle more than 18 years ago. The company made history again in 2018 when the largest passenger ship to ever sail the West Coast – the *Norwegian Bliss* – called Seattle home for the summer. The recently renovated ship will dock at Terminal 66 again in the summer of 2019.

The Space Needle behind operations at SSA Terminals at the Port of Seattle.

Hapag Lloyd *Colombo Express* docks at the Port of Los Angeles.

Industry Overview 2018

Economic Significance of West Coast Ports

Containerized cargo movement through West Coast ports has risen dramatically in recent decades—to a total of nearly 17 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 an estimated 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: Nearly 15,000 Registered Workers

As of December 2018, PMA members employed 14,825 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 more than 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, which was later complemented by the 2008 agreement that brought automation to the waterfront, the registered workforce has grown by 44 percent.

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 – Gearmen's Port Supplement	1/28/88
29 – Mechanics' Port Supplement	1/25/88
46 – Gearman's Port Supplement	4/28/17
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	2/26/15
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, 2022.

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

* Extension signed on 5/7/2018

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.

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.

ILWU worker loading logs in Port Angeles, WA.

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.

Skill rates, along with shift and overtime multipliers, all serve to increase the basic straight time rate. For details on how these increases impact the hourly rate of pay, please see page 62.

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
July 1	2017	1.50	3.8 40.93
June 30	2018	1.25	3.1 42.18

* A "6 hour day, 30 hour week" was incorporated into the first coastwide 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.

Subsequent presidents include:
- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
- James Spinosa (2000-2006)
- Bob McEllrath (2006-2018)

In the summer of 2018, the ILWU held elections for key positions, including to replace longtime President Bob McEllrath. The entire membership - approximately 42,000 workers spanning 60 locals in California, Oregon, Washington, Hawaii, and Alaska - participated. Official results were announced in October, with William E. Adams elected as President; Robert "Bobby" Olvera, Jr. elected as the Vice President (Mainland); Wesley Furtado elected as Vice President (Hawaii); and Edwin "Ed" Ferris elected as 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 William E. Adams, Vice President Robert Olvera, Jr. 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 un-stuff 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.

Evergreen's *Ever Envoy* and *Ever Lenient* at berth at the Port of Los Angeles.

Coast Accident Prevention Award-Winners

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

Group A (1 million or more man-hours)
- FIRST PLACE: Everport Terminal Services, Los Angeles-Long Beach – Southern California Area
- SECOND PLACE: Fenix Marine Services, Los Angeles-Long Beach – Southern California Area

Group B (500,000 to 999,999 man-hours)
- FIRST PLACE: West Coast Terminal & Stevedore, Los Angeles-Long Beach – Southern California Area
- SECOND PLACE: Long Beach Container Terminal, Los Angeles-Long Beach – Southern California Area

Group C (100,000 to 499,999 man-hours)
- FIRST PLACE: Ports America, Tacoma – Washington Area
- SECOND PLACE: Everport Terminal Services, Tacoma – Washington Area

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

Group B (100,000 to 399,999 man-hours)
- FIRST PLACE: Pasha Stevedoring & Terminals, Los Angeles-Long Beach – Southern California Area
- SECOND PLACE: Metro Cruise, Los Angeles-Long Beach – Southern California Area

Group C (25,000 to 99,999 man-hours)
- FIRST PLACE: SSA Marine, Inc., Everett - Washington Area
- SECOND PLACE: Jones Stevedoring Company, Washington Area

BULK OPERATORS
(companies engaged primarily in bulk cargo operations with total man-hours exceeding 10,000)

- FIRST PLACE: Metropolitan Stevedore, Anacortes – Washington Area
- SECOND PLACE: Oregon Chip Terminal, Oregon Area

ILWU WORKFORCE AWARDS

Longshore Locals

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

Group B (100 to 399 Registered Members)
Local 21: Longview – Oregon Area

Group C (25 to 99 Registered Members)
Local 12: North Bend – Oregon Area

Foreman – Walking Boss Group
Local 91: Northern California Area

Clerk Group
Local 52: Seattle – Washington Area

MECHANIC COMPANIES
(companies that employ IlWU mechanics in maintenance and repair operations)

Group A (100,00 or more man-hours)
- FIRST PLACE: Pacific Crane Maintenance Company, Seattle – Tacoma – Washington Area
- SECOND PLACE: Pacific Crane Maintenance Company, Los Angeles-Long Beach – Southern California Area

Group B (25,000 to 99,999 man-hours)
- FIRST PLACE: Harbor Industrial, Los Angeles-Long Beach – Southern California Area
- SECOND PLACE: Terminal Equipment Services, Inc., Los Angeles-Long Beach – Southern California Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD
(companies that achieved a zero lost-time incident rate in 2018) (50,000 minimum hours)

Harbor Industrial
Los Angeles-Long Beach – Southern California Area

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

SSA Marine, Inc.
Oregon Area

SSA Marine, Inc.
Seattle – Tacoma – Washington Area

Metro Cruise
San Francisco – Northern California Area

Total Terminals International
Los Angeles – Long Beach – Southern California Area

SSA Terminals, LLC
Seattle – Washington Area

TraPac, LLC
Los Angeles – Long Beach – Southern California Area

OUTSTANDING LONGSHORE SAFETY ACHIEVEMENT

Dave Turner, NYK Ports

Ed Ferris, ILWU Local 10

THE COAST ACCIDENT PREVENTION AWARDS

PMA sponsors an annual accident prevention awards program as part of the coastwide 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.

Industry Benefits 2018

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 their 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 the Maximum Allowable Charge. 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.

Three cranes at the Port of Los Angeles.

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is $88,800 increasing to $91,020 on July 1, 2019, $93,240 on July 1, 2020, and $95,460 on July 1, 2021. In addition, workers have access to a 401(k) savings plan 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 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.

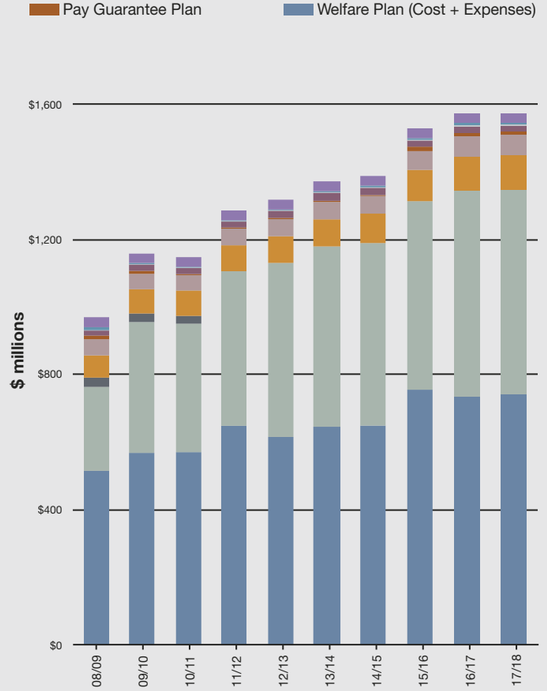
The graphs to the right show the total benefits costs for the industry, which were $1.57 billion for the fiscal year ending June 30, 2018, up 317% since 2002, and the cost per active participant of $112,085 for the same period, which increased by 211% since 2002. Over the last five years alone, total benefits costs were up nearly 22%.

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

OOCL's *Malaysia* and *Utah* call at the Long Beach Container Terminal.

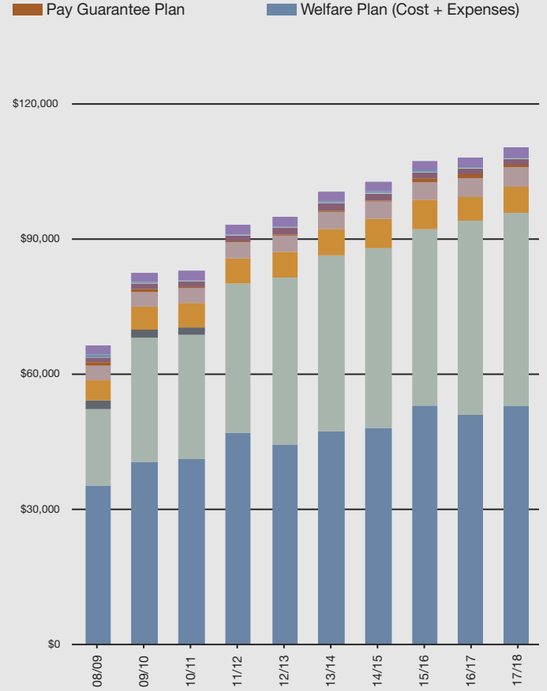
TOTAL BENEFITS COSTS

2008/2009 through 2017/2018



BENEFITS COSTS PER ACTIVE REGISTRANT

2008/2009 through 2017/2018



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2017	201	103	60	364
2018	**198**	**110**	**46**	**354**

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, 2018)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	$98	$2,450
7/81-6/84	30	$98	$2,940
7/84-6/87	33	$98	$3,234
7/87-6/93	35	$98	$3,430
7/93-6/99	35	$98	$3,430
7/99-6/02	35	$110	$3,850
7/02-6/08	35	$153	$5,355
7/08-6/14	37	$180	$6,660
7/14-6/19	**37**	**$200**	**$7,400**

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	$200.00
1,250	$192.31
1,200	$184.62
1,150	$176.92
1,100	$169.23
1,050	$161.54
1,000	$153.85
950	$146.15
900	$138.46
850	$130.77
800	$123.08

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, 2018. 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, 2018, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2014, was $200 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $7,400 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.

Disability pensions have no minimum age but do require a minimum of 13 years of service and must have worked in the industry in each of the five payroll years ending with the year of retirement. 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.

At the end of calendar year 2018, the Plan was paying $32,046,340 per month to 8,883 benefit recipients.

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.

Widows' Independent Living Subsidy Program (WILSP)

Effective July 1, 1978, the Widows' Independent Living Subsidy Program was implemented as part of the Welfare Plan. Effective January 1, 2017, this program provides a cash subsidy benefit under the Pension Plan and Medicare supplement benefits under the Welfare Plan. These benefits are provided 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.

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. In addition, registered employees make contributions to the Plan as a defined percentage of wages at a rate that is set by the Trustees.

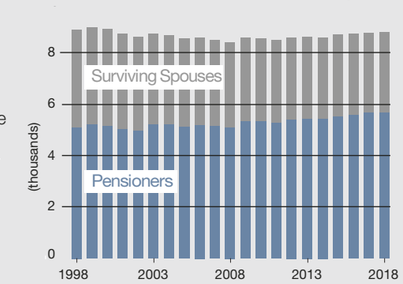
NUMBER OF PENSION BENEFIT RECIPIENTS BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis-ability	In-Service	QDRO	Sub-total	Post-Retire	Pre-Retire	Sub-total	Total
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
2017	4,271	971	13	420	5,675	2,476	634	3,110	8,785
2018	**4,327**	**976**	**12**	**431**	**5,746**	**2,485**	**652**	**3,137**	**8,883**

Tenure of the Agreement

The Plan runs concurrently with the 2014-2022 Pacific Coast Longshore and Clerk's Agreement. Unless provided to the contrary, extension or renewal of the Pacific Coast Longshore and Clerk's 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



Tackling Health Care Fraud

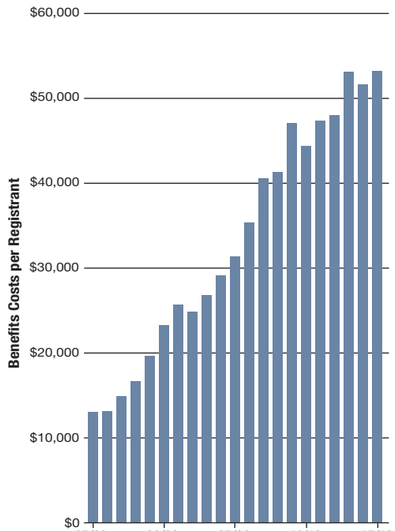
For a decade, employers have intensified their focus on the administration of the ILWU-PMA welfare plan. This included a switch to a new third-party administrator, which led to more rigorous review of medical bills and the identification of fraud, waste and abuse. As a result of these and other efforts, more than 85 providers have been excluded from billing the plan, and medical care costs are more than 40 percent below what they would have been had they grown at the rate of health care inflation.

In addition, federal prosecutors have convicted a number of individuals for taking part in schemes to defraud this plan – schemes in which providers submitted bills for services not rendered, misrepresented procedures that should not have been covered, or sought compensation by overbilling for provided services.

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

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1998-2018



Total Welfare Plan benefits costs—for the active registered work force and dependents and for retirees and covered dependents—for each fiscal year are divided by the count of active registrants at the end of the previous payroll year (mid-point of the fiscal year). For example, costs for 2017/2018 are divided by the count of active registrants at the end of 2017.

Eligibility for ILWU-PMA Welfare Plan Benefits

An overview of eligibility requirements, by eligibility category for Welfare Plan participation, is shown below. The Plan Trustees are the final arbiters of eligibility.

Active Registrants: Only persons who have industry registration may become eligible for Welfare Plan benefits. An annual review is conducted by the Trustees prior to July 1. Each active registrant's record of covered employment for the preceding payroll year is used to determine whether the registrant has established eligibility for the succeeding 12 months (July through June).

In major ports, a registrant will be eligible effective July 1 for 12 months of welfare coverage if a minimum of 800 hours were credited in the preceding payroll year, or if a minimum of 400 hours were credited in the last half of the preceding payroll year. The same requirements apply to minor ports except that the hours requirement is 480 hours in the preceding payroll year or 240 hours in the last half of the preceding payroll year.

A mid-year review is also conducted by the Trustees prior to January 1 to determine eligibility for those active registrants who do not hold 12-month eligibility from the previous July 1. An active registrant may receive eligibility for January through June if sufficient hours of covered employment have been credited for the registrant in the first half of the preceding payroll year.

In major ports, at least 400 hours must have been worked or credited in the first half of the preceding payroll year.

In minor ports, at least 240 hours must have been worked or credited in the first half of the preceding payroll year. No port has qualified as a minor port for Welfare Plan eligibility purposes since the disestablishment of Local 49 in Crescent City.

New Registrants: Longshore registrants who 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. Welfare Plan eligibility ends when the surviving dependent spouse remarries, or if the active registrant had fewer than five years of vested service under either ILWU-PMA Pension Plan or the ILWU-PMA Watchmen Pension Plan, four years immediately following the registrants death.

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.

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.

Ocean Network Express *Competence* makes its maiden voyage to ITS terminal at the Port of Long Beach.

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:

2013	$79,094,729
2014	$82,586,873
2015	$87,453,717
2016	$90,580,654
2017	$94,554,073
2018*	**$108,222,701**

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 2018

*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.

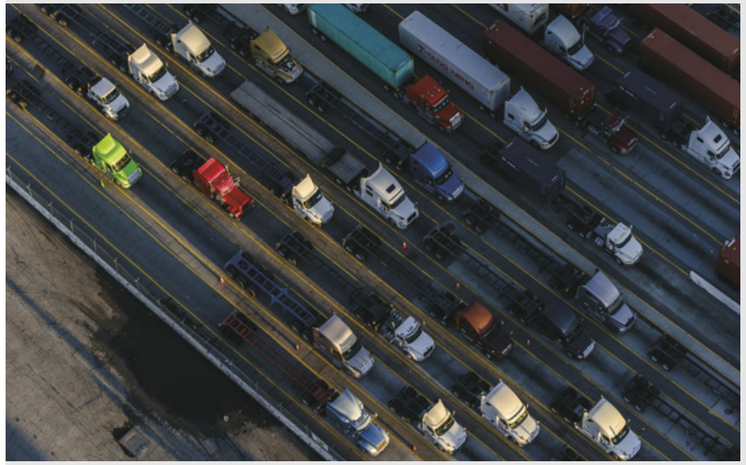
Service as a full-time Union official or as a joint employee of a Labor Relations Committee, or service of any joint entity of the ILWU and the PMA is considered qualifying time.

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 1,975 in the previous payroll year, 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.

Trucks at Yusen Terminals at the Port of Los Angeles.



Rowers pass the MSC *Beryl* in the Oakland Estuary.

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.

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

2019

January	1	New Year's Day[1]
	21	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	18	Washington's Birthday
March	31	Cesar Chavez's Birthday[2]
May	27	Memorial Day
July	4	Independence Day
	5	Bloody Thursday[1]
	28	Harry Bridges' Birthday[2]
September	2	Labor Day[1]
November	11	Veterans Day
	28	Thanksgiving Day[1]
December	24	Christmas Eve Day[1]
	25	Christmas Day[1]
	31	New Year's Eve Day[1]

2020

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

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

[1] No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 2 to 0700 September 3, 0800 November 28 to 0700 November 29. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

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

Holiday Plan

The longshore, clerks' and foremen's agreements recognize 15 holidays, of which 13 are paid holidays. There are five no-work holidays– Christmas Day, New Year's Day, Bloody Thursday, Labor Day and Thanksgiving Day. All no-work holidays are "paid holidays," except for Bloody Thursday, and Christmas Eve Day and New Year's Eve Day are early release days. The seven 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 2019 and for the first six months of 2020 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30

2014	$51,511,071
2015	$52,123,280
2016	$55,617,854
2017	$59,177,911
2018	**$61,042,442**

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

Evergreen containers stacked five high at the Port of Los Angeles.

Pay Guarantee Plan

The Pay Guarantee Plan (PGP) provides a guaranteed weekly income to industry registrants who meet certain eligibility criteria and are unable to obtain a 40-hour work week.

A Class "A" registrant who qualifies is guaranteed an income equivalent to a 40-hour week at the basic straight time hourly wage ($42.18 per hour for Class "A" longshore, effective June 30, 2018, or $1,687.20 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 ($1,349.76).

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 2018/2019 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.

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.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2014	$3,060,768	$141,652
2015	$2,750,791	$167,316
2016	$12,499,929	$339,243
2017	$9,811,767	$223,621
2018	**$7,805,320**	**$231,919**

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

Pasha Hawaii containers at the Port of Oakland.

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 paychecks 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

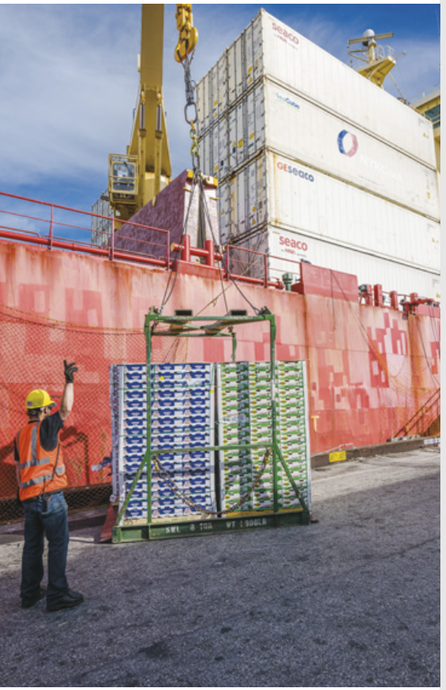
Contract Year Ended June 30

2014	$23,608,239
2015	$21,132,030
2016	$18,425,371
2017	$17,492,802
2018	**$15,863,600**

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
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
2017	$1,660,250	$184,736	$1,844,986
2018	**$1,599,264**	**$177,690**	**$1,776,954**

ILWU worker unloads fruit 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

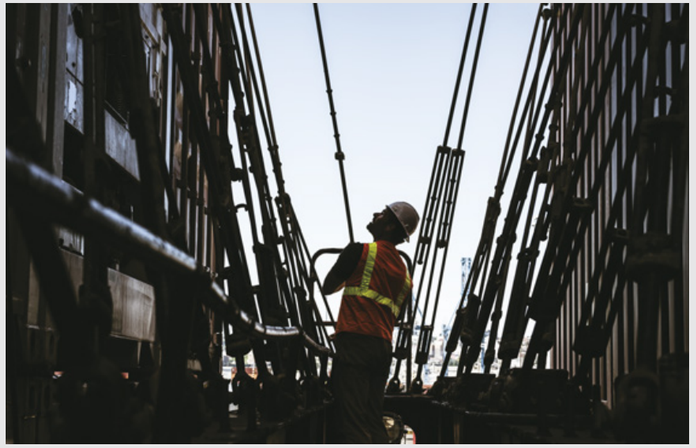
Payroll Year	ILWU Portion	PMA Portion	Total
2014	$3,977,837	$28,443,127	$32,420,964
2015	$4,294,656	$29,454,950	$33,749,606
2016	$4,934,477	$30,907,003	$35,841,480
2017	$5,240,562	$31,975,905	$37,216,467
2018	**$5,285,972**	**$32,615,810**	**$37,901,782**

2018 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.

ILWU worker lashing at Husky Terminal at the Port of Tacoma.



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.

Hyundai *Courage* at berth at APM Terminals at the Port of Los Angeles.

Industry Assessments 2018

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.

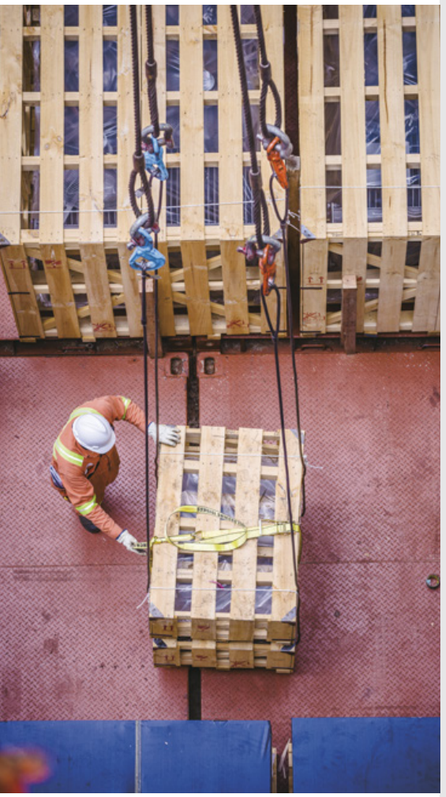
The divisor that was first proposed in September 1983 was 26,021,071.

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.

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.

PMA has kept assessment rates flat for five years.

Crates of bulk cargo are lifted from a vessel at the Port of Tacoma.



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
2017/2018	43,578,918
2018/2019	**47,334,592**

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, 47,334,592.The result is the hourly assessment rate. The hourly assessment rate is then multiplied by the estimated number of assessable hours that will be paid in the fiscal year for which the rates will be applicable. If the result equals the total "net funding requirement" there will be no tonnage assessments. If the hourly assessment rate generates insufficient funds, the remainder of the needed money is collected from the tonnage sector.The tonnage rates are calculated in accordance with formulas described in detail on pages 32 and 33 of the 1989 PMA Annual Report.

Rate Components

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

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

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

Assessment Rate History

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

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

Shortly after the termination of the M&M Plan on June 30, 1971, the Pay Guarantee Plan was negotiated and was funded primarily by tonnage assessments. Tonnage assessments were used to fund pension, welfare, and other benefits beginning in 1980. During the last six months of 1983, all benefits were funded by assessments on hours; only the CFS plan was funded by tonnage. On December 14, 1983 the Memorandum of Agreement Concerning Assessments to Pay ILWU-PMA Employee Benefit Costs was approved and implemented.

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,

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	$0.050
2016	34.03	0.88	3.04	6.06	28.150	1.656	1.656	0.134	0.033	0.300	0.630	0.020
2017	34.06	0.87	2.76	5.86	28.700	1.688	1.688	0.137	0.033	0.120	0.380	0.130
2018	**$34.17**	**$0.78**	**$3.17**	**$6.18**	**$29.100**	**$1.712**	**$1.712**	**$0.139**	**$0.034**	**$0.080**	**$0.140**	**$0.070**

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

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.

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.

Cargo operations at SSA Terminals at the Port of Seattle.

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.

CMA-CGM *Chennai* calls at ITS Terminal at Port of Long Beach.

Statistical Information 2018

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.

Operations at Bell Street Cruise Terminal at Pier 66 at the Port of Seattle, where Ports America provides stevedoring services.

STATISTICAL INFORMATION

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2018 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 tonnage reported for the port.

Chng from 2017 shows the percent 2018 tonnage changed from 2017 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.

2018	TOTAL REVENUE TONNAGE Total	% of Coast	% Chng from 2017	% Loaded: % Discharged	CONTAINERS Total (TEUs)	% of Coast	% Chng from 2017	% Loaded: % Discharged	GENERAL CARGO Total	% of Coast	% Chng from 2017	% Loaded: % Discharged	LUMBER & LOGS Total	% of Coast	% Chng from 2017	% Loaded: % Discharged	AUTOMOBILES AND TRUCKS Total	% of Coast	% Chng from 2017	% Loaded: % Discharged	BULK CARGO Total	% of Coast	% Chng from 2017	% Loaded: % Discharged	2018
SOUTHERN CALIFORNIA																									**SOUTHERN CALIFORNIA**
San Diego	5,385,919	1.4	3.7	18.4 : 81.6	71,341	0.4	5.7	4.1 : 95.9	151,354	2.2	35.8	30.8 : 69.2	–	–	–	– : –	3,897,981	14.7	1.5	21.9 : 78.1	123,787	0.2	30.9	33.3 : 66.7	San Diego
Long Beach	109,495,954	28.8	5.4	31.4 : 68.6	5,612,597	33.1	5.2	27.1 : 72.9	872,952	12.7	8.2	11.0 : 89.0	137,501	9.1	-8.1	– : 100.0	3,552,704	13.4	-2.3	6.9 : 93.1	9,518,648	16.9	10.5	86.7 : 13.3	Long Beach
Los Angeles	119,456,349	31.5	0.3	27.9 : 72.1	6,692,521	39.4	1.2	28.2 : 71.8	2,397,721	35.0	-1.1	0.2 : 99.8	–	–	–	– : –	2,079,145	7.8	-34.3	2.3 : 97.7	1,206,626	2.1	10.0	100.0 : –	Los Angeles
Port Hueneme	5,948,086	1.6	0.5	8.6 : 91.4	76,152	0.4	3.4	17.2 : 82.8	501,680	7.3	-0.4	10.8 : 89.2	–	–	–	– : –	3,983,283	15.0	0.6	5.9 : 94.1	168,539	0.3	-17.3	– : 100.0	Port Hueneme
AREA TOTAL	**240,286,308**	**63.3**	**2.6**	**28.8 : 71.2**	**12,452,611**	**73.3**	**3.0**	**27.5 : 72.5**	**3,923,707**	**57.2**	**2.0**	**5.1 : 94.9**	**137,501**	**9.1**	**-8.1**	**– : 100.0**	**13,513,113**	**51.0**	**-7.5**	**10.2 : 89.8**	**11,017,600**	**19.5**	**10.1**	**86.2 : 13.8**	**AREA TOTAL**
NORTHERN CALIFORNIA																									**NORTHERN CALIFORNIA**
San Francisco	921,221	0.2	20.0	0.4 : 99.6	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	396,104	1.5	17.6	0.9 : 99.1	525,117	0.9	21.9	– : 100.0	San Francisco
Redwood City	1,930,688	0.5	31.3	– : 100.0	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	1,930,688	3.4	31.3	– : 100.0	Redwood City
Oakland	31,773,287	8.4	1.2	48.4 : 51.6	1,857,771	10.9	1.2	48.3 : 51.7	41,352	0.6	171.6	58.6 : 41.4	–	–	–	– : –	149,828	0.6	-11.8	67.3 : 32.7	–	–	–	– : –	Oakland
Richmond	2,154,843	0.6	15.7	– : 100.0	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	1,353,353	5.1	2.7	– : 100.0	801,490	1.4	47.2	– : 100.0	Richmond
Crockett	499,195	0.1	-15.1	1.1 : 98.9	–	–	–	– : –	22,409	0.3	1274.8	25.2 : 74.8	2,033	0.1	-48.5	– : 100.0	–	–	–	– : –	474,753	0.8	-18.5	– : 100.0	Crockett
Benicia	2,612,323	0.7	16.7	1.3 : 98.7	–	–	–	– : –	2,701	<0.1	100.0	47.1 : 52.9	–	–	–	– : –	2,609,622	9.8	16.5	1.3 : 98.7	–	–	–	– : –	Benicia
Port Chicago	82,272	<0.1	36.5	31.8 : 68.2	4,824	<0.1	36.9	31.9 : 68.1	264	<0.1	-32.1	– : 100.0	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	Port Chicago
Stockton	3,657,338	1.0	1.1	59.4 : 40.6	153	<0.1	-88.3	– : 100.0	340,349	5.0	-12.9	23.6 : 76.4	–	–	–	– : –	–	–	–	– : –	3,314,388	5.9	3.4	63.2 : 36.8	Stockton
West Sacramento	716,010	0.2	6.5	19.7 : 80.3	–	–	–	– : –	220,483	3.2	-14.8	64.0 : 36.0	–	–	–	– : –	–	–	–	– : –	495,527	0.9	19.9	– : 100.0	West Sacramento
Eureka	268,892	0.1	13.9	90.7 : 9.3	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	–	–	–	– : –	268,892	0.5	13.9	90.7 : 9.3	Eureka
AREA TOTAL	**44,616,069**	**11.8**	**4.0**	**40.3 : 59.7**	**1,862,748**	**11.0**	**1.2**	**48.2 : 51.8**	**627,558**	**9.2**	**-5.9**	**40.3 : 59.7**	**2,033**	**0.1**	**-48.5**	**– : 100.0**	**4,508,907**	**17**	**10.9**	**3.0 : 97.0**	**7,810,855**	**13.8**	**13.5**	**29.9 : 70.1**	**AREA TOTAL**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER																									**PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER**
North Bend / Coos Bay	1,913,013	0.5	5.1	91.6 : 8.4	–	–	–	– : –	15,900	0.2	25.7	– : 100.0	122,870	8.1	38.6	92.3 : 7.7	–	–	–	– : –	1,774,243	3.2	3.3	92.4 : 7.6	North Bend / Coos Bay
Portland	13,418,224	3.5	10.1	48.0 : 52.0	224	<0.1	100.0	– : 100.0	3,371	<0.1	100.0	17.8 : 82.2	–	–	–	– : –	4,162,491	15.7	1.7	20.5 : 79.5	9,248,554	16.5	14.3	60.4 : 39.6	Portland
Vancouver	3,085,683	0.8	7.6	30.1 : 69.9	12	<0.1	100.0	8.3 : 91.7	963,767	14.1	11.7	4.7 : 95.3	–	–	–	– : –	1,088,415	4.1	2.5	– : 100.0	1,033,297	1.8	9.7	85.6 : 14.4	Vancouver
Kalama	15,513,151	4.1	10.3	97.9 : 2.1	–	–	–	– : –	323,296	4.7	21.9	– : 100.0	–	–	–	– : –	–	–	–	– : –	15,189,855	27.0	10.0	100.0 : –	Kalama
Rainier	163,805	<0.1	0.6	97.3 : 2.7	6,031	<0.1	8.9	96.6 : 3.4	31,044	0.5	-11.5	97.1 : 2.9	30,234	2.0	-10.3	100.0 : –	–	–	–	– : –	–	–	–	– : –	Rainier
Longview	2,782,638	0.7	-2.4	83.0 : 17.0	–	–	–	– : –	47,532	0.7	-63.2	17.3 : 82.7	745,797	49.4	-8.9	98.1 : 1.9	–	–	–	– : –	1,989,309	3.5	4.6	78.9 : 21.1	Longview
Astoria	79,338	<0.1	-17.6	100.0 : –	–	–	–	– : –	–	–	–	– : –	79,338	5.3	-17.6	100.0 : –	–	–	–	– : –	–	–	–	– : –	Astoria
AREA TOTAL	**36,955,852**	**9.6**	**8.5**	**72.7 : 27.3**	**6,267**	**<0.1%**	**13.2**	**93.0 : 7.0**	**1,384,910**	**20.2**	**6.1**	**6.1 : 93.9**	**978,239**	**64.8**	**-5.7**	**97.6 : 2.4**	**5,250,906**	**19.8**	**1.9**	**16.2 : 83.8**	**29,235,258**	**52.0**	**10.5**	**85.1 : 14.9**	**AREA TOTAL**
PACIFIC NORTHWEST: WASHINGTON																									**PACIFIC NORTHWEST: WASHINGTON**
Aberdeen / Grays Harbor	3,287,406	0.9	7.0	88.5 : 11.5	–	–	–	– : –	39,196	0.6	20.7	85.5 : 14.5	33,585	2.2	-42.9	100.0 : –	749,740	2.8	-18.7	58.2 : 41.8	2,464,885	4.4	19.7	97.6 : 2.4	Aberdeen / Grays Harbor
Olympia	194,074	0.1	-12.8	100.0 : –	–	–	–	– : –	712	<0.1	-38.8	100.0 : –	193,075	12.8	-2.3	100.0 : –	–	–	–	– : –	287	<0.1	-98.8	100.0 : –	Olympia
Tacoma	33,829,605	8.9	-2.5	52.7 : 47.3	1,500,777	8.8	-3.3	47.5 : 52.5	793,200	11.6	26.9	17.9 : 82.1	–	–	-100.0	– : –	2,349,649	8.9	1.5	16.4 : 83.6	5,173,547	9.2	-2.9	100.0 : –	Tacoma
Seattle	19,785,648	5.2	10.9	39.1 : 60.9	1,151,104	6.8	10.6	39.1 : 60.9	56,031	0.8	452.4	73.5 : 26.5	–	–	–	– : –	130,494	0.5	7.5	35.2 : 64.8	30,355	0.1	52.6	– : 100.0	Seattle
Everett	267,074	0.1	-12.7	11.4 : 88.6	6,528	<0.1	-12.2	15.9 : 84.1	29,172	0.4	-29.4	3.3 : 96.7	11,925	0.8	-66.2	100.0 : –	–	–	-100.0	– : –	115,001	0.2	54.7	– : 100.0	Everett
Port Angeles	188,331	<0.1	16.1	71.6 : 28.4	–	–	–	– : –	–	–	–	– : –	144,771	9.6	-10.8	93.1 : 6.9	–	–	–	– : –	43,560	0.1	100.0	– : 100.0	Port Angeles
Anacortes	379,344	0.1	49.9	100.0 : –	10	<0.1	100.0	100 : –	115	<0.1	-82.4	100.0 : –	–	–	–	– : –	–	–	–	– : –	379,059	0.7	50.2	100.0 : –	Anacortes
Bellingham	8,747	<0.1	113.7	100.0 : –	–	–	–	– : –	–	–	–	– : –	8,747	0.6	100.0	100.0 : –	–	–	–	– : –	–	–	-100.0	– : –	Bellingham
AREA TOTAL	**57,940,229**	**15.3**	**2.4**	**50.4 : 49.6**	**2,658,419**	**15.7**	**2.2**	**43.8 : 56.2**	**918,426**	**13.4**	**29.2**	**23.8 : 76.2**	**392,103**	**26.0**	**-22.0**	**97.5 : 2.5**	**3,229,883**	**12.2**	**-4.6**	**26.9 : 73.1**	**8,206,694**	**14.7**	**5.7**	**97.0 : 3.0**	**AREA TOTAL**
COAST TOTAL	**379,798,458**	**100.0**	**3.3**	**37.7 : 62.3**	**16,980,045**	**100.0**	**2.7**	**32.3 : 67.7**	**6,854,601**	**100.0**	**5.0**	**11.0 : 89.0**	**1,509,876**	**100.0**	**-10.9**	**88.5 : 11.5**	**26,502,809**	**100.0**	**-2.6**	**12.2 : 87.8**	**56,270,407**	**100.0**	**10.1**	**79.4 : 20.6**	**COAST TOTAL**

Container Box Counts

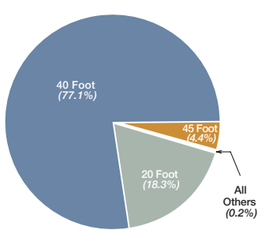
Data are reported in seven different box sizes: 20, 24, 35, 40, 45 48 and 53 foot lengths. These tables show the counts for the most common three lengths and a total for allcontainers. Containers are divided into two categories: Loaded and Empty. Loaded containers include assessable, those containing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

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

2018

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	439,218	145,667	584,885	1,733,163	659,678	2,392,841	84,464	29,062	113,526	2,261,767	834,419	3,096,186	70.0%	5,639,390
Empty	1,181	234,380	235,561	25,190	990,468	1,015,658	6,763	67,813	74,576	36,813	1,292,732	1,329,545	30.0%	2,444,771
TOTAL	**440,399**	**380,047**	**820,446**	**1,758,353**	**1,650,146**	**3,408,499**	**91,227**	**96,875**	**188,102**	**2,298,580**	**2,127,151**	**4,425,731**	**100.0%**	**8,084,161**
Los Angeles														
Cargo Bearing	445,918	179,778	625,696	2,047,071	810,921	2,857,992	112,807	39,486	152,293	2,613,935	1,030,192	3,644,127	71.9%	6,706,391
Empty	3,038	215,077	218,115	50,965	1,054,847	1,105,812	18,262	75,018	93,280	80,876	1,345,167	1,426,043	28.1%	2,662,937
TOTAL	**448,956**	**394,855**	**843,811**	**2,098,036**	**1,865,768**	**3,963,804**	**131,069**	**114,504**	**245,573**	**2,694,811**	**2,375,359**	**5,070,170**	**100.0%**	**9,369,328**
Oakland														
Cargo Bearing	155,339	97,634	252,973	391,851	397,112	788,963	15,297	7,772	23,069	562,489	502,542	1,065,031	73.6%	1,883,118
Empty	10,677	82,965	93,642	93,988	171,252	265,240	6,877	15,851	22,728	111,598	270,068	381,666	26.4%	675,509
TOTAL	**166,016**	**180,599**	**346,615**	**485,839**	**568,364**	**1,054,203**	**22,174**	**23,623**	**45,797**	**674,087**	**772,610**	**1,446,697**	**100.0%**	**2,558,627**
Portland														
Cargo Bearing	224	0	224	0	0	0	0	0	0	224	0	224	33.9%	224
Empty	0	0	0	0	0	0	0	0	0	437	0	437	66.1%	1,158
TOTAL	**224**	**0**	**224**	**0**	**0**	**0**	**0**	**0**	**0**	**661**	**0**	**661**	**100.0%**	**1,382**
Tacoma														
Cargo Bearing	80,004	40,991	120,995	346,379	324,937	671,316	18,142	13,422	31,564	444,723	379,350	824,073	80.5%	1,535,293
Empty	301	32,505	32,806	62,650	82,323	144,973	7,867	14,110	21,977	70,982	128,939	199,921	19.5%	372,684
TOTAL	**80,305**	**73,496**	**153,801**	**409,029**	**407,260**	**816,289**	**26,009**	**27,532**	**53,541**	**515,705**	**508,289**	**1,023,994**	**100.0%**	**1,907,977**
Seattle														
Cargo Bearing	93,128	43,085	136,213	293,420	207,312	500,732	14,489	2,034	16,523	401,067	253,203	654,270	73.6%	1,175,915
Empty	2,961	49,346	52,307	42,855	123,177	166,032	1,261	14,148	15,409	47,885	186,671	234,556	26.4%	420,116
TOTAL	**96,089**	**92,431**	**188,520**	**336,275**	**330,489**	**666,764**	**15,750**	**16,182**	**31,932**	**448,952**	**439,874**	**888,826**	**100.0%**	**1,596,031**
All Others														
Cargo Bearing	19,313	5,507	24,820	58,069	9,231	67,300	1,957	78	2,035	79,731	15,152	94,883	72.5%	165,301
Empty	745	10	755	4,477	29,555	34,032	222	541	763	5,882	30,106	35,988	27.5%	71,065
TOTAL	**20,058**	**5,517**	**25,575**	**62,546**	**38,786**	**101,332**	**2,179**	**619**	**2,798**	**85,613**	**45,258**	**130,871**	**100.0%**	**236,366**
COAST TOTALS														
Cargo Bearing	1,233,144	512,662	1,745,806	4,869,953	2,409,191	7,279,144	247,156	91,854	339,010	6,363,936	3,014,858	9,378,794	72.2%	17,105,632
Empty	18,903	614,283	633,186	280,125	2,451,622	2,731,747	41,252	187,481	228,733	354,473	3,253,683	3,608,156	27.8%	6,648,240
TOTAL	**1,252,047**	**1,126,945**	**2,378,992**	**5,150,078**	**4,860,813**	**10,010,891**	**288,408**	**279,335**	**567,743**	**6,718,409**	**6,268,541**	**12,986,950**	**100.0%**	**23,753,872**
% of Total	**9.6%**	**8.7%**	**18.3%**	**39.7%**	**37.4%**	**77.1%**	**2.2%**	**2.2%**	**4.4%**	**51.7%**	**48.3%**	**100.0%**	**–**	**–**

2018 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

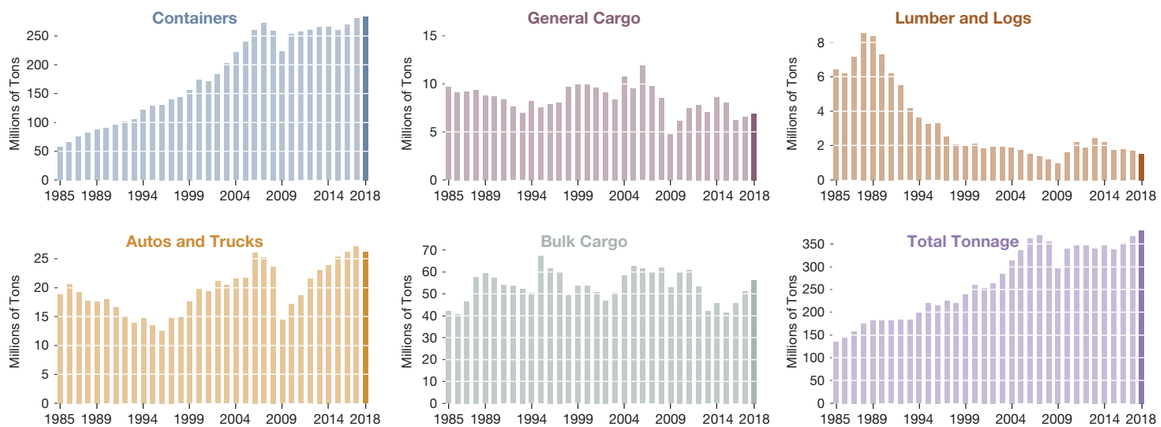
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs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

2018	CELL-TO-CELL	CELL-DOCK-CELL
Oakland	17	926
Northern California Total	**17**	**926**
Long Beach	15	11,806
Los Angeles	48	15,812
Southern California Total	**63**	**27,618**
Seattle	16	1,648
Tacoma	20	10,266
Washington Total	**36**	**11,914**
Portland	–	–
Oregon Total	**–**	**–**
COAST TOTAL	**116**	**40,458**

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon, and Washington Ports since 1985. During this time, containerized cargo has been 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
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	270,647,293	77.2%	6,423,796	1.8%	1,808,034	0.5%	26,147,015	7.5%	45,493,708	13.0%	350,519,846
2017	281,076,742	76.4%	6,529,383	1.8%	1,693,995	0.5%	27,206,016	7.4%	51,109,495	13.9%	367,615,631
2018	**288,660,765**	**76.0%**	**6,854,601**	**1.8%**	**1,509,876**	**0.4%**	**26,502,809**	**7.0%**	**56,270,407**	**14.8%**	**379,798,458**



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 86.3% of the total coast tonnage in 2018 and 99.0% 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.

	2018		2017		2016		2015		2014	
	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	3,552,704	13.4%	3,634,769	13.4%	3,489,912	13.4%	3,653,575	14.4%	3,396,584	14.2%
Bulk Cargo	9,518,648	16.9%	8,612,015	16.9%	7,037,847	15.5%	6,980,352	16.8%	9,339,263	20.4%
Containerized Cargo	5,612,597	33.1%	5,332,811	32.3%	4,969,817	31.2%	5,151,773	33.6%	5,128,955	32.8%
General Cargo	872,952	12.7%	806,844	12.4%	567,368	8.8%	581,537	7.2%	558,787	6.5%
Logs and Lumber	137,501	9.1%	149,649	8.8%	160,230	8.9%	141,958	8.2%	125,508	5.7%
Port Total:	**109,495,954**	**28.8%**	**103,861,064**	**28.3%**	**95,742,246**	**27.3%**	**98,937,563**	**29.4%**	**100,612,377**	**29.0%**
LOS ANGELES										
Automobiles and Trucks	2,079,145	7.8%	3,164,764	11.6%	2,571,894	9.8%	2,251,639	8.9%	1,708,672	7.2%
Bulk Cargo	1,206,626	2.1%	1,096,611	2.1%	892,049	2.0%	1,184,281	2.9%	841,889	1.8%
Containerized Cargo	6,692,521	39.4%	6,613,784	40.0%	6,352,573	40.0%	5,837,716	38.1%	6,104,955	39.0%
General Cargo	2,397,721	35.0%	2,424,447	37.1%	2,485,052	38.7%	3,185,438	39.7%	3,493,221	40.4%
Port Total:	**119,456,349**	**31.5%**	**119,120,150**	**32.4%**	**113,942,736**	**32.5%**	**105,862,530**	**31.4%**	**109,828,017**	**31.7%**
OAKLAND										
Automobiles and Trucks	149,828	0.6%	169,778	0.6%	191,270	0.7%	181,090	0.7%	276,300	1.2%
Containerized Cargo	1,857,771	10.9%	1,835,496	11.1%	1,817,377	11.4%	1,695,872	11.1%	1,779,849	11.4%
General Cargo	41,352	0.6%	15,225	0.2%	13,691	0.2%	9,325	0.1%	6,686	0.1%
Port Total:	**31,773,287**	**8.4%**	**31,388,435**	**8.5%**	**31,100,370**	**8.9%**	**29,020,239**	**8.6%**	**30,540,419**	**8.8%**
PORTLAND										
Automobiles and Trucks	4,162,491	15.7%	4,091,938	15.0%	3,639,485	13.9%	3,245,825	12.8%	3,177,993	13.3%
Bulk Cargo	9,248,554	16.4%	8,092,539	15.8%	6,059,105	13.3%	6,192,789	14.9%	8,479,081	18.5%
Containerized Cargo	224	0.0%	-	0.0%	1,687	<0.1%	16,457	0.1%	130,094	0.8%
General Cargo	3,371	0.0%	-	0.0%	15,974	0.3%	79,826	1.0%	704,316	8.2%
Port Total:	**13,418,224**	**3.5%**	**12,184,477**	**3.3%**	**9,743,243**	**2.8%**	**9,798,209**	**2.9%**	**14,572,988**	**4.2%**
TACOMA										
Automobiles and Trucks	2,349,649	8.9%	2,314,488	8.5%	2,507,904	9.6%	2,670,728	10.6%	2,661,783	11.1%
Bulk Cargo	5,173,547	9.2%	5,327,069	10.4%	5,298,282	11.7%	3,331,035	8.0%	5,125,856	11.2%
Containerized Cargo	1,500,777	8.8%	1,552,022	9.4%	1,750,502	11.0%	1,607,555	10.5%	1,551,760	9.9%
General Cargo	793,200	11.6%	625,293	9.6%	539,283	8.4%	748,366	9.3%	682,392	7.9%
Logs and Lumber	0	0.0%	49,080	2.9%	48,780	2.7%	70,855	4.1%	85,854	3.9%
Port Total:	**33,829,605**	**8.9%**	**34,700,304**	**9.4%**	**38,152,783**	**10.9%**	**34,149,419**	**10.1%**	**34,935,805**	**10.1%**
SEATTLE										
Automobiles and Trucks	130,494	0.5%	121,359	0.4%	130,236	0.5%	112,288	0.4%	82,229	0.3%
Bulk Cargo	30,355	0.1%	19,892	0.0%	21,541	<0.1%	24,843	0.1%	22,061	0.1%
Containerized Cargo	1,151,104	6.8%	1,040,843	6.3%	879,198	5.5%	866,743	5.7%	835,120	5.3%
General Cargo	56,031	0.8%	10,143	0.2%	36,141	0.6%	34,387	0.4%	120,496	1.4%
Port Total:	**19,785,648**	**5.2%**	**17,845,725**	**4.9%**	**15,134,284**	**4.3%**	**14,906,149**	**4.4%**	**14,421,826**	**4.2%**
ALL OTHER PORTS										
Automobiles and Trucks	14,078,498	53.1%	13,708,920	50.5%	13,616,314	52.1%	13,178,113	52.1%	12,609,333	52.7%
Bulk Cargo	31,092,677	55.3%	27,961,369	54.7%	26,184,884	57.5%	23,842,963	57.4%	21,976,187	48.0%
Containerized Cargo	165,051	1.0%	158,970	0.9%	149,275	0.9%	144,162	0.9%	130,733	0.8%
General Cargo	2,689,974	39.3%	2,647,431	40.5%	2,766,287	43.0%	3,390,175	42.2%	3,078,365	35.6%
Logs and Lumber	1,372,375	90.9%	1,495,266	88.3%	1,599,024	88.4%	1,516,717	87.7%	2,003,886	90.5%
Port Total:	**52,039,391**	**13.7%**	**48,515,476**	**13.2%**	**46,704,184**	**13.3%**	**44,378,722**	**13.2%**	**41,890,232**	**12.1%**
COAST TOTALS										
Automobiles and Trucks	26,502,809		27,206,016		26,147,015		25,293,258		23,912,894	
Bulk Cargo	56,270,407		51,109,495		45,493,708		41,556,263		45,784,337	
Containerized Cargo	16,980,045		16,533,926		15,920,429		15,320,278		15,661,466	
General Cargo	6,854,601		6,529,383		6,423,796		8,029,054		8,644,263	
Logs and Lumber	1,509,876		1,693,995		1,808,034		1,729,530		2,215,248	
Coast Total:	**379,798,458**		**367,615,631**		**350,519,846**		**337,052,831**		**346,801,664**	

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.

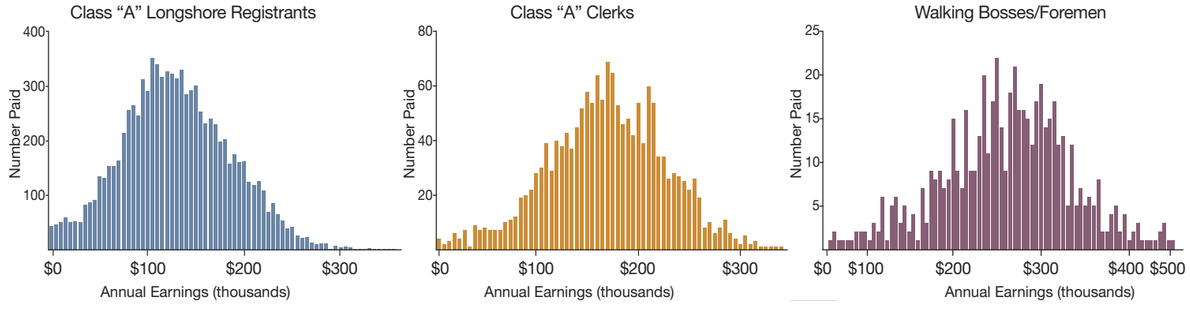
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

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												
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	68.3	142,589	50.6	155,591	31.9	172,986	17.2	3,235	191,589
2017	9,409	2,062	125,143	70.5	150,114	52.9	163,481	34.6	180,495	19.4	3,266	199,236
2018	**9,099**	**2,095**	**$132,145**	**71.4%**	**$157,761**	**54.9%**	**$171,110**	**36.2%**	**$189,050**	**20.9%**	**3,276**	**$209,150**
CLASS "A" CLERKS												
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
2017	1,535	2,639	166,449	88.2	178,943	78.9	186,461	64.9	195,889	46.6	3,342	209,555
2018	**1,619**	**2,642**	**$171,619**	**87.6%**	**$185,233**	**77.9%**	**$193,511**	**63.1%**	**$205,139**	**44.8%**	**3,411**	**$220,450**
WALKING BOSSES/FOREMEN												
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
2017	584	2,864	245,840	92.6	257,367	86.8	264,509	76.4	276,143	56.3	3,415	292,744
2018	**568**	**2,946**	**$263,785**	**94.0%**	**$273,816**	**87.9%**	**$281,555**	**78.9%**	**$290,872**	**61.3%**	**3,434**	**$304,869**

*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 2018 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 $42.18 basic rate. Further, pay guarantees ensure that many workers are paid for significantly more than 2,000 hours per year, regardless of whether those hours are all worked.

HOURS AND WAGES BY SHIFT

	HOURS†		WAGES	
	Straight Time	Overtime	TOTAL	Average Hourly Rate‡
1st Shift	13,471,838	7,019,632	$ 1,111,558,116	**$54.24**
2nd Shift	8,227,945	4,291,575	792,072,524	**$63.27**
3rd Shift	390,996	206,743	46,838,328	**$78.36**
TOTAL	**22,090,779**	**11,517,950**	**$ 1,950,468,968**	**$58.03**

HOURS AND WAGES BY CATEGORY

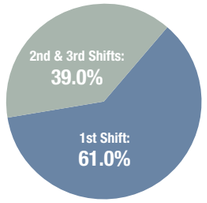
	HOURS†		WAGES	
Longshore	Straight Time	Overtime	TOTAL	Average Hourly Rate‡
Basic Wage	4,324,071	1,650,966	$ 299,237,492	**$50.08**
Skill Wage I	4,581,045	1,890,582	349,253,161	**$53.97**
Skill Wage II	670,140	295,243	55,375,616	**$57.36**
Skill Wage III	3,887,710	2,094,844	358,872,337	**$59.99**
Mechanics*	2,686,436	1,417,989	257,719,843	**$62.79**
Other	1,238,493	906,407	119,416,144	**$55.67**
Total- Longshore	**17,387,895**	**8,256,031**	**$ 1,439,874,593**	**$56.15**
Clerk				
Basic Clerk	165,424	66,525	$ 11,838,891	**$51.04**
Clerk Supervisor	122,956	69,440	10,729,941	**$55.77**
Kitchen/Tower/Computer	2,396,136	1,456,685	226,038,403	**$58.67**
Chief Supervisor & Supercargo	788,124	701,197	93,298,503	**$62.64**
Other	22,384	31,923	3,335,119	**$61.41**
TOTAL- Clerk	**3,495,024**	**2,325,770**	**$ 345,240,857**	**$59.31**
Foreman				
Foremen 30%	1,192,731	918,537	$ 162,898,996	**$77.16**
Other	15,129	17,612	2,454,519	**$74.97**
TOTAL- Foreman	**1,207,860**	**936,149**	**$ 165,353,515**	**$77.12**
TOTAL- ALL CATEGORIES	**22,090,779**	**11,517,950**	**$ 1,950,468,965**	**$58.03**

*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 $42.18 per hour.

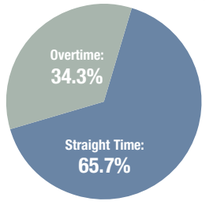
TYPES OF HOURS PAID

As shown in the pie charts, the vast majority of hours are paid at premium rates (overtime, shift differentials and/or skill rates). In fact, fewer than 10 percent of all hours are paid at the basic rate of $42.18.

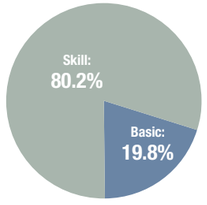
HOURS BY SHIFT



STRAIGHT TIME VS. OVERTIME HOURS



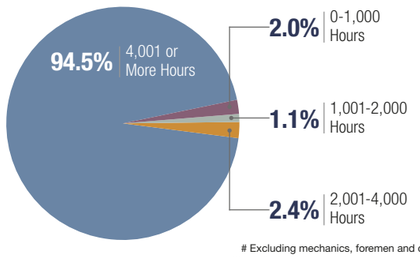
BASIC VS. SKILL HOURS



HOURS PAID BY EXPERIENCE LEVEL

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

LIFETIME HOURS PAID	TOTAL 2017 HOURS	HOURLY# RATE RANGE
0-1,000 Hours	671,985	**$30.39 – $65.14**
1,001-2,000 Hours	366,984	**$31.39 – $66.94**
2,001-4,000 Hours	803,691	**$33.39 – $70.54**
4,001 or More Hours	31,766,069	**$42.18 – $88.36**
TOTAL	**33,608,729**	



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

How does $42.18 an hour add up to more than $183,000 a year?

Unlike most workers, the wages earned by ILWU members are not solely determined by the basic longshore rate of $42.18 per hour. In fact, more than 90 percent of all hours paid to registered workers in 2018 were subject to differentials or multipliers that enhance earnings significantly.

For example, 80 percent of all work includes skill bonuses ranging from $2.40 to $5.80 per hour. Evening and nighttime work – which totals 39 percent of all hours paid – is paid at rates of $56 to $77 per hour, not including overtime. Overtime work, including weekends and holidays, is paid at rates of $63 to $86 per hour and accounts for 34 percent of all hours paid. As a result, as shown in the chart above, the effective average rate for all hours paid is more than $58 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 42 percent of the workforce was paid 2,400 or more hours in 2018. ILWU workers also receive an average of more than $6,900 a year in vacation pay, as well as 13 paid holidays.

A review of annual earnings, found on page 61, shows that full-time registered workers (those paid 2,000 hours or more) earn, on average, more than $183,000 per year. For longshore registrants, the average is $171,110. For clerks, it is $193,511. And for foremen, it is $281,555.

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 2018. These are the hours paid in payroll year 2017. Percent Change from 2017 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	2018	2017	Percent Change from 2017	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	2,046,818	1,912,884	7.0%	8.0%	20.6%
- Lasher	1,447,996	1,376,117	5.2%	5.6%	16.3%
- Holdman	2,075,182	2,005,526	3.5%	8.1%	20.3%
- Auto Driver	405,041	420,453	-3.7%	1.6%	50.6%
Skilled Wage I	447,222	428,211	4.4%	1.7%	7.7%
- Hatch Tender	161,278	159,727	1.0%	0.6%	4.6%
- Lift Truck Operator	146,967	147,561	-0.4%	0.6%	9.5%
- Skilled Holdman	214,357	191,367	12.0%	0.8%	14.0%
- Tractor Driver	5,501,803	5,269,014	4.4%	21.4%	26.5%
Skilled Wage II	310,918	287,339	8.2%	1.2%	2.6%
- Crane Operator	185,943	181,657	2.4%	0.7%	0.2%
- Heavy Lift/Payloader	468,522	445,358	5.2%	1.8%	1.7%
Skilled Wage III	1,459,336	1,389,240	5.0%	5.7%	<0.1%
- Crane Gantry/Hammerhead	1,226,971	1,165,295	5.3%	4.8%	0.0%
- Top Handler/UTR	2,364,037	2,256,258	4.8%	9.2%	<0.1%
- Transtainer	759,450	723,587	5.0%	3.0%	0.0%
- Straddle Carrier	172,760	183,231	-5.7%	0.7%	0.0%
CFS Agreement Rate	0	0	0.0%	0.0%	0.0%
Miscellaneous Dock - General	83,019	76,898	8.0%	0.3%	13.3%
- Mechanics	4,104,425	4,076,848	0.7%	16.0%	1.2%
- Gear	515,390	519,354	-0.8%	2.0%	0.5%
- Lines	339,157	347,530	-2.4%	1.3%	0.6%
- Sweepers	207,665	198,634	4.5%	0.8%	2.8%
Joint Dispatch	237,620	236,388	0.5%	0.9%	<0.1%
Member Company Agmts.	30,581	28,476	7.4%	0.1%	2.7%
Grain/Whse/NonMember Agmts.	731,468	758,162	-3.5%	2.8%	12.2%
Subtotal	**25,643,926**	**24,785,115**	**3.5%**	**99.9%**	**11.7%**
Travel Time	24,219	22,197	9.1%	0.1%	
TOTAL LONGSHORE HOURS	**25,668,145**	**24,807,312**	**3.5%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	231,949	238,678	-2.8%	4.0%	24.1%
15% Skilled Wage	192,396	232,337	-17.2%	3.3%	4.7%
25% Skilled Wage	3,852,821	3,725,166	3.4%	65.9%	4.3%
Chief Supervisor	501,816	503,372	-0.3%	8.6%	<0.1%
Supercargo	357,841	353,113	1.3%	6.1%	0.1%
Vessel Planner	232,891	233,692	-0.3%	4.0%	0.0%
Rail/Yard Planner	396,773	403,722	-1.7%	6.8%	0.1%
CFS Agreement Clerk	748	920	-18.7%	<0.1%	2.7%
Joint Dispatcher	53,559	54,011	-0.8%	0.9%	0.0%
Subtotal	**5,820,794**	**5,745,011**	**1.3%**	**99.6%**	**3.9%**
Travel Time	26,483	25,023	5.8%	0.4%	
TOTAL CLERK HOURS	**5,847,277**	**5,770,034**	**1.3%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 30%	2,111,268	2,035,567	3.7%	98%	<0.1%
CFS Agreement Foreman	5,950	6,606	-9.9%	0.3%	0.0%
Joint Dispatcher	26,791	24,203	10.7%	1.2%	0.0%
Subtotal	**2,144,009**	**2,066,376**	**3.8%**	**99.5%**	**<0.1%**
Travel Time	9,314	9,358	-0.5%	0.5%	
TOTAL FOREMAN HOURS	**2,153,323**	**2,075,734**	**3.7%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**33,608,729**	**32,596,502**	**3.1%**	**99.8%**	**9.6%**
Travel Time	60,016	56,578	6.1%	0.2%	
TOTAL HOURS	**33,668,745**	**32,653,080**	**3.1%**	**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 – 2018

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	7,883	6,694	2,190	15.3	11.9	0.0	$ 138,235	49.4	94.7%	76.6%	60.6%	23.2%
29 San Diego	162	156	1,863	12.4	11.3	0.1	117,362	52.1	91.7	62.8	40.4	9.6
46 Port Hueneme	150	132	2,032	15.1	11.4	0.1	126,679	55.2	95.5	68.9	49.2	18.2
Total	**8,195**	**6,982**	**2,179**	**15.2**	**11.8**	**0.0**	**$ 137,550**	**49.6**	**94.6%**	**76.2%**	**59.9%**	**22.8%**
Northern California												
10 SF Bay Area	1,373	1,260	1,908	13.2	10.8	0.1	$ 119,565	52.8	90.2%	63.5%	46.0%	16.8%
14 Eureka	14	13	863	7.7	8.0	133.0	93,705	56.0	53.8	0.0	0.0	0.0
18 Sacramento	38	37	1,452	13.0	11.9	68.1	108,042	50.6	91.9	29.7	18.9	8.1
54 Stockton	110	109	1,568	13.2	11.8	24.8	102,537	49.0	94.5	42.2	23.9	2.8
Total	**1,535**	**1,419**	**1,861**	**13.2**	**10.9**	**5.0**	**$ 117,719**	**52.5**	**90.3%**	**60.4%**	**43.1%**	**15.4%**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver, WA	192	184	1,807	14.6	11.9	10.7	$ 111,379	47.0	91.3%	63.6%	37.0%	8.2%
08 Portland	351	341	1,827	14.3	11.5	7.4	112,352	50.2	91.5	59.5	43.1	9.4
12 North Bend	24	20	1,836	22.0	12.1	20.7	120,536	58.0	95.0	65.0	20.0	5.0
21 Longview, WA	302	261	1,975	12.9	11.6	0.6	112,339	44.7	91.6	75.9	57.9	9.6
50 Astoria	23	23	1,687	10.2	12.0	30.5	110,702	55.2	91.3	47.8	34.8	0.0
53 Newport	10	10	1,317	17.0	12.1	40.7	107,184	50.0	70.0	40.0	20.0	0.0
Total	**902**	**839**	**1,859**	**14.1**	**11.7**	**7.3**	**$ 112,223**	**48.1**	**91.3%**	**65.1%**	**45.3%**	**8.7%**
Pacific Northwest: Washington												
07 Bellingham	9	9	962	22.5	9.7	106.0	$ 96,756	53.0	66.7%	0.0%	0.0%	0.0%
19 Seattle	890	730	1,883	14.2	11.1	2.5	118,741	50.1	93.0	64.5	44.7	11.8
23 Tacoma	910	841	2,153	14.9	12.0	0.0	134,371	48.7	96.1	74.8	57.3	20.9
24 Aberdeen	40	39	2,418	15.5	12.4	2.4	162,483	52.9	94.9	79.5	74.4	33.3
25 Anacortes	9	9	2,086	16.7	13.0	51.3	145,262	47.0	100.0	77.8	66.7	0.0
27 Port Angeles	14	14	1,517	16.8	12.4	56.8	109,389	55.0	85.7	42.9	14.3	14.3
32 Everett	51	51	1,755	12.0	11.8	24.8	111,037	41.8	92.2	51.0	31.4	7.8
47 Olympia	29	29	1,269	14.0	12.1	76.4	102,079	51.0	89.7	17.2	6.9	0.0
51 Port Gamble	10	9	1,354	14.4	9.7	91.9	112,301	46.0	66.7	55.6	33.3	0.0
Total	**1,962**	**1,731**	**2,003**	**14.6**	**11.6**	**4.9**	**$ 126,729**	**49.3**	**94.2%**	**68.2%**	**50.0%**	**16.2%**
Longshore Total	**12,594**	**10,971**	**2,086**	**14.8**	**11.7**	**2.0**	**$ 131,341**	**49.8**	**93.7%**	**72.0%**	**55.1%**	**19.8%**
CLERKS REGISTRANTS												
29 San Diego	20	20	2,254	18.8	10.9	0.0	$ 142,437	56.5	95.0%	75.0%	60.0%	25.0%
46 Port Hueneme	19	19	2,773	28.2	12.7	0.0	174,380	57.6	100.0	94.7	89.5	52.6
63 LA/LB	1,086	1,067	2,667	23.6	12.3	0.0	174,814	55.6	96.8	86.5	77.6	47.6
14 Eureka	1	1	*	17.0	13.0	0.0	*	68.0	100.0	100.0	100.0	0.0
34 SF Bay Area	228	220	2,465	22.4	12.4	0.0	157,338	54.7	98.6	87.7	75.5	31.8
40 Portland	61	59	2,652	27.0	12.7	0.0	172,695	56.7	100.0	93.2	81.4	40.7
23 Tacoma	121	118	2,751	27.0	12.5	0.0	175,933	53.4	98.3	91.5	81.4	49.2
52 Seattle	119	116	2,678	24.3	12.2	0.3	179,733	56.1	95.7	92.2	81.0	44.8
Clerks Total	**1,655**	**1,620**	**2,642**	**23.8**	**12.3**	**0.0**	**$ 172,379**	**55.4**	**97.2%**	**87.7%**	**77.9%**	**44.9%**
FOREMEN REGISTRANTS												
94 LA/LB	351	345	3,049	26.4	12.8	0.0	$ 278,655	55.7	98.6%	95.1%	89.9%	67.0%
91 SF Bay Area	81	81	2,559	26.0	12.6	2.8	228,394	55.9	98.8	88.9	75.3	37.0
92 Portland	47	46	2,803	28.3	13.0	5.0	234,763	55.5	97.8	93.5	89.1	58.7
98 Seattle	97	96	2,970	29.2	12.8	0.1	262,417	55.7	99.0	94.8	90.6	62.5
Foremen Total	**576**	**568**	**2,946**	**27.0**	**12.8**	**0.8**	**$ 265,188**	**55.7**	**98.6%**	**94.0%**	**87.9%**	**61.3%**

*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.

2018 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 17 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs to the Vacation Plan such as the various employment taxes are not included. Payments made in August and December 2017 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 2017 shows the percent change of 2018 PGP paid from 2017.

% 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.

Local	VACATIONS PAID: No. of Vacations	Average No. of Weeks	Average Payment	Total Payments	PAY GUARANTEE PAID: No. Receiving Any PGP	Total PGP	% Change From 2017	% of Coast	Average Payment
LONGSHORE REGISTRANTS									
Southern California									
13 LA/LB	6,762	3.2	$ 6,166	$ 39,242,099	126	$ 56.043	-35.1%	.9%	$ 445
29 San Diego	151	2.7	5,548	723,860	14	5,136	34,140.0	0.1	367
46 Port Hueneme	138	3.3	7,137	840,091	9	2,577	100.0	<0.1	286
Total	**7,051**	**3.2**	**$ 6,171**	**$ 40,806,050**	**149**	**$ 63,756**	**-26.2%**	**1.0%**	**$ 428**
Northern California									
10 SF Bay Area	1,207	2.9	$ 6,092	$ 6,276,315	125	$ 34,926	-82.3%	0.5%	$ 279
14 Eureka	8	2.5	0	34,574	14	552,609	0.6	8.5	39,472
18 Sacramento	35	2.7	6,557	175,970	35	672,598	11.5	10.3	19,217
54 Stockton	112	2.7	6,065	550,932	98	749,019	20.9	11.5	7,643
Total	**1,362**	**2.9**	**$ 6,097**	**$ 7,037,791**	**272**	**$ 2,009,152**	**2.0%**	**30.8%**	**$ 7,387**
Pacific Northwest: Oregon and Columbia River									
4 Vancouver, WA	180	3.1	$ 6,168	$ 997,334	138	$ 618,026	-28.4%	9.5%	$ 4,478
8 Portland	343	3.1	6,078	1,872,279	229	789,991	-48.0	12.1	3,450
12 North Bend	24	4.3	8,410	177,028	19	128,259	-39.2	2.0	6,750
21 Longview, WA	254	2.8	5,244	1,266,186	60	50,489	-50.2	0.8	841
50 Astoria	23	2.3	3,895	93,954	22	208,680	-22.8	3.2	9,485
53 Newport	10	3.4	3,820	56,739	10	125,183	-25.5	1.9	12,518
Total	**834**	**3.0**	**$ 5,764**	**$ 4,463,520**	**478**	**$ 1,920,628**	**-38.7%**	**29.4%**	**$ 4,018**
Pacific Northwest: Washington									
7 Bellingham	10	4.4	$ 7,296	$ 75,531	9	$ 281,862	-9.9%	4.3%	$ 31,318
19 Seattle	734	3.0	6,318	3,977,637	272	565,468	-63.5	8.7	2,079
23 Tacoma	870	3.1	6,157	4,926,695	7	1,120	39.3	<0.1	160
24 Aberdeen	42	3.2	5,982	233,595	21	28,366	-45.3	0.4	1,351
25 Anacortes	10	3.3	5,214	63,781	9	142,868	41.9	2.2	15,874
27 Port Angeles	17	3.3	6,186	88,437	13	230,294	-24.9	3.5	17,715
32 Everett	48	2.7	4,787	225,547	47	355,019	-12.5	5.4	7,554
47 Olympia	30	2.9	6,005	159,288	29	675,780	22.6	10.4	23,303
51 Port Gamble	9	2.9	5,073	42,698	9	254,279	22.2	3.9	28,253
Total	**1,770**	**3.1**	**$ 6,170**	**$ 9,793,209**	**416**	**$ 2,535,056**	**-27.3%**	**38.8%**	**$ 6,094**
Longshore Total	**11,017**	**3.1**	**$ 6,136**	**$ 62,100,570**	**1,315**	**$ 6,528,592**	**-24.8%**	**100.0%**	**$ 4,965**
CLERKS REGISTRANTS									
29 San Diego	18	4.0	$ 7,957	$ 137,255					
46 Port Hueneme	15	5.6	10,846	162,686					
63 LA/LB	1,017	4.7	9,316	9,027,079					
14 Eureka	1	3.0	*	*					
34 SF Bay Area	208	4.3	8,576	1,750,530					
40 Portland	64	5.1	10,036	616,513					
23 Tacoma	125	5.2	9,964	1,265,848					
52 Seattle	197	5.1	10,097	963,067					
Clerk Total	**1,545**	**4.7**	**$ 9,357**	**$ 13,929,333**					
FOREMEN REGISTRANTS									
94 LA/LB	375	4.9	$ 2,507	$ 4,534,602					
91 SF Bay Area	80	5.0	12,628	982,956					
92 Portland	42	5.4	13,563	544,487					
98 Seattle	92	5.6	14,119	1,284,519					
Foremen Total	**589**	**5.1**	**$ 12,851**	**$ 7,346,564**					
COAST TOTAL	**13,151**	**3.4**	**$ 6,935**	**$ 83,376,467**					

*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
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
2017	$ 86,362	$ 1,969,130	$ 3,133,510	$ 3,489,232
2018	**$ 63,756**	**$ 2,009,152**	**$ 1,920,628**	**$ 2,535,056**

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 long-shoremen, 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
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	1,278,431,800	213,866,138	109,398,277	290,220,941	1,891,917,156
2017	1,403,871,115	224,314,644	116,080,546	296,431,598	2,040,697,904
2018	**$ 1,482,684,001**	**$ 237,293,257**	**$ 120,919,588**	**$ 320,706,674**	**$ 2,161,603,520**

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 2018, employer FICA taxes paid were $132,969,216 and SUI taxes paid were $55,803,355.

Assessment Rates 2018/2019

		Other Assessments					
Payroll Hour Rate	**Benefits Plans Total**	**CFS Program**	**401(k)**	**Marine Clerk Work Opportunity**	**LA/LB Crane Board Make Whole**	**PMA Cargo Dues**	
L/S and Clerk	$34.17		$0.78			$0.79	$35.74
Walking Boss	$34.17		$3.17			$0.79	$38.13
Steady Walking Boss & Foremen	$39.83		$3.69			$0.92	$44.44
Offshore and Intercoastal Tonnage Rates							
Containers - LA/LB RUs (TEUs)	$29.10	$0.08		$0.14	$0.07	$4.57	$33.96
Containers - Other Ports RUs (TEUs)	$29.10	$0.08		$0.14		$4.57	$33.89
General Cargo	$1.712					$0.269	$1.981
Lumber and Logs	$1.712					$0.269	$1.981
Autos and trucks	$0.139					$0.269	$0.408
Bulk Cargo	$0.034					$0.005	$0.039
Coastwise and Inbound from British Columbia*							
Containers - LA/LB RUs (TEUs)	$20.54	$0.06		$0.10	$0.04	$4.57	$25.31
Containers - Other Ports RUs (TEUs)	$20.54	$0.06		$0.10		$4.57	$25.27
General Cargo	$0.706					$0.269	$0.975
Lumber and Logs	$0.706					$0.269	$0.975
Autos and trucks	$0.057					$0.269	$0.326
Bulk Cargo	$0.014					$0.005	$0.019

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

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2018	2017	2016	2015	2014	2013
Contributions						
Employee	**$ 99,178,979**	$ 92,904,748	$ 84,086,079	$ 78,239,550	$ 70,704,884	$ 65,837,674
Employer	**29,854,579**	29,046,528	28,930,605	28,373,052	28,972,172	29,045,259
Total Contributions	**$ 129,033,558**	$ 121,951,276	$ 113,016,684	$ 106,612,602	$ 99,677,056	$ 94,882,933
Investment Income						
Net realized/unrealized appreciation	**$ 87,393,093**	$ 166,964,218	$ (74,257,226)	$ (7,947,829)	$ 144,137,684	$ 81,378,134
Interest and Dividends	**90,070,282**	55,380,670	64,944,209	72,131,636	56,093,541	41,974,945
Less: Investment Expense	**–**	(44,141)	–	(86,422)	(298,477)	(380,041)
Total Additions	**$ 306,496,933**	$ 344,252,023	$ 103,703,667	$ 170,709,987	$ 299,609,804	$ 217,855,971
Distributions						
Distributions to participants	**(98,131,823)**	(92,755,798)	(82,550,668)	(84,594,289)	(66,326,545)	(70,534,537)
Net Change	**$ 208,365,110**	$ 251,496,225	$ 21,152,999	$ 86,115,698	$ 233,283,259	$ 147,321,434
Net Assets available for Benefits						
Beginning of year	**1,833,839,398**	1,582,343,173	1,561,190,174	1,475,074,476	1,241,791,217	1,094,469,783
End of year	**$2,042,204,508**	$ 1,833,839,398	$ 1,582,343,173	$ 1,561,190,174	$ 1,475,074,476	$ 1,241,791,217

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:	2018	2017	2016	2015	2014	2013
Benefits Paid and Expenses						
Pensions paid	**$ 370,266,198**	$ 359,523,524	$ 345,141,002	$ 332,272,776	$ 326,283,069	$ 313,379,142
Administrative expenses	**8,275,948**	7,097,014	7,204,501	6,130,759	6,388,537	6,206,996
Total Deductions	**378,542,146**	366,620,538	$ 352,345,503	$ 338,403,535	$ 332,671,606	$ 319,586,138
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**338,038,855**	509,393,834	$ (85,740,261)	$ 72,162,853	$ 510,272,688	$ 291,942,827
Interest	**21,826,028**	17,954,371	16,370,129	15,834,497	15,089,587	15,582,271
Dividends from investments	**74,604,281**	76,394,246	58,768,496	55,539,098	52,294,885	52,296,404
Less investment expense	**(7,982,824)**	(8,174,356)	(8,345,354)	(5,477,489)	(5,612,128)	(5,931,931)
Total Income Gain (Loss)	**$ 426,486,340**	$ 595,568,095	$ (18,946,990)	$ 138,058,959	$ 572,045,032	$ 353,889,571
Contributions from Employers	**609,745,037**	611,279,468	557,846,818	539,999,599	533,467,537	515,155,449
Other Income	**1,013,049**	1,034,696	746,865	970,216	727,048	261,920
Total Additions (Subtractions)	**$ 1,037,244,426**	$ 1,207,882,259	$ 539,646,693	$ 679,028,774	$ 1,106,239,617	$ 869,306,940
Net Increase (Decrease)	**658,702,280**	841,261,721	187,301,190	340,625,239	773,568,011	549,720,802
Net Assets Available for Benefits: Beg. of Year	**$ 5,602,430,852**	$ 4,761,169,131	$ 4,573,867,941	$ 4,233,242,702	$ 3,459,674,691	$ 2,909,953,889
End of Year	**6,261,133,132**	5,602,430,852	$ 4,761,169,131	$ 4,573,867,941	$ 4,233,242,702	$ 3,459,674,691

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:	2018	2017	2016	2015	2014	2013
Retired Participants & Beneficiaries	**$ 3,247,699,800**	$ 3,138,630,504	$ 3,014,662,573	$ 2,910,945,065	$ 2,764,559,277	$ 2,687,664,825
Inactive Vested	**19,609,044**	18,988,335	16,846,484	16,170,144	14,646,193	14,427,831
Active Vested Employees	**2,507,697,148**	2,375,650,390	2,167,004,834	2,070,275,394	1,777,422,211	1,588,782,541
Total Present Value Vested Liabilities	**$ 5,775,005,992**	$ 5,533,269,229	$ 5,198,513,891	$ 4,997,390,603	$ 4,556,627,681	$ 4,290,875,197
Actuarial Value of Assets	**$ 6,233,796,393**	$ 5,651,600,468	$ 5,046,274,566	$ 4,510,609,528	$ 3,966,433,764	$ 3,359,655,122
Unfunded Vested Benefits Liability	**$ –**	$ –	$ 152,239,325	$ 486,781,075	$ 590,193,917	$ 931,220,075

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:	2018	2017	2016	2015	2014	2013
Actuarial Value of Assets	**$ 6,233,796,393**	$ 5,651,600,468	$ 5,046,274,566	$ 4,510,609,528	$ 3,966,433,764	$ 3,359,655,122
Actuarial Liability:						
Pensioners/Survivors	**3,123,189,407**	3,160,024,559	3,058,742,453	2,951,554,705	2,850,062,521	2,754,746,121
Inactive Vested	**19,056,402**	19,071,017	16,952,975	16,261,332	15,658,273	15,444,952
Active Employees	**3,444,170,923**	3,379,133,694	3,203,495,763	2,899,272,219	2,819,182,022	2,582,633,337
Total Actuarial Liability	**$ 6,586,416,732**	$ 6,558,229,270	$ 6,279,191,191	$ 5,867,088,256	$ 5,684,902,816	$ 5,352,824,410
Unfunded Actuarial Accrued Liability	**$ 352,620,339**	$ 906,628,802	$ 1,232,916,625	$ 1,356,478,728	$ 1,718,469,052	$ 1,993,169,288

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2018	2017	2016	2015	2014	2013
Investment Income	**$ 60,437**	$ 61,235	$ 51,437	$ 44,478	$ 76,566	$ 61,544
Contributions:						
Employers	**715,778,035**	675,403,215	731,709,936	$ 657,558,826	$ 606,953,184	$ 605,177,975
Employees	**13,076,067**	13,024,859	14,066,840	13,180,484	11,329,574	12,526,485
WILSP/Union	**–**	–	–	–	–	–
COBRA/self-pay contribution	**54,104**	121,455	55,708	91,973	86,914	92,298
Total contributions	**$ 728,908,206**	$ 688,549,529	$ 745,832,484	$ 670,831,283	$ 618,369,672	$ 617,796,758
Other Income	**9,607,863**	49,840,791	9,259,530	5,396,513	5,731,586	4,634,832
Total additions	**$ 738,576,506**	$ 738,451,555	$ 755,143,451	$ 676,272,274	$ 624,177,824	$ 622,493,134
Deductions:						
Benefits paid	**$ 690,659,112**	$ 685,137,053	$ 713,084,002	$ 605,554,197	$ 601,620,389	$ 584,423,145
Administrative expenses	**52,359,627**	47,702,098	41,741,689	42,858,542	43,562,773	30,253,924
Total deductions	**$ 743,018,739**	$ 732,839,151	$ 754,825,691	$ 648,412,739	$ 645,183,162	$ 614,677,069
Net increase (decrease)	**(4,442,233)**	5,612,404	$ 317,760	$ 27,859,535	$ (21,005,338)	$ 7,816,065
Net assets available for benefits:						
Beginning of year	**$ 182,974,416**	$ 177,362,012	$ 177,044,252	$ 149,184,717	$ 170,190,055	$ 162,373,990
End of year	**$ 178,532,183**	$ 182,974,416	$ 177,362,012	$ 177,044,252	$ 149,184,717	$ 170,190,055

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2018	2017	2016	2015	2014	2013
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 117,915,071**	$ 123,695,514	$ 110,693,406	$ 100,037,623	$ 103,203,300	$ 95,250,736
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 331,910,684**	$ 301,254,744	$ 291,610,614	$ 286,536,469	$ 296,053,267	$ 312,549,509
Prescription drug program	**138,008,660**	160,583,322	212,612,674	125,335,301	108,973,503	89,436,323
Vision service plan	**7,402,889**	7,317,858	6,775,156	6,408,181	5,681,729	5,688,220
Vision supplement (frames, contacts)	**–**	–	–	–	–	–
Diabetic durable equipment	**–**	–	–	–	–	329
Subtotal	**$ 477,322,233**	$ 469,155,924	$ 510,998,444	$ 418,279,951	$ 410,708,499	$ 407,674,381
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 14,771,772**	$ 12,995,647	$ 12,440,335	$ 12,302,262	$ 12,251,891	$ 12,051,071
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 40,766,514**	$ 39,619,096	$ 40,445,969	$ 36,674,976	$ 36,194,160	$ 33,304,028
Dental services - children	**10,425,968**	9,564,668	11,080,053	10,026,853	10,499,601	9,727,268
Subtotal	**51,192,482**	49,183,764	$ 51,526,022	$ 46,701,829	$ 46,693,761	$ 43,031,296
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 4,704,263**	$ 4,644,910	$ 3,819,313	$ 5,407,570	$ 4,632,798	$ 4,415,021
Chiropractic	**7,632,640**	7,739,521	5,499,171	5,008,673	6,247,573	5,904,988
Social security supplement	**574,363**	432,734	378,946	577,810	631,575	585,136
Alcoholism/Drug Recovery Program	**5,105,665**	5,119,373	6,261,474	6,034,620	6,002,308	5,618,755
Hearing aids	**2,432,626**	2,175,871	2,281,219	2,069,378	2,017,632	2,247,126
Subsequent prosthetic device	**57,142**	385,963	321,490	100,897	158,668	50,025
Subtotal	**$ 20,506,699**	$ 20,498,372	$ 18,561,613	$ 19,198,948	$ 19,690,554	$ 18,821,051
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 3,361,308**	$ 3,656,682	$ 3,460,390	$ 3,724,079	$ 3,931,601	$ 3,646,768
CSDI Supplement	**–**	–	–	–	–	
Weekly Indemnity & NIDS (OR & WA)	**5,589,547**	5,862,544	5,226,321	5,118,657	4,933,504	3,727,976
Subtotal	**$ 8,950,855**	$ 9,519,226	$ 8,686,711	$ 8,842,736	$ 8,865,105	$ 7,374,744
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**–**	$ 88,606	$ 177,471	$ 190,848	$ 207,279	$ 219,866
TOTAL BENEFITS	**$ 690,659,112**	$ 685,137,053	$ 713,084,002	$ 605,554,197	$ 601,620,389	$ 584,423,145
Reconciliation to Form 5500 (accrual)	**(14,897,311)**	23,221,032	(12,919,156)	11,972,456	(25,781,833)	1,684,816
Reconciliation to Form 5500 for reclassifications of expenses	**–**	–	–	–	–	18,469,793
TOTAL BENEFITS AFTER RECONCILIATION	**$ 675,761,801**	$ 708,358,085	$ 700,164,846	$ 617,526,653	$ 575,838,556	$ 604,577,754

Accident Prevention Data

GENERAL SAFETY TRAINING:

A 28-YEAR HISTORY ON THE WATERFRONT

THROUGH 12/31/2018

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
2017	6,843	33,760
2018	**7,002**	**40,762**

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 2018.

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	4.14	2.98	6.67	8.48	6.89
2017	3.88	2.96	5.38	7.22	6.75
2018	**3.19**	**2.55**	**4.36**	**4.94**	**5.11**

LOST TIME 'TOP TENS' FOR 2018

Most Injured Longshore Occupations		Cause of Most Injuries		Most Injured Body Part		Coast Incidence Rate by Longshore Occupation		Coast Incidence Rate by Category	
Semi-Tractor	93	Strained	144	Multiple Body Parts	147	Semi-Tractor	3.36	Longshore	3.55
Lasher	71	Slip	60	Back	59	Mechanic, ILWU	3.41	Clerk	1.68
Mechanic, ILWU	70	Trip	33	Knee	44	Holdman	3.76	Foreman/Walking Boss	3.27
Holdman	43	Struck By	25	Fingers	38	Top Handler/Side Pick	1.60		
Dockman	31	Struck by 2 Vehicles	24	Shoulder	35	Dockman	3.68		
Top Handler/Side Pick	18	Struck Against	22	Ankle	21	Lasher	9.84		
Crane, Cont Gantry	14	Twisted	20	Neck	16	Crane, Cont Gantry	2.33		
Auto Driver	13	Bounced in Vehicle	19	Leg	16	Gearman	2.56		
Linesman	11	Pinched	15	Head	14	Auto Driver	6.33		
Gearman	6	Struck by Other Vehicle	13	Hand	10	Linesman	7.87		

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.

	2018	2017	2016	2015	2014
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**131**	81	91	120	79
RTG Crane – Transtainer	**98**	89	85	160	51
Ship Gantry Crane (Sim)	**1**	4	0	1	–
Ship Gantry Crane (Fam)	**–**	0	6	–	–
Ship Pedestal Crane (Sim) (Winch)	**20**	19	25	23	37
Mobile Crane (Mobile Cr Light)	**10**	36	11	–	11
Ship Unloader, Bulk Crane	**1**	0	2	–	–
Dock Whirley Crane	**–**	0	0	–	–
Subtotal	**261**	229	220	304	178
Percent of Total	**1%**	1%	1%	2%	1%
Skill Equipment / PIT					
Forklift	**1,218**	855	1108	877	355
Semi-Tractor	**1,436**	907	321	285	262
Container Handling Equipment (CHE) (Log Loader)	**747**	505	416	1107	505
Straddle Carrier	**28**	49	37	37	11
Excavator	**11**	3	0	–	–
Bulk Loader (Bucket)	**–**	0	0	–	–
Bulldozer (Front Loader) (Loci)	**59**	2	10	19	41
Subtotal	**3,499**	2,321	1,892	2,325	1,174
Percent of Total	**13%**	15%	12%	15%	9%
Job Specific / Promotions					
Basic Marine Clerk	**134**	22	134	103	2
Clerk Computer Gate (Yard)	**94**	6	133	52	–
Supercargo	**6**	0	0	20	24
Vessel Planner	**7**	3	3	1	4
Walking Boss Orientation	**19**	86	62	–	14
Powered Gangway	**11**	0	0	9	16
Walking Boss Seminar	**102**	462	273	346	258
Watchman (Security Awareness)	**38**	505	40	70	72
Holdman	**–**	0	0	1	–
Cutting & Grinding	**–**	5	10	–	8
Watchman Reefer	**1**	76	50	–	–
Watchman Screener	**–**	66	27	–	24
Mechanic (General) (Crane) (Medium Voltage)	**115**	295	0	62	211
Gearman	**–**	0	0	–	–
Subtotal	**527**	1,526	732	664	633
Percent of Total	**2%**	9%	5%	4%	5%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	**7,360**	6,843	6,338	6,109	6,792
Diversity, Employee & Supervisor	**1,404**	160	1,884	313	886
Standard First Aid / CPR	**310**	218	746	373	669
Lashing	**127**	26	23	249	53
Ammo Handling Safety	**669**	839	532	785	592
Vessel Rigging	**17**	14	6	4	–
Basic Casual Safety (LS Entry)	**310**	–	–	–	–
Instructor (Train-the-Trainer)	**–**	–	–	–	2
Subtotal	**10,197**	8,100	9,529	7,833	8,994
Percent of Total	**36%**	50%	62%	50%	66%
Testing					
Strength & Agility (Schd Practice)	**570**	86	564	813	282
Clerk Cognitive	**1,593**	760	467	432	148
Clerk Keyboard	**2,224**	748	122	696	13
Physical Exam (Pre-employment)	**3,848**	802	863	737	1,099
Drug & Alcohol Screen (Pre-employment)	**3,792**	772	1,030	1,635	1,112
Lashing Test	**1,543**	776	60	209	2
Subtotal	**13,570**	3,944	3,106	4,522	2,656
Percent of Total	**48%**	25%	20%	29%	19%
TOTAL	**28,054**	16,120	15,479	15,648	13,635
EXPENDITURE*	**$31,411,738**	$21,467,494	$22,561,339	$20,908,142	$13,571,744

*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

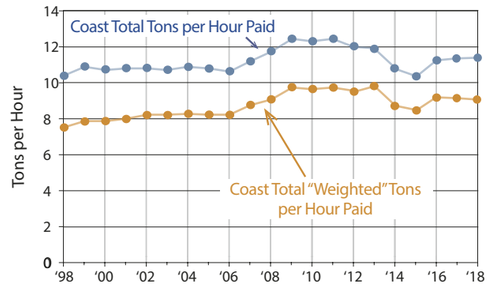
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in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

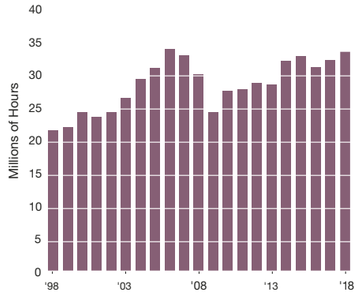


Total Hours have been annualized for 1998, 2004, 2009 and 2015, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast "Weighted" Tons per Hour Paid.

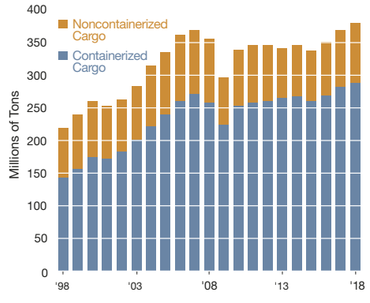
Total "Weighted" Tonnage

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.

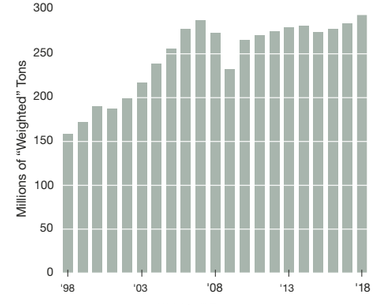
Coast Total Hours Paid
1998-2018



Coast Total Tonnage
1998-2018



Coast Total Weighted Tons
1998-2018



"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.

Eleonora Maersk docks at APM Terminals' Pier 400 at the Port of Los Angeles.

Port Hours, Wages and Tonnage Data

	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

Southern California

San Diego

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
2017	422,327	1.3%	73.4%	16.8%	9.8%	$22,260	$50.22	$51.75	$72.86	5,193,483	1.4%	22.1%	2.1%	–	74.0%	1.8%	4.50
2018	451,534	1.3%	73.3%	17.0%	9.7%	$24,730	$52.38	$53.38	$75.87	5,385,919	1.4%	22.5%	2.8%	–	72.4%	2.3%	4.47

Los Angeles/Long Beach

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
2017	21,605,771	66.3%	75.8%	18.3%	5.9%	$1,222,545	$54.84	$58.09	$74.38	222,979,854	60.6%	91.1%	1.4%	0.1%	3.0%	4.4%	9.62
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	$1,296,913	$56.83	$59.92	$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%	2.5%	4.7%	9.65

Port Hueneme

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
2017	518,517	1.6%	73.5%	17.1%	9.4%	$26,877	$49.15	$52.48	$71.61	5,910,638	1.6%	21.0%	8.5%	–	67.1%	3.4%	4.65
2018	526,375	1.6%	73.2%	17.5%	9.3%	$28,294	$51.09	$54.36	$73.60	5,948,086	1.6%	21.8%	8.4%	–	67.0%	2.8%	4.68

Northern California

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

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
2017	3,071,605	9.4%	75.8%	17.6%	6.6%	$172,568	$54.68	$55.78	$74.51	38,469,387	10.5%	81.3%	–	–	10.8%	7.9%	10.43
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	$184,774	$56.11	$57.62	$76.89	39,973,829	10.5%	79.2%	0.2%	–	11.3%	9.3%	10.18

Stockton/Pittsburg

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
2017	259,239	0.8%	73.0%	17.2%	9.8%	$13,884	$50.81	$54.05	$73.20	3,617,280	1.0%	0.6%	10.8%	–	–	88.6%	1.84
2018	234,301	0.7%	72.7%	17.5%	9.8%	$12,914	$52.36	$55.44	$74.99	3,657,338	1.0%	0.1%	9.3%	–	–	90.6%	1.75

West Sacramento

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
2017	86,892	0.3%	74.1%	17.5%	8.4%	$4,609	$50.76	$53.06	$73.04	672,152	0.2%	–	38.5%	–	–	61.5%	3.07
2018	63,634	0.2%	74.7%	16.4%	8.9%	$4,626	$52.80	$55.70	$75.60	716,010	0.2%	–	30.8%	–	–	69.2%	2.75

Eureka

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
2017	7,301	<0.1%	51.0%	38.2%	10.8%	$373	$48.00	$49.79	$70.43	236,006	<0.1%	–	–	–	–	100.0%	0.65
2018	13,888	<0.1%	69.3%	21.2%	9.5%	$717	$48.33	$52.56	$73.76	238,892	0.1%	–	–	–	–	100.0%	0.39

Port Hours, Wages and Tonnage Data

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	50,705	0.2%	85.9%	6.1%	8.0%	$2,555	$47.81	$58.74	$71.60	1,819,420	0.5%	–	0.7%	4.9%	–	94.4%	2.68
2018	58,726	0.2%	85.9%	5.8%	8.3%	$3,082	$49.87	$60.28	$74.06	1,913,013	0.5%	–	0.8%	6.4%	–	92.28%	2.97

Newport

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	–	–	–	–	–	–	–	–	–	–
2017	562	<0.1%	100.0%	–	–	$28	$50.46	–	–	–	–	–	–	–	–	–	–
2018	551	<0.1%	100.0%	–	–	$29	$52.56	–	–	–	–	–	–	–	–	–	–

Astoria

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	33,742	0.1%	85.4%	4.9%	9.7%	$1,582	$44.27	$52.08	$67.32	96,297	<0.1%	–	–	100.0%	–	–	2.85
2018	29,681	0.1%	84.7%	4.8%	10.5%	$1,477	$46.90	$55.08	$70.58	79,338	<0.1%	–	–	100.0%	–	–	2.67

Portland/St. Helens

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	710,038	2.2%	81.2%	11.4%	7.4%	$37,562	$50.47	$56.70	$73.66	12,184,477	3.3%	–	–	–	33.6%	66.4%	1.19
2018	753,108	2.2%	79.3%	2.6%	8.1%	$41,220	$52.21	$57.35	$75.27	13,418,224	3.5%	–	–	–	31.0%	9.0%	1.18

Vancouver

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	436,503	1.3%	80.7%	12.1%	7.2%	$22,899	$50.77	$51.73	$72.52	2,866,445	0.8%	–	30.1%	–	37.0%	32.9%	2.43
2018	429,414	1.3%	80.8%	11.7%	7.5%	$23,218	$52.19	$53.58	$75.16	3,085,683	0.8%	–	31.2%	–	35.3%	33.5%	2.72

Longview/Kalama

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	650,781	2.0%	86.2%	5.2%	8.6%	$33,823	$49.41	$57.08	$74.43	17,083,152	4.6%	0.6%	2.5%	5.0%	–	91.9%	2.60
2018	657,764	2.0%	86.6%	4.8%	8.6%	$35,169	$50.86	$58.78	$76.76	8,459,594	4.9%	0.6%	2.2%	4.2%	–	93.0%	2.47

Pacific Northwest: Washington

Aberdeen/Grays Harbor

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	145,387	0.4%	86.1%	8.2%	5.7%	$8,131	$54.58	$57.07	$74.65	3,073,100	0.8%	–	1.1%	1.9%	30.0%	67.0%	1.97
2018	156,953	0.5%	86.5%	8.1%	5.4%	$9,176	$57.15	$59.50	$77.83	3,287,406	0.9%	–	1.2%	1.0%	22.8%	75.0%	1.57

Port Hours, Wages and Tonnage Data

Pacific Northwest: Washington (continued)

Port Angeles

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	41,551	0.1%	89.0%	3.7%	7.3%	$2,044	$47.20	$56.33	$69.97	162,228	<0.1%	0.0%	–	100.0%	–	–	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	$2,141	$48.27	$58.87	$72.48	188,331	<0.1%	–	–	76.9%	–	23.1%	3.45

Port Gamble

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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	–	–	–	–	–	–	–	–	–	–
2017	832	<0.1%	100.0%	–	–	$44	$52.44	–	–	–	–	–	–	–	–	–	–
2018	832	<0.1%	100.0%	–	–	$45	$54.25	–	–	–	–	–	–	–	–	–	–

Olympia

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	49,185	0.2%	82.1%	5.8%	12.1%	$2,366	$44.94	$52.37	$67.53	222,618	0.1%	–	0.5%	88.8%	–	10.7%	4.05
2018	42,798	0.1%	85.7%	3.6%	10.7%	$2,168	$47.75	$57.64	$71.49	194,074	0.1%	–	0.4%	99.5%	–	0.1%	4.53

Tacoma

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	2,666,189	8.3%	74.0%	19.5%	6.5%	$147,645	$53.67	$55.69	$73.93	34,697,159	9.4%	76.0%	1.8%	0.1%	6.7%	15.4%	10.33
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	$151,475	$55.77	$57.50	$76.82	33,829,605	8.9%	75.5%	2.3%	–	6.9%	15.3%	10.16

Seattle

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	1,742,701	5.3%	75.9%	17.4%	6.7%	$97,789	$54.45	$55.92	$75.47	17,847,731	4.9%	99.1%	0.1%	–	0.7%	0.1%	10.17
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	$117,240	$55.50	$58.05	$78.27	19,785,648	5.2%	98.8%	0.3%	–	0.7%	0.2%	9.65

Everett

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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%	–	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%	11.8%	$4,044	$48.36	$54.59	$68.34	306,065	0.1%	41.3%	13.5%	11.5%	9.4%	24.3%	2.67
2018	87,666	0.3%	73.8%	14.8%	11.9%	$4,673	$49.87	$56.22	$70.80	267,074	0.1%	41.6%	10.9%	4.5%	–	43.0%	1.76

Anacortes

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
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
2017	15,075	<0.1%	76.7%	8.1%	15.2%	$826	$51.13	$57.70	$71.83	253,097	0.1%	–	–	–	–	99.7%	0.38
2018	21,549	<0.1%	73.3%	9.9%	16.8%	$1,244	$53.60	$59.72	$74.56	379,344	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	"Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
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%	–	–	–	–	–	0.31
2017	3,133	<0.1%	91.0%	4.5%	4.5%	$164	$50.89	$58.11	$74.92	4,093	<0.1%	–	–	–	–	100.0%	0.03
2018	6,263	<0.1%	87.8%	7.6%	4.6%	$315	$49.76	$43.71	$70.01	8,747	<0.1%	–	100.0%	–	–	–	1.40
Area Summaries																	
SOUTHERN CALIFORNIA SUMMARY																	
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
2017	22,546,615	69.2%	75.7%	18.3%	6.0%	$1,271,679	$54.63	$57.86	$74.23	234,083,975	63.6%	87.8%	1.6%	0.1%	6.2%	4.3%	9.41
2018	23,116,575	68.8%	76.0%	18.0%	6.0%	$1,349,926	$56.62	$59.68	$76.98	240,286,308	63.3%	88.1%	1.6%	0.1%	5.6%	4.6%	9.44
NORTHERN CALIFORNIA SUMMARY																	
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
2017	3,425,037	10.5%	75.5%	17.6%	6.9%	$191,435	$54.29	$55.56	$74.31	42,994,825	11.7%	72.7%	1.6 %	–	9.7%	16.0%	9.57
2018	3,531,161	10.5%	75.9%	17.1%	7.0%	$203,032	$55.77	$57.40	$76.66	44,616,069	11.8%	71.0%	1.4 %	–	10.1%	17.5%	9.40
PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY																	
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
2017	1,882,331	5.8%	82.9%	9.2%	7.9%	$98,450	$49.97	$55.24	$73.51	34,049,791	9.3%	0.3%	3.8%	3.0%	15.1%	77.8%	2.03
2018	1,929,244	5.7%	82.4%	9.4%	8.2%	$104,196	$51.56	$56.59	$75.65	36,955,852	9.6%	0.3%	3.7%	2.6%	14.2%	79.2%	2.04
PACIFIC NORTHWEST: WASHINGTON SUMMARY																	
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
2017	4,742,519	14.5%	75.3%	18.0%	6.7%	$263,054	$53.72	$55.77	$74.18	56,566,091	15.4%	78.1%	1.3%	0.9%	6.0%	13.7%	9.73
2018	5,031,749	15.0%	75.7%	17.4%	6.9%	$288,476	$55.44	$57.72	$77.13	57,940,229	15.3%	77.9%	1.6%	0.7%	5.6%	14.2%	9.38
COAST SUMMARY																	
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
2017	32,596,502	100.0%	76.1%	17.6%	6.3%	$1,824,618	$54.17	$57.23	$74.18	367,694,682	100.0%	76.4%	1.8%	0.5%	7.4%	13.9%	9.04
2018	33,608,729	100.0%	76.3%	17.3%	6.4%	$1,945,640	$56.04	$59.05	$76.87	379,798,458	100.0%	76.0%	1.8%	0.4%	7.0%	14.8%	9.00

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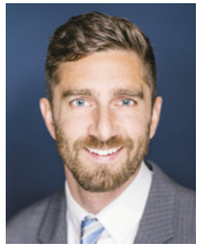

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Norwegian Bliss cruise ship departs from Bell Street Cruise Terminal at the Port of Seattle.

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Cargo operations at the Husky Terminal at the Port of Tacoma.

Matson's *Daniel K. Inouye* departs from the Port of Long Beach.

2018 Annual Report

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