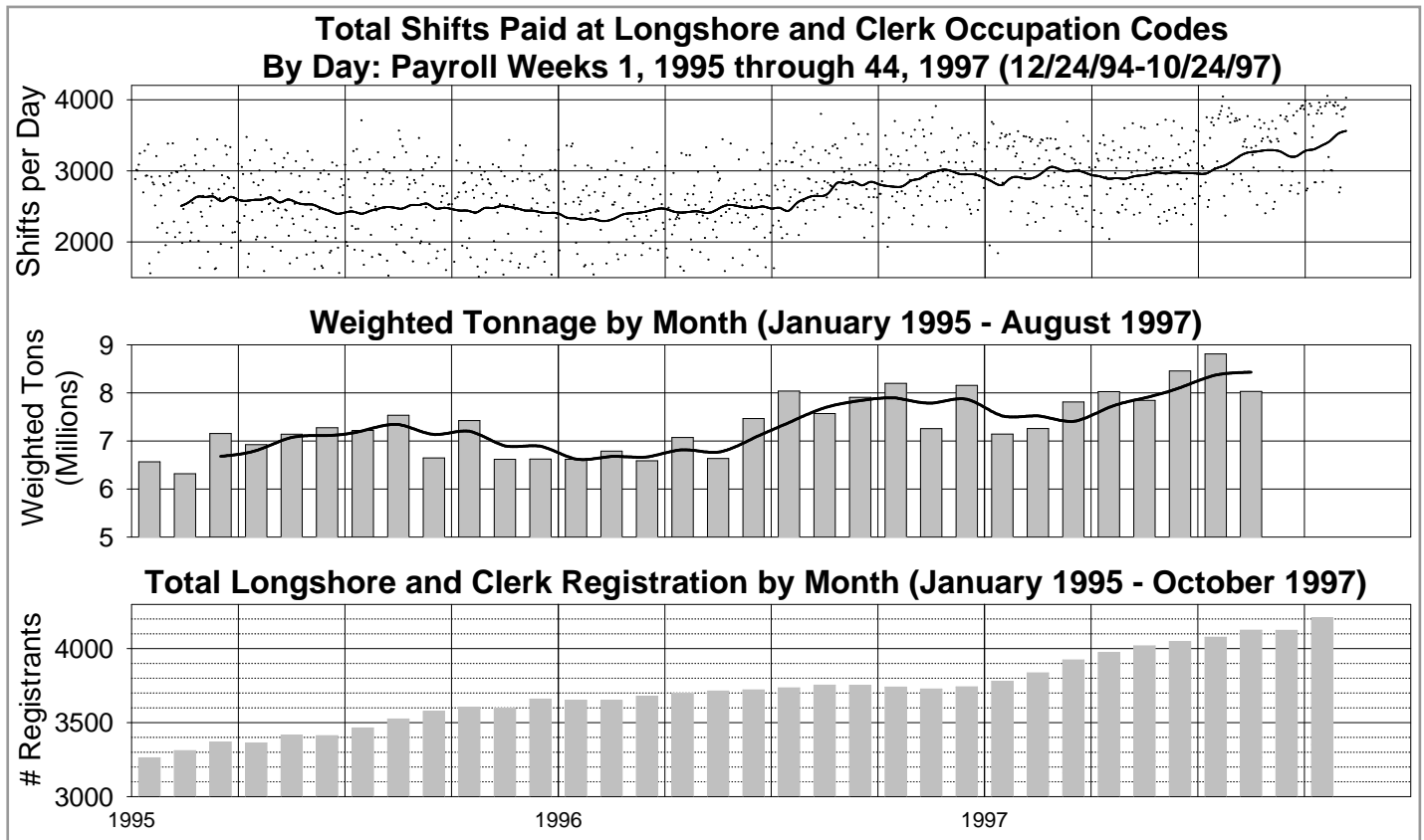


Los Angeles / Long Beach—How Many Are Being Paid to Handle How Much?

The Current Situation in the Perspective of Past & Future



An unprecedented backlog in container traffic has riveted attention on the Ports of Los Angeles and Long Beach over the past two months. The following study is intended to provide insight into the recent changes in the number of employees paid, tonnage patterns, the number of longshore and clerk registrants in the work force, and the types of longshore occupation codes which are being paid.

Overview

The charts above depict longshore and clerk shifts paid, weighted tonnage reported, and total longshore and clerk registration for the Ports of Los Angeles and Long Beach since the beginning of 1995.

The top chart represents with small dots the number of shifts paid at longshore and clerk occupation codes in Los Angeles and

Long Beach each day since the beginning of the 1995 payroll year. The solid lines are smoothed six-week (42 days) running averages.

Next, monthly “weighted” tonnage reported in the ports is plotted as vertical bars with a three-month running average line superimposed. (Weighted tonnage is the sum of tons of Containerized Cargo, Autos & Trucks, Lumber & Logs, General Cargo, and 1/50 of Bulk Cargo.)

In the third chart, each vertical bar shows the total number of active longshore and clerk registrants at the end of each month in Locals 13 and 63 combined.

Qtr 1 1995 through Qtr 1 1996: Average Daily Shifts Decrease

The running average of daily shifts between the first quarter 1995 and the middle of the first quarter 1996 shows a generally

downward trend from about 2,600 shifts per day to about 2,300 shifts per day.

Monthly tonnage during this same period, however, grew from about 6.5 million tons per month to nearly 7.5 million tons per month and then receded back to the 6.5 million ton level.

Therefore, during this period, the gross productivity measured in shifts paid per ton handled showed improvement.

Qtr 2 1996 to Date: *The Picture Changes*

The trends of shifts versus tonnage have changed direction in the period following the second quarter 1996. Cargo volume grew from a quarterly average of about 7 million tons per month at the end of Q2 1996 to about 7.9 million tons in Q4 1996. It then took its traditional first quarter reduction, and the year since then has seen growth to the present (through August)

quarterly average of about 8.5 million weighted tons per month.

Average shifts paid per day at longshore and clerk occupation codes have grown at a much faster rate: from about 2,400 shifts per day at the end of Q2 1996 to the present level of 3,500 per day.

In percentage terms, average monthly weighted tonnage has grown by just over 20% between Q2 1996 and the June-August average. Today, there are over 45% more shifts paid at longshore and clerk occupation codes than there were at the end of Q2 1996.

Net Additions to Registered Work Forces

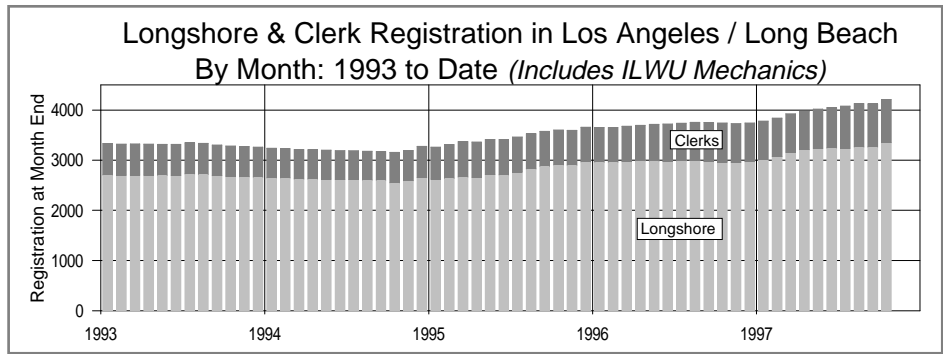
The total longshore and clerk active registration at the end of January 1995 was 3,262, and it is 4,210 at the end of October, a net increase of 29.1%. During that period, average monthly weighted tonnage has grown from about 6.5 million tons per month to 8.5 million by August 1997, an increase of about 31%.

The Self-Evident Problem

These data show clearly that over twice as many additional shifts are being paid on an average daily basis than would be expected from the increase in tonnage volume even if a zero productivity growth value were posited.

The ILWU and the PMA have jointly registered significant additional employees into Locals 13 and 63, but this unexplained growth in daily shifts has made even those efforts appear insufficient.

The issue which must be explored is the



reason or reasons for this notable productivity decline. The following data and discussion provides some illumination into the continuing labor shortages being experienced by employers in the ports.

Registration Levels 1993 to Date

The chart at the top of the page shows the total longshore and clerk registration in Los Angeles and Long Beach at the end of each month since January 1993. The lightly shaded area of each bar represents the number of active registrants in Local 13 (longshore), and the upper portion of each bar (darker shading) shows the number of active registrants in Local 63 (clerks).

After reaching a low in October 1994 of 3,156, there has been a continual increase in the total number of longshore and clerk registrants to the present level of 4,210. This net addition of 1,054 registrants is a 33.4% increase in available registered work force.

Locals 13 & 63, Separately

October 1994 was also the nadir in Local 13 longshore registration with a level of

2,550 registrants. The registration at the end of October 1997 was 3,352, an increase of 31.5%.

At the end of September 1994, there were 575 active registrants in Local 63. That number has grown to 858, an additional 49.2%.

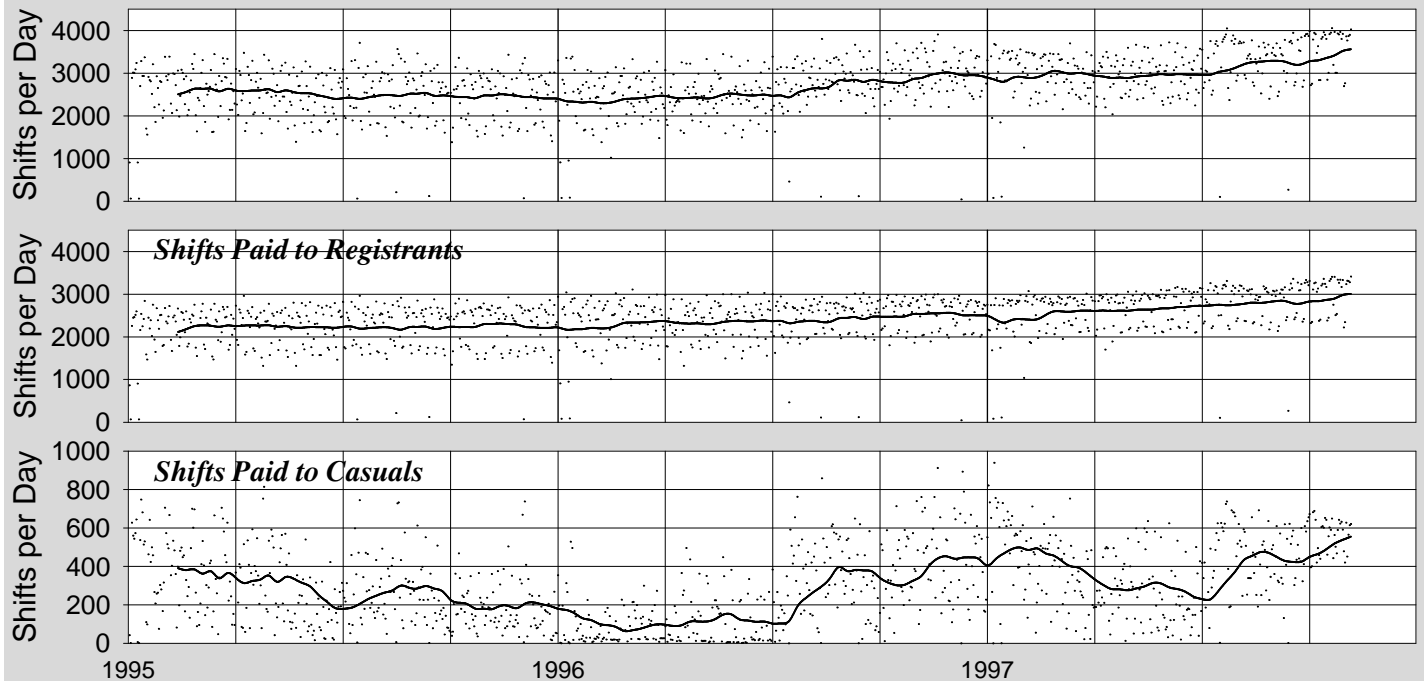
Daily Shifts by Work Force

The first of the three charts below shows total shifts paid daily—both to registrants and to casuals—at longshore and clerk occupation codes, and the other two charts show the number of those shifts paid to the registered work forces and to the casual work force. (The vertical scale of the chart for total shifts [upper chart] differs from that shown on page 1 in that the vertical scale is expanded to show the days with fewer than 1,500 shifts.)

Portion of Shifts Paid to Registrants

Near the end of first quarter 1995, an average of about 2,250 shifts per day were paid to longshore and clerk registrants in the ports. This average remained steady through Q1 1996, and it then increased to

Total Shifts Paid at Longshore and Clerk Occupation Codes By Day: Payroll Weeks 1, 1995 through 44, 1997 (12/24/94-10/24/97)



about 2,350 in the next quarter. Since then it has climbed steadily to its present level of about 3,000 shifts per day.

Given the ever-increasing number of shifts paid and the increase in the membership of Locals 13 and 63, it is not surprising that there should be an increase in the number of shifts paid to registrants daily.

However, it should be noted that, between January 1995 and March 1996, the level of average shifts paid per day to registrants was almost flat. But, registration increased by 12.7%, and during this same period, the ports saw a 15% increase and subsequent decrease in average monthly weighted tonnage.

These data do not provide evidence that average daily shift levels will be predicted solely by trends in registration and monthly weighted tonnage.

Increased Shifts Paid to Casuals

The number of shifts paid at longshore and clerk occupation codes to casuals has been much more variable than the number paid to registrants. The present level of about 600 shifts per day being paid to casuals is higher than that seen in the previous peak periods of fourth quarter 1996 and first quarter 1997.

The present surge in payments to casuals began in the latter half of June and has averaged above 400 per day since early July. In the five payroll weeks since the beginning of the fourth quarter, only one day has seen fewer than 400 casuals paid in the ports.

During the period discussed above, first quarter 1995 through first quarter 1996, average daily shifts paid to casuals fell from about 400 per day to very low values. This is consistent with the increase in registration during this period: as more registrants were added to the work force, the fewer shifts went to the casual work force.

Registrants' Work Patterns

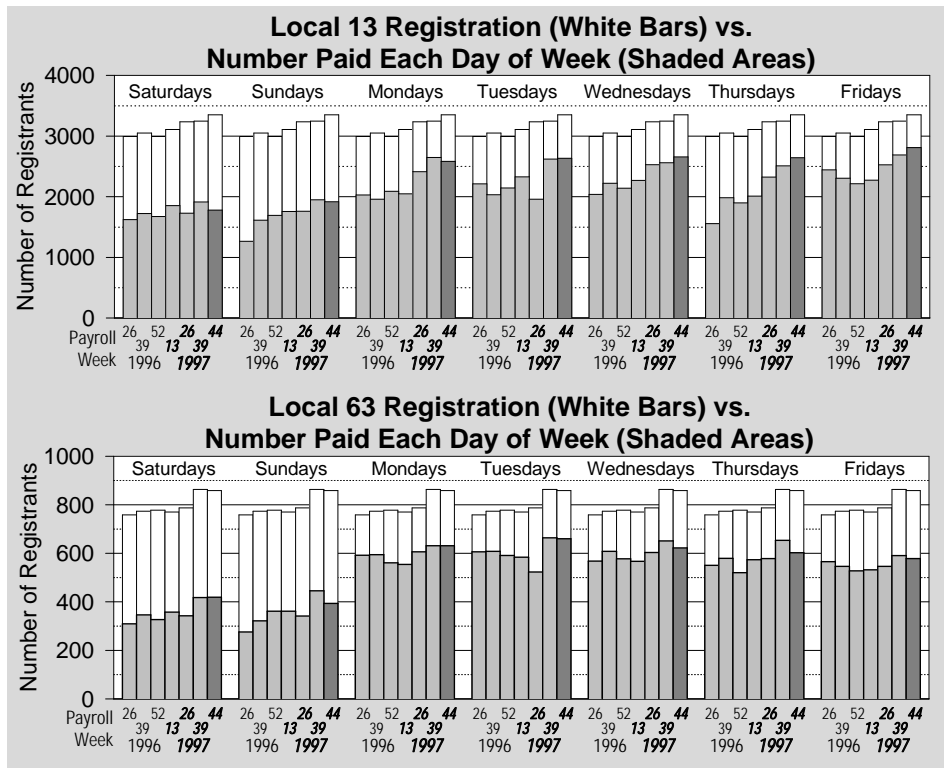
The sets of charts on this and the next pages provide some information about when and how often members of the registered longshore and clerk work forces make themselves available.

When Registrants Are Paid

In each of the charts on this page, data are shown for seven payroll weeks during the past 15 months. They are weeks 26, 39, and 52 of 1996 and weeks 13, 26, 39, and 44 in 1997. The bars are grouped by each of the seven days of the payroll week, and they are arranged left to right, chronologically, within each group.

One chart is shown for the longshore registrants in Local 13 and one for the clerk registrants in Local 63.

The payroll weeks chosen for this study



are the last payroll week of each payroll quarter since second quarter 1996, and the most recently completed payroll week which is available for analysis. They provide a representative sample of activity since June 1996.

The height of each bar represents the registration total in the local on that week, and the shaded region of the bar represents the number of those registrants who were paid for work that day. The most recent payroll week (week 44, 1997, ending 10/24/97) is differentiated by darker shading.

Patterns of Availability

Among both Local 13 and Local 63 registrants, the pattern of consistently lower numbers of registrants being paid on weekends compared to weekdays is quite apparent. No more than 61% of the longshore registrants were paid on weekend days in any week shown, and fewer than 52% of the clerks were paid on every weekend day studied.

The overall trend among the registered longshore work force in the period studied is an increase over the past several months in the number of employees being paid each day. In fact, 77% to 84% of Local 13 were paid on weekdays in payroll week 44 (77% on Monday and 84% on Friday). Only 53% and 57% of the longshore registrants were paid on Saturday and Sunday, respectively.

In contrast, 67% to 77% of Local 63 were paid on weekdays in that same week (67% on Friday, 77% on Tuesday), and 49% and 46% were paid on Saturday and Sunday, respectively.

Thus, as the average number of daily shifts has burgeoned, a larger percentage of the registered longshore work force have been available for work on weekdays, but the percentage of registered clerks available each day has not increased as well.

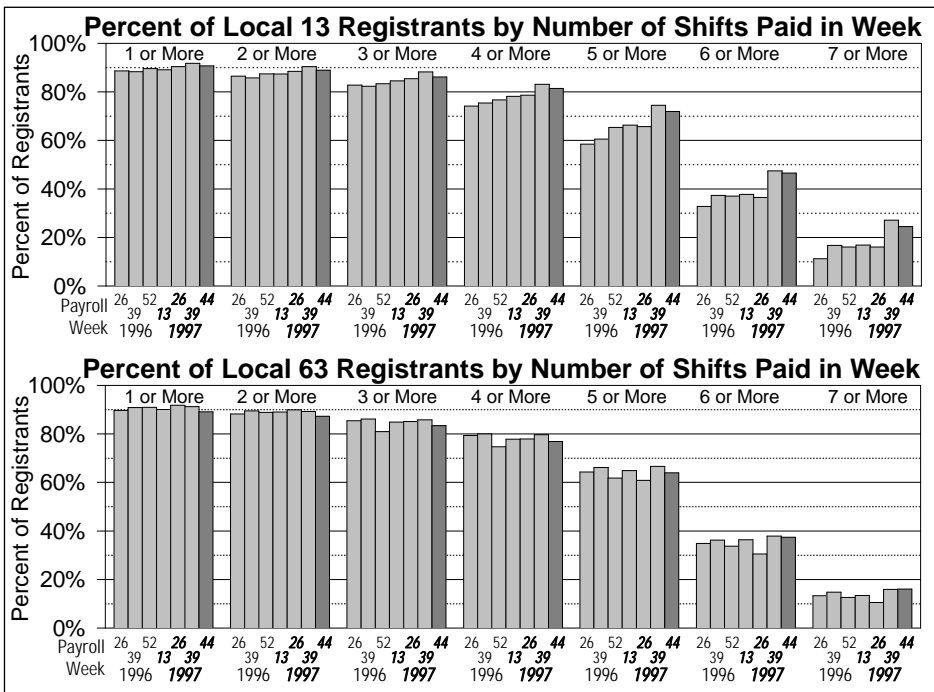
Number of Shifts per Week

The two charts at the top of the next page show the percentages of the registered longshore and clerk work forces who are paid various numbers of shifts each week. The weeks studied are the same as those in the charts by day of week.

Each bar shows the percentage of the local who were paid at least a given number of shifts in the week indicated. The leftmost group of bars shows the percentage of registrants in each week who were paid one or more shifts that week. (The difference between 100% and the percent paid for one or more shifts in the week is the percent receiving no pay for work that week.)

The next group of bars to the right shows the percent of the local who received pay for two or more shifts in the week shown. The third group represents those with at least three shifts, etc. The rightmost group of bars shows the percent of the registrants in the local who were paid for seven or more shifts in the week.

Among longshore registrants over the period studied, there is a gradual increase in the percent of those who are paid for five or more shifts in a week. The percent being paid for six or more shifts a week increased noticeably in the last two weeks studied (weeks 39 and 44, 1997), but the level had remained remarkably steady since week



39, 1996. A similar pattern of increases might be expected for Local 63, but this has not been the case.

It is interesting to note that currently about 70% of Local 13 are being paid for five or more shifts a week, and over 45% for six or more. Only about 65% of the clerks are paid for five or more a week, and about 37% for six or more.

Implications of the Work Patterns

These data indicate that although a smaller percentage of the work forces make themselves available on Saturdays and Sundays than on weekdays, well over one-half of each local receive pay for five or more shifts a week, and nearly 80% for four or more shifts a week.

However, the consistently lower availability exhibited on weekends as the average number of daily shifts continues to increase necessitates larger numbers of shifts being paid to casuals each week.

A second conclusion that can be drawn from these charts is that, as work opportunity has increased over the last several months, so has the proportion of the registered longshore work force who are paid for work throughout the week.

Types of Work Being Paid

The set of charts on the next page describe the number of longshore and clerk shifts paid each week since the beginning of this payroll year by type of occupation code paid.

Total Weekly Longshore & Clerk Shifts

Each vertical bar in the top chart represents the total number of shifts paid in Los Angeles/Long Beach on each week. The

three differently shaded regions represent the shifts paid on first shifts (lightly shaded), on second shifts (darker shading), and on third shifts (black part of bar).

The average number of weekly shifts for the first quarter, the second quarter, and for the most recent six payroll weeks are shown as horizontal gray lines near the tops of the weekly bars, and the values they represent are indicated in text above each.

The percentage change and absolute difference in average weekly shifts between the most recent six weeks and the second quarter weekly average is shown in the upper left of each chart.

An average of about 20,700 shifts were paid during the first two quarters this year. In marked contrast, 25,000 a week were paid in the most recent six weeks, a 20.3% increase over the 2nd quarter average.

Longshore Shift Increases vs. Clerk Shift Increases

Of the 25,000 shifts per week being paid currently, 19,245 (77%) are being paid at longshore occupation codes, and the remaining 5,755 per week at clerk occ codes.

Shifts at clerk occupation codes have risen from a level of about 4,606 shifts per week in the second quarter of 1997 to the level of 5,755 per week in the past six weeks, an increase of 24.9%.

Longshore shifts, however, only increased by 19% above the 2nd quarter 1997 level of 16,170 per week.

Categories of Longshore Labor Type

The changes in number of shifts paid each week at several specific occupation types provides some understanding of the factors driving the increases in shifts paid in the last several weeks.

The average weekly number of shifts paid at two of the primary container handling occupations have increased by large amounts: shifts paid at crane operator codes have increased by 31.1% in the last six weeks over the second quarter 1997 value, and the shifts paid at the top handler-side pick operator code have increased by 46.9%. Tractor driver shifts have increased by 21.1%.

In contrast, the number of shifts paid at the lasher occupation code have only increased by 11.3% above the second quarter average. The number of shifts paid at this occupation code should be expected to correlate closely to some simple combination of the number of container vessels being worked and the capacity of each vessel. More simply stated, the number of shifts paid for lashing would be expected to be closely tied to the number of TEUs reported in the ports at in the same period.

Conclusions to be Drawn

The increases in shifts paid at the crane rated equipment operator and at top handler-side pick occupation codes are seen to be three to four times as great as that seen for lasher shifts. This extreme variance in increases among different types of jobs directly related to container operations argues strongly that the work force is being used heavily to move containers multiple times within the container terminals.

If the primary problem were simply that inadequate numbers of workers were available for unusually large numbers of containers being loaded and discharged from vessels, one would expect a much more uniform rate of increase among the container handling occupation codes.

The congestion caused within terminals by the lack of railroad equipment in the ports is doubtless the significant factor driving the current situation. An increase in container traffic that would have been manageable with the levels of registered and casual work forces available to handle it, has been made intolerable because of the extra handling necessary to overcome the lack of transportation and transport equipment required to move it efficiently into and out of the port area.

A Larger Issue

The current traffic backlog should be ameliorated as the railroad equipment begins to move efficiently again, as the pre-holiday cargo expansion recedes, and as more casual workers are brought into the labor pool.

Yet, a more important question remains: *what explains the increase in average daily shifts between mid-2nd quarter 1996 and mid-2nd quarter 1997?* Average monthly weighted tonnage increased from

about 7 to 8 million tons per month, about 14%, but average daily shifts grew by one-third, from about 2,400 per day to at least 3,200 per day.

New mega-terminals have begun operation in the ports with on-dock rail facilities which employ additional numbers of longshore workers for loading and unloading the rail cars within the terminal. This study does not provide any information about the volume of this extra longshore labor, but if that volume is not sufficient to explain the

increases documented here, then some other explanation must be found for the growing numbers of additional employees being paid daily.

Growth in the Near Future

Concern has been voiced in the press in the past few weeks that the levels of tonnage growth in Los Angeles and Long Beach in the past several months relative to last year will continue unabated into the near future. The following discusses ton-

nage trends over the past thirteen years in this port area.

Monthly Tonnage Patterns

NOTE: Cargo tonnage and TEU counts are reported to PMA on a monthly basis, but these reports have a six-week "lag" period between the end of each reporting period and the availability of the data for analysis. For that reason, the tonnage data discussed here include activity only through the end of August 1997.

Monthly data are consistently volatile for individual port areas because of various timing issues, so using only monthly data for determining changes in patterns of cargo movement is much less satisfactory than using accumulated data for quarterly or annual periods.

The graph at the top of the next page shows the amount of weighted tonnage reported to PMA by month since January 1993 in the Ports of Los Angeles and Long Beach.

The larger, lightly shaded bars each represent the weighted tonnage reported in the month, and the smaller, darker bars within each monthly bar represents the portion of the weighted tonnage that was containerized.

The graph shows clearly that containerized tonnage comprises the preponderance of weighted tonnage in Los Angeles/Long Beach, and that it represents a relatively consistent percentage of the weighted tonnage. Thus, changes in numbers of container TEUs will be discussed here, and observations can be generalized to weighted tonnage.

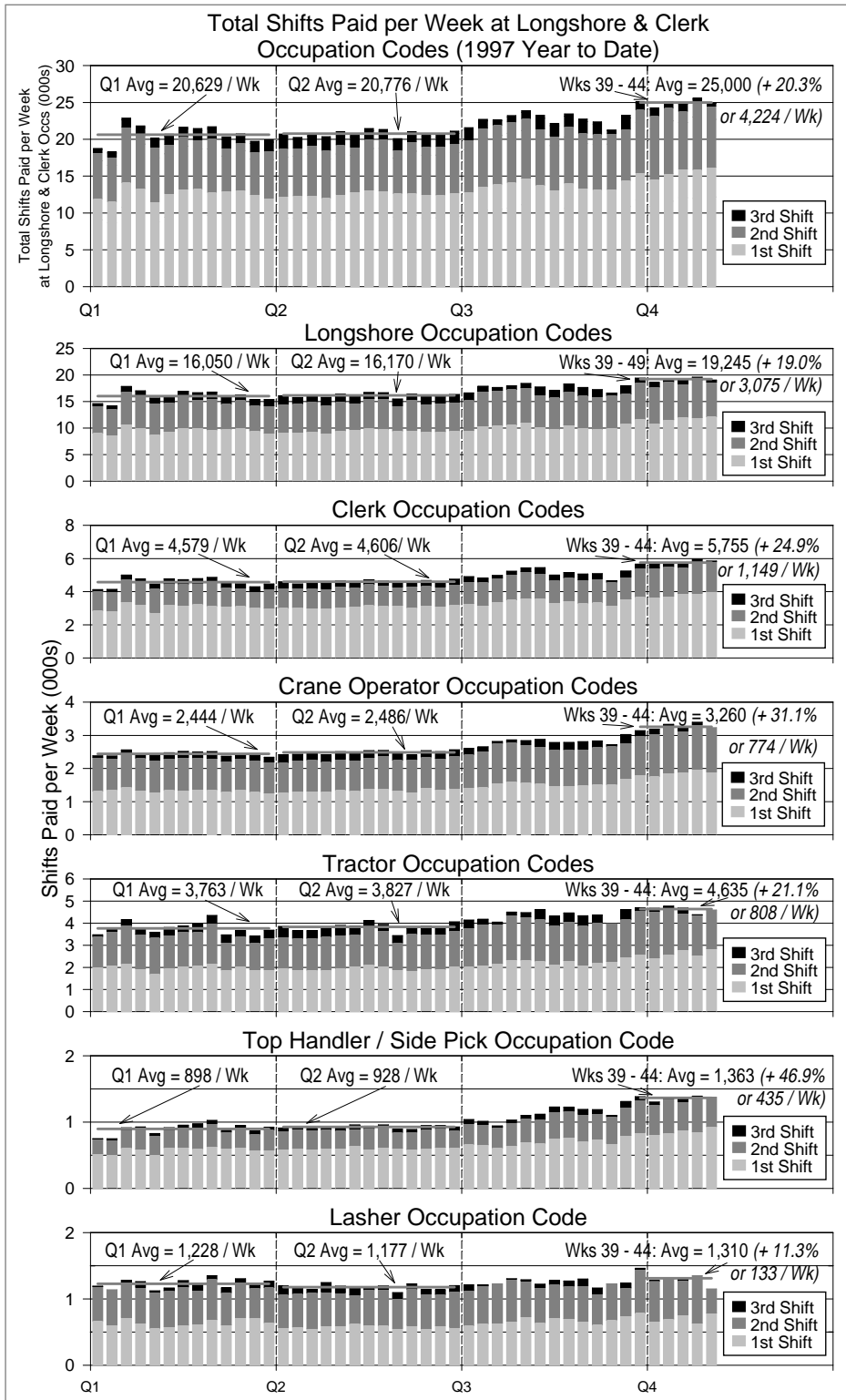
From the graph, the general upward trend of weighted tonnage and of containerized tonnage reported in the ports can be readily seen. The reports for the month of July 1997 were the highest for any month on record, but the reports for August were below those for June and July both.

Year to Date Tonnage

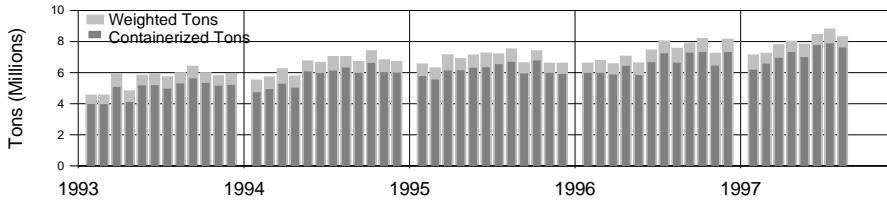
The table labeled *Accumulated Annual Container TEUs by Month* shows the year to date TEU counts by month in Los Angeles/Long Beach for the past five years. Also shown, as a percentage, is the change from the same year-to-date period in the previous year.

The chart below this table shows these data graphically. The distance of the abbreviated month name above the horizontal axis represents the accumulated TEUs reported in the ports from January through the month shown. Horizontal dotted lines have been drawn from the December value each year to the vertical axis on the left of the chart to show the annual total each year relative to the previous year.

Similarly, a dashed line has been drawn from each August year-to-date value to the vertical axis on the right of the chart to



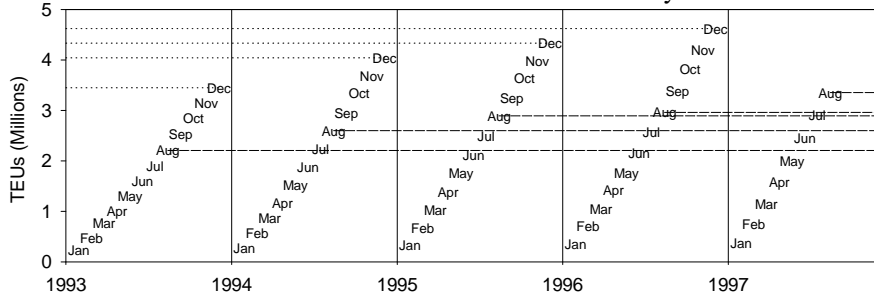
Weighted Tonnage and Containerized Tonnage by Month



Accumulated Annual Container TEUs by Month as a Percent of the Same Period in Previous Year

	1993	1994	1995	1996	1997
	TEUs	TEUs	TEUs	TEUs	TEUs
		Chg from Prev Yr	Chg from Prev Yr	Chg from Prev Yr	Chg from Prev Yr
Jan	232,017	276,925 19.4%	337,819 22.0%	349,410 3.4%	361,773 3.5%
Feb	463,562	565,854 22.1	662,166 17.0	699,177 5.6	746,380 6.8
Mar	759,644	874,597 15.1	1,021,562 16.8	1,043,080 2.1	1,153,495 10.6
Apr	999,150	1,168,434 16.9	1,380,765 18.2	1,420,064 2.8	1,582,806 11.5
May	1,301,501	1,524,088 17.1	1,749,725 14.8	1,761,302 0.7	1,993,041 13.2
Jun	1,604,480	1,873,589 16.8	2,120,904 13.2	2,151,167 1.4	2,448,898 13.8
Jul	1,894,528	2,231,912 17.8	2,503,543 12.2	2,575,090 2.9	2,910,379 13.0
Aug	2,204,806	2,601,815 18.0	2,894,990 11.3	2,963,912 2.4	3,356,279 13.2
Sep	2,534,177	2,952,320 16.5	3,242,957 9.8	3,390,105 4.5	
Oct	2,846,451	3,339,106 17.3	3,639,580 9.0	3,819,192 4.9	
Nov	3,147,847	3,691,497 17.3	3,990,149 8.1	4,196,799 5.2	
Dec	3,451,663	4,042,439 17.1	4,336,148 7.3	4,625,583 6.7	

Accumulated Annual Container TEUs by Month

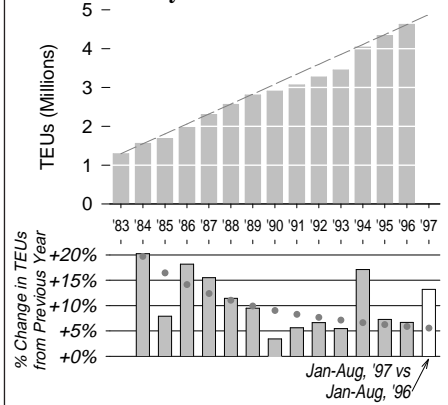


show the accumulated January through August totals each year relative to the previous year.

August Year-to-Date as Predictor

From the tabular data provided, it is readily apparent that August-year to date increases over the previous year are not very good indicators of the total annual increases over the previous year. Thus, the

Container TEUs Reported in Los Angeles / Long Beach By Year: 1983 - 1996



13.2% increase in Jan-Aug 1997 TEU counts over the first eight months of 1996 does not in itself imply an equivalent increase in the next four months.

Further, the accumulated year-to-date TEU counts so far in 1997 have exceeded those of 1996 by more than 10% since March, but these increases must be considered in light of the fact that most monthly year-to-date values in 1996 were only slightly above those reported in 1995.

Annual Growth Since 1983

The upper chart to the left shows annual TEU counts in Los Angeles/Long Beach since 1983, and the chart below it shows the percentage by which it changed from the previous year. The 13.2% increase in year-to-date TEU counts as of August 1997 above August 1996 is shown as an unshaded bar on the lower chart.

The dashed line superimposed on the annual TEU count chart shows straight-line growth between 1983 and 1996, and the small gray circles on the percentage change chart shows the percentage of growth each year that would produce the straight line projection.

The TEU count in Los Angeles/Long Beach has grown each year above the previous, and it follows quite well the straight-line projection. The pattern of percentage change from year to year, however, is very irregular: one or more years of high growth relative to the previous year, followed by two or more years of much slower growth.

Although some years show increases far above the theoretical curve for straight-line growth, a constant level of, say, 10% per year which would produce exponential tonnage growth, has not been seen in the ports. Instead, the annual growth values have varied from about 3% to a maximum of nearly 20% producing nearly straight-line growth.

This strongly implies that the increases seen in the current year-to-date figures do not necessarily presage double digit growth in the coming year.

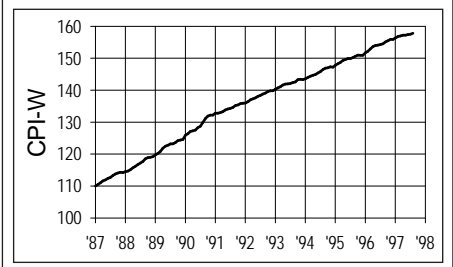
Future Work Force Size

This study has shown evidence that much of the present traffic backlog is probably because of a short-term ground transportation problem, that gross productivity in the ports has declined since early 1996, and that growth in the ports is not steady and exponential in nature.

These factors should be considered carefully as decisions are made in the near future on additional growth of the registered work forces. The industry should take into account the long term prospects for work opportunity and adjust future work force levels accordingly.

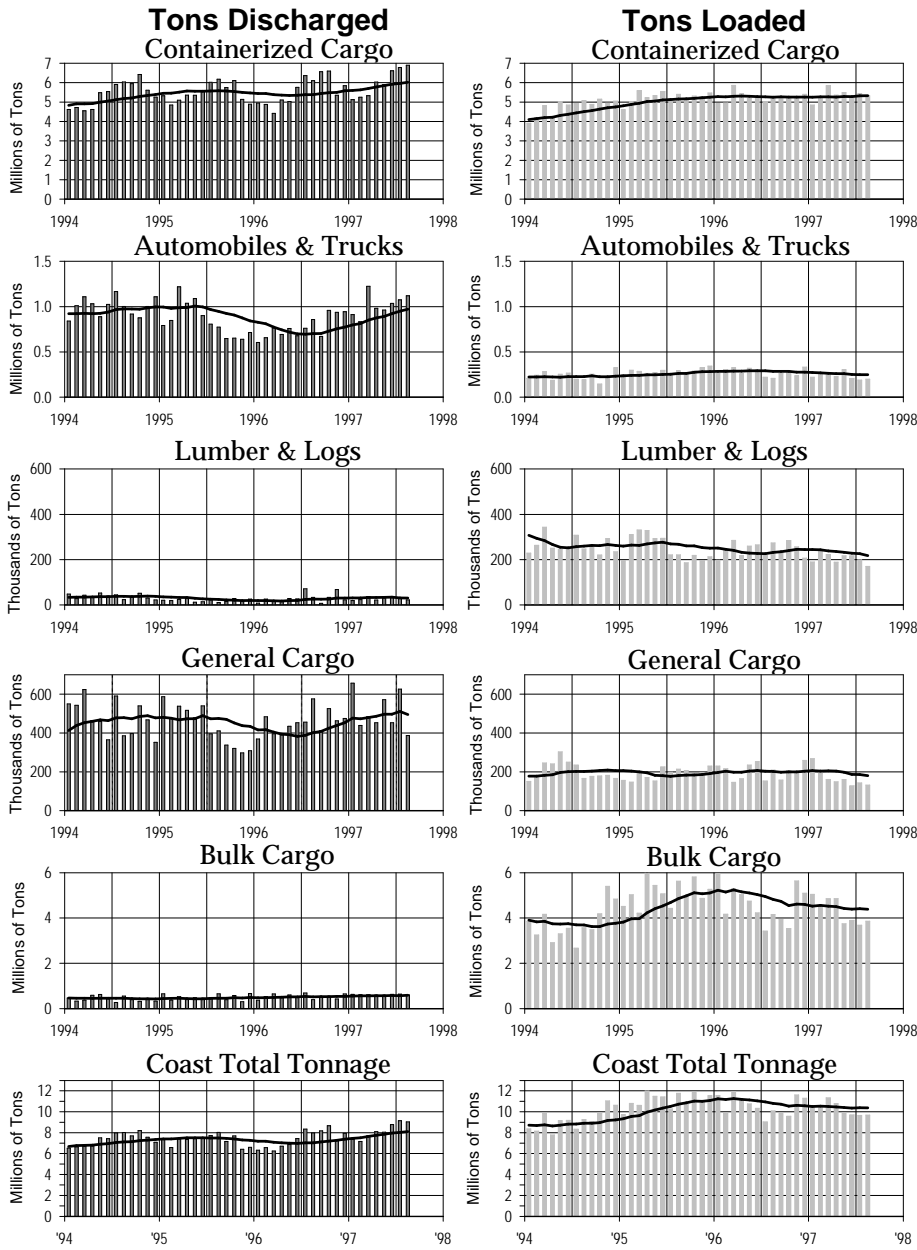
CONSUMER PRICE INDEX U.S. CITY AVERAGE - ALL ITEMS (1982-84 = 100)

Month	1995	1996	1997	12 Mo.
JAN	147.8	151.7	156.3	3.03%
FEB	148.3	152.2	156.8	3.02
MAR	148.7	152.9	157.0	2.68
APR	149.3	153.6	157.2	2.34
MAY	149.6	154.0	157.2	2.08
JUN	149.9	154.1	157.4	2.14
JUL	149.9	154.3	157.5	2.07
AUG	150.2	154.5	157.8	2.14
SEP	150.6	155.1	158.3	2.06
OCT	151.0	155.5		2.98
NOV	150.9	155.9		3.31
DEC	150.9	155.9		3.31



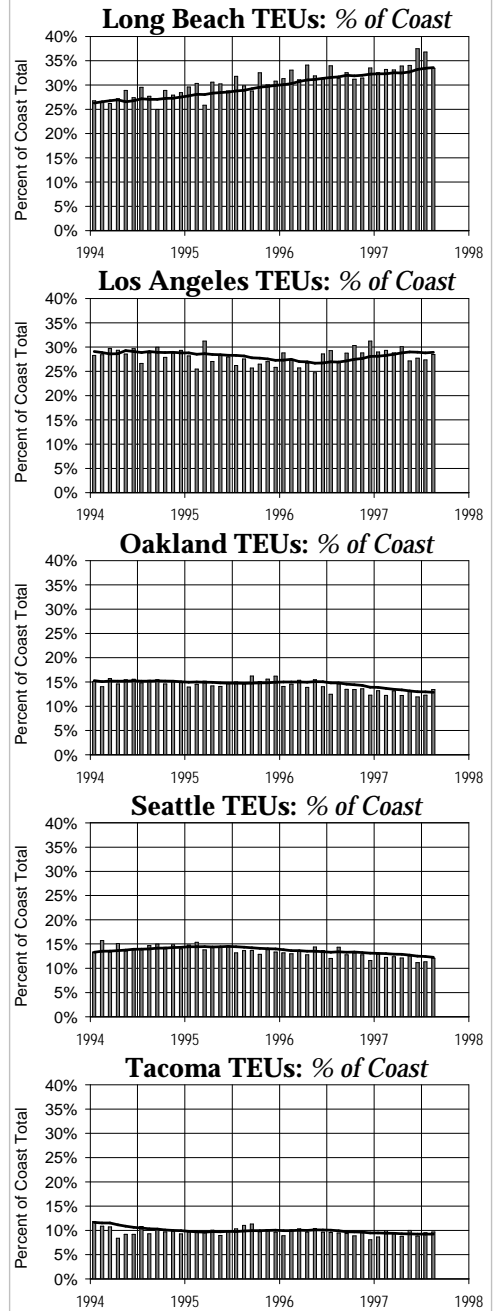
Monthly Tonnage by Reporting Category: Discharged vs. Loaded

Actual Tons Reported by Month



In the Tonnage graphs above, bars represent monthly totals, and the lines show 12-month moving averages.

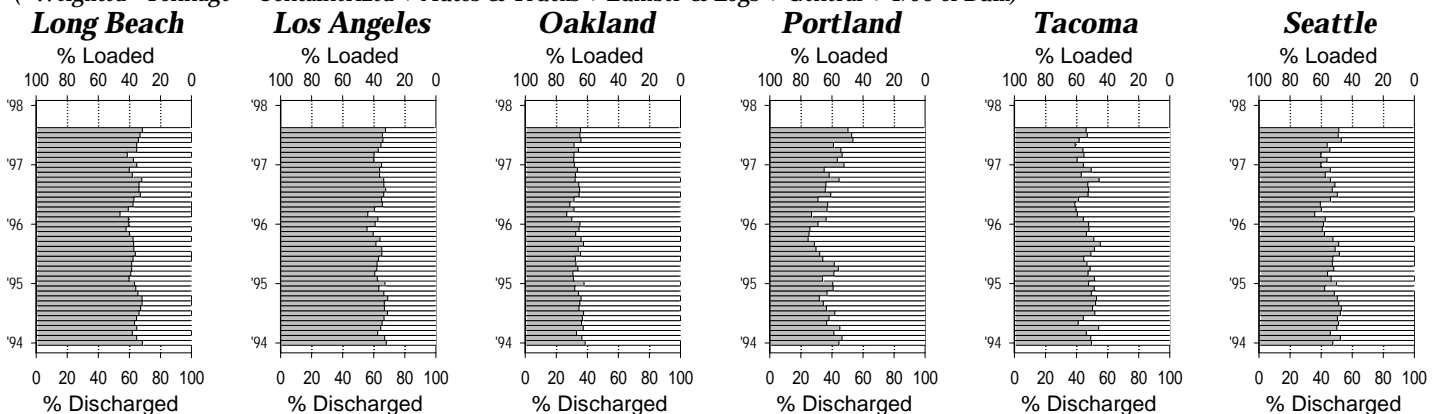
Major Container Ports: Percent of Coast Total TEUs



"Weighted" Tonnage: % Discharged vs. % Loaded

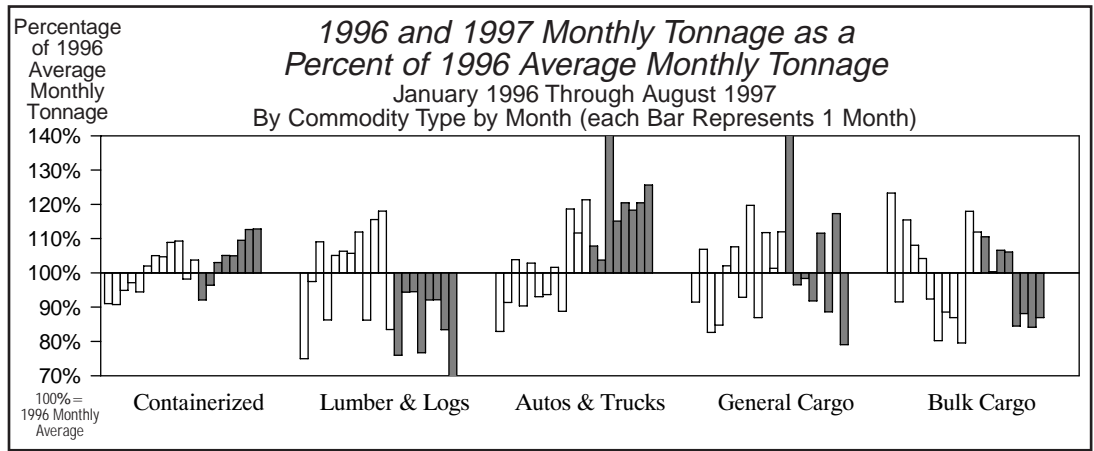
("Weighted" Tonnage = Containerized + Autos & Trucks + Lumber & Logs + General + 1/50 of Bulk)

% Discharged % Loaded



ILWU LOCAL/PORT AREA	REGISTRATION		STATS (For 52 Payroll Weeks)							PORT HOURS (Year-to-date)					TONNAGE BY PORT AREA (For 12 months-to-date & YTD)									
	(At 10/17/97)		(Ending 10/4/97)		Hours Paid:					Hours Paid at					% of Category Coast Total (12 Months-to-Date)					% of 1997 YTD				
	Class	Number	Annual	Wkly	Out of	Other	Cas-	Inac-	P/R Wks	1-41, '97	Occ Codes	Exp.	Cont'r	Lmbr	Autos	Other	Bulk	1997 YTD	Coast	'97 as a	Cstwise			
TOTAL	"B"	Working	Hrs Pd	PGP	Port	Local	uals	tives	Avg. Wkly	% Cst	Clk	Frm	Rates*	RU's	Logs	Trucks	Gen'l	Cargo	TOTAL	1997 YTD	Coast	'97 as a	Cstwise	
NO.	NO.	NO.	HRS	\$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS	
Longshoremen																								
Southern California																								
29 San Diego	55	17	54	1,675	4	8.1	6.8	30.4	2.7	2,694	0.7	10.6	12.2	29.5	0.1	2.2	8.0	1.1	1.3	1.0	1,664,208	1.1	200.0	0
13 Los Angeles/Long Beach	3,245	724	3,192	2,020	< 1	0.2	2.9	11.5	0.4	209,551	56.6	23.3	10.0	21.8	62.3	4.0	35.6	55.1	22.1	48.6	71,941,086	48.8	108.1	96,087
46 Port Hueneme	85	11	81	1,953	3	15.1	4.3	24.1	0.0	4,274	1.2	14.3	6.1	21.4	< 0.1	< 0.1	8.3	7.3	-	0.8	1,314,637	0.9	107.1	0
Southern California Total	3,385	752	3,327	2,013	< 1	0.7	3.0	12.1	0.5	216,519	58.5	23.0	10.0	21.8	62.4	6.3	51.9	63.6	23.4	50.4	74,919,931	50.8	109.2	96,087
Northern California																								
10 San Francisco Bay Area	953	145	892	1,601	1	1.9	0.6	2.7	1.9	41,458	11.2	26.7	8.0	8.7	13.2	0.1	9.8	6.5	1.7	9.4	13,601,817	9.2	95.0	177,268
54 Stockton	54	17	54	1,545	61	1.4	8.4	21.6	3.8	2,738	0.7	8.2	7.2	10.8	-	-	-	1.4	2.2	0.6	1,027,153	0.7	89.2	0
18 Sacramento	26	11	26	1,591	164	8.6	14.5	25.7	1.7	1,321	0.4	23.2	6.9	14.9	< 0.1	0.5	-	2.0	1.3	0.4	621,085	0.4	92.0	24,327
14 Eureka	31	0	31	967	305	40.0	3.6	6.8	1.6	458	0.1	12.6	10.7	7.5	-	1.2	-	2.8	0.5	0.3	436,711	0.3	126.7	0
Northern California Total	1,064	173	1,003	1,578	18	2.7	1.8	5.0	2.0	45,975	12.4	25.4	8.0	9.0	13.2	1.7	9.8	12.6	5.7	10.8	15,686,766	10.6	95.1	201,595
Oregon																								
12 North Bend/Coos Bay	102	20	100	1,531	47	22.5	17.2	7.4	2.2	3,300	0.9	8.3	7.1	5.4	< 0.1	8.3	< 0.1	1.1	5.7	1.7	2,545,961	1.7	106.3	6,378
53 Newport	8	0	8	874	400	82.3	49.1	5.0	0.0	54	0.0	6.7	5.1	1.7	-	0.2	-	-	-	< 0.1	5,503	0.0	63.8	0
50 Astoria	54	0	54	615	447	87.0	0.0	5.8	0.2	82	0.0	0.0	0.0	1.9	-	0.8	-	-	-	< 0.1	24,342	0.0	157.3	0
8 Portland	452	70	447	1,771	12	4.7	6.6	3.1	2.0	20,225	5.5	14.4	7.2	4.4	2.7	3.6	19.7	3.3	19.3	8.4	11,686,198	7.9	102.1	24,017
4 Vancouver, WA	157	54	157	1,822	6	10.3	11.4	7.7	1.5	7,116	1.9	13.9	6.2	18.1	< 0.1	3.1	2.0	4.2	8.2	2.5	3,942,280	2.7	123.4	0
21 Longview, WA	203	39	200	1,830	14	12.6	7.0	5.7	2.6	8,680	2.3	9.3	8.4	7.3	-	27.6	-	5.3	15.8	4.9	7,333,535	5.0	94.9	39,921
Oregon Total	976	183	966	1,694	43	11.1	8.6	4.9	2.1	39,457	10.7	12.6	7.3	7.6	2.7	43.7	21.7	13.9	49.1	17.5	25,537,819	17.3	103.0	70,316
Washington																								
24 Aberdeen	75	0	75	1,508	107	17.7	20.2	7.9	1.1	2,733	0.7	5.1	7.5	2.2	-	18.0	-	0.6	-	0.3	389,517	0.3	90.9	205,851
27 Port Angeles	56	0	56	1,135	369	60.0	11.2	2.9	0.0	621	0.2	7.4	7.1	1.8	-	4.0	-	-	0.3	0.1	183,542	0.1	65.5	47,827
51 Port Gamble	13	0	13	594	597	88.9	3.1	0.0	0.0	17	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0	0.0	0.0	0
47 Olympia	23	0	23	1,336	215	19.7	25.8	30.1	0.0	1,061	0.3	11.4	13.5	23.9	< 0.1	3.5	< 0.1	< 0.1	-	0.1	89,369	0.1	187.2	0
23 Tacoma	451	90	445	1,927	< 1	0.7	6.0	17.0	0.4	26,785	7.2	20.5	8.7	6.9	9.2	17.2	11.3	3.2	11.6	9.9	14,768,502	10.0	99.1	0
19 Seattle	585	148	576	1,840	< 1	2.4	6.7	13.3	0.3	33,658	9.1	26.9	7.8	14.0	12.4	0.4	5.4	3.6	7.2	10.0	14,494,283	9.8	101.8	99,338
32 Everett	60	0	57	1,397	139	18.4	16.0	5.7	0.1	1,696	0.5	7.7	8.5	2.6	< 0.1	4.9	-	0.2	0.5	0.2	333,762	0.2	77.7	17,308
25 Anacortes	13	0	13	1,423	154	48.3	21.1	1.3	0.0	272	0.1	10.7	21.0	0.1	-	0.4	-	-	0.5	0.1	223,470	0.2	113.9	0
7 Bellingham	37	8	37	1,345	96	17.0	15.1	10.8	0.0	1,241	0.3	8.6	9.5	10.4	< 0.1	-	-	2.2	1.6	0.5	769,234	0.5	97.0	0
Washington Total	1,313	246	1,295	1,761	43	5.9	8.0	14.3	0.3	68,085	18.4	22.2	8.3	10.4	21.7	48.3	16.7	9.9	21.8	21.3	31,251,679	21.2	99.8	370,324
Total/Average	6,738	1,354	6,591	1,850	18	3.3	4.5	10.7	0.8	370,035	100.0	22.0	9.1	16.5	100.0	100.0	100.0	100.0	100.0	100.0	147,396,195	100.0	104.4	738,322
% Change from Update of 10/96	+3.9	+5.1	+4.0	+1.3	+12.5	0.0	0.0	+3.0	-0.2	+8.0	-0.9	+0.6	+4.7	6.1%	0.1%	21.4%	15.4%	-6.7%	3.3%				161.0%	

Clerks																						
29 San Diego	5	0	5	2,132	2	14.3	32.4	10.3	3.6													
46 Port Hueneme	12	0	12	2,155	-	4.6	28.8	3.4	0.0													
63 Los Angeles/Long Beach	863	3	849	2,507	< 1	0.1	9.8	11.7	0.7													
14 Eureka	3	0	3	***	***	19.3	31.9	0.0	2.9													
34 SF Bay Area & Delta	262	6	255	2,193	5	3.5	6.8	1.3	3.1													
40 Portland	102	0	99	2,358	2	35.1	7.6	1.5	3.2													
23 Tacoma	61	0	60	2,636	-	0.1	40.1	4.8	0.9													
52 Seattle	182	0	181	2,553	3	16.9	17.9	5.2	0.6													
Total/Average	1,490	9	1,464	2,446	2	5.2	12.4	8.2	1.2													
Foremen/Walking Bosses																						
29 San Diego	2	0	2	***	***	0.7	70.8	0.7	0.5													
46 Port Hueneme	6	-	6	1,856	48	0.0	15.3	0.0	0.0													
94 Los Angeles/Long Beach	318	-	315	3,247	< 1	0.1	6.8	0.0	0.2													
91 Northern Calif. Area	74	-	74	2,400	22	0.4	7.6	0.0	1.4													
92 Portland	53	-	52	2,500	17	11.7	13.0	0.0	4.2													
98 Seattle	98	-	96	2,633	3	10.4	16.0	0.0	1.3													
Total/Average	551		545	2,934	6	2.7	9.7	0.0	0.9													



* Longshore and Clerk hours only. *** "Annual Hrs Pd" and "Wkly PGP" for groups of less than five individuals are not shown, but the data are included in category averages.