

U.S. Container Activity: January 1997 - January 1998

Long Beach and Los Angeles remain the number one and number two container ports in the U.S., based on the volume of container TEUs moved in foreign commerce in 1997. Together, these two megaports handled almost one-third of the total container volume passing through continental U.S. ports.

The table below shows the ranking of the top 30 U.S. container handling ports in the continental United States for 1997, and it also shows their rankings in 1996 and 1989.

Five other West Coast ports placed in the rankings: Seattle was in fifth place; Oakland, sixth; Tacoma, tenth; Portland, fifteenth; and San Francisco is number 26 after having lost a position on the list in 1996. Seattle, Oakland, Tacoma, and Portland each moved down one position in 1997 from their respective positions in 1996.

Ranking Changes Since 1989

The biggest change since 1989 was in the relative positions of the top six ports. The Port of Long Beach moved from third place to first, vaulting past the Port of Los Angeles and the Port Authority of NY & NJ in the number of container TEUs handled. Charleston eclipsed both Seattle and Oakland in 1997, jumping into the number four spot from its sixth place position in both 1989 and 1996.

Miami moved from number 12 in 1989 to tenth in 1996 to eighth place in 1997. Similarly, Gulfport moved from 22 to 17, and Wilmington, DE moved from 27 to 19.

San Francisco held the number 18 slot in 1989 but had dropped off the list by 1995. In 1997, San Francisco reappeared in the number 26 position. In 1991, San Francisco began to de-emphasize maritime activities, causing

many carriers to abandon the port. By the time a new administration was in place in 1996, container carriers had nearly all moved to other ports. The all out effort to turn the situation around has put San Francisco back on the list. Galveston moved back onto the list after slipping off in 1996.

Traffic Continues to Increase

The two charts on the right side of the page below show total U.S. container traffic by month. The upper chart shows the total TEUs moved and the lower chart shows the same data, but separated into imports and exports.

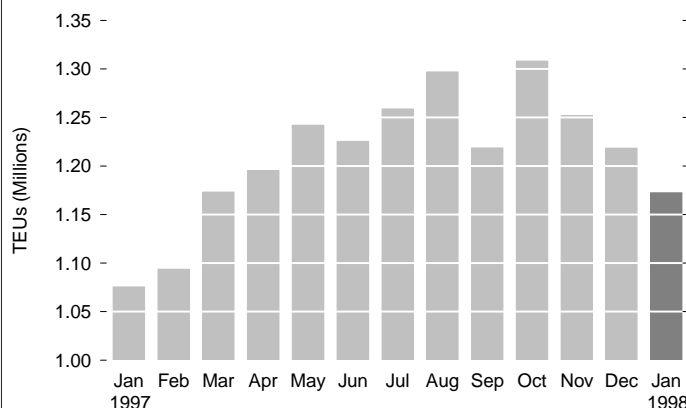
The bars in the graphs reflect normal seasonal container increases during the summer and early fall as holiday merchandise imports increase.

Imports normally increase during the summer months while exports remain rela-

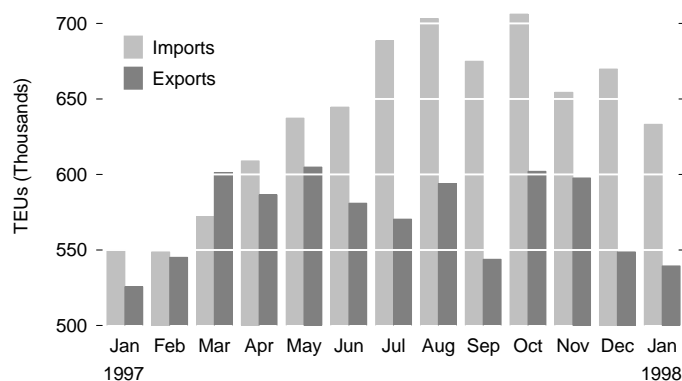
Top 30 U.S. Container Ports

Port	1997 TEUs	Ranking by Year		
		1997	1996	1989
Long Beach	2,661,539	1	1	3
Los Angeles	2,095,077	2	2	1
Port Authority of NY & NJ	1,741,815	3	3	2
Charleston	954,964	4	6	6
Seattle	951,964	5	4	4
Oakland	841,234	6	5	5
Norfolk (Hampton Rds)	768,837	7	7	8
Miami	624,123	8	10	12
Houston	608,791	9	8	9
Tacoma	550,077	10	9	7
Savannah	529,874	11	11	11
Port Everglades	453,265	12	12	13
Baltimore	260,507	13	13	10
New Orleans	231,283	14	15	15
Portland, OR	209,808	15	14	16
Jacksonville	198,164	16	16	17
Gulfport	121,867	17	17	22
West Palm Beach	112,425	18	19	19
Wilmington, DE	104,276	19	18	27
Philadelphia	90,215	20	21	14
Wilmington, NC	86,379	21	20	21
Boston	62,396	22	22	20
Newport News, VA	55,124	23	23	-
Richmond, VA	43,414	24	24	24
Fernandina Beach, FL	14,715	25	26	25
San Francisco	13,969	26	-	18
Mobile	13,118	27	25	26
Gloucester City, NJ	11,151	28	28	-
Manatee, FL	8,187	29	27	-
Galveston	7,290	30	-	23

Container TEUs by Month - U.S. Totals January 1997 - January 1998



Imports vs. Exports January 1997 - January 1998

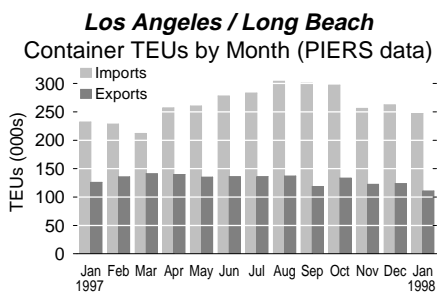


tively flat. This pattern changed in 1997. U.S. exports declined significantly from June through September. Los Angeles and Long Beach exhibited the same unusual pattern in 1997 (chart below) except that number of export containers peaked even earlier—in March—and has continued to decline gradually since then. The decline in exports may be attributed to the financial problems that have occurred in Asia.

Jan 1997 compared to Jan 1998

The number of container TEUs imported into the U.S. in January 1998 exceeded the number imported in January 1997 by 15.1%. In the same period, the combined numbers for the ports of Los Angeles and Long Beach showed an increase of only 6.4%.

TEUs of exports in January 1998 showed an increase of 2.6% over January 1997. However, the figures for the Los Angeles and Long Beach port complex *dropped* by 12% over the same period.



Overall in January 1998, total U.S. container TEU traffic increased 9.0% compared to January 1997 while the total TEUs handled in Los Angeles and Long Beach remained flat.

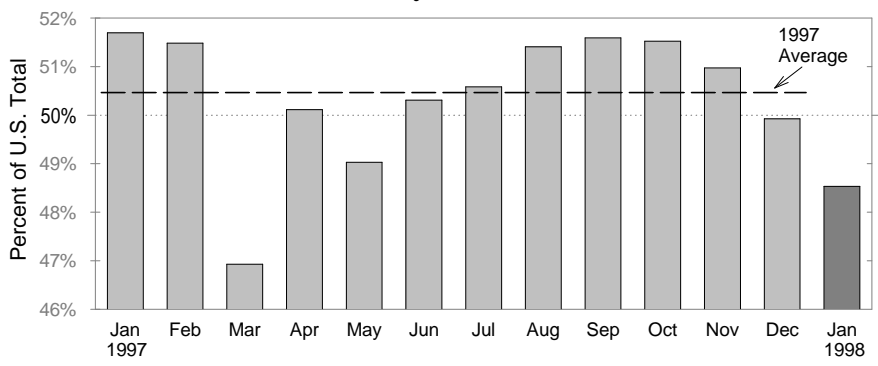
On an annual basis, the total number of container TEUs moved into and out of the U.S. by water in 1997 increased 11.3% over 1996. The increase for the Los Angeles and Long Beach port complex was 12.8%. Los Angeles and Long Beach represented 32.7% of the total U.S. container traffic in 1997, up slightly from 32.2% in 1996.

What about the remainder of 1998?

If the container counts for January 1998 are an accurate predictor of the year, total U.S. waterborne container traffic growth will not

CONSUMER PRICE INDEX U.S. CITY AVERAGE - ALL ITEMS (1982-84 = 100)				
Urban Wage Earners & Clerical Workers				
Month	1996	1997	1998	12 Mo.
JAN	151.7	156.3	158.4	1.34%
FEB	152.2	156.8		3.02
MAR	152.9	157.0		2.68
APR	153.6	157.2		2.34
MAY	154.0	157.2		2.08
JUN	154.1	157.4		2.14
JUL	154.3	157.5		2.07
AUG	154.5	157.8		2.14
SEP	155.1	158.3		2.06
OCT	155.5	158.5		1.93
NOV	155.9	158.5		1.67
DEC	155.9	158.2		3.31

West Coast TEUs by Month as a % of U.S. Total



match the 1997 levels. Imports may increase in the range of 12 to 16%, but export increases will continue to slow: exports will grow relative to 1997 levels by only 1 to 3%. Export traffic out of West Coast ports will probably be in the negative range, that is, down by 6 to 8%.

Overall, the 9% increase shown in January 1998 over the January 1997 counts appears to be on track relative to last year, it is just over 3% less than the total annual growth of 1997 over 1996.

The West Coast ports will probably take a bigger hit on exports and, as a result, not match the 1997 increase of 6.8% in total container traffic over the previous year.

The Empty Container Problem

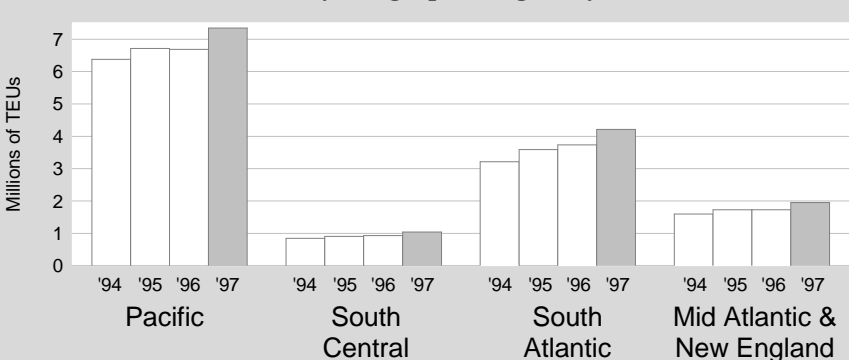
The large difference between the number of imported and exported containers will further exacerbate the problem of dealing with empty containers. Container terminals, both

on the waterfront and inland, will increasingly be inundated with empty containers as imports continue to flow in and exports shrink. Handling, storing, and eventually sending these containers back to Asia will become a serious logistical problem, particularly at West Coast ports where the extra handling will intensify demands for labor and increase other costs.

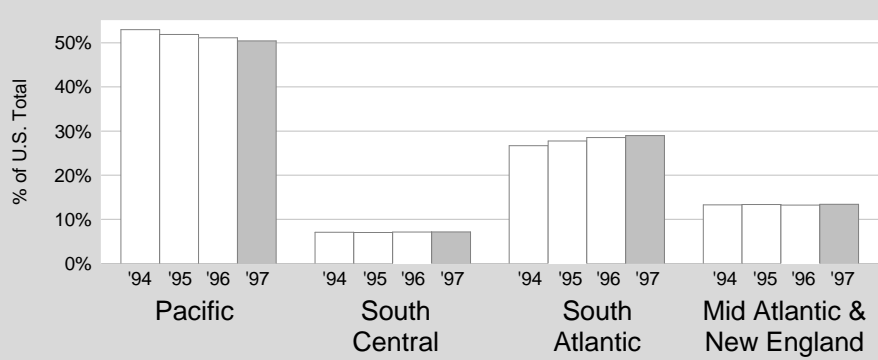
The situation could deteriorate even further in the Ports of Los Angeles and Long Beach. If during the peak summer and fall import season, the Union Pacific Railroad is unable to meet the increasing demand for rail cars to move containers in and out of the LA Basin, the specter of gridlock looms ominously on the horizon.

NOTE: The data used in the tables and graphs shown on pages 1 and 2 are based on summaries of information obtained from *The Journal of Commerce/PIERS Division*. If, by chance, an error may have occurred in the process of summarizing the data, it is a PMA error and not that of the supplier of the data.

Container TEUs by Geographic Region by Year: 1994-1997

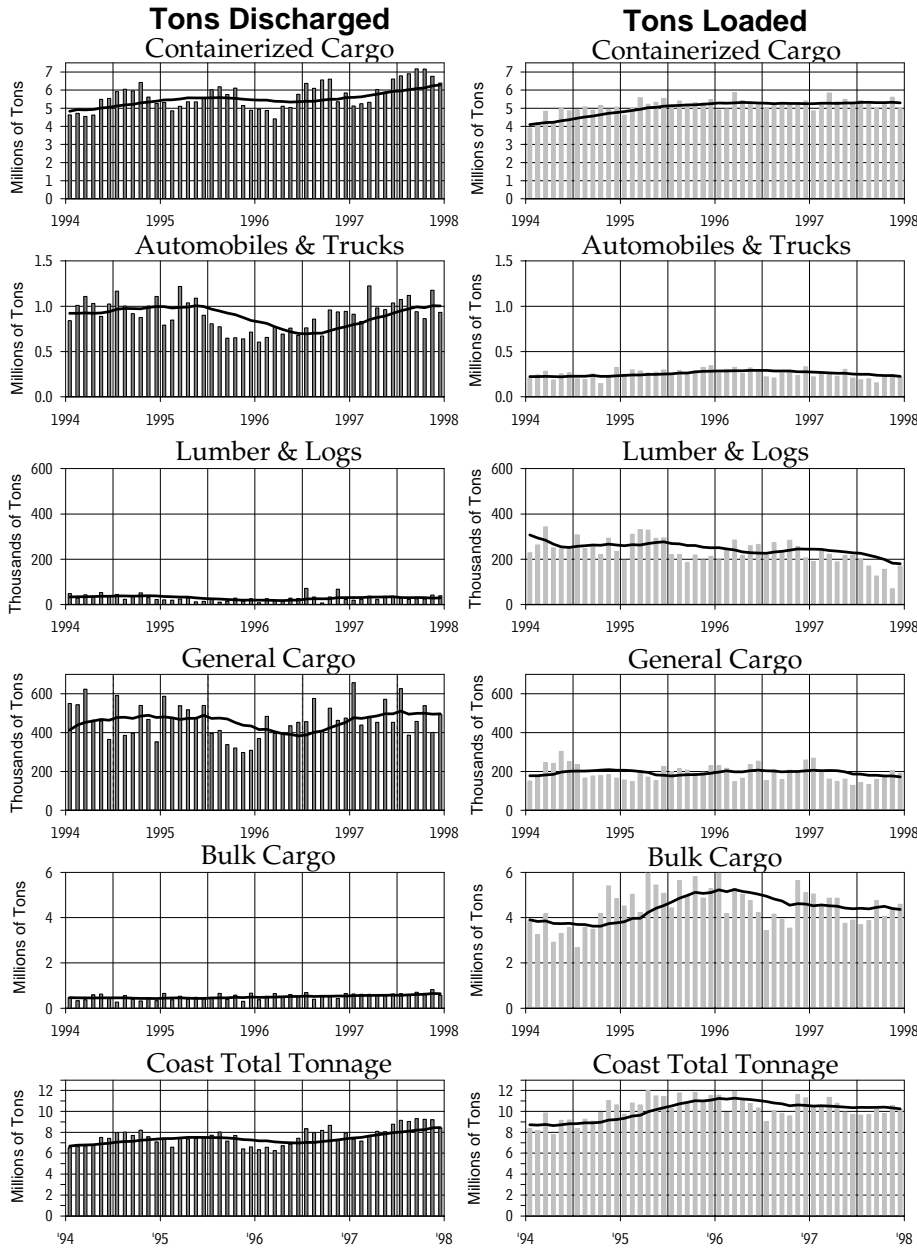


TEUs as a % of U.S. Total by Geographic Region by Year

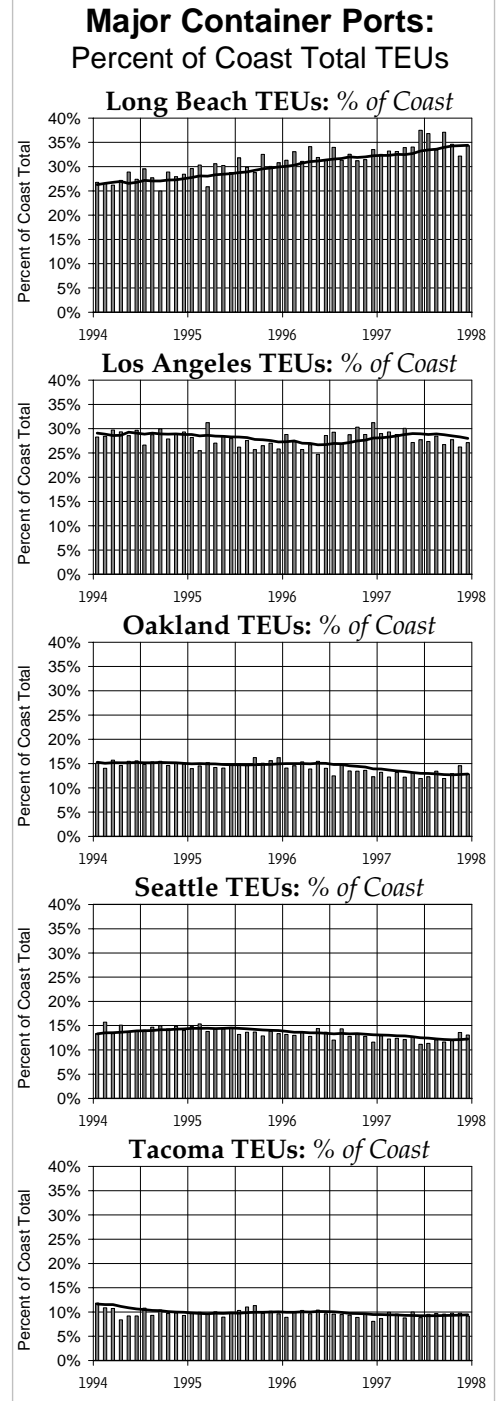


Monthly Tonnage by Reporting Category: Discharged vs. Loaded

Actual Tons Reported by Month



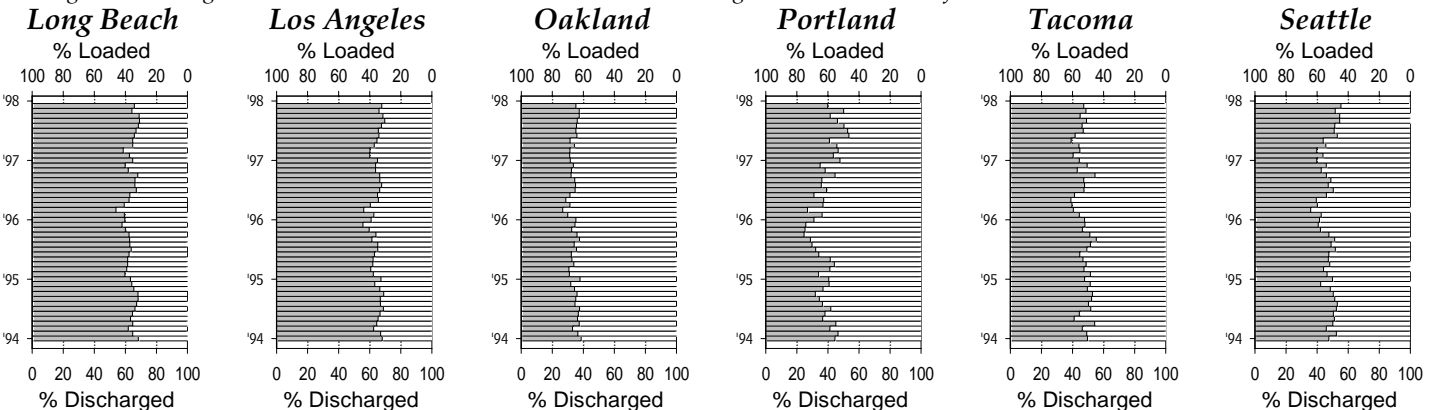
In the Tonnage graphs above, bars represent monthly totals, and the lines show 12-month moving averages.



"Weighted" Tonnage: % Discharged vs. % Loaded

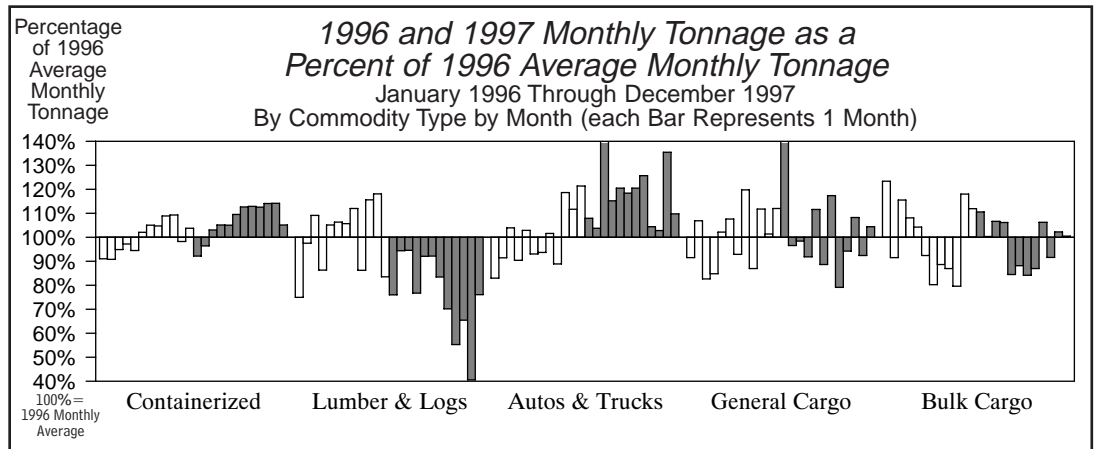
("Weighted" Tonnage = Containerized + Autos & Trucks + Lumber & Logs + General + 1/50 of Bulk)

% 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 2/5/98)		(Ending 1/31/98)		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	1-6, '98	Occ Codes	Exp.	%					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	Bulk	TOTAL	(Jan-Dec)	Total	% of '96	Loaded	
NO.	NO.	NO.	HRS	\$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS	
Longshorem																								
<i>Southern California</i>																								
29 San Diego	55	19	54	1,886	7	10.3	5.2	27.5	1.7	2,267	0.6	9.5	13.1	27.9	0.1	2.7	10.0	1.1	1.4	1.1	2,562,353	1.1	171.4	0
13 Los Angeles/Long Beach	3,508	986	3,464	1,987	< 1	0.1	3.3	9.7	0.5	219,393	58.7	23.7	9.9	23.3	62.4	5.0	34.6	53.4	21.6	48.7	109,282,022	48.7	106.5	136,141
46 Port Hueneme	84	11	80	2,052	3	12.5	4.8	30.6	0.0	7,002	1.9	13.8	6.9	37.3	0.1	< 0.1	9.0	8.3	-	0.9	2,090,080	0.9	116.3	0
Southern California Total	3,647	1,016	3,598	1,987	< 1	0.6	3.4	10.5	0.5	228,662	61.1	23.3	9.8	23.8	62.6	7.7	53.7	62.7	23.0	50.8	113,934,455	50.8	107.6	136,141
<i>Northern California</i>																								
10 San Francisco Bay Area	992	198	933	1,579	2	2.2	0.6	2.8	1.9	42,757	11.4	26.2	8.0	13.9	13.1	0.1	8.2	6.8	1.6	9.3	20,940,746	9.3	97.2	260,710
54 Stockton	54	17	53	1,569	53	3.1	7.4	15.4	2.0	2,065	0.6	15.6	6.6	5.5	-	-	-	1.6	2.6	0.8	1,703,641	0.8	112.8	0
18 Sacramento	24	8	24	1,377	171	10.6	17.8	14.1	0.2	1,596	0.4	27.2	5.3	9.6	-	0.2	-	2.1	1.2	0.4	888,907	0.4	88.8	24,327
14 Eureka	31	0	31	789	349	36.2	3.9	5.1	0.0	409	0.1	14.6	12.3	6.6	-	0.9	-	2.5	0.6	0.3	585,118	0.3	110.1	0
Northern California Total	1,101	223	1,041	1,551	18	3.0	1.5	3.9	1.9	46,828	12.5	25.7	7.9	13.3	13.1	1.1	8.2	13.0	6.0	10.8	24,118,412	10.8	98.1	285,037
<i>Oregon</i>																								
12 North Bend/Coos Bay	102	20	100	1,557	60	27.6	11.0	4.8	1.1	2,350	0.6	11.4	8.5	1.8	-	7.4	-	1.0	5.9	1.7	3,801,824	1.7	102.7	17,016
53 Newport	8	0	8	755	408	84.1	48.2	2.0	2.9	7	0.0	0.0	0.0	0.0	-	0.2	-	-	-	< 0.1	5,503	0.0	50.5	0
50 Astoria	51	0	51	608	447	86.0	0.0	1.8	0.7	100	0.0	0.0	0.0	0.0	-	1.4	-	-	-	< 0.1	35,131	0.0	205.9	3,143
8 Portland	454	63	448	1,808	12	3.9	9.0	3.3	1.0	21,864	5.8	13.9	7.5	4.4	2.6	4.2	18.9	3.3	19.1	8.1	18,227,328	8.1	100.7	45,328
4 Vancouver, WA	155	51	155	1,810	7	12.9	10.2	5.9	0.9	6,700	1.8	14.5	6.7	18.2	< 0.1	2.3	2.8	3.8	8.4	2.6	5,801,301	2.6	115.2	0
21 Longview, WA	203	40	200	1,830	16	14.7	5.5	4.9	1.8	7,624	2.0	10.4	8.5	5.7	-	28.9	-	5.8	16.0	4.8	10,773,039	4.8	97.3	59,928
Oregon Total	973	174	962	1,714	43	11.9	8.6	4.2	1.2	38,645	10.3	13.2	7.6	6.9	2.6	44.4	21.7	13.9	49.4	17.2	38,644,126	17.2	101.9	125,415
<i>Washington</i>																								
24 Aberdeen	73	0	72	1,526	114	22.5	15.3	6.7	1.2	1,693	0.5	6.4	8.0	0.9	-	18.1	-	0.7	-	0.2	514,971	0.2	81.7	288,786
27 Port Angeles	56	0	56	1,050	380	63.2	13.0	2.0	0.1	280	0.1	5.1	4.3	0.0	-	3.4	-	-	0.3	0.1	261,906	0.1	65.3	68,625
51 Port Gamble	13	0	13	483	619	86.6	4.1	0.0	0.0	17	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0	0.0	0.0	0
47 Olympia	29	7	27	1,186	135	7.4	23.2	31.6	0.1	738	0.2	19.3	17.0	25.4	0.1	2.3	< 0.1	0.1	-	0.1	158,082	0.1	144.6	0
23 Tacoma	444	68	438	1,918	< 1	1.2	6.9	14.5	0.6	22,209	5.9	22.2	9.2	3.2	9.4	17.3	11.0	3.5	11.9	10.1	22,567,206	10.1	102.6	0
19 Seattle	580	146	570	1,853	< 1	2.2	7.2	11.9	0.5	32,233	8.6	26.1	7.8	12.3	12.2	0.5	5.4	3.5	6.7	9.9	22,135,481	9.9	100.8	156,855
32 Everett	60	0	56	1,428	128	16.0	13.6	4.8	0.0	1,567	0.4	4.5	8.5	4.2	< 0.1	5.2	-	0.3	0.6	0.2	510,432	0.2	85.6	21,981
25 Anacortes	12	0	12	1,465	176	44.3	5.1	0.1	0.0	230	0.1	11.1	22.7	0.0	-	< 0.1	-	-	0.6	0.2	336,968	0.2	125.9	0
7 Bellingham	37	5	37	1,329	103	23.9	13.6	6.8	0.1	908	0.2	10.2	10.6	6.2	-	-	-	2.3	1.6	0.5	1,133,503	0.5	96.9	2,666
Washington Total	1,304	226	1,281	1,756	42	6.0	8.1	12.6	0.5	59,875	16.0	23.0	8.6	8.4	21.7	46.9	16.4	10.4	21.6	21.2	47,618,549	21.2	101.0	538,913
Total/Average	7,025	1,639	6,882	1,840	17	3.3	4.6	9.3	0.7	374,009	100.0	22.5	9.2	18.2	100.0	100.0	100.0	100.0	100.0	100.0	224,315,542	100.0	104.1	1,085,506
% Change from Update of 2/97	+9.5	+35.2	+9.7	+1.5	+6.3	+0.1	+0.7	-0.3	-0.8	+4.0	+1.0	+0.2	+0.2		6.8%	-23.6%	17.1%	1.9%	-2.7%	4.1%			108.4%	

Clerks												
29 San Diego	5	0	5	2,173	-	15.1	35.6	8.1	0.0			
46 Port Hueneme	12	0	12	2,224	-	3.3	31.5	6.2	0.0			
63 Los Angeles/Long Beach	885	2	870	2,559	< 1	0.2	10.5	11.7	0.5			
14 Eureka	3	0	3	***	***	15.5	34.4	0.0	0.3			
34 SF Bay Area & Delta	255	7	249	2,248	5	3.1	6.7	1.2	2.4			
40 Portland	100	0	98	2,385	2	33.6	7.8	1.5	1.7			
23 Tacoma	66	0	66	2,586	-	0.2	39.1	4.1	0.7			
52 Seattle	183	0	182	2,544	2	15.3	17.1	4.1	1.0			
Total/Average	1,509	9	1,485	2,487	2	4.7	12.7	8.2	0.9			
Foremen/Walking Bosses												
29 San Diego	2	0	2	***	***	0.7	71.5	0.7	0.1			
46 Port Hueneme	6	-	6	1,922	29	0.0	25.8	0.3	0.0			
94 Los Angeles/Long Beach	337	-	333	3,381	< 1	0.1	5.4	0.0	1.1			
91 Northern Calif. Area	73	-	73	2,392	23	0.4	9.5	0.0	3.2			
92 Portland	52	-	51	2,507	18	9.8	13.3	0.0	3.3			
98 Seattle	94	-	93	2,632	4	10.7	15.8	0.0	1.3			
Total/Average	564		558	3,028	6	2.4	9.0	0.0	1.5			



* 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.