Pacific Maritime Association

PMA UPDATE

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In Memoriam:

James "Jimmy" R. Herman

1924-1998

Former ILWU president James "Jimmy" Herman died of a heart attack on March 20, 1998 in San Francisco. Mr. Herman was president of the ILWU from 1977 until he retired in 1991.

Jimmy Herman was born in Newark, New Jersey on August 21, 1924, the son of a school janitor. He began his trade union career at age 17, going to sea as a member of the National Union of Marine Cooks and Stewards. In 1953, he joined ILWU Warehouse Local 6 and in 1956 moved to Clerk's Local 34. He was elected vice president of Local 34 in 1960 and president one year later. He was reelected to that position every year until 1977.

That year, he was elected to succeed ILWU founder Harry Bridges as International President. Jimmy led the union through five sets of negotiations and steered the ILWU toward affiliation with the AFL-CIO. He also supported the affiliation of the Inlandboatmen's Union with the ILWU and helped to establish the Tidewater Federation in the Northwest.

Upon retirement, he was appointed ILWU International President Emeritus.

Mr. Herman served as a San Francisco Port Commissioner from 1982 to 1998 and chaired the Bay Dredging Action Coalition to keep the Port of Oakland accessible to the new larger container ships. He served on the Board of Directors of St. Anthony's Kitchen and the Board of Directors of the Delancey Street Foundation.

In a speech to Congress about Mr. Herman, California congresswoman Nancy Pelosi said, "His death marks the end of an historic era in the labor history of the San Francisco Bay Area and our Nation."

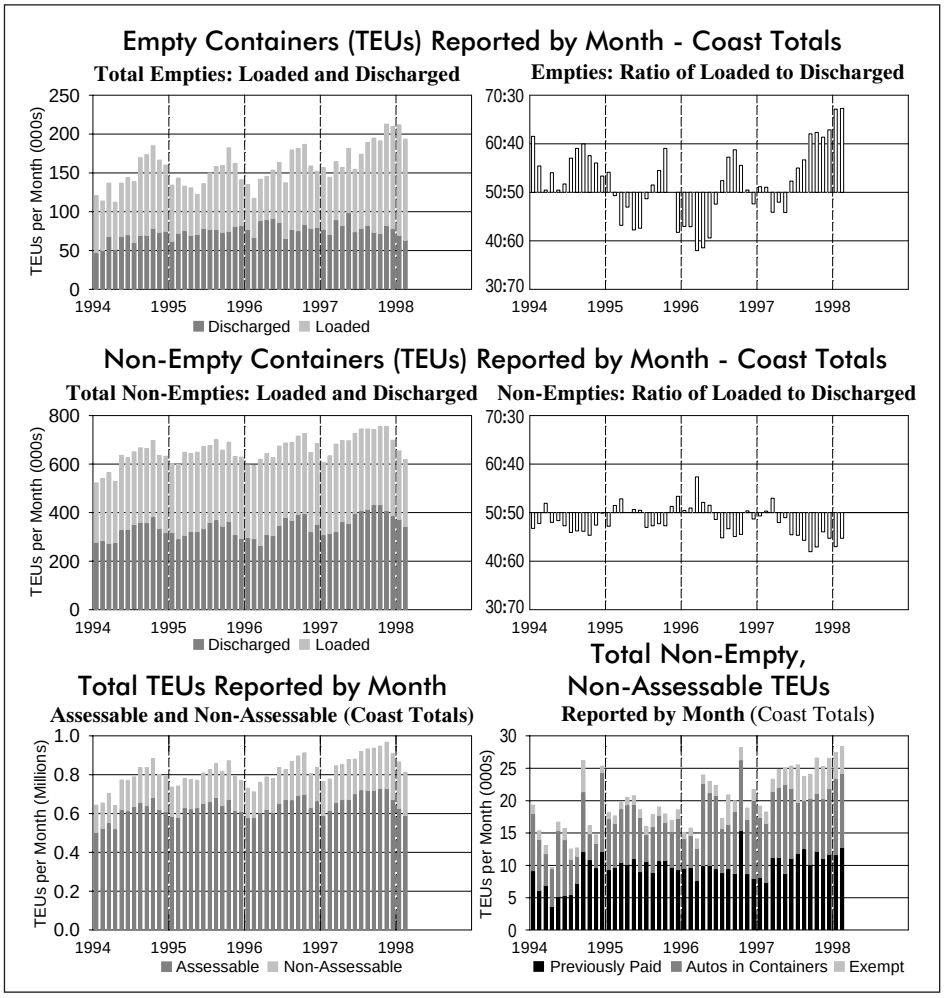
A memorial service was held at the Delancey Street Town Hall, April 18, 1998.

Assessment Rate Changes

Assessment rate changes are available on the PMA website, *www.pmanet.org*. Projected assessment changes will be posted and updated periodically.

Total TEU Counts Since 1994:

Assessable and Non-Assessable Containers



PMA began collecting data on the number of TEUs being handled on the West Coast in January 1984. These counts included only those containers on which tonnage assessments were paid.

Beginning in April 1993, PMA required reporting entities to also report numbers of TEUs of empty containers, transshipped containers (called "Previously Paid" in the PMA Tonnage Reporting Manual), containers which are exempt from assessments, and the number of TEUs of containers which contain automobiles but which are assessed at the rate for Automobiles and Trucks instead of the Containerized Cargo rate.

The graphs above and on the next page show some compilations of these data since the beginning of 1994. (Previous to this date, reporting was not complete, and the data are not discussed here.)

Empties

The two top graphs, above, show the number of TEUs of empty containers reported on the Coast by month since January 1994. Each vertical stacked bar in the graph on the left represents the counts for a month. The darker shaded, lower portion of the bar represents the TEUs reported as discharged from vessels, and the lighter shaded, upper portion represents those reported as loaded onto vessels.

The chart on the right shows the ratio of TEUs loaded to those discharged. Months in which more empties were reported loaded onto vessels than discharged from

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vessels are shown as vertical bars ascending above the 50:50 line. Conversely, for months in which more TEUs were reported discharged than loaded,the vertical bars are shown descending from the 50:50 line.

The imbalance between loaded and discharged empty containers since June 1997 is readily apparent at the right end of the chart. The months of January and February 1998 showed the most extreme disparity between loaded and discharged seen in the 50 months studied.

Total Non-Empty Container TEUs

The next two charts show analogous graphs of the total non-empty container TEUs reported by month. These counts contain not only the assessable containers regularly published by PMA, but also those containers which are not assessed. The non-assessable, non-empty containers include those which are transshipped, exempt from assessments, and containers holding autos which were reported and paid as Automobiles & Trucks cargo.

The portion of TEUs of non-empty containers are also divided between those reported as discharged (darker shade) and as loaded (lighter shade). The graph of the monthly ratio of loaded to discharged non-empty containers shows clearly that a much larger number of cargo-bearing containers are being unloaded from vessels on the West Coast since June 1997 than are being loaded.

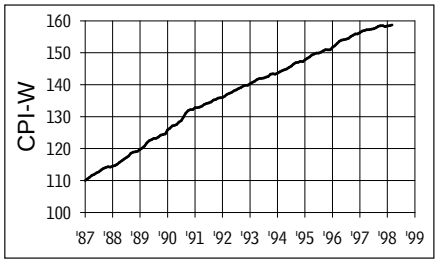
These sets of data on empties and non-empties are consistent with the trade imbalance reported for the U.S. over the past several months.

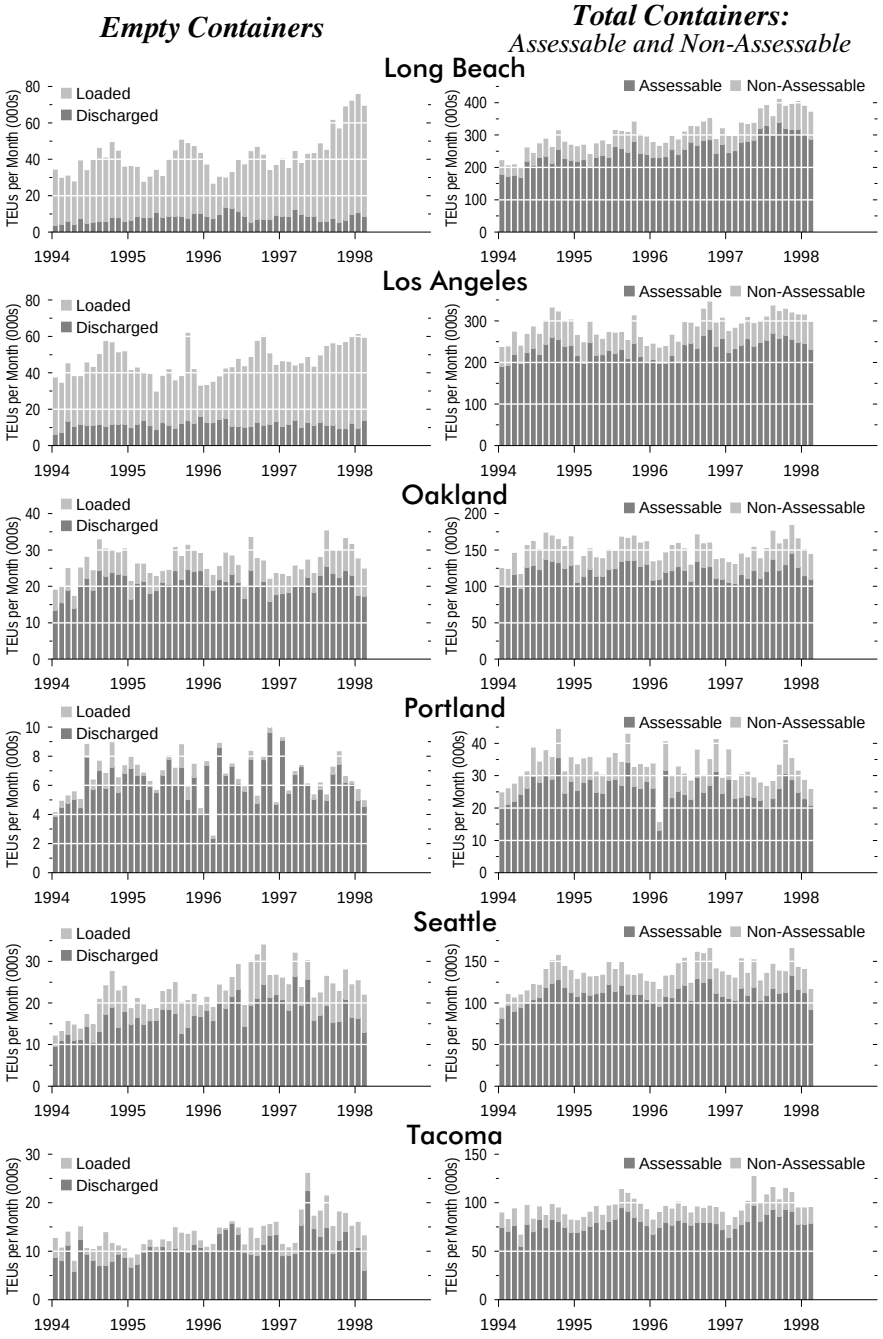
Total TEU Counts

The chart at the bottom left of those on

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	**158.5**	**1.08**
MAR	152.9	157.0	**158.7**	**1.08**
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





Page 1 shows total TEU counts for the Coast by month, divided between those containers assessed (darker shade) and those which are not assessed (lighter shade). The non-assessable containers include empties, transshipped containers, exempt containers, and those containing autos that were reported and assessed as Autos & Trucks cargo.

Non-assessable containers represented 21.4% of total TEU counts in 1994, 20.7% in 1995, 21.5% in 1996, and 22.8% in 1997.

TEU Counts by Port

The charts on the left, above, show TEUs of empty containers reported monthly in each of the six major container ports on the West Coast. Those empties discharged are shown as the darker shaded area of each stacked bar, and those loaded as the lighter shaded area.

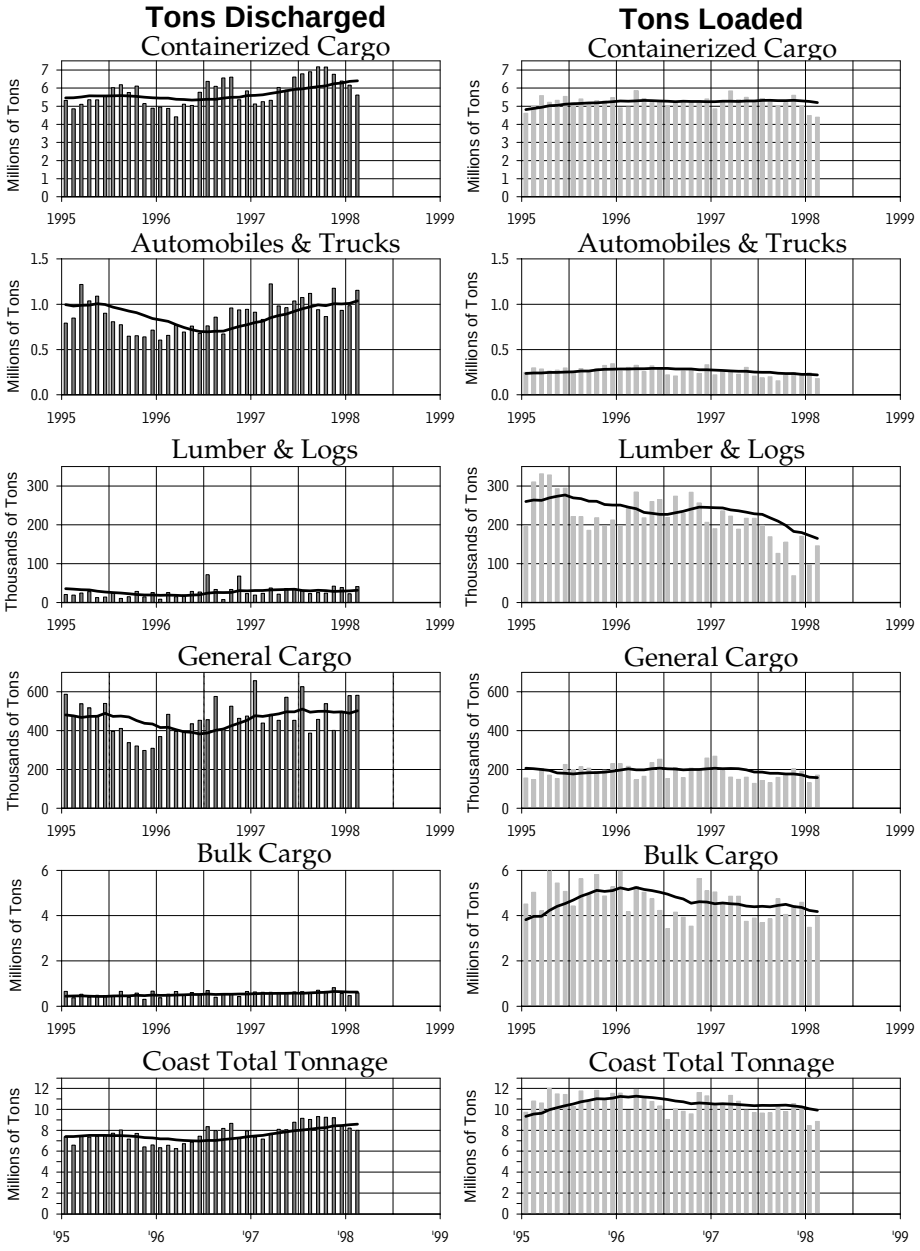
The two major container ports in Southern California show a disproportionate number of loaded empties versus discharged while the other four ports show the reverse pattern.

The unprecedented volume of loaded empty containers in Long Beach since September 1997 is clearly seen.

The charts on the right show, for each of the six ports, the total numbers of TEUs reported by month, both assessable and non-assessable. The TEUs of assessable containers are shown in the lower, darker shaded portion of each stacked bar, and the non-assessable TEUs are shown in the upper, lighter portion of each stacked bar.

Monthly Tonnage by Reporting Category: Discharged *vs.* Loaded

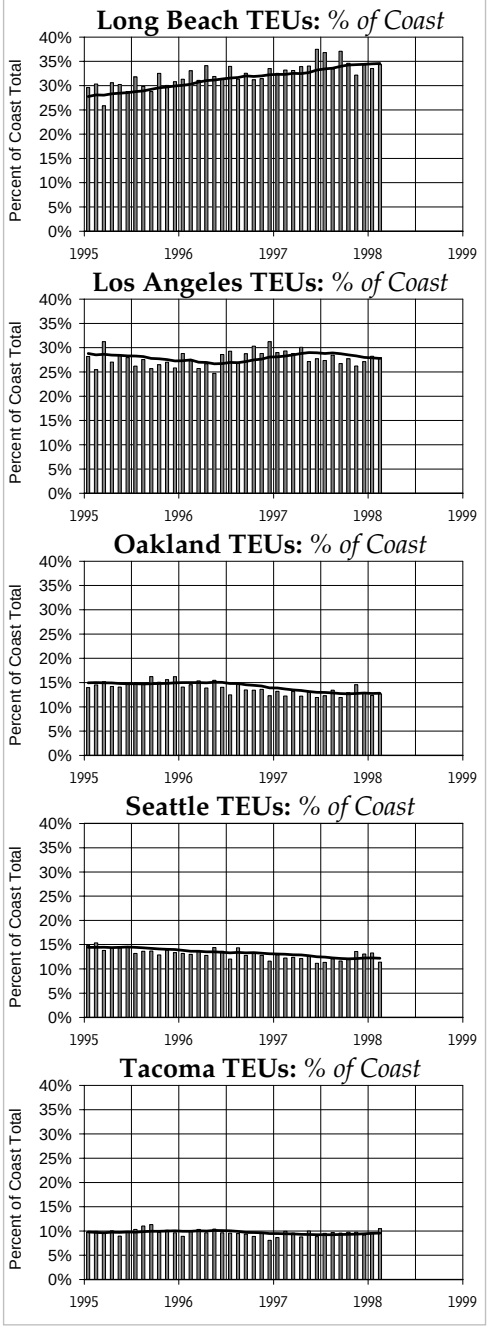
Actual Tons Reported by Month



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

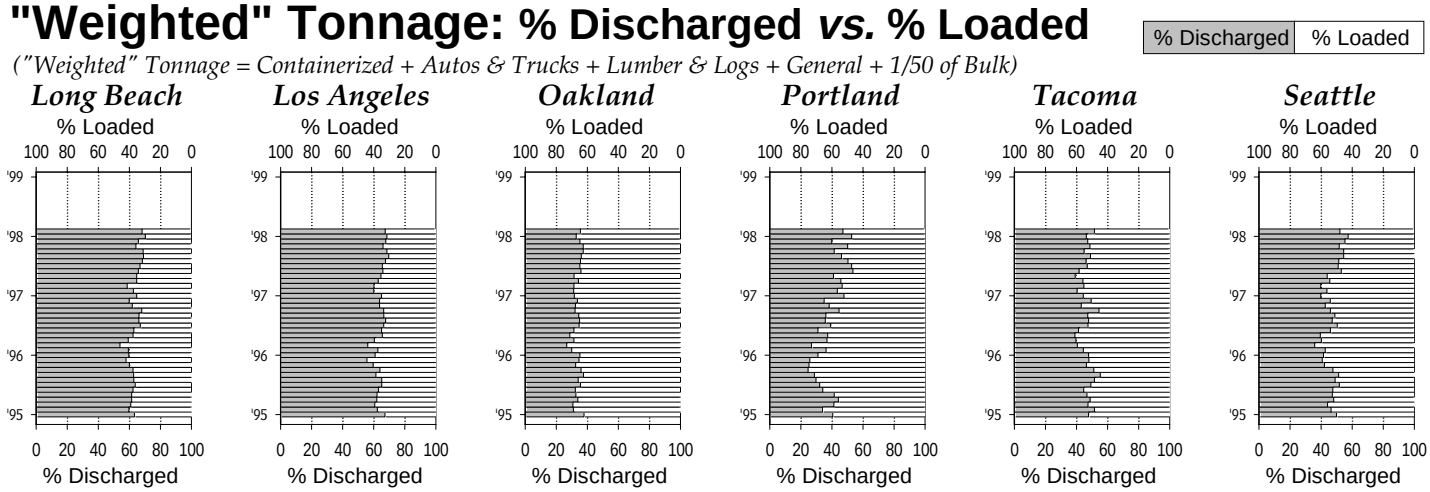
Major Container Ports:

Percent of Coast Total TEUs



"Weighted" Tonnage: % Discharged *vs.* % Loaded

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



REGISTRATION — STATS (For 52 Payroll Weeks) — PORT HOURS (Year-to-date) — TONNAGE BY PORT AREA (For12 months-to-date & YTD)

ILWU LOCAL/PORT AREA	(At 4/8/98) TOTAL	Class "B"	(Ending 4/4/98) Number Working	Annual Hrs Pd	Wkly PGP	Hours Paid: Out of Port	Other Local	Cas-uals	Inac-tives	P/R Wks 1-15, '98 Avg. Wkly HRS	% Cst	Hours Paid at Occ Codes Clk	Frm	Exp. Rates*	% of Category Coast Total (12 Months-to-Date) Cont'r RU's	Lmbr Logs	Autos Trucks	Other Gen'l	Bulk Cargo	TOTAL	1997 YTD (Jan-Feb) TONS	% of Coast Total	1998 YTD '98 as a % of '97	Cstwise Loaded TONS
Longshoremen	NO.	NO.	NO.	HRS	$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS
Southern California																								
29 San Diego	53	19	52	1,955	7	11.8	4.8	28.4	2.2	2,643	*0.7*	9.3	12.4	32.4	0.1	3.1	10.5	0.9	1.4	1.2	476,998	*1.4*	134.8	0
13 Los Angeles/Long Beach	3,518	934	3,469	2,065	< 1	0.1	2.5	9.6	0.5	232,029	*59.4*	23.5	9.9	24.4	62.4	6.0	34.5	53.8	21.9	49.1	16,282,501	*48.6*	99.2	18,904
46 Port Hueneme	83	11	80	2,102	3	10.5	5.4	33.2	0.0	6,882	*1.8*	14.3	6.7	35.9	0.1	< 0.1	9.6	8.2	-	1.0	385,017	*1.1*	148.9	0
Southern California Total	**3,654**	**964**	**3,601**	**2,064**	**< 1**	**0.5**	**2.6**	**10.5**	**0.5**	**241,554**	***61.8***	**23.0**	**9.8**	**24.8**	**62.6**	**9.1**	**54.7**	**62.9**	**23.3**	**51.3**	**17,144,516**	***51.2***	**100.7**	**18,904**
Northern California																								
10 San Francisco Bay Area	980	173	922	1,624	1	2.1	1.2	3.0	1.5	44,641	*11.4*	26.4	8.0	14.1	13.1	< 0.1	8.0	6.5	1.6	9.4	3,018,359	*9.0*	95.4	36,855
54 Stockton	55	19	54	1,600	47	4.2	7.9	17.0	1.7	2,523	*0.6*	13.4	6.7	11.5	-	-	-	1.6	2.5	0.7	159,997	*0.5*	54.1	0
18 Sacramento	24	7	24	1,511	151	9.4	20.3	18.5	0.0	2,330	*0.6*	22.3	5.9	16.3	-	0.3	-	1.6	1.3	0.4	174,080	*0.5*	106.6	0
14 Eureka	31	0	31	854	345	41.0	4.0	5.0	0.0	384	*0.1*	14.3	11.3	6.8	-	0.8	-	2.4	0.6	0.3	95,684	*0.3*	88.7	3,424
Northern California Total	**1,090**	**199**	**1,031**	**1,597**	**18**	**3.0**	**2.3**	**4.4**	**1.4**	**49,879**	***12.8***	**25.4**	**7.8**	**14.0**	**13.1**	**1.1**	**8.0**	**12.1**	**6.0**	**10.7**	**3,448,120**	***10.3***	**92.4**	**40,279**
Oregon																								
12 North Bend/Coos Bay	101	20	99	1,514	77	27.6	9.4	4.1	0.7	2,245	*0.6*	10.8	8.1	1.1	-	7.5	-	1.0	6.3	1.8	626,589	*1.9*	120.4	4,332
53 Newport	8	0	8	682	423	86.8	45.1	2.8	2.1	7	*0.0*	0.0	0.0	0.0	-	0.1	-	-	-	< 0.1	0	*0.0*	0.0	0
50 Astoria	51	0	51	551	461	82.4	0.0	2.6	0.6	132	*0.0*	0.8	0.7	3.6	-	1.4	-	< 0.1	-	< 0.1	4,975	*0.0*	67.9	0
8 Portland	452	52	445	1,799	15	3.4	9.0	3.0	0.7	20,670	*5.3*	14.4	7.3	3.4	2.6	4.2	18.0	3.6	19.6	8.1	2,872,778	*8.6*	91.1	4,914
4 Vancouver, WA	156	49	155	1,783	8	13.0	10.1	5.0	0.7	6,886	*1.8*	15.0	6.5	15.7	< 0.1	2.0	3.1	3.8	8.1	2.5	853,594	*2.5*	74.5	0
21 Longview, WA	202	31	199	1,835	18	14.6	5.0	4.5	1.3	8,426	*2.2*	9.2	8.3	5.7	-	29.5	-	6.2	15.8	4.6	1,570,987	*4.7*	75.7	12,566
Oregon Total	**970**	**152**	**957**	**1,699**	**48**	**11.4**	**8.4**	**3.7**	**0.8**	**38,367**	***9.8***	**13.1**	**7.4**	**6.0**	**2.6**	**44.7**	**21.1**	**14.6**	**49.8**	**16.9**	**5,928,923**	***17.7***	**85.9**	**21,812**
Washington																								
24 Aberdeen	71	0	71	1,499	130	23.6	13.8	6.0	1.1	1,825	*0.5*	6.6	7.2	0.6	-	17.0	-	0.8	-	0.2	48,002	*0.1*	49.7	37,158
27 Port Angeles	56	0	56	980	411	66.5	12.3	1.4	0.1	380	*0.1*	8.4	7.0	0.0	-	3.7	-	-	0.3	0.1	26,090	*0.1*	84.4	10,638
51 Port Gamble	13	0	13	438	648	85.2	7.4	0.0	0.0	19	*0.0*	0.0	4.0	0.0	-	-	-	-	-	-	0	*0.0*	-	0
47 Olympia	30	8	30	1,215	94	5.5	21.7	29.6	0.1	1,006	*0.3*	16.1	16.1	20.8	0.1	1.8	< 0.1	0.1	-	0.1	16,237	*0.0*	90.5	0
23 Tacoma	466	83	461	1,822	< 1	1.2	6.3	12.3	0.4	23,878	*6.1*	22.5	9.2	3.9	9.5	16.7	11.1	3.6	11.2	10.0	3,437,722	*10.3*	88.7	0
19 Seattle	585	147	575	1,824	< 1	2.1	6.5	10.4	0.6	31,436	*8.0*	26.1	7.9	9.3	12.2	0.5	5.1	3.4	6.6	9.8	3,237,952	*9.7*	92.1	15,112
32 Everett	58	0	54	1,400	155	15.5	13.6	5.4	0.3	1,404	*0.4*	5.3	7.8	4.2	< 0.1	5.3	-	0.3	0.6	0.2	79,280	*0.2*	90.4	937
25 Anacortes	13	0	13	1,309	184	39.3	4.6	0.2	0.0	264	*0.1*	10.6	23.1	0.3	-	< 0.1	-	-	0.6	0.2	54,444	*0.2*	97.5	0
7 Bellingham	37	5	37	1,230	134	25.7	12.6	6.4	0.1	729	*0.2*	10.6	10.2	6.2	-	-	-	2.1	1.5	0.5	81,245	*0.2*	45.8	0
Washington Total	**1,329**	**243**	**1,310**	**1,702**	**45**	**5.9**	**7.4**	**11.0**	**0.5**	**60,941**	***15.6***	**23.1**	**8.6**	**6.9**	**21.8**	**45.0**	**16.3**	**10.3**	**20.9**	**21.0**	**6,980,972**	***20.8***	**88.8**	**63,845**
Total/Average	**7,043**	**1,558**	**6,899**	**1,875**	**18**	**3.1**	**4.1**	**9.0**	**0.7**	**390,741**	***100.0***	**22.4**	**9.1**	**18.7**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**33,502,531**	***100.0***	**94.3**	**144,840**
% Change from Update *of 4/97*	*+7.2*	*+27.1*	*+7.2*	*+1.6*	*+12.5*	*-0.1*	*+0.4*	*-1.3*	*-0.5*	*+6.4*		*+0.8*	*0.0*	*+2.5*	*6.4%*	*-28.4%*	*16.1%*	*-2.4%*	*-6.2%*	*2.6%*				*-40.6%*
Clerks																								
29 San Diego	5	0	5	2,194	-	18.6	33.6	8.4	0.0															
46 Port Hueneme	12	0	12	2,236	-	3.2	33.8	7.6	0.0															
63 Los Angeles/Long Beach	914	2	899	2,516	< 1	0.1	10.4	11.6	0.5															
14 Eureka	3	0	3	***	***	19.6	36.4	0.0	0.0															
34 SF Bay Area & Delta	262	8	256	2,271	4	3.2	6.7	1.5	1.7															
40 Portland	98	0	96	2,388	2	33.5	8.0	1.4	2.0															
23 Tacoma	65	0	65	2,609	-	0.2	38.9	3.2	1.4															
52 Seattle	183	0	182	2,517	2	14.6	15.4	3.5	0.7															
Total/Average	**1,542**	**10**	**1,518**	**2,464**	**2**	**4.5**	**12.4**	**8.1**	**0.8**															
Foremen/Walking Bosses																								
29 San Diego	2	0	2	***	***	0.4	68.7	0.9	3.8															
46 Port Hueneme	6	-	6	1,931	20	0.2	32.7	0.4	0.0															
94 Los Angeles/Long Beach	336	-	332	3,422	< 1	0.0	5.3	0.0	0.8															
91 Northern Calif. Area	74	-	73	2,442	23	0.5	10.4	0.0	2.3															
92 Portland	52	-	51	2,455	19	9.8	13.4	0.0	2.3															
98 Seattle	91	-	91	2,644	3	10.9	15.1	0.0	1.3															
Total/Average	**561**		**555**	**3,057**	**6**	**2.4**	**9.0**	**0.0**	**1.2**															

* 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.