



California Areas Celebrate 50 Years of Safety Awards

Mark your calendars! The PMA Annual Awards presentations are fast approaching. This year will mark the 50th Annual Safety Awards Banquets for the Northern and Southern California Areas. The banquets will honor those companies with the lowest accident injury incidence rates in their categories for 1998.

Special awards will also be given to companies and ILWU locals in recognition of significant reductions in injury incidence rates. Individuals who rescued or prevented others from being seriously injured on the job are also recognized.

Awards are presented based on company performance standings in the four local Areas and Coast wide.

Northern California Area

Date: March 1, 1999
Time: 6:00 p.m. Reception, 7:00 p.m. Dinner, 8:00-10:00 p.m. Awards Ceremony
Location: Oakland Marriott City Center, Emelyn K. Jewett Banquet Room
Address: 1001 Broadway, Oakland, CA 94607

Washington Area

Date: March 3, 1999
Time: 6:00 p.m. Reception, 7:00 p.m. Dinner, 8:00-10:00 p.m. Awards Ceremony
Location: Sheraton Tacoma Hotel, Tacoma Ballroom
Address: 1320 Broadway Plaza, Tacoma, Washington

Oregon Area

Date: March 4, 1999
Time: 6:00 p.m. Reception, 7:00 p.m. Dinner, 8:00-10:00 p.m. Awards Ceremony
Location: Double Tree Hotel, Willamette/Deschutes Room
Address: 1401 N. Hayden Island Dr., Portland, OR

Southern California Area

Date: March 5, 1999
Time: 6:00 p.m. Reception, 7:00 p.m. Dinner, 8:00-11:00 p.m. Awards Ceremony
Location: Hyatt Regency Hotel, Regency Ballrooms
Address: 200 S. Pine Ave., Long Beach, CA

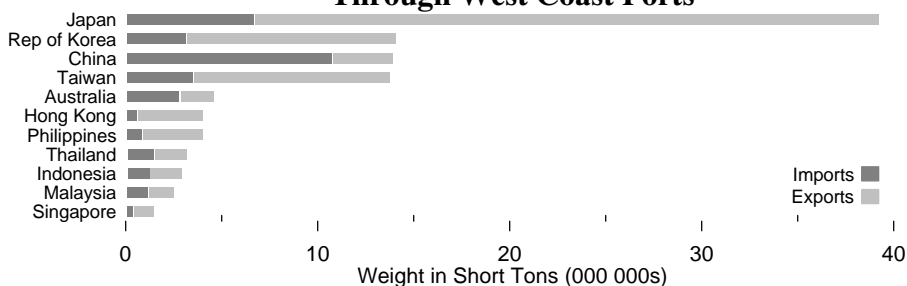
Pacific Rim Nations Account for 90% of the Value of West Coast Imports and Exports

Eleven Asian Pacific Rim trading partners of the U.S. account for over 90% of the dollar value of waterborne exports and imports moving through West Coast ports. These cargoes constitute 75.3% of the total West Coast tonnage.

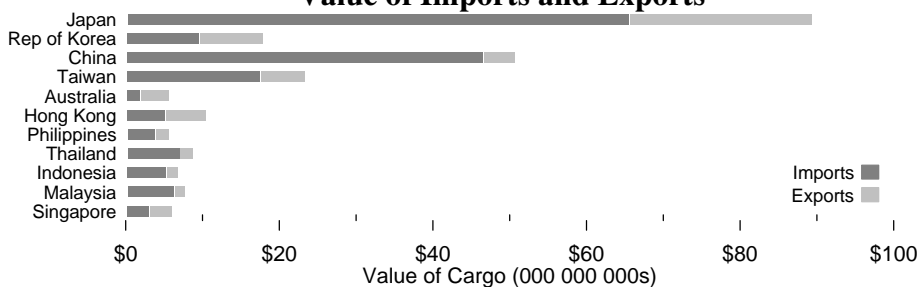
This study compares waterborne import and export data between the United States and eleven Asian Pacific Rim nations—Australia, China, Hong Kong, Indonesia, Japan, South Korea, Malaysia, the Philip-

Continued on Page 2

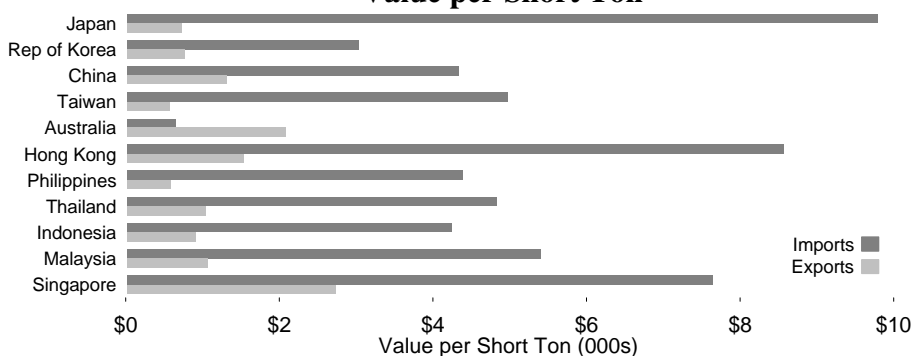
Weight of Pacific Rim Imports and Exports Through West Coast Ports



Value of Imports and Exports



Value per Short Ton



WISHING YOU THE BEST FOR THE HOLIDAYS AND HAPPINESS THROUGHOUT THE NEW YEAR

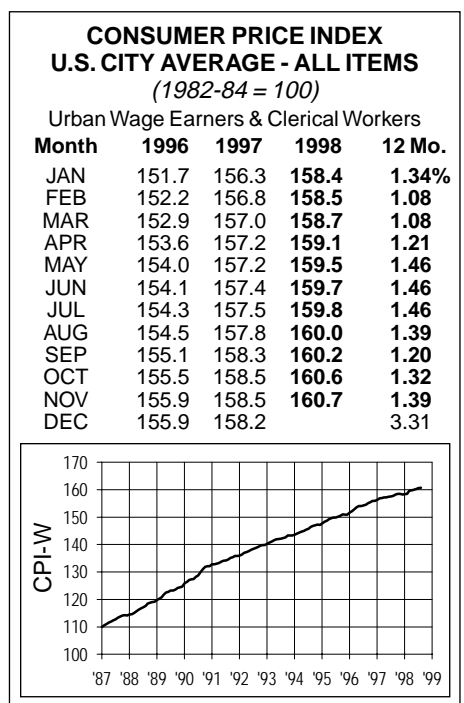
# CLRC Reaffirms ILWU-PMA Alcohol and Drug Free Workplace Policy

As part of a joint agreement between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA), the Coast Labor Relations Committee (CLRC) has approved an "awareness program" which would re-emphasize the ILWU-PMA Alcohol and Drug Free Workplace Policy adopted in 1991.

The purpose of the campaign would be to bring information about the alcohol and drug policy to Industry labor and management employees. The outreach will highlight the various Pacific Coast Maritime Safety Code rules that prohibit drug and alcohol impairment on the job, as well as the grievance procedures related to the handling of alcohol and drug related incidents.

Part of the campaign, which spans over several months, would be to attach informational literature about the alcohol and drug policy with paychecks sent to Industry employees. Over several pay periods, checks sent to employees will include information related to the alcohol and drug policy, such as safety rules, the grievance process, and treatment and recovery.

A fifteen-point question and answer document regarding the ILWU-PMA Alcohol/Drug-Free Workplace Policy will also be distributed. The document explains frequently asked questions about the policy and gives information about penalties for alcohol or drug use. It also stresses the ILWU-PMA policy on rehabilitation and recovery.



## Pacific Rim (continued from Page 1)

piners, Singapore, Taiwan, and Thailand. All non-containerized liquid bulk cargoes, such as petroleum, have been excluded. The data used in this story is based on raw data obtained from the U.S. Department of Commerce, Census Bureau. Cargo value is stated in U.S. dollars, and weight has been converted to short tons (2,000 pounds) from kilograms.

### Weight and Value of Cargo Traffic

Cargo weight is the best indicator of the volume of shipping that trading partners generate through West Coast ports. A total of 103,638,282 short tons of cargo moved between West Coast ports and the eleven Asian Pacific Rim nations. Of this total tonnage 31.4% was imports, and 68.6% was exports. Based on weight, trade with Japan represents over two and one-half times the trading volume of any other country in this study. As the top graph on Page 1 indicates, Japan, the Republic of Korea, China, and Taiwan, in that order, make up the four largest trading partners in terms of volume.

Not surprisingly, the total value of waterborne trade with Japan far outranks the dollar value of all the other U.S. trading partners shipping cargo in and out of West Coast ports. In 1997, West Coast waterborne trade with Japan was valued at \$89 billion and represented 38.5% of the total dollar value of waterborne cargo from the eleven Asian Pacific Rim nations.

Although China ranks third in total tonnage, the value of these cargoes, at \$50.8 billion, is second only to Japan. In fact, the value of U.S. waterborne trade with China is more than that of South Korea and Taiwan, combined.

### Cargo Value per Ton

The total value of trade moving through West Coast ports with the eleven Pacific Rim nations was \$232.8 billion dollars in 1997. Of this amount 73.8% was imports and 26.2% exports. In 1997, the value of imports moving through West Coast ports from these countries averaged \$5,259 per ton; the value of exports averaged only \$855 per ton.

The graph at the bottom of Page 1 shows the value per ton of imports and exports to and from each of the eleven countries. Japan leads the group—with imports through the West Coast valued at \$9,794 per ton. This is a sharp contrast to the \$734 per ton value of U.S. exports to Japan. The island nation ranks only ninth in export value per ton, just ahead of the Philippines and Taiwan.

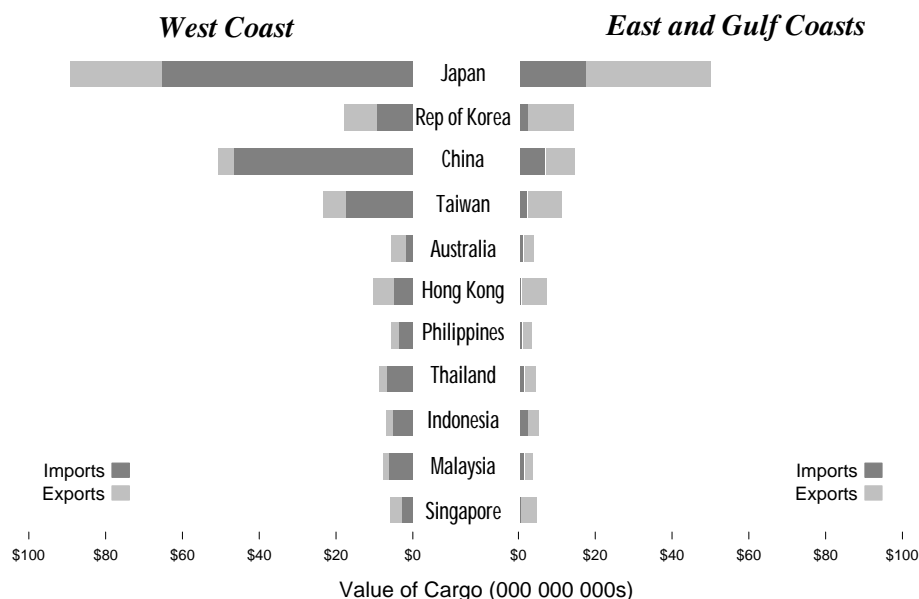
Imported goods from Australia, at \$658 per ton, have the lowest value of all the countries in this study; Taiwan has the lowest value for US exports at \$569 per ton. U.S. exports to Singapore were valued at \$2,735 per short ton, the highest of any of the eleven countries.

### Comparison between the U.S. Coasts

The graph below illustrates the value of waterborne trade between the eleven Asian Pacific Rim countries and the two U.S. coasts. While the value of imported cargo make up the lionshare of the total waterborne trade moving through the U.S. West Coast, U.S. exports to these countries dominate the total value of trade moving through the East and Gulf Coasts.

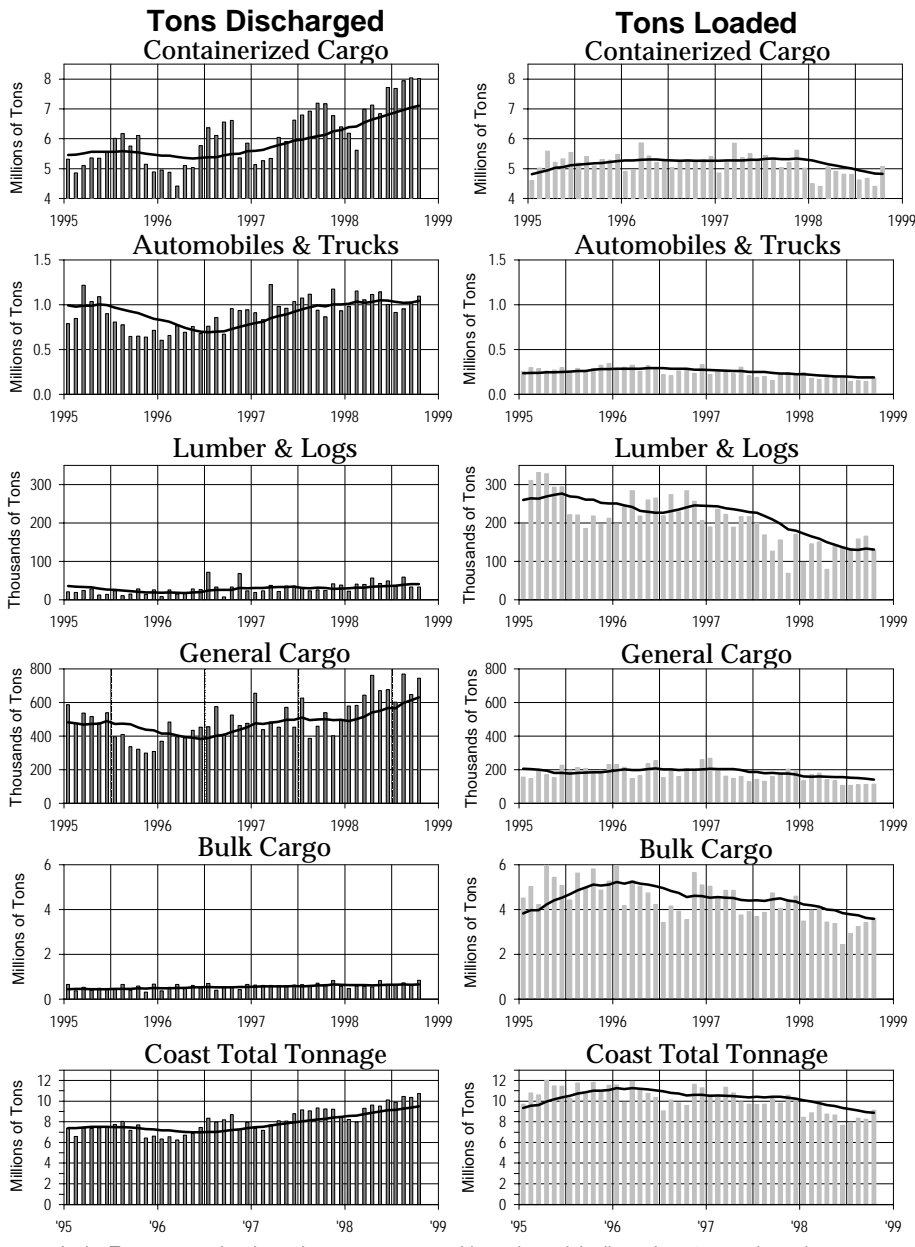
Trade between the United States and the eleven nations in this study was worth \$298.7 billion in cargo in 1997. Of this total, 77.6% moved through West Coast ports and 22.4% moved through East Coast ports.

### Value of Import and Export Waterborne Cargo

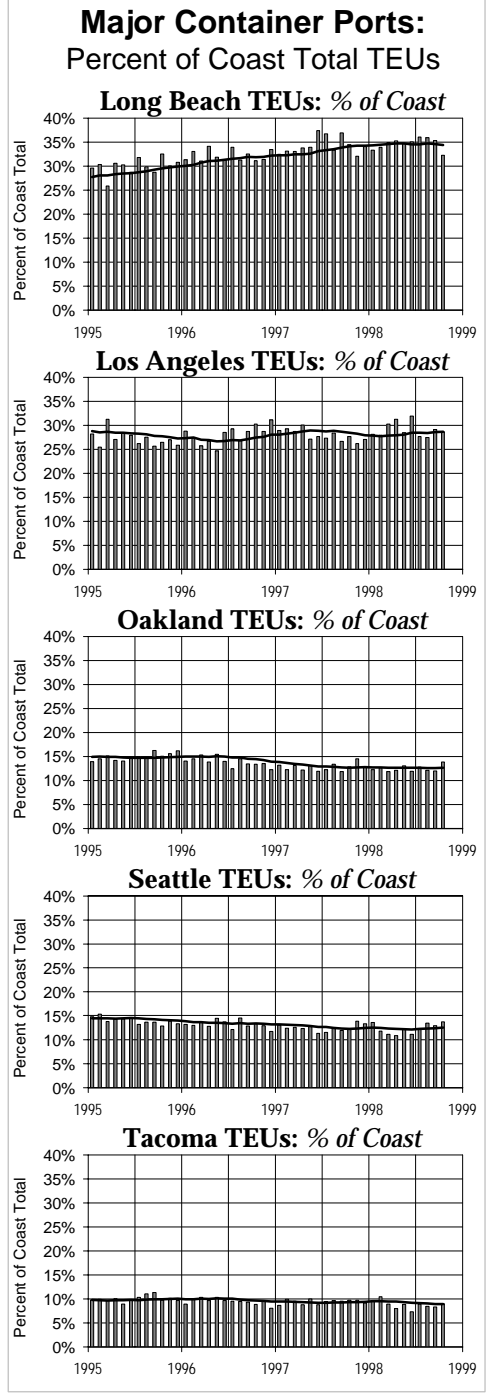


# Monthly Tonnage by Reporting Category: Discharged vs. Loaded

*Actual Tons Reported by Month*



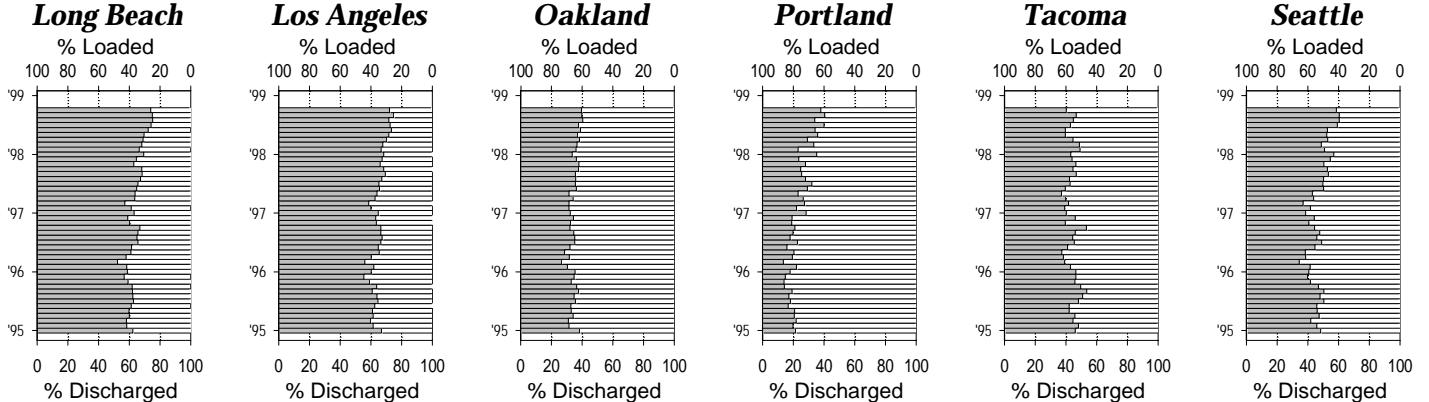
In the Tonnage graphs above, bars represent monthly totals, and the lines show 12-month moving averages.



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

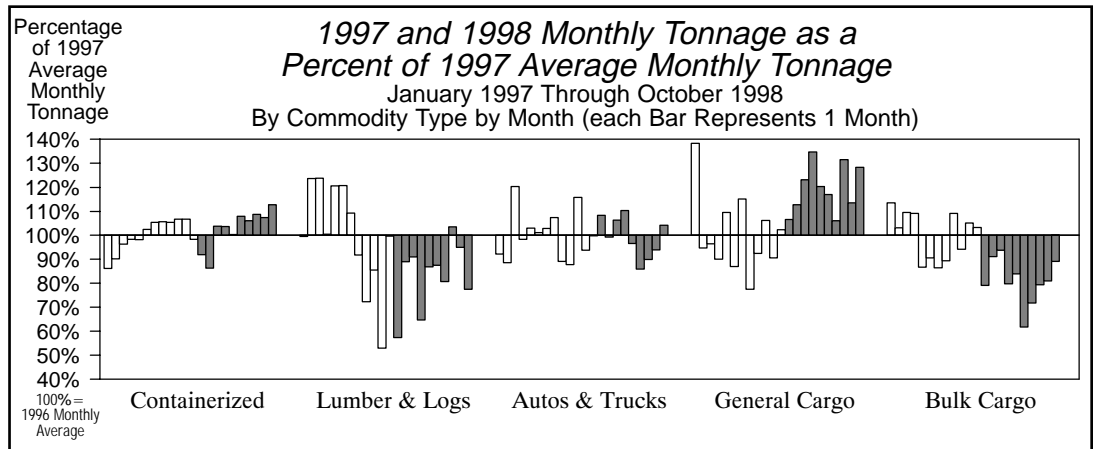
("Weighted" Tonnage = Containerized + 1/6 of Autos & Trucks + Lumber & Logs + General + 1/50 of Bulk)

% 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 12/17/98)		(Ending 11/30/98)		Hours Paid:					Hours Paid at					% of Category Coast Total (12 Months-to-Date)					% of 1998 YTD				
	Class	Number	Annual	Wkly	Out of	Other	Cas-	Inac-	P/R Wks	1-49, '98	Occ Codes	Exp.	Cont'r	Lmbr	Autos	Other	Bulk	1998 YTD	Coast	'98 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	(Jan-Oct)	Total	% of '97	Loaded	
NO.	NO.	NO.	HRS	\$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS	
<b>Longshorem</b>																								
<b>Southern California</b>																								
29 San Diego	55	20	53	2,102	2	10.0	3.3	33.0	0.8	3,451	0.8	9.2	12.2	35.3	0.1	3.7	12.7	1.0	1.6	1.3	2,501,526	1.4	118.9	0
13 Los Angeles/Long Beach	3,882	1,038	3,828	2,045	< 1	0.2	1.6	10.9	0.5	270,415	60.9	23.9	9.7	26.2	63.2	9.0	35.7	53.3	25.8	51.7	95,980,652	52.8	105.2	146,695
46 Port Hueneme	82	12	80	2,066	< 1	6.7	5.0	38.9	0.8	6,384	1.4	14.7	6.6	32.5	0.1	< 0.1	10.4	7.9	-	1.1	1,968,694	1.1	122.0	0
<b>Southern California Total</b>	<b>4,019</b>	<b>1,070</b>	<b>3,961</b>	<b>2,047</b>	<b>&lt; 1</b>	<b>0.5</b>	<b>1.8</b>	<b>12.0</b>	<b>0.5</b>	<b>280,250</b>	<b>63.1</b>	<b>23.5</b>	<b>9.7</b>	<b>26.4</b>	<b>63.3</b>	<b>12.7</b>	<b>58.8</b>	<b>62.2</b>	<b>27.4</b>	<b>54.2</b>	<b>100,450,872</b>	<b>55.2</b>	<b>105.8</b>	<b>146,695</b>
<b>Northern California</b>																								
10 San Francisco Bay Area	1,051	215	996	1,649	< 1	2.0	1.1	4.5	0.7	51,956	11.7	26.6	7.9	17.8	12.9	< 0.1	6.8	7.7	1.9	9.6	17,448,345	9.6	101.4	140,912
54 Stockton	60	24	53	1,540	80	3.0	6.8	17.4	0.0	2,700	0.6	13.6	7.3	7.7	< 0.1	-	-	2.1	2.8	0.7	1,189,026	0.7	93.4	0
18 Sacramento	24	5	24	1,443	178	9.1	17.3	16.7	0.7	1,343	0.3	24.8	6.8	10.1	-	0.3	-	1.8	1.3	0.4	641,266	0.4	90.6	0
14 Eureka	31	0	31	835	398	41.6	2.8	3.1	0.0	431	0.1	11.8	11.0	6.6	-	1.4	-	1.6	0.6	0.2	405,401	0.2	77.3	17,417
<b>Northern California Total</b>	<b>1,166</b>	<b>244</b>	<b>1,104</b>	<b>1,617</b>	<b>19</b>	<b>2.8</b>	<b>1.9</b>	<b>5.6</b>	<b>0.7</b>	<b>56,430</b>	<b>12.7</b>	<b>25.8</b>	<b>7.9</b>	<b>17.0</b>	<b>12.9</b>	<b>1.7</b>	<b>6.8</b>	<b>13.2</b>	<b>6.6</b>	<b>10.9</b>	<b>19,684,038</b>	<b>10.8</b>	<b>99.9</b>	<b>158,329</b>
<b>Oregon</b>																								
12 North Bend/Coos Bay	93	16	90	1,218	166	35.1	3.2	2.3	1.9	1,887	0.4	10.2	8.1	1.3	< 0.1	9.1	-	0.6	5.0	1.3	2,167,742	1.2	67.9	27,541
53 Newport	8	1	7	548	476	74.3	16.0	0.0	2.4	26	0.0	0.0	0.0	0.0	-	0.2	-	-	-	< 0.1	4,866	0.0	88.4	0
50 Astoria	50	0	50	531	506	79.8	0.7	1.8	0.6	118	0.0	0.3	0.3	1.9	-	2.1	-	< 0.1	-	< 0.1	38,200	0.0	132.1	0
8 Portland	467	60	461	1,772	13	2.8	10.0	2.1	0.8	23,125	5.2	14.4	7.2	4.1	2.3	3.5	16.6	5.1	23.0	8.2	14,649,932	8.1	98.7	31,986
4 Vancouver, WA	149	43	148	1,697	12	11.2	10.7	5.2	2.1	6,912	1.6	14.6	6.5	13.5	< 0.1	0.4	3.2	4.0	8.1	2.3	4,039,742	2.2	83.1	0
21 Longview, WA	191	21	188	1,856	21	12.7	4.1	4.3	1.7	8,391	1.9	9.2	8.1	5.5	< 0.1	29.8	-	6.2	13.6	3.7	6,121,597	3.4	69.6	65,302
<b>Oregon Total</b>	<b>958</b>	<b>141</b>	<b>944</b>	<b>1,649</b>	<b>58</b>	<b>10.1</b>	<b>8.5</b>	<b>3.1</b>	<b>1.3</b>	<b>40,460</b>	<b>9.1</b>	<b>13.1</b>	<b>7.3</b>	<b>5.8</b>	<b>2.3</b>	<b>45.1</b>	<b>19.9</b>	<b>15.9</b>	<b>49.6</b>	<b>15.4</b>	<b>27,022,079</b>	<b>14.9</b>	<b>85.2</b>	<b>124,829</b>
<b>Washington</b>																								
24 Aberdeen	71	0	71	1,339	170	24.6	7.2	3.1	0.0	1,818	0.4	6.7	6.6	0.7	< 0.1	12.9	-	0.7	-	0.2	289,532	0.2	62.6	188,636
27 Port Angeles	56	0	56	711	492	61.2	6.0	1.1	0.0	424	0.1	8.0	7.9	0.2	-	1.9	-	< 0.1	0.4	0.1	206,238	0.1	92.7	74,968
51 Port Gamble	13	0	12	417	684	82.9	3.5	0.0	0.0	19	0.0	0.0	1.4	0.0	-	-	-	-	-	-	0	0.0	-	0
47 Olympia	30	8	30	1,174	173	13.0	19.7	10.7	0.0	892	0.2	14.7	15.6	23.7	0.1	1.6	-	0.1	-	0.1	115,604	0.1	93.4	0
23 Tacoma	480	90	475	1,753	-	1.1	4.7	8.0	0.0	26,076	5.9	22.5	9.1	4.7	8.9	17.0	10.8	3.5	9.7	9.0	16,178,946	8.9	85.8	0
19 Seattle	584	129	572	1,816	< 1	1.6	4.7	8.3	0.3	35,216	7.9	26.4	7.9	10.1	12.5	0.3	3.6	3.0	3.6	9.4	16,666,149	9.2	90.0	108,815
32 Everett	55	0	53	1,145	227	15.4	15.1	6.1	0.1	1,558	0.4	6.5	8.3	4.1	< 0.1	6.1	-	0.1	0.7	0.2	436,819	0.2	98.3	11,154
25 Anacortes	13	0	13	950	237	16.8	13.6	0.6	0.0	326	0.1	10.8	19.0	0.6	-	0.5	-	-	0.6	0.2	277,946	0.2	97.8	1,938
7 Bellingham	35	0	35	873	241	25.1	7.0	3.0	7.2	714	0.2	11.2	10.6	3.9	-	-	-	1.3	1.3	0.4	611,475	0.3	64.9	0
<b>Washington Total</b>	<b>1,337</b>	<b>227</b>	<b>1,317</b>	<b>1,632</b>	<b>58</b>	<b>4.7</b>	<b>5.4</b>	<b>7.8</b>	<b>0.2</b>	<b>67,042</b>	<b>15.1</b>	<b>23.3</b>	<b>8.5</b>	<b>7.6</b>	<b>21.5</b>	<b>40.5</b>	<b>14.5</b>	<b>8.7</b>	<b>16.4</b>	<b>19.5</b>	<b>34,782,709</b>	<b>19.1</b>	<b>87.3</b>	<b>385,511</b>
<b>Total/Average</b>	<b>7,480</b>	<b>1,682</b>	<b>7,326</b>	<b>1,856</b>	<b>21</b>	<b>2.5</b>	<b>3.0</b>	<b>9.6</b>	<b>0.6</b>	<b>444,182</b>	<b>100.0</b>	<b>22.8</b>	<b>9.0</b>	<b>20.5</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>181,939,698</b>	<b>100.0</b>	<b>97.7</b>	<b>815,364</b>
% Change from Update of 12/97	+7.8	+1.1	+8.2	+0.1	+23.5	-24.2	-31.8	-7.7	-14.3	+17.6	+27.0	-1.1	+18.5		24.2%	-24.8%	1.2%	14.0%	-17.0%	-1.8%			-1.3%	

<b>Clerks</b>												
29 San Diego	4	0	4	***	***	13.8	30.7	10.8	4.8			
46 Port Hueneme	12	0	12	2,296	-	2.7	31.3	10.0	0.1			
63 Los Angeles/Long Beach	947	1	933	2,612	< 1	0.1	10.7	12.0	0.3			
14 Eureka	3	0	3	***	***	17.8	35.4	0.0	0.0			
34 SF Bay Area & Delta	270	11	262	2,362	2	2.8	9.5	2.1	0.4			
40 Portland	94	0	91	2,444	< 1	33.1	9.0	1.3	2.5			
23 Tacoma	70	0	70	2,530	-	0.1	36.3	1.2	0.8			
52 Seattle	175	0	173	2,523	-	13.2	10.8	2.7	2.7			
<b>Total/Average</b>	<b>1,575</b>	<b>12</b>	<b>1,548</b>	<b>2,540</b>	<b>1</b>	<b>3.9</b>	<b>12.2</b>	<b>8.5</b>	<b>0.7</b>			
<b>Foremen/Walking Bosses</b>												
29 San Diego	2	0	2	***	***	0.7	71.8	1.2	0.7			
46 Port Hueneme	5	-	5	2,303	2	0.2	42.2	0.4	0.0			
94 Los Angeles/Long Beach	360	-	353	3,509	< 1	0.3	5.1	0.0	0.6			
91 Northern Calif. Area	72	-	70	2,533	39	0.4	14.0	0.0	2.7			
92 Portland	49	-	45	2,501	12	12.0	15.1	0.0	5.7			
98 Seattle	98	-	98	2,557	9	9.5	11.5	0.0	0.0			
<b>Total/Average</b>	<b>586</b>		<b>573</b>	<b>3,134</b>	<b>7</b>	<b>2.3</b>	<b>8.8</b>	<b>0.0</b>	<b>1.1</b>			



\* 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.