

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.

Year	Hours			Wages			Tonnage						"Weighted Tons" Per Hour Paid		
	Total Hours	Percent of Coast Total	Percent of Port Total L/S Jobs Clk Jobs Fmn Jobs	Total Wages Paid (000s)	Average Hourly Wage L/S Clk Fmn			Total Tonnage	Percent of Coast Total	Percent of Port Total Contain-erized General Cargo Lumber & Logs Autos & Trucks Bulk Cargo					

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.



NYK vessel operations at night at the SSA Terminal at the Port of Oakland.

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					Weighted Tons Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	
Southern California																	
San Diego																	
2012	389,243	1.4%	75.3%	15.7%	9.0%	\$17,405	\$42.88	\$44.02	\$61.26	4,821,984	1.4%	18.0%	6.3%	1.1%	72.4%	2.1%	4.65
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
Los Angeles/Long Beach																	
2012	17,695,073	61.5%	75.7%	18.0%	6.3%	\$853,970	\$46.67	\$49.70	\$63.15	201,706,456	58.3%	90.5%	1.6%	0.1%	2.9%	4.9%	10.58
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
Port Hueneme																	
2012	476,686	1.7%	79.4%	15.7%	4.9%	\$20,881	\$42.49	\$45.12	\$60.92	4,519,612	1.3%	19.7%	13.4%	-	63.7%	3.3%	4.15
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
Northern California																	
San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago																	
2012	2,935,768	10.2%	74.5%	18.3%	7.2%	\$138,846	\$45.89	\$47.28	\$61.85	35,401,823	10.2%	84.8%	0.1%	-	6.7%	8.3%	10.40
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
Stockton/Pittsburg																	
2012	187,797	0.7%	74.3%	16.6%	9.1%	\$8,524	\$43.36	\$45.53	\$61.84	1,812,777	0.5%	-	9.2%	-	-	90.8%	1.06
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
West Sacramento																	
2012	88,340	0.3%	76.6%	17.0%	6.4%	\$3,837	\$41.65	\$45.82	\$58.49	326,688	0.1%	-	83.5%	-	-	16.5%	3.10
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
Eureka																	
2012	11,613	<0.1%	79.0%	14.7%	6.3%	\$470	\$38.31	\$42.67	\$63.09	32,502	<0.1%	-	-	100.0%	-	-	2.80
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

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage						"Weighted Tons" Per Hour Paid	
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks		Bulk Cargo
Pacific Northwest: Oregon and Columbia River																	
North Bend/Coos Bay																	
2012	71,086	0.2%	88.7%	4.7%	6.6%	\$3,035	\$40.92	\$50.76	\$60.88	1,503,973	0.4%	-	0.8%	8.6%	-	90.6%	2.37
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
Newport																	
2012	523	<0.1%	100.0%	-	-	\$23	\$43.08	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-
Astoria																	
2012	27,615	0.1%	88.8%	5.4%	5.8%	\$1,105	\$38.37	\$46.55	\$59.21	95,247	<0.1%	-	-	100.0%	-	-	3.45
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
Portland/St. Helens																	
2012	1,018,732	3.5%	77.8%	15.3%	6.9%	\$48,122	\$45.50	\$48.74	\$63.40	17,948,131	5.2%	14.5%	5.5%	-	17.9%	62.1%	4.27
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
Vancouver																	
2012	452,085	1.6%	79.9%	12.6%	7.4%	\$20,514	\$43.89	\$45.51	\$61.12	4,914,451	1.4%	0.2%	6.5%	-	10.6%	82.7%	1.10
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
Longview/Kalama																	
2012	584,971	2.0%	84.8%	6.5%	8.7%	\$26,038	\$42.24	\$49.09	\$63.19	12,635,813	3.7%	0.4%	5.4%	7.9%	-	86.3%	3.33
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
Pacific Northwest: Washington																	
Aberdeen/Grays Harbor																	
2012	158,528	0.6%	87.7%	6.0%	6.3%	\$7,603	\$46.35	\$53.57	\$64.90	2,672,131	0.8%	-	6.5%	0.8%	35.2%	57.5%	2.41
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

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage						Weighted Tons ¹ Per Hour Paid	
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks		Bulk Cargo
Pacific Northwest: Washington (continued)																	
Port Angeles																	
2012	34,939	0.1%	89.4%	4.1%	6.4%	\$1,504	\$41.44	\$49.94	\$61.08	107,248	<0.1%	–	–	100.0%	–	–	3.07
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%	0.0%	100.0%	–	–	3.90
Port Gamble																	
2012	832	<0.1%	100.0%	–	–	\$37	\$44.63	–	–	–	–	–	–	–	–	–	–
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	–	–	–	–	–	–	–	–	–	–
Olympia																	
2012	42,747	0.1%	83.7%	5.2%	11.1%	\$1,799	\$39.60	\$44.81	\$59.56	231,470	0.1%	–	21.3%	78.7%	–	–	5.41
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
Tacoma																	
2012	2,445,943	8.5%	73.7%	19.4%	6.8%	\$117,523	\$46.40	\$48.77	\$63.79	30,974,737	9.0%	71.8%	2.4%	0.4%	7.1%	18.4%	9.63
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
Seattle																	
2012	2,051,303	7.1%	72.8%	19.7%	7.5%	\$98,480	\$46.23	\$48.53	\$63.99	25,549,004	7.4%	85.6%	0.4%	–	0.4%	13.6%	10.75
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
Everett																	
2012	94,529	0.3%	75.1%	13.5%	11.4%	\$4,045	\$39.72	\$47.39	\$57.56	239,064	0.1%	55.3%	27.1%	14.0%	3.0%	0.6%	2.45
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%	0.0%	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
Anacortes																	
2012	15,587	0.1%	69.0%	10.5%	20.5%	\$762	\$44.33	\$51.68	\$62.93	391,626	0.1%	–	–	–	–	100.0%	0.50
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%	–	0.3	–	–	99.7%	0.38

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage						Weighted Tons ¹ Per Hour Paid	
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Containerized	General Cargo	Lumber & Logs	Autos & Trucks		Bulk Cargo
Pacific Northwest: Washington (continued)																	
Bellingham																	
2012	7,069	<0.1%	99.7%	0.1%	0.1%	\$332	\$47.02	\$43.40	\$52.60	102	<0.1%	-	100.0%	-	-	-	0.01
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

Area Summaries

SOUTHERN CALIFORNIA SUMMARY

2012	18,561,002	64.5%	75.7%	17.9%	6.4%	\$892,256	\$46.48	\$49.49	\$63.05	211,048,052	61.0%	87.4%	2.0%	0.1%	5.8%	4.8%	10.29
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

NORTHERN CALIFORNIA SUMMARY

2012	3,223,518	11.2%	74.6%	18.1%	7.3%	\$151,677	\$45.60	\$47.14	\$61.78	37,573,790	10.9%	79.9%	1.3%	0.1%	6.4%	12.4%	9.63
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

PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

2012	2,155,012	7.5%	80.6%	11.9%	7.5%	\$98,838	\$43.97	\$48.09	\$62.75	37,097,615	10.7%	7.2%	5.4%	3.3%	10.1%	74.1%	3.27
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

PACIFIC NORTHWEST: WASHINGTON SUMMARY

2012	4,851,477	16.9%	74.1%	18.7%	7.2%	\$232,086	\$46.08	\$48.69	\$63.64	60,165,382	17.4%	73.5%	1.9%	0.8%	5.4%	18.5%	9.60
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

COAST SUMMARY

2012	28,791,009	100.0%	75.7%	17.6%	6.7%	\$1,374,857	\$46.12	\$49.00	\$62.97	345,884,839	100.0%	75.5%	2.3%	0.5%	6.2%	15.4%	9.57
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