2010 Annual Report

Pacific Maritime Association

The Matson *Kohala* docks at SSA's Pier A in Long Beach.

On the Cover

Evergreen's *Ever Useful* docks at the Port of Los Angeles.

The Pacific Maritime Association (PMA)

The principal business of the Pacific Maritime Association (PMA) is to negotiate and administer maritime labor agreements with the International Longshore and Warehouse Union (ILWU).

The membership of the PMA consists of domestic carriers, international carriers and stevedores that operate in California, Oregon and Washington.

The labor agreements the PMA negotiates on behalf of its members cover wages, employee benefits and conditions of employment for workers employed at longshore, marine clerk and walking boss/foreman jobs.

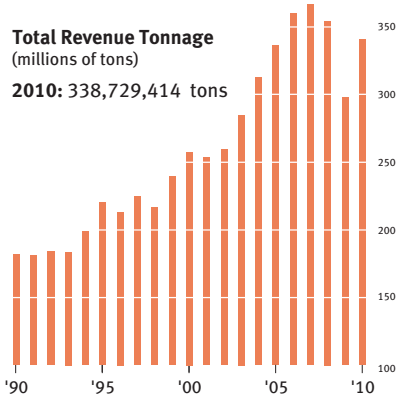
The Association processes weekly payrolls for workers and collects assessments on payroll hours and revenue cargo to fund employee benefits plans provided for by the ILWU-PMA labor agreements.

PMA Mission

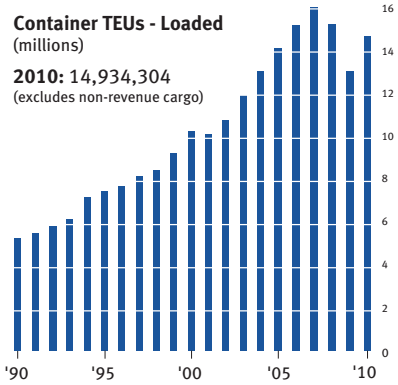
To provide industry leadership to our member companies through innovative integrated Labor Relations, Human Resources and Administrative Services.

Highlights

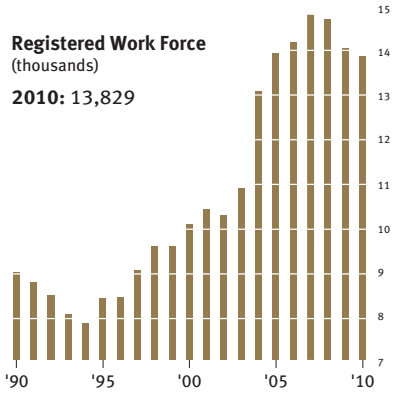
Total Revenue Tonnage
(millions of tons)
2010: 338,729,414 tons



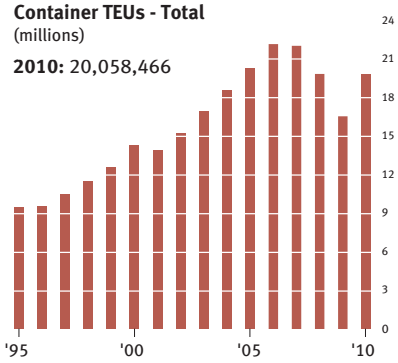
Container TEUs - Loaded
(millions)
2010: 14,934,304
(excludes non-revenue cargo)



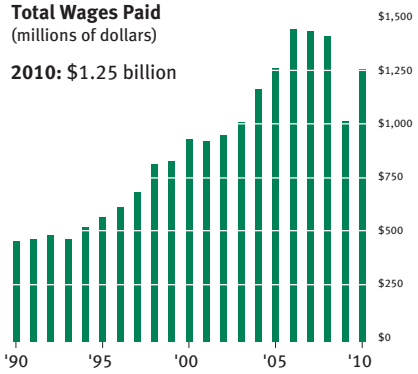
Registered Work Force
(thousands)
2010: 13,829



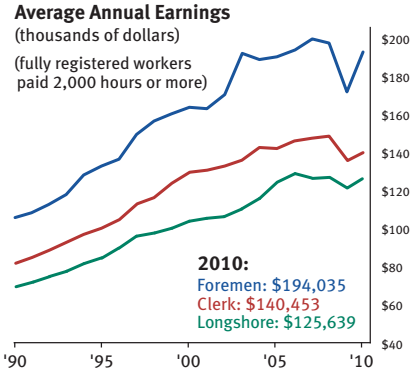
Container TEUs - Total
(millions)
2010: 20,058,466



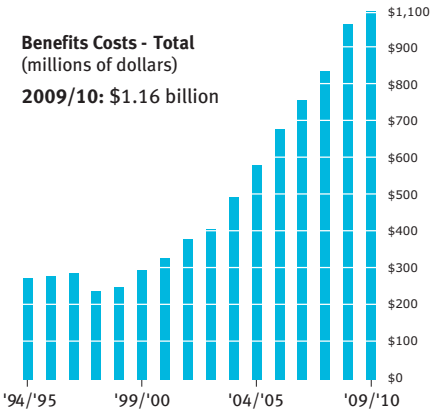
Total Wages Paid
(millions of dollars)
2010: $1.25 billion



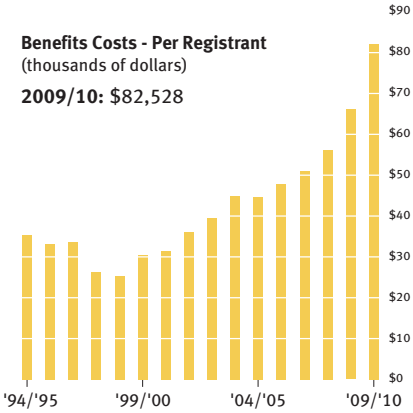
Average Annual Earnings
(thousands of dollars)
(fully registered workers paid 2,000 hours or more)



Benefits Costs - Total
(millions of dollars)
2009/10: $1.16 billion



Benefits Costs - Per Registrant
(thousands of dollars)
2009/10: $82,528



Contents

An APL container is discharged at the Port of Los Angeles.

James C. McKenna
President and CEO

To Our Stakeholders:

A year ago, our industry was in the midst of a severe downturn – during the depths of the recession, West Coast volumes were down more than 20 percent. Through those dark days, the industry followed a few simple principles: focus, discipline and innovation.

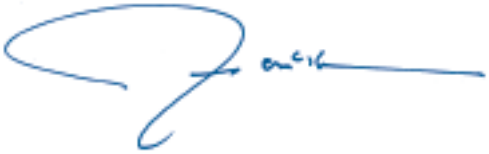
Now, as we look back on 2010, coast-wide volume is up nearly 15 percent. It was a successful year that surprised many seasoned observers of the waterfront. Yet while we celebrate this success, we must take a measured view of the future. That is to say, I believe we must continue on the same course.

Some of the challenges we faced a year ago are still with us, namely, competition from other ports and a transportation system in great need of investment. And we will be successful moving forward in the same way that we have been successful so far: by taking advantage of our resources and strategic location, with great proximity to Asia and Latin America, as well as a built-in market serving tens of millions of consumers from San Diego to Seattle.

We must also continue to improve our operations in every facet. That means moving our terminals toward automation, as companies are better positioned to make those investments. It means continuing to manage aggressively, so that our terminals are as efficient as possible. And it also means joining with our workforce and local stakeholders to ensure that our ports are rightfully recognized as significant economic drivers on the West Coast, worthy of infrastructure and transportation improvements beyond the terminal gates.

Looking ahead, few can predict with certainty whether we will continue to experience significant volume growth, or whether it will taper. But regardless of outside circumstance, there is much we can do to protect the lifeline that supports jobs and opportunity throughout our region, and across the nation.

Here's looking forward to a bright year ahead.



James C. McKenna

Membership

American President Lines, Ltd.
APM Terminals Pacific Ltd.
Benicia Port Terminal Company
Bridge Warehouse, Inc.
California United Terminals
Ceres Terminals Incorporated
China Shipping (North America) Holding Co., Ltd.
CMA CGM (America) LLC
Coast Maritime Services
Consolidated Stevedoring Company, LLC
Cooper/T. Smith Stevedoring Company, Inc.
COSCO Container Lines Americas, Inc.
Crescent City Marine Ways & Drydock Company, Inc.
Eagle Marine Services, Ltd.
Evergreen Marine Corp. (Taiwan) Ltd.
Foss Alaska Line, Inc.
Hanjin Shipping Company, Ltd.
Hapag Lloyd AG
Harbor Industrial Service Corporation
Horizon Lines, LLC
Husky Terminal & Stevedoring, Inc.
Hyundai Merchant Marine (America) Inc.
ICTSI Oregon, Inc.
Innovative Terminal Services Inc.
International Transportation Service, Inc.
Jones Stevedoring Company
"K" Line (Kawasaki Kisen Kaisha, Ltd.)
Kinder Morgan Terminals
Long Beach Container Terminal, Inc.
Maersk Inc.
Main Lines Inc.
Marine Terminals Corporation
Marine Terminals Corporation – Columbia River
Marine Terminals Corporation of Los Angeles
Marine Terminals Corporation – Puget Sound
Matson Navigation Company, Inc.
Mediterranean Shipping Company
Metro Cruise Services LLC
Metropolitan Stevedore Company
MOL (America) Inc.
National Lines Bureau, Inc.
NYK Line
Ocean Terminal Services, Inc.
OOCL (USA) Inc.
Oregon Chip Terminal Inc.
Pacific Coast Stevedoring, Inc.
Pacific Crane Maintenance Company, L.P.
Pacific Northwest Auto Terminals, LLC
Pacific Ro-Ro Stevedoring, LLC
Pasha Stevedoring & Terminals, L.P.
Pier Maintenance Incorporated
Portland Lines Bureau
Ports America Outer Harbor Terminal LLC
Reliable Line Service
Rogers Terminal & Shipping Corporation
Sea Star Stevedore Company
SSA Marine, Inc.
SSA Terminals, LLC
Tacoma Line Handling Company
Terminal Maintenance Company LLC
Terminal Maintenance Corporation
Total Terminals International, LLC
TraPac, Inc.
TransBay Container Terminal, Inc.
Transpac Terminal Services, LLC
Wallenius Wilhelmsen Logistics
Washington United Terminals
Willamette Stevedoring LLC
Williams, Dimond & Company
Yangming Marine Transport Corporation
Yusen Terminals, Inc.
Zim American Integrated Shipping Service Company, Inc.

PMA Bylaws

"Any firm, person, association or corporation engaged in the business of carrying cargo by water to or from any port on the Pacific Coast of the United States, or any agent of any such firm, person, association or corporation, and any firm, person, association or corporation employing longshoremen or other shoreside employees in operations at docks or marine terminals or container freight stations (CFS) at any such port or within the Port Area CFS zone of any such port, and any association or corporations composed of employers of such longshoremen or other shoreside employees shall be eligible for membership in this corporation…"

Board of Directors

Frank J. Baragona
President
CMA CGM (America) Inc.
International Carrier Class

Matthew J. Cox †
President
Matson Navigation Company, Inc.
Domestic Carrier Class

Edward A. DeNike #
Senior Vice President
SSA Marine, Inc.
Stevedore/Non-Carrier Class

Christian P. von Kannewurff °
Group Vice President
"K" Line
(Kawasaki Kisen Kaisha Ltd.)
International Carrier Class

John V. Keenan #*
Senior Vice President/COO
Horizon Lines, LLC
Domestic Carrier Class

William F. Payne #
Executive Vice President, COO
NYK Line
International Carrier Class

Frank N. Pisano *
Executive Vice President
TraPac, Inc.
International Carrier Class

Michael Radak †
Vice President-Sales/Marketing Op.
Hanjin Shipping Co.
International Carrier Class

Walter Romanowski *
Sr. Vice President JV Container Op.
Ports America Group (MTC)
Stevedore/Non-Carrier Class

Anthony Scioscia #*
Sr. Vice President Labor Relations
Maersk Inc.
International Carrier Class

Nathaniel Seeds °
Vice President,Network/Ops.
APL Limited
International Carrier Class

#Assessment Committee Member †Audit Committee Member °Bylaw Committee Member *Compensation Committee Member

Finance Committee

John Rooney
Western Area Controller
APL Limited

John N. Loepprich
Sr. V.P. – Finance
APM Terminals North America, Inc.

James G. Bay
Chief Accounting Officer
Ports America

William H. Hirai
Vice President – Finance
SSA Marine, Inc.

Paula Nitto
Chief Financial Officer
NYK Line (NA) Inc.

Coast Steering Committee:

Chairman:
Jon Rosselle
Vice President
SSA Terminals, LLC

Roy Amalfitano
Executive Vice President
Evergreen America Corporation

Larry Bennett
Senior Vice President and COO
Hanjin Shipping Co.

Peter D. Bennett
Vice President –
Pacific Region Operations
"K" Line America, Inc.

Darrin DelConte
Executive Vice President
Pacific Crane Maintenance Company

Kevin Dietsch
Director of Operations
Horizon Lines, LLC

Area Sub-Steering Committees:

Southern California Area

Chairman:
John DiBernardo
SSA Terminals, LLC

John Beghin
Long Beach Container Terminal, Inc.

Rickey Childs
APL/Eagle Marine Services. Ltd.

Robert Dickey
Ports America Group

Steve Evans
Pacific Crane Maintenance Company

Jason Hsu
Evergreen America Corporation

Eric Kalnes
TraPac, Inc.

Brent Kitagawa
Intl. Transportation Services, Inc.

Eileen Kuljis
Matson Navigation Company, Inc.

Robert Loya
Horizon Lines, LLC

Sean Marron
Yusen Terminals, Inc.

Scott Melin
Hanjin Shipping Co.

Ron Neal
California United Terminals

Jamie Otis
APM Terminals Pacific Ltd.

Tim Tess
Pasha Stevedoring & Terminals, L.P.

Rob Waterman
Metropolitan Stevedore Company

Pacific Northwest: Oregon and Columbia River Area

Chairman:
Doug Beeber
Jones Stevedoring Company

Ken Davais
"K" Line America, Inc.

Art Hayes
Rogers Terminal & Shipping Corp.

Paul Huculak
SSA Terminals, LLC

Kevin Jones
Kinder Morgan Bulk Terminals, Inc.

Shaun (Soo Hwan) Kim
Hanjin Shipping Co.

Jim Mullen
Ports America Group

Ronald J. Forest
Senior Vice President
Matson Navigation Company

George Lang
Chief Operating Officer
California United Terminals, Inc.

Sean Lindsay
General Manager – West Coast Labor Operations
Ports America Group

John Ochs
Senior Director – West Coast Labor Relations/Regulatory Affairs
APM Terminals Pacific Ltd.

Anthony Otto
President
Long Beach Container Terminal

Robert L. Stephens
Vice President – Labor Relations
American President Lines, Ltd.

Pacific Northwest: Washington and Puget Sound Area

Chairman:
Lee MacGregor
SSA Terminals, LLC

K.C. Bacon
Rogers Terminal & Shipping Corporation

Steve Bassett
Husky Terminal & Stevedoring, Inc.

Rick Blackmore
Hanjin Shipping Co.

Greg Chu
Matson Navigation Company, Inc.

Alec Coleman
Washington United Terminals

Sue Gardner
APM Terminals Pacific Ltd.

Clayton R. Jones, III
Jones Stevedoring Company

Capt. Chyr-Ming Leng
Evergreen America Corporation

Chris Novosad
Horizon Lines, LLC

David A. Pickles
Eagle Marine Services, Ltd.

Blair Smith
Ports America Group

Greg Unterbrink
Pacific Crane Maintenance Company

Northern California Area

Chairman:
Jacques Lira
SSA Terminals, LLC

Aaron Brown
Pacific Crane Maintenance Company

Rickey Childs
APL/Eagle Marine Services. Ltd.

Mike Cuffe
Yusen Terminals, Inc.

Chris Hamlin
Horizon Lines, LLC

Lee Lara
"K" Line America, Inc.

Lorenzo Looper
Metropolitan Stevedore Company

Brian Morgan
Matson Navigation Company, Inc.

Dean Wilson
Hanjin Shipping Co.

Dennis Woodfork
Ports America Group

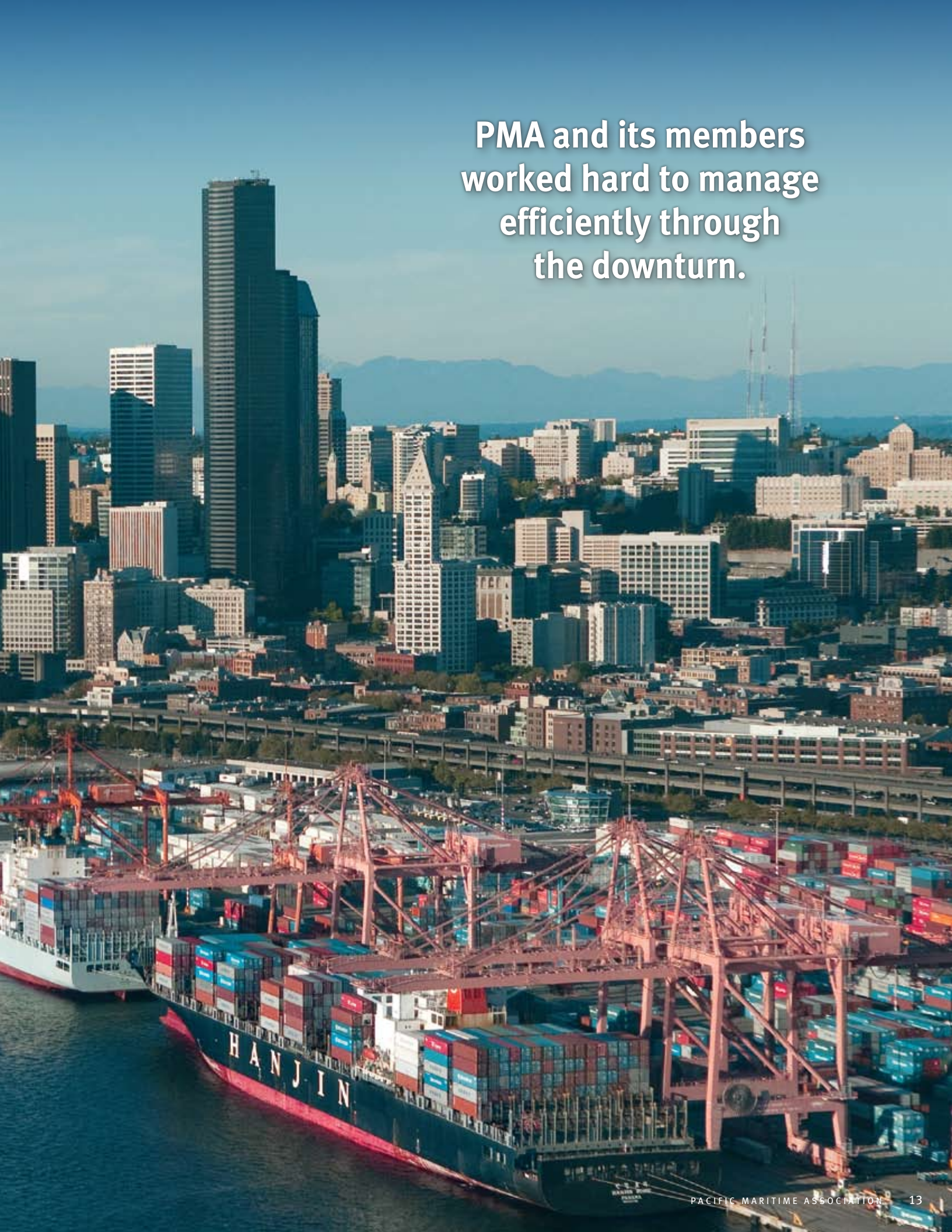
Jim Yanak
TraPac, Inc.


During the past year,
West Coast trade rose significantly.
OOCL


After major declines, 2010 coast volume was up nearly 15 percent.
CHINA SHIPPING
中国海运


ZPMC
上海振华

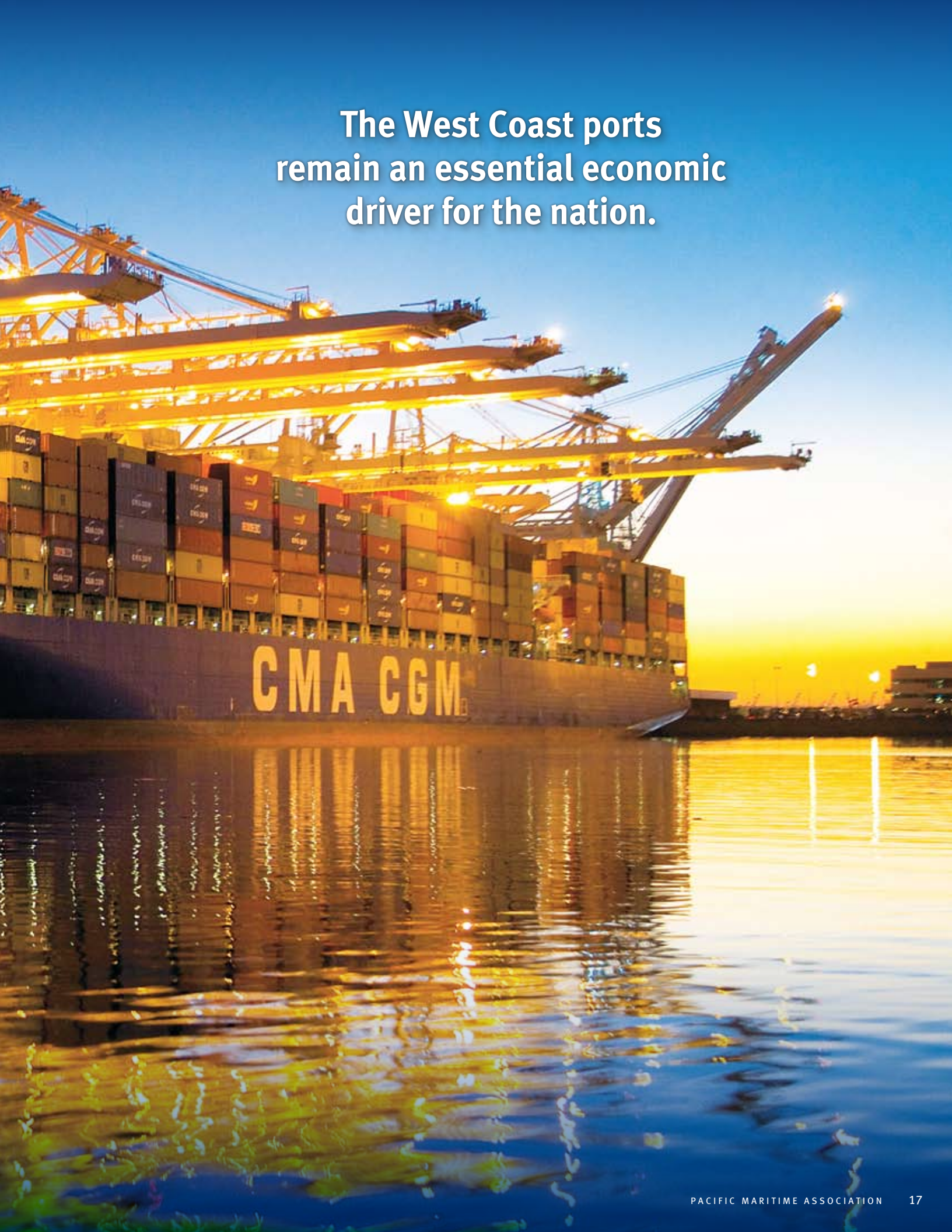

COSCO


PMA and its members
worked hard to manage
efficiently through
the downturn.
HANJIN


MAERSK

Looking ahead, innovation will keep our ports ahead of the competition.

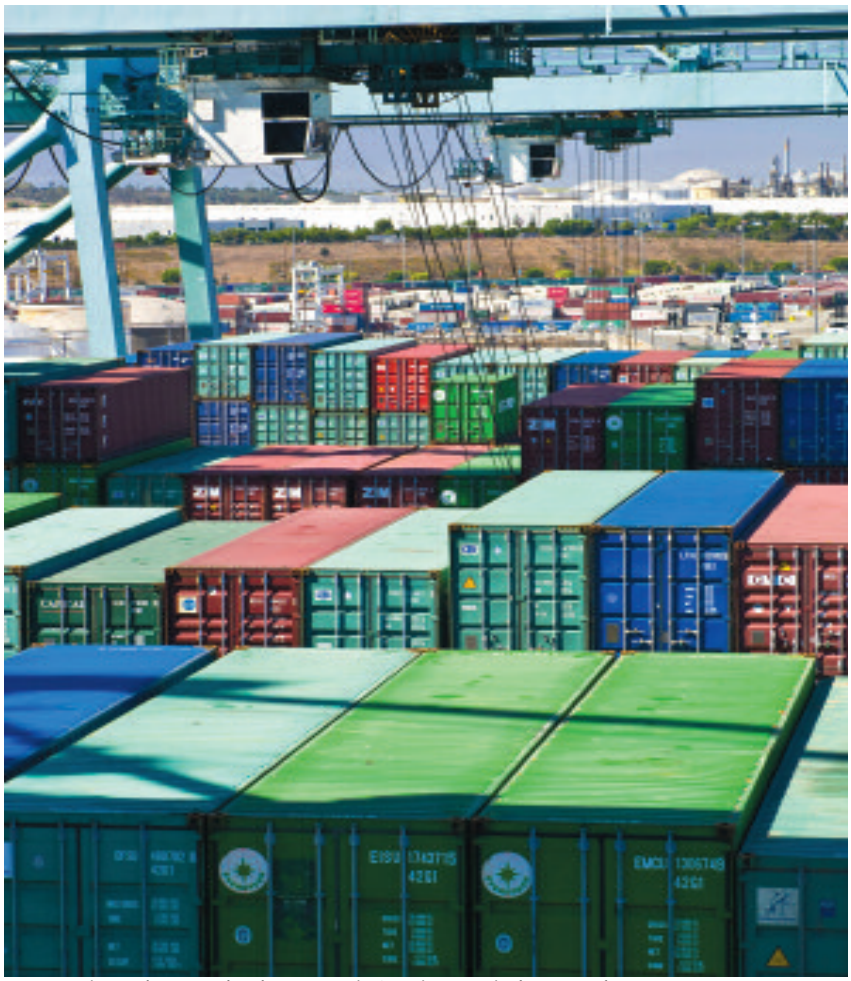

CMA CGM VIVALDI


The West Coast ports
remain an essential economic
driver for the nation.
CMA CGM

The San Gabriel Mountains create a backdrop for the main channel at the Port of Los Angeles.

The Year in Review

The most significant story of 2010 was the rising tide of cargo that moved through West Coast ports. Following two years of declines, the West Coast waterfront saw a significant increase in both container volume and the movement of other cargo types such as bulk goods, automobiles, logs & lumber and more. At the same time, PMA and its members continued to focus on essential issues such as worker safety and environmental initiatives, while seeking to make cargo movement more efficient and secure. **For more about 2010, please read on.**



Ports America works a vessel at the West Basin Container Terminal, Los Angeles.

West Coast Volumes Surge in 2010

West Coast ports saw a significant increase in cargo movement during 2010. After two years of declining volumes related to the global economic downturn, overall coast volume was up 14.3 percent, with gains in each geographic region and across every major category of cargo. With Los Angeles and Long Beach leading the way, overall coast-wide revenue tonnage was 338.73 million tons, the fourth highest total ever.

In fact, the West Coast ports moved more cargo in 2010 than in any year prior to 2006, and easily surpassed the 2009 total of 296.41 million tons. The 2010 totals surprised many analysts, who had predicted far more modest increases. Some highlights are below; further details may be found later in this section, and in the statistical pages that begin on page 57.

The ports of Los Angeles and Long Beach together moved more than 10 million TEUs (twenty-foot equivalent units) of containerized cargo, which represented just over 70 percent of the coast total. Other leaders in containerized cargo movement were Oakland, Seattle and Tacoma, each moving more than 1 million TEUs. Portland and Kalama, WA, led bulk cargo handling in 2010, each moving more than 10 million tons, followed by Long Beach, Tacoma, Seattle and Vancouver, WA. For automobiles, the leaders were Portland, San Diego, Long Beach and Port Hueneme, each transporting more than 2 million tons.

One of the salient factors driving the coast increases, in addition to consumer-driven import activity, was a significant uptick in exports. Whereas imports from Asia have played a large role in West Coast volume increases during the past two decades, 2010 saw a substantial rise in exports to Asia, as well. A more detailed analysis of West Coast exports, including some of the reasons for this phenomenon, may be found on the following page.

2011 Starts Strong

Looking ahead, analysts are generally forecasting further volume increases for 2011, though estimates vary based on anticipated economic conditions. And with the overall recovery still developing, PMA and its members are preparing for a range of scenarios – from modest increases to large gains. As of this writing, 2011 is off to a strong start. But veteran observers of the waterfront know that conditions can change quickly, particularly in times of uncertainty. Whatever the conditions, PMA and its members remain focused on efficient, safe and secure operations up and down the coast.

For a look at the steps the West Coast ports are taking to remain the premier U.S. cargo gateway, please see the story on page 28.

West Coast ports moved more cargo in 2010 than in any year prior to 2006.

NYK *Artemis* calls Yusen Terminals, Port of Los Angeles.

Exports Rise to Meet Overseas Needs

Driven by demand from emerging economies throughout Asia, particularly the world's most populous nation of China, U.S. exports from the West Coast showed striking gains in 2010. Other factors that led to sizable export increases include political dynamics, exchange rates and recent weather patterns abroad. The resulting gains in exports have provided a significant economic boost to port towns along the West Coast.

U.S. Products: Feeding the World

Ports throughout the Pacific Northwest and Northern California saw a significant increase in grain and rice exports in 2010. The rise in agricultural activity through the ports has been largely attributed to the rapidly emerging Chinese middle class that can now afford to purchase greater quantities of foodstuffs. The United States is an attractive agricultural supplier in part because of the relatively weak dollar, which has made U.S. commodities more affordable and consequently more competitive with foreign equivalents.

Global weather patterns also played a role in the increased demand for U.S. agricultural products in 2010. The worst drought in Russia's history prompted its government to halt wheat exports for the latter part of the year, in order to preserve its diminished crop for in-country use, while Canada experienced record-setting rains that led to the country's lowest wheat crop in the past three years. The resulting shake-up of international wheat markets generated opportunities for other major exporters, including the United States, to fill the void.

Low-Sulfur Coal Exports

While agricultural exports have seen an increase as a result of Chinese economic development, so too have sources of energy. In particular, with China constructing several new coal-fired electric power plants, a number of U.S. coal producers have ramped up exports to that part of the globe. An interesting wrinkle is that the coal being shipped through West Coast ports is low-sulfur coal mined in the Powder River Basin in Montana and Wyoming, emitting far fewer sulfur dioxide emissions than many other coal sources. Plans are already in the works for a new 5.7-million-ton-a-year shipping facility on the Columbia River in Longview, WA, which would serve as the main exit point for Powder River Basin coal.

Longshore workers attach slings to rice bags for loading at the Port of Stockton.

Rice, grain and other exports showed marked gains in 2010.

Logging Makes a Major Rebound

Logging transport from West Coast ports also experienced a bump from increased Asian demand. Over the past year, China has more than doubled its lumber imports, fueled by a tremendous building boom, and now stands as the third largest logging trading partner for the United States, just behind Canada and Mexico. American logs are shipped out of the West Coast ports mainly as break bulk cargo for construction, but also as smaller, containerized cargo for furniture and other consumer products.

2010 offered a sharp contrast to the prior decade, when the logging industry suffered an extreme decline in trading activity. As a result, the energized export business has contributed to supporting jobs both at the ports and in the logging towns across the Pacific Northwest and Northern California. Anecdotally, timber production firms and sawmills experienced a rise in their job offerings across the region. Those numbers are expected to continue growing amid speculation that Russia will raise its timber export tariffs beyond the initial 25 percent increase in 2010, directing even more demand to the United States.

Safety on the Waterfront

PMA played an active and collaborative role in advancing safety initiatives during 2010, educating the industry, cooperating with policy makers on regulation enforcement and upgrades, and helping to create a safe work environment. In these efforts, PMA continued to work with federal agencies, the longshore union and other stakeholders.

PMA created, improved and updated various safety guidance documents and best practices to reflect the industry's larger, more efficient marine cargo-handling terminals and intermodal operations. These documents are designed to give employers and workers access to best practices for safety on the waterfront. Among the subjects addressed are: traffic safety, on-dock rail and inoperable semi-automatic twist locks. PMA played a lead role in chairing the longshore working group that presented these documents to the Federal Occupational Safety and Health Administration (Federal OSHA).

QuickCards

Following the successful 2009 launch of a series of maritime QuickCards™, the PMA crafted four new draft QuickCards™ in 2010. These laminated cards provide waterfront workers with general safety reminders and help prepare managers for gangway safety talks at the start of each shift. Developed in collaboration with the ILWU and MACOSH, the Maritime Advisory Committee for Occupational Safety and Health, this year's cards educate workers on the dangers associated with working on the highline or apron, and advise mechanics working in the yard on containers and cargo-handling equipment such as top handlers, semi tractors and other wheeled equipment. The safe plugging and unplugging of refrigerated "reefer" units in marine cargo terminals is another subject of this year's QuickCards™.

Live and Learn Videos

PMA worked alongside Federal OSHA and the National Maritime Safety Association to develop scripts and lessons learned for three new *Live and Learn* videos. The vignettes re-enact actual waterfront accidents and provide safety advice to help keep workers safe by learning from these incidents. The new 2010 videos focus on safety measures during container loading and unloading operations, and join previous videos as part of the overall safety curriculum. All completed videos can be accessed online at www.nmsa.us (Click "Information" tab and then select "Safety Videos").

California Safety Efforts

During the past year, PMA has taken part in several important state safety efforts in the State of California. Regarding standards, PMA updated state officials on safety precautions surrounding rubber-tired gantry cranes (RTGs) and participated in two advisory committees together with the ILWU. As part of these efforts, PMA produced a video explaining the operation of RTGs, helping to persuade state regulators as to the safety precautions necessary in operating this equipment. Regarding enforcement, PMA joined state officials and others in creating workable, upgraded regulations for heat stress safety, which will go into effect in 2011.

Looking ahead, 2011 will continue to be an active year for the PMA as it collaborates with the ILWU on important safety measures concerning national injury and prevention plans, accident prevention and noise reduction plans.

Collaboration is essential to waterfront safety efforts.

A longshore worker checks China Shipping's *Xin Tian Jin* container ship at the Port of Seattle.

Environmental Impacts: Seeking Innovative Solutions

West Coast ports continued to lead the maritime industry in seeking innovative solutions to reduce the environmental impact of port operations. Among these 2010 efforts were the advancement of clean fuel and air initiatives for ships entering North American coastal waters; implementation of shoreside power operations throughout California; and collaborative actions to identify best practices for anti-idling above and beyond governmental regulations.

ITS plugs a ship into shoreside power at the Port of Long Beach.

Air Quality Along the West Coast

In a significant development, the International Maritime Organization (IMO) recognized waters surrounding the United States and Canada as an "Environmental Control Area," or ECA, clearing the way for regulations that will significantly reduce ship emissions. Industry officials pushed for this action, advocating for standards to be national or international in scope, rather than state-by-state. Under the North American ECA, vessels within 200 nautical miles of U.S. shores will be required to switch to low-sulfur fuel, with initial regulations taking effect in August 2011. The phased-approach of this clean fuel and technology initiative begins with a limitation of 1 percent sulfur content, ultimately requiring a maximum of 0.1 percent low-sulfur fuel to be used by January 2015, cutting sulfur content in fuel by as much as 98 percent. As a result, projected 2020 air emissions for several key pollutants – NOx, $PM_{2.5}$ and SOx – are expected to drop by 23 percent, 74 percent and 86 percent, respectively. West Coast industry officials sponsored a joint initiative in the California legislature in support of this ECA, which was adopted by the IMO in March 2010.

Clean fuel and air initiatives will reduce impacts and emissions.

Efficient Ships and Greener Terminals

In 2010, a number of marine terminals in California converted their operations to shoreside power, otherwise known as cold-ironing, enabling ships to plug in directly to the electrical grid while docked, substantially reducing air emissions. The Ports of Long Beach, Los Angeles and Pt. Hueneme, along with cruise vessel operations at the Ports of San Francisco and San Diego, have all implemented cold ironing. The California Air Resources Board (CARB) is requiring all container terminals in California to make this change by 2014.

Moving forward, PMA and member companies will continue to collaborate on international efforts to reduce greenhouse gas emissions from existing and future vessels. The IMO has created a Ship Energy Efficiency Management Plan, which incorporates best practices for limiting fuel consumption on existing ships and reducing CO_2 emissions, while the IMO's Energy Efficiency Design Index will ultimately require that new vessels are built with the latest advancements in energy efficiency.

Best Practices

In an example of industry leadership on an environmental issue, PMA and member companies have been working in active partnership with California regulators to identify and establish best practices on engine idling for container-handling equipment at marine terminals. CARB gathered data for container-handling equipment at the Ports of Oakland, Long Beach and Los Angeles and sought proposals from port terminal and intermodal rail yard operators for voluntary idle time improvements.

Member companies have responded by streamlining operations to reduce idle times and restrict fuel usage. This "best practice" approach has won praise from regulators and is expected to continue industry efforts to reduce environmental impacts.

Regional Developments:
Southern California

A cautious but forward-looking approach guided ports across Southern California in 2010 as the region fought its way back from the economic downturn. Led by the ports of Los Angeles and Long Beach, overall cargo volumes rose an impressive 15.3 percent over 2009, with cargo-bearing TEUs approaching 2008 levels at 10.5 million. Southern California port authorities and operators maintained focus on efficiency and business standard optimization measures to ensure that ports will continue to be competitive in the evolving marketplace.

The PMA and the International Longshore Warehouse Union also participated in cooperative measures with the ports to attract new and diverse sources of cargo, even as volumes are expected to continue rising in 2011.

Import and Export Growth

Although imports drive the success of West Coast ports – and saw a significant increase in 2010 – exports also played a role in Southern California's increased volume. The rise in exports was fueled by Asian demand, particularly from China, India, Indonesia and Malaysia. With a year-over-year increase of 11.4 percent, exports reached levels not seen since before the global economic downturn.

The rise in exports of electrical machinery; industrial machinery and computers; optical, photographic and medical equipment; aircraft and spacecraft components; and grain commodities have helped to alleviate high regional unemployment figures and stimulate the local economic recovery. For further analysis of export trade, please see page 21.

Infrastructure Investment

At the Port of Long Beach, initial construction efforts began in November on the Gerald Desmond Bridge replacement. This $1 billion investment project will deliver a new higher, wider – and safer – bridge to span the port's main channel, providing additional clearance for ships and easing the flow of cars and trucks that use the bridge.

With funding in place, the port is soliciting companies to design and build a replacement for the 42-year-old bridge, which currently provides access for approximately 15 percent of the nation's containerized cargo, while solidifying Southern California's status as the primary gateway between Asia and the rest of the United States.

Environmental Strides

Southern California continued to lead in environmental initiatives in 2010 as Burlington Northern Santa Fe Railway (BNSF) initiated the approval process for the Southern California International Gateway. SCIG is expected to provide an additional environmentally friendly near-dock intermodal facility between Sepulveda Boulevard and Pacific Coast Highway, with direct access to the Alameda Corridor.

The project would transform an existing industrial trucking and redistribution site into a gateway for clean growth, eliminate millions of truck miles annually from Interstate 710 and other freeways, reduce emissions 90 percent compared to traditional intermodal facilities, and generate hundreds of new jobs, according to BNSF.

Other environmental commitments include rail-mounted electric cranes, low-emission LNG yard tractors, ultra-low emissions locomotives and Smart Start technology to shut down idling switch and road engines.

Efforts between the City of Long Beach and the Army Corps of Engineers were re-launched in 2010 to conduct a four-year study that will determine potential impacts of modifying the breakwater that has been in place since World War II. Environmentalists and beach enthusiasts have sought reconfiguration of the Long Beach breakwater, in order to bring waves to the shore and allow for natural cleansing of water pollutants.

A Yang Ming vessel is loaded at the Port of Los Angeles.

The two entities signed an $8 million cost-sharing agreement in November 2010 to reopen the East San Pedro Bay Ecosystem Restoration Study, which will examine a number of issues related to altering the breakwater, including potential impacts on the safety of ships that call Long Beach via two openings at Angel's Gate in Los Angeles and Queen's Gate in Long Beach.

With an eye toward 2011, Southern California ports expect to boost worker training. Crane, heavy lift and other equipment training will be significantly increased, with additional training put into place for foreman transfer programs.

Despite some uncertainty about the ongoing strength of the regional economic recovery, cargo volumes are uniformly expected to rise in 2011, with a fairly consistent mix of cargo types.

Regional Developments:
Northern California

Like much of the West Coast, Northern California ports returned to positive volumes, with an increase in total cargo of 5.5 percent and growth of 6.3 percent in loaded container TEUs. The Port of Oakland saw a healthy burst of activity, experiencing a 5.8 percent increase in volumes for 2010.

Looking to 2011, the volume forecast is mixed. In anticipation of potential future growth, Northern California ports took the opportunity during the past year to invest in a number of initiatives in areas including the environment, technology, infrastructure, training and promotions.

Niche Cargo

Several Northern California ports saw significant volume increases related to specialty cargo. The Port of Eureka, for example, experienced a major comeback in logging, with significant export activity for the first time since 2002. The Port of Stockton saw large increases in bulk cargo, primarily agricultural goods, while the Port of West Sacramento experienced increased demand in late 2010 for foodstuffs, shipping thousands of tons of bulk paddy rice through the port's rice and grain elevators.

An agreement finalized in 2009 between the Port of Richmond and Honda Motor Co. to boost autos shipped through the facility came to fruition in April 2010, leading to 479,769 tons of imported cars, an increase of 55.9 percent over 2009.

Technology and Infrastructure

The Port of San Francisco invested in technology to provide large-berthed cruise vessels with shoreside power. The $5.2 million project will make San Francisco the first port in California – and just the fourth worldwide – to offer grid-based, high-voltage electrical power to equipped cruise ships, making strides in green technology innovation. Additional investment in Oakland will also assist in terminal conversion to shoreside power, which will be required of all terminals in California by 2014.

In infrastructure news, Northern California was awarded a $30 million TIGER grant from the U.S. Department of Transportation, to be used in developing a waterborne shipping route to link the ports of Oakland, Stockton and West Sacramento. America's Marine Highway program will utilize barges to move cargo along an inland waterway, providing a new alternative to conventional truck and rail cargo routes.

The Port of Oakland's new 50-year concession and lease agreement to Ports America Outer Harbor began in January 2010, with renovation efforts enhanced by nearly $12 million in federal stimulus funds provided to deepen the port's harbor. As a result of the new 50-foot depth, Oakland welcomed the arrival of its largest container ship to date: the 8500-TEU COSCO Indonesia. In addition, Oakland's rising profile was a considering factor for Evergreen America Corporation in the company's purchase of three new cranes at their terminal on 7th Street. Further port improvements including gate restructuring, terminal openings, crane additions and updates will all support efforts to expand cargo capabilities in Northern California.

The Port of West Sacramento successfully secured $12.5 million in federal funding from the government's 2010 Civil Works budget for the port's $80 million channel-deepening project. By deepening the port's harbor to 35 feet, more than three-quarters of all fully loaded ocean-going freight ships will be able to serve the Sacramento region directly, rather than requiring transfer from other ports via truck. The project is expected to result in reduced freeway congestion and air emissions, and strengthen the port's role as a key Northern California goods-movement facility.

As a result of overall volume increases in Northern California, PMA was able to resume training and transfer programs that had previously ceased in late 2008 due to the economic contraction. PMA will graduate a total of 50 workers in crane and container handling equipment training in the current fiscal year, while transfer programs include a number of foreman promotions and longshore to clerk transfers as well.

Discharged pipes are ready for their next move at the Port of Stockton.

Containers are offloaded at the Port of Portland's Terminal 6.

Regional Developments:
Pacific Northwest

Cargo volumes increased significantly in 2010 across the Pacific Northwest for both container and break bulk cargo. Overall volumes rose by 15.5 percent in the region compared to 2009, with logging, wind energy, autos and commodities as particularly strong areas of growth. Following recent declines due to the economic contraction, Pacific Northwest ports started to ramp up initiatives in infrastructure, technology and other equipment to maintain port capacity in light of new and anticipated growth.

Logging, Wind Energy, Autos and Commodities

The logging industry made an overwhelming comeback in the Pacific Northwest where, in many areas, there had been little prior activity in more than a decade. As export locations, the Port of Tacoma and smaller ports including Port Angeles, Astoria, Grays Harbor, Olympia and Longview all benefited from rising demand for lumber driven by Asian nations, particularly in the latter half of 2010. Total log and lumber exports from the Pacific Northwest reached 1.4 million tons in 2010, nearly triple the volume of the previous year. The spike in trade has helped revive the logging industry while beginning to counter high unemployment levels in local communities.

Wind energy imports are playing a major role for ports in the Pacific Northwest and are projected to continue to grow as the region focuses more on clean energy initiatives. The Port of Vancouver, WA, is the largest importer of wind energy cargo in the nation, and has made vast investments in port storage space to accommodate future growth. In addition, new industrial space adjacent to the port, including a rail track to serve Union Pacific and BNSF railways, was purchased to utilize trains capable of moving wind energy products.

The Port of Portland has led West Coast auto movement for several years running.

Automobiles also saw significant increases compared to 2009. In particular, the Port of Grays Harbor established itself as a major export point for automobiles, due to an agreement with Pasha Automotive Service and Partners Shipping to export American-made cars, as well as a $15 million investment in a marine terminal rail system. As a result, Grays Harbor exported a total of 233,174 tons of autos in 2010, in its first full year shipping automobiles.

Grain exports were strong as well, with a number of ports contributing to trade in agriculture and commodities. These include Vancouver; Grays Harbor, which is expanding a grain handling and storage terminal; and Longview, which will open an eight-million-ton grain export terminal in 2011.

Investments in Infrastructure and Technology

The Port of Seattle is undertaking a major initiative to eliminate its waterfront viaduct and replace it with a proposed tunnel. The $3.1 billion State Route 99 Alaskan Way Viaduct and Seawall Replacement project will redistribute traffic onto a roadway that meets current earthquake safety standards and improves mobility for people and goods throughout the downtown corridor. Several options are being analyzed, with further action anticipated in late 2011.

A number of ports in the Pacific Northwest added new equipment to accommodate larger ships with enhanced cargo loads. SSA Marine added new cranes at the Port of Seattle, while the Ports of Vancouver and Longview added new Liebherr and heavy-lift cranes. Rubber-tired gantry cranes that consolidate containers and similar equipment have increased throughout the region in an effort to achieve greater automation of longshore operations, as container volumes across the Pacific Northwest continue to rise.

West Coast Ports: The Future is Now

For years, trade through the West Coast ports grew at an unrelenting pace. Double-digit percentage increases were the norm, largely driven by U.S. consumer demand for Asian-made products. As a result, the Los Angeles/Long Beach port complex asserted itself as the busiest container port in the nation, and other major ports such as Oakland, Seattle and Tacoma saw rising tides, too.

During the past decade, trends began to change. While growth continued, shippers began to diversify their cargo routes, enabling East Coast and Gulf Coast ports to pick up market share at the West Coast's expense. And then, starting in 2008, the global economic downturn led to fewer goods being shipped throughout the system.

As the downturn eased, in early 2010, a new wrinkle emerged: The West Coast appeared to be positioned more strongly than ever. Trade volumes surged. Market share rose. Many of the challenges of the past – congestion, efficiency and infrastructure issues – subsided.

What changed? And what must continue to change? Put another way: How will the West Coast remain shippers' destination of choice? The following offers a quick sketch.

West Coast ports: a natural fit

With tens of millions of local consumers, plenty of deep-water ports, and the closest steaming times from Asia, the major West Coast ports are a natural fit for shippers seeking to bring goods to the United States. Moreover, given a strong intermodal infrastructure, the ports are able to serve even far-away locations in the Mountain States, Midwest and East Coast. In fact, as one recent analysis pointed out, shippers can import goods through West Coast ports, then transfer by rail to the East Coast, and still beat all-water shipping times by 10 to 12 days. Thus, the West Coast waterfront is well-situated not only to receive cargo for its own shores, but to supply the entire nation.

Shippers diversify – and ports modernize

During the past decade, a number of incidents prompted customers to diversify their shipments. The 2002 port shutdown played a role. So, too, did congestion issues just a couple of years later. For a time, the West Coast developed a reputation – earned or not – as being less than fully reliable. So when shippers had the choice to send goods to other locations, they often did.

Yet during this period of time, terminal operators, port authorities and other stakeholders recognized the need to retool operations. Companies invested significant funds to ensure that goods moved swiftly from ship to terminal, then through the intermodal network. The workforce cooperated as employers sought to modernize operations. And local communities recognized the huge economic impacts of the trade that moved through ports from San Diego to Seattle.

Over time, shippers began to recognize that West Coast ports had evolved – that they were reliable, fast, efficient places to send cargo – and that they were still one of the best options to ship goods, whether intended for local markets, the Eastern United States or points in between.

The future: automation

Given the improvements that have been made to date, and the evolving economic climate, the next frontier is clear: West Coast ports need to continue to modernize, by introducing longshore technology/automation at their terminals. The seeds for this step were sown in 2008, when the PMA and the International Longshore and Warehouse Union struck a contract agreement that built on past modernization efforts. With plain contract language on the subject of automation, union leaders and employers recognized that more efficient terminals would mean more cargo moving through the ports – and plentiful work on the docks.

Innovating the terminals – and beyond

Looking ahead, several terminal operators have developed plans to automate their terminals, and will likely roll out those plans in the coming months. Looking further ahead, it is clear that innovation will be a constant necessity, as the ports seek to build on their natural strengths and evolve to meet the needs of the 21st century. As they do, the transportation infrastructure beyond the terminal gates must evolve, too. Together, the ports, rail and highway networks can all ensure the smooth transfer of goods from origin to destination. Ultimately, the continued success of West Coast trade will mean jobs, opportunity and economic growth along the coast and across the nation.

GENERAL SAFETY TRAINING:

A 20-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2010

YEAR	GRADUATES	CUMULATIVE
GST I – Safety First		
1991	552	552
1992	5,246	5,798
1993	4,512	10,310
GST II – Your Right, Your Life		
1994	1,068	1,068
1995	6,867	7,935
1996	4,798	12,733
GST III – What Counts		
1997	2,993	2,993
1998	7,788	10,781
1999	4,059	14,840
GST IV – Going Home Safe		
2000	4,007	4,007
2001	6,675	10,682
2002	5,464	16,146
GST V – Aware Today, Everyday		
2003	3,443	3,443
2004	9,733	13,176
2005	12,332	25,508
2006	6,966	32,474
GST VI – Every Choice Counts		
2007	10,704	10,704
2008	8,523	19,227
2009	5,388	24,615
GST		
2010	8,593	8,593

OCCUPATIONAL INJURY AND ILLNESS INCIDENCE RATES

The Pacific Maritime Association processes injury and illness reports submitted by companies to analyze industry injury and illness trends and to evaluate the safety programs of individual companies.

The information shown in the tables on this page is summarized from injury and illness reports submitted to PMA in 2010.

The lost-time injury and illness incidence rate is based on Occupational Safety and Health Act (OSHA) record-keeping criteria and is a national standard used by the government and most industries to provide an overall indication of injury and illness trends.

The formula for the lost-time injury and illness incidence rate includes the number of lost-time injuries and illnesses that occurred in the workplace and the total hours worked during the period (usually one year). It is based upon a work force of 100, each working 2,000 hours per year. (Number of injuries and illnesses x 200,000 ÷ total hours worked = Incidence Rate)

Year	Coast	Southern California	Northern California	Pacific Northwest Oregon	Pacific Northwest Washington
1994	11.2	10	14.6	11.9	11.2
1995	10.9	8.9	15.6	11.5	12.8
1996	10.4	9.3	14.3	12.7	9.9
1997	9.4	8.2	11.6	11.2	11.2
1998	9.2	6.8	15.1	13.9	12.4
1999	8.67	6.64	13.7	12.6	11.2
2000	7.2	5.68	9.81	10.7	10.7
2001	8.4	6.6	13.3	9.64	12.6
2002	8.5	6.4	14.1	11.2	13.3
2003	7.5	6	10.5	10	11.9
2004	6.77	5.71	9.04	9.95	9.11
2005	7.12	6.15	9.37	9.19	9.06
2006	6.41	5.06	10.47	7.64	9.60
2007	5.79	4.45	10.32	7.03	8.58
2008	5.75	4.71	8.68	9.04	7.09
2009	6.86	5.79	10.48	10.07	7.55
2010	**5.31**	**4.24**	**7.50**	**9.25**	**6.80**

ACCIDENT PREVENTION "TOP TENS" FOR 2010

Most Injured Occupations		Cause of Most Injuries		Most Common Injuries		Most Injured Body Part	
Semi-Tractor	276	Strained	265	Sprain/Strain/Spasm	889	Back	373
Lasher	250	Struck by	181	Contusion	316	Knee	226
Holdman	185	Slip/Trip/Fall <4ft	145	Cut, Laceration	120	Shoulder	195
Mechanic, ILWU	165	Struck Against	126	Hearing Impairment – Illness	59	Neck	165
Dockman	104	Slip	109	Scratch/Abrasion	59	Finger	159
Foreman/Walking Boss	85	Twisted	85	Foreign Object in Eye	56	Head	130
Auto Driver	69	Noise – Long Term	59	Fracture	32	Hand	96
Clerk Basic	58	Trip	55	Toxic Respiratory	19	Ankle	94
Mechanic, IAM	46	Pinched	55	Stress	13	Arm	80
Top Handler	45	Bounced in Vehicle	52	Nausea	13	Elbow	73

Coast Accident Prevention Award-Winners

Stevedoring Companies
(companies engaged in one or more types of cargo-handling operations)

Group A (400,000 or more man-hours)

First Place: Ports America
Los Angeles-Long Beach – Southern California Area

Second Place: SSA Marine
San Francisco-Oakland Ports – Northern California Area

Group B (100,000 to 399,999 man-hours)

First Place: Pasha Stevedore & Terminals, L.P.
Los Angeles-Long Beach – Southern California Area

Second Place: Metro Cruise Services LLC
Los Angeles-Long Beach – Southern California Area

Group C (10,000 to 99,999 man-hours)

First Place: SSA Marine, Inc.
Sacramento – Northern California Area

Second Place: Pasha Stevedore & Terminals, L.P.
Aberdeen-Washington – Pacific Northwest Area

Container Operators
(companies that predominantly handle intermodal containers to and from ships)

Group A (1 million or more man-hours)

First Place: APM Terminals Pacific Ltd.
Los Angeles-Long Beach – Southern California Area

Second Place: Yusen Terminals, Inc.
Los Angeles-Long Beach – Southern California Area

Group B (500,000 to 999,999 man-hours)

First Place: Long Beach Container Terminal Inc.
Los Angeles-Long Beach – Southern California Area

Second Place: California United Terminals
Los Angeles-Long Beach – Southern California Area

Group C (100,000 to 499,999 man-hours)

First Place: Husky Terminal & Stevedoring, Inc
Washington – Pacific Northwest Area

Second Place: APM Terminals Pacific, Ltd.
Washington – Pacific Northwest Area

Bulk Operators
(companies engaged primarily in bulk cargo operations with total man-hours exceeding 9,000)

First Place: Rogers Terminal & Shipping Corporation
Washington – Pacific Northwest Area

Second Place: Willamette Stevedoring LLC
Oregon – Pacific Northwest Area

Lines Companies
(companies engaged primarily in line-handling operations with total man-hours exceeding 5,000)

First Place: Foss Lines Service, Inc.
Washington – Pacific Northwest Area

Second Place: Coast Maritime Services
Los Angeles-Long Beach – Southern California Area

ILWU WORKFORCE AWARDS

Longshore Locals

Group A (More than 400 Registered Members)
Local 13 – Los Angeles-Long Beach – Southern California Area

Group B (100 to 399 Registered Members)
Local 46 – Port Hueneme – Southern California Area

Group C (Fewer than 100 Registered Members)
Local 25 – Anacortes-Washington – Pacific Northwest Area

Foreman Group
Local 94 – Los Angeles-Long Beach – Southern California Area

Clerk Group
Local 52 – Washington – Pacific Northwest Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD
(Those companies that have achieved a zero lost-time incident rate in 2010)

Crescent City Marine Ways & Drydock Company, Inc.
Oregon – Pacific Northwest Area

Willamette Stevedoring LLC.
Oregon – Pacific Northwest Area

Oregon Chip Terminal, Inc.
Oregon – Pacific Northwest Area

Foss Lines Service, Inc.
Washington – Pacific Northwest Area

Rogers Terminal & Shipping Corporation
Washington – Pacific Northwest Area

Metro Cruise Services LLC.
San Francisco – Northern California Area

Metropolitan Stevedore Company
Stockton – Northern California Area

SSA Marine, Inc.
Sacramento – Northern California Area

Ports America Group
San Diego – Southern California Area

COAST TWO-YEAR ZERO INCIDENT RATE AWARD
(Those companies that have achieved a zero lost-time incident rate 2 consecutive times over a 2-year period)

Rogers Terminals & Shipping Corporation
Oregon – Pacific Northwest Area

Pasha Stevedore & Terminals, L.P.
Aberdeen – Pacific Northwest Area

SSA Marine, Inc.
Port Hueneme – Southern California Area

COAST THREE-YEAR REDUCTION AWARD
(Those companies that have reduced their lost-time incident rate 3 consecutive times over a 4-year period)

SSA Marine, Inc.
Washington – Pacific Northwest Area

SSA Terminals, LLC
Washington – Pacific Northwest Area

THE COAST ACCIDENT PREVENTION AWARDS

Pacific Maritime Association sponsors an annual Accident Prevention Awards Program, a valuable feature of the coast-wide industry accident prevention program. To qualify for an award, a member company must actively participate in the PMA safety program and report all OSHA-recordable occupational injuries and illnesses and all applicable man-hours for the previous calendar year.

Member companies are divided into four categories according to the type of operation in which they are predominantly involved. Within each category, companies are further grouped by terminal, port or area and according to the number of man-hours paid during the year. Awards are presented to those qualifying member companies having the lowest lost-time injury/illness incidence rate within their respective category and group. In addition, awards are presented to the ILWU longshore, clerk and foreman locals based on similar criteria. Winners are listed above.

MSC *Beijing* docks at SSA's Pier A, Port of Long Beach.

Industry Overview

Economic Significance of West Coast Ports

Despite decreases in 2008 and 2009, containerized cargo movement through West Coast ports has nearly tripled in the past two decades – to a total of just under 15 million loaded container TEUs (twenty-foot equivalent units). With cargo ranging from tennis shoes and personal computers to heavy equipment and produce, these containers carry many of the staples of our economy.

The Hyundai *Colombo* passes Angel's Gate Lighthouse in Los Angeles.

As the primary gateway for international trade between the United States and Asia, the economic impact of the West Coast ports is staggering. When non-containerized goods such as bulk cargo and autos are included, West Coast port activity supports 8 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors, based on a 2008 report. The domestic business impact of this trade is roughly equal to the GDP of Canada or South Korea.

The National (and Global) Transportation Network

Imports moving through the West Coast ports are then carried by rail and truck to destinations across the United States. Exports, too, arrive at the ports from around the nation. Marine terminals, then, are one piece in a much larger transportation infrastructure: highways, rail lines, distribution centers, warehouses and final destinations such as factories, stores and homes.

The significance of West Coast cargo movement is not limited to any one region of the country, or to any one industry. The West Coast ports truly supply the nation, and in the coming years, further investment in infrastructure and technology – including new cargo-handling technology – will be essential to enabling these national assets to continue playing this vital role.

Waterfront Work: Nearly 14,000 jobs

As of December 2010, PMA members employed nearly 14,000 registered workers at 29 West Coast ports, and thousands more "casual" workers, who typically work part-time. These workers are engaged in all kinds of cargo-handling operations – from lashing containers to driving yard equipment to operating the huge gantry cranes that line most major port terminals. Some are also involved in clerical tasks to keep track of the nearly 1 million tons of cargo that move through West Coast ports on a daily basis.

Since the 2002 labor agreement that brought widespread use of technology to West Coast ports, the registered workforce has grown by 34 percent. This increase is despite a lack of registration from 2008 through 2010, due to the current economic climate.

SUPPLEMENTARY AREA AGREEMENTS

Local	Effective
Southern California	
13 – Supplementary Agreement for Gearmen	7/1/08
13 – Sweepers' Agreement	7/1/08
13 – Lines Handling Agreement	7/1/08
13 – Mechanics' Port Supplement	7/1/08
13, 29 & 46 – Industry Travel Agreement	5/17/88
26 – Watchmen's Agreement	7/1/08
29 – Lines Handling Agreement	1/25/88
29 – Foremen's Port Supplement	11/1/73
29 – Gearmen's Port Supplement	1/29/09
29 – Mechanics' Port Supplement	1/25/88
46 – Mechanics' Port Supplement	3/17/97
46 – Mechanics'/Gearmen Port Supplement	4/8/91
63 – Clerks' Port Supplement	11/10/53
94 – Foremen's Port Supplement	7/1/84
Northern California	
10 – APL Mechanics' Agreement	7/1/08
10 – Crockett Gantry Maintenance Agreement	7/1/99
10 – Miscellaneous Dock Workers	3/3/10
10 – Mechanics Port Supplement	7/1/08
10 – Rotary Dispatch Rules	9/16/95
14 – Working and Dispatching Rules	7/1/81
18 – Working and Dispatching Rules	10/6/87
34 – Clerks' Port Supplement	12/22/52
54 – Working and Dispatching Rules	11/23/87
75 – Watchmen's Agreement	7/1/08
75 – Watchmen's Supplement	7/1/02
91 – Walking Boss Port Supplement	11/1/99
92 – Walking Boss Supplement (Eureka)	7/1/81
Pacific Northwest: Oregon	
4 – Mechanics' Port Supplement	4/9/01
4 – Gear and Locker Agreement	7/2/88
4 – Dispatching Rules (LRC Agreement)	5/12/82
4 – Baggage Handling Agreement	5/30/86
4 & 8 – Lines Agreement	1/10/09
4, 8 & 21 – Shipboard Bulk Grain Operators' Agreement	3/8/10
4, 8, 12, 21, 50 & 53 – Area Travel Agreement	12/1/84
4, 8, 21, 50 & 53 – Columbia River and Newport Working and Dispatching Rules	10/4/86
8 – Baggage Handling Agreement	11/27/90
8 – Gearmen, Mechanics' and Millwrights' Agreement	6/27/09
12 – Gear and Locker Agreement	6/18/88
12 – Working and Dispatching Rules	10/31/87
21 – Gear and Locker Agreement	6/18/88
21 – Dispatching Rules	3/1/79
21 – Port of Kalama Lines Handling Agreement	7/1/90
21 & 50 – Boat Rental Agreement	12/31/07
40 – Clerks' Port Supplement	3/31/58
50 – Lines Agreement	11/5/96
92 – Walking Boss Supplement	7/1/78
Pacific Northwest: Washington	
7 – Working and Dispatching Rules	6/1/60
19 – Working and Dispatching Rules	6/20/60
19 – Lines Handling Agreement	12/12/03
19 – Gear and Locker Agreement	12/3/09
19 – Seattle Mechanics' Supplement	12/12/03
19 & 23 – Shipboard Bulk Grain Operators' Agreement	3/8/10
23 – Working and Dispatching Rules	6/17/88
23 – Lines Handling Agreement	10/15/08
23 – Gear and Locker Agreement	10/21/10
23 – Tacoma Mechanics' Supplement	10/3/08
24 – Working and Dispatching Rules	5/9/60
25 – Working and Dispatching Rules	2/10/73
27 – Working and Dispatching Rules	9/30/58
32 – Working and Dispatching Rules	5/26/89
47 – Working and Dispatching Rules	1/19/89
47 – Olympia Mechanics' Agreement	5/1/97
51 – Working and Dispatching Rules	1/13/73
52 – Working and Dispatching Rules	12/15/88
98 – Foremen's Port Supplement	12/9/98

Labor Agreements

The ILWU-PMA coastwise agreements remain in effect until 5:00 p.m., July 1, 2014.

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/08*
Walking Bosses and Foremen's Agreement	7/1/08**

* MOU was signed 07/28/2008 ** MOU was signed 07/31/2008

Labor Dispatch

Work on the waterfront, both loading and unloading of ships and barges and in marine terminals, has historically been performed by a work force employed on a daily basis. A daily laborer, as contrasted with someone hired as a full-time or steady employee, is hired for a single work shift and, if needed, may be asked to return each day until a certain work task is completed.

Daily employment allows the individual longshore employee, within certain limitations, the choice both of making himself or herself available for a work assignment on any given day and of taking a particular job for which he or she is qualified. Registration, dispatch and benefits eligibility rules specify minimum availability and work requirements that are expected of longshore registrants.

At an increasing pace during the past several decades, more regular or steady employees have been added to company payrolls, but the majority of the work is still performed by registered members of the ILWU who are dispatched on a daily basis.

Within the West Coast longshore industry the term *casual* identifies recognized workers dispatched to jobs who are not jointly registered longshore employees, clerks, or foremen. Casuals are dispatched only after all available Class "A" and Class "B" registrants have been dispatched.

A Port of Portland crane operator has a bird's eye view of the Columbia River.

Working Times and Wage Rates

The standard first and second work shifts are eight hours in length. The *first shift* normally begins at 0800, and the *second shift* begins at 1800 (1900 in the San Francisco Bay Area). The standard *third shift* begins at 0230 or 0300 at the option of the employer and is generally five hours in duration.

Meal time is one hour beginning at 1100, 1130, or 1200 on the first shift and beginning at 2200 or 2300 on the second shift (2300 or 2400 in the San Francisco Bay Area). Employees are entitled to a 15-minute relief period around the midpoint of each work period.

The *straight time rate* is to be paid for the first eight hours worked between 0800 and 1800 Monday through Friday. The *second shift rate*, which is 1.333333 times the straight time rate, is to be paid for the first 8 hours worked on the second shift Monday through Friday.

The *first and second shift overtime rate* (1.5 times the straight time rate) is to be paid for all other hours on the first and second shifts on weekdays and all first and second shift hours on weekends and Agreement holidays.

The *third shift rate*, which is 1.6 times the straight time rate, is to be paid for the first five hours worked on the third shift Monday through Friday. The *third shift overtime rate* of 1.8 times the straight time rate is to be paid for all other hours worked on the third shift on weekdays and for all hours worked on the third shift on weekends and Agreement holidays.

Effective November 23, 2002, three *Skill Rates* were defined for several specific types of longshore and clerk work. Skill Rates are calculated by adding specific amounts to the appropriate base wage rate, and all shift and overtime rates are calculated from this adjusted base rate. Those amounts are shown in the following table.

Longshore & Clerk Skills	SKILL RATE
Longshore Skill I & Clerk Supervisor	$2.40
Longshore Skill II & Kitchen/ Tower/Computer Clerk	$4.67
Longshore Skill III & Chief Supervisor & Supercargo	$5.80

Longshore mechanics' skill rates, referred to as 20% and 30% skills, are calculated by applying the appropriate skill percentage to the longshore base wage rate.

The straight time hourly wage rate paid for longshore and clerk work is based on the total number of hours (work experience) that have been paid previously to the individual performing the work. The basic straight time hourly longshore and clerk wage rate is paid to those individuals who have accumulated more than 4,000 hours prior to the week for which the payment is being made. Experience rates of pay are paid to those with less than 4,000 hours work experience in accordance with the following formulas.

Work Experience Group	
4,001 or more hours:	Basic Straight Time Rate of Pay
2,001 through 4,000 Hours:	Basic S/T Rate x 0.72053526 + $3.00
1,001 through 2,000 Hours:	Basic S/T Rate x 0.72053526 + $1.00
0 through 1,000 Hours:	Basic S/T Rate x 0.72053526

For the handling of certain specified cargos, cargo conditions, or working conditions, cargo penalty rates are paid. These penalty rates, which range from 15¢ to $1.20 per hour (the explosives penalty is equivalent to the base straight time rate), are also added to the straight time rate. All second shift work under penalty conditions is paid at the appropriate shift or overtime rate

HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

Effective Date	Hourly Rate Increase		Rate
August 13 1906		–	$ 0.55
May 27 1917	$ 0.15	27.3%	0.70
July 1 1918	0.10	14.3	0.80
December 9 1919	0.10	12.5	0.90
December 10 1932	(0.15)	-16.7	0.75
December 10 1933	0.10	13.3	0.85
July 1 1934*	0.10	11.8	0.95
February 20 1941	0.05	5.3	1.00
February 4 1942	0.10	10.0	1.10
October 1 1944	0.05	4.5	1.15
October 1 1945	0.22	19.1	1.37
November 17 1946	0.15	10.9	1.52
January 1 1947	0.05	3.3	1.57
December 15	0.08	5.1	1.65
February 10 1948	0.02	1.2	1.67
December 6	0.15	9.0	1.82
September 30 1950	0.10	5.5	1.92
June 18 1951	0.05	2.6	1.97
June 16 1952	0.13	6.6	2.10
June 15 1953	0.06	2.9	2.16
December 20 1954	0.05	2.3	2.21
June 13 1955	0.06	2.7	2.27
June 18 1956	0.02	0.9	2.29
October 1	0.16	7.0	2.45
June 17 1957	0.08	3.3	2.53
June 16 1958	0.10	4.0	2.63
June 15 1959	0.11	4.2	2.74
June 13 1960	0.08	2.9	2.82
June 12 1961	0.06	2.1	2.88
July 30 1962	0.18	6.3	3.06
June 17 1963	0.13	4.2	3.19
June 15 1964	0.13	4.1	3.32
June 14 1965	0.06	1.8	3.38
July 1 1966	0.50	14.8	3.88
June 28 1969	0.20	5.2	4.08
June 27 1970	0.20	4.9	4.28
December 25 1971	0.42	9.8	4.70
July 1 1972	0.40	8.5	5.10
June 2 1973	0.25	4.9	5.35
June 30	0.15	2.8	5.50
June 1 1974	0.30	5.5	5.80
June 29	0.30	5.2	6.10
January 4 1975	0.12	2.0	6.22
June 28	0.70	11.3	6.92
July 3 1976	0.60	8.7	7.52
July 2 1977	0.85	11.3	8.37
July 1 1978	0.85	10.2	9.22
June 30 1979	0.85	9.2	10.07
June 28 1980	0.85	8.4	10.92
July 4 1981	1.30	11.9	12.22
July 3 1982	1.30	10.6	13.52
July 2 1983	1.25	9.2	14.77
June 30 1984	0.80	5.4	15.57
June 29 1985	0.85	5.5	16.42
June 28 1986	0.85	5.2	17.27
July 4 1987	2.16	**	19.43
July 2 1988	0.40	2.1	19.83
July 1 1989	0.50	2.5	20.33
June 30 1990	0.67	3.3	21.00
June 29 1991	0.78	3.7	21.78
July 4 1992	0.70	3.2	22.48
July 3 1993	0.20	0.9	22.68
June 29 1996	2.00	8.8	24.68
June 28 1997	1.00	4.1	25.68
July 3 1999	1.00	3.9	26.68
July 1 2000	0.50	1.9	27.18
June 30 2001	0.50	1.8	27.68
June 28 2003	0.50	1.8	28.18
July 3 2004	0.50	1.8	28.68
July 2 2005	1.00	3.5	29.68
July 1 2006	0.50	1.7	30.18
June 30 2007	0.50	1.7	30.68
June 28 2008	0.50	1.6	31.18
July 4 2009	0.50	1.6	31.68
July 3 2010	1.00	3.2	32.68

* A "6 hour day, 30 hour week" was incorporated into the first coastwise industry agreement in 1934. This was the result of a decision by a presidentially appointed arbitration board. Commonly referred to as the "6 and 2" rule, this contract provision called for 6 hours' straight time pay and 2 hours' overtime pay for 8 hours' work for most longshore jobs on the regular day shift.

** The "6 and 2" pay provision was converted to an 8 hour pay rate effective July 4, 1987. There was no wage increase; 6 hours at $17.27 and 2 hours at the overtime rate of $25.905 are equivalent to 8 hours at $19.43. Other cost increases inherent in the conversion were partially offset by other contract provisions.

A team of longshore workers at the Port of Stockton.

plus 1.333333 times the cargo penalty rate, and all overtime and third shift work under penalty conditions is paid at the appropriate overtime or shift rate plus 1.5 times the basic cargo penalty rate.

Registered employees who are ordered to a job and "turned to" are guaranteed eight hours pay on the first and second shifts and five hours pay on the third shift; other employees are guaranteed four hours pay. Employees working as 30% Walking Bosses/ Foremen, when ordered to a job and turned to, are also paid their extended time in addition to the appropriate eight-hour or four-hour guarantee.

The International Longshore and Warehouse Union

The Longshore Division of the International Longshore and Warehouse Union (ILWU) represents waterfront employees on the U.S and Canadian Pacific Coast, Hawaii and Alaska.

History

The ILWU was formed in 1937, under the leadership of Harry Bridges, out of District 38 of the International Longshoremen's Association (ILA). James "Jimmy" R. Herman succeeded Harry Bridges in 1977 and served as the second president of the ILWU until 1991.

Recent presidents include:

- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
- James Spinosa (2000-2006)

In 2006, Robert McEllrath was elected president. He was re-elected in 2009, and continues to hold the position.

The other Titled Officers are Ray Familathe, Vice President (Mainland); Wesley Furtado, Vice President (Hawaii); and William E. Adams, Secretary-Treasurer.

The Longshore Division

The Longshore Division of the Union is made up of locals that are defined along occupational lines: longshore workers, clerks and walking bosses/foremen. In each of the four geographic divisions — Washington and Puget Sound; Oregon and the Columbia River; Northern California; and Southern California — there are several Longshore locals, one Clerk local and one Walking Boss or Foreman local.

Governing Body

The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President Robert McEllrath, Vice President Ray Familathe and Committeemen Ray Ortiz, Jr., and Leal Sundet. The Longshore Division holds periodic Caucuses to which each local sends representatives, where policy is established, collective bargaining demands formulated and other union business is conducted.

Longshore workers handle the loading and unloading of ships and barges, stuff and unstuff certain containers, handle lines, maintain stevedoring gear and perform many other activities.

The Clerks process the cargo information for delivery and shipment.

The Walking Bosses or Foremen are in charge of the loading and unloading operation and report to the stevedoring company superintendent.

The Longshore Division makes up about one-fifth of the ILWU's total membership. The bulk of the remaining membership consists of: longshore members in Alaska, Hawaii and British Columbia, Canada; warehousing workers; office workers; workers in Hawaiian sugar and pineapple plantations and processing plants; Hawaiian hotel and tourism workers; the Inlandboatman's Union, the Marine Division of the ILWU; and various other groups.

Nearly 14,000 registered workers are employed at West Coast ports.

The Zim *Ningbo* is offloaded at SSA's Terminal 18 in Seattle.

Industry Benefits


The OOCL *Shanghai* along the Southern California coast.

The ILWU benefits package includes comprehensive health care coverage, a pension plan, a 401(k) savings plan, and vacation and holiday pay. Following is an overview of the benefits program; more information may be found at the PMA website (www.pmanet.org) or through the ILWU-PMA Benefit Plans Office, funded by the PMA.

For health coverage, registrants and retirees (and eligible dependents) generally have a choice between HMO coverage and a self-insured PPO plan; new registrants enter an HMO for the first 24 months. In either case, workers pay no premiums. The PPO covers basic hospital, medical and surgical benefits at 100% of scheduled limits, regardless of whether the treatment is received in-network or out-of-network. If there are remaining out-of-network charges, the PPO pays for those up to 80% of Usual, Customary and Reasonable limits. The PPO has an annual family deductible of $300 and out-of-pocket maximum of $1,000. The PPO also provides prescription drug coverage with a $1 co-pay per prescription.

The employers spend more than $1.5 million per day for health coverage for registrants, retirees and their dependents. Registrants and retirees generally have access to dental and vision benefits for themselves and their dependents at little or no cost, as well as employer-paid life insurance coverage. Active registrants receive employee-paid disability coverage.

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is $66,600 – more than twice the benefit that was available one decade earlier. In addition, workers have access to a 401(k) savings program and receive a PMA contribution, which can be as much as $2,000 per year for longshore workers and marine clerks, and $11,200 per year for walking bosses and foremen.

Registrants also receive 13 paid holidays each year, and up to six weeks of paid vacation. Other worker benefits include a pay guarantee plan, an industry travel system, a CFS program fund and payments for up to 85% of the expenses of the jointly operated dispatch halls.

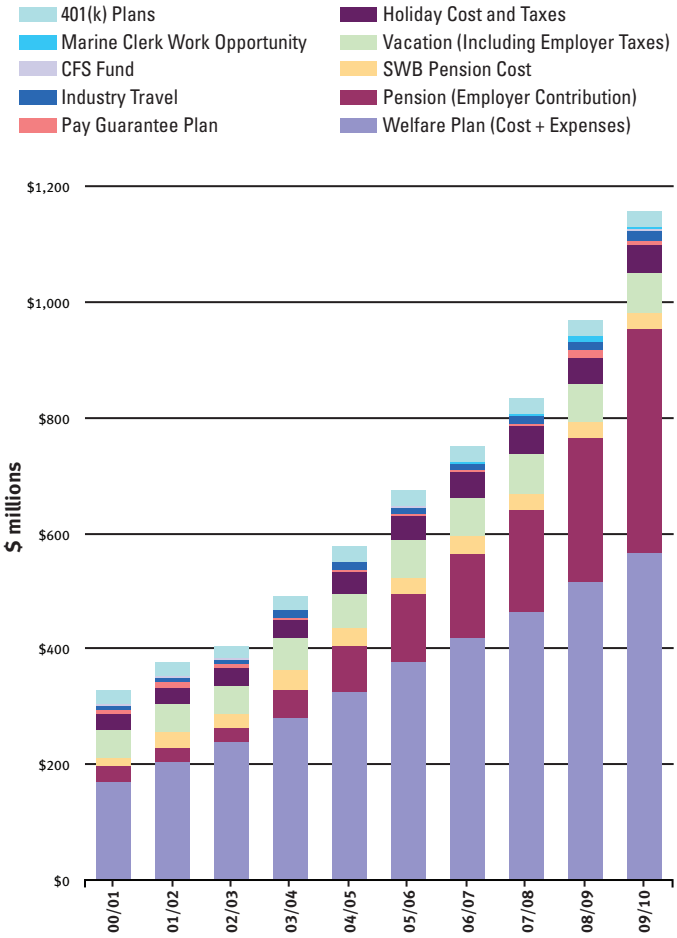
The graphs to the right show the total benefits costs for the industry, which were $1.16 billion for the fiscal year ending June 30, 2010, up 208% since 2002, and the cost per active participant of $82,528 for the same period, which increased by 129% since 2002.

For information on specific benefits that comprise this overall program, please turn to the following pages.

Steel pipes land on the dock at the Port of Stockton.

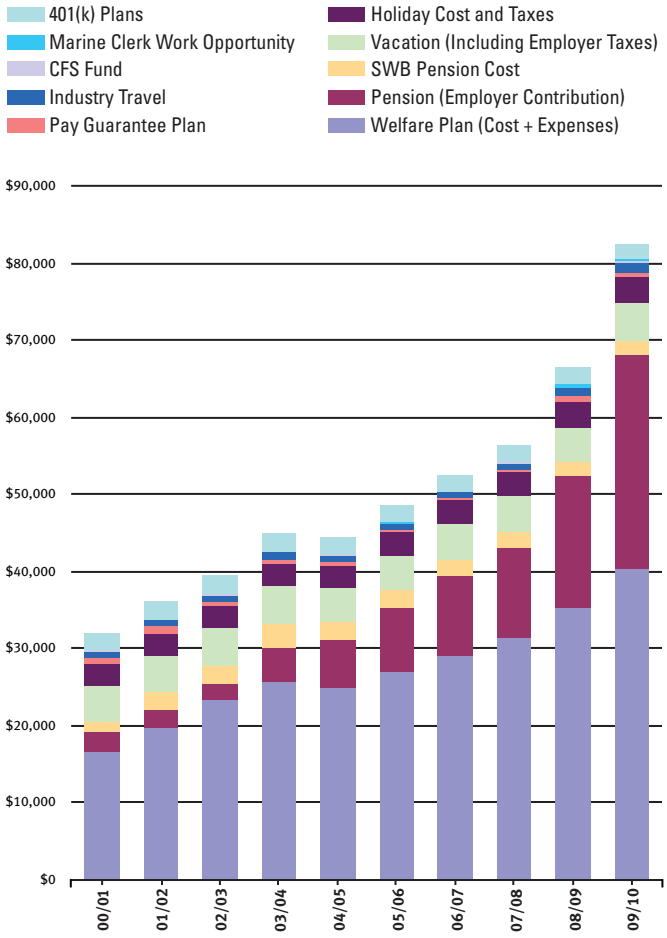
TOTAL BENEFITS COSTS

2000/01 through 2009/2010



BENEFITS COSTS PER ACTIVE REGISTRANT

2000/01 through 2009/2010



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
2001	36	53	41	130
2002	78	103	40	221
2003	166	309	57	532
2004	98	162	34	294
2005	84	80	38	202
2006	102	196	43	341
2007	91	102	32	225
2008	139	55	25	219
2009	231	202	45	478
2010	**134**	**100**	**52**	**286**

The table *Retirees by Year* shows the number of longshore, clerk and foreman retirees by calendar year. *Normal* includes those retiring at or after age 65, normal retirement age; *Early*, those retiring at ages 55-64; and *Disability*, those retiring on a disability pension.

PENSION BENEFITS FOR NORMAL RETIREMENT

(the following benefits were effective July 1, 2010)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	$89	$2,225
7/81-6/84	30	$89	$2,670
7/84-6/87	33	$89	$2,937
7/87-6/93	35	$89	$3,115
7/93-6/99	35	$92	$3,220
7/99-6/02	35	$100	$3,500
7/02-6/08	35	$150	$5,250
7/08-6/11	**37**	**$150**	**$5,550**

The table *Pension Benefits for Normal Retirement* shows maximum pension benefits by retirement date. Also shown are the maximum years of service which may be credited toward benefit accrual and the benefit rate per month per year of credited service by retirement date.

FRACTIONAL BENEFIT ACCRUAL

Credited Annual Hours	Monthly Benefit Accrued
1,300	$150.00
1,250	$144.23
1,200	$138.46
1,150	$132.69
1,100	$126.92
1,050	$121.15
1,000	$115.38
950	$109.62
900	$103.85
950	$98.08
900	$92.31

The table *Fractional Benefit Accrual* shows examples of monthly benefit accruals for the credited annual hours between 800 and 1,300. The example is based on the monthly normal retirement rate effective on or after July 1, 2010. A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility.

ILWU-PMA Pension Plan

The "Normal Retirement Date" is age 65 or the fifth anniversary of the date of participation, whichever is later. Reduced retirement benefits are payable for Early Retirement as early as age 55 with 13 years of service.

Effective July 1, 2008, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2008, was $150 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of $5,550 for a participant with 37 or more years of qualifying service retiring at age 62 or later. For those with at least 13 years of qualifying service taking early retirement between ages 55 and 62, the benefit is reduced for each year before age 62 (5% or fraction thereof for each year).

A $500 monthly "bridge" supplement is paid, until Social Security Retirement age, for those who retire at age 62 with at least 25 years of service. For those taking an early retirement between the ages of 55 and 62, this "bridge" supplement is reduced by an amount determined by the retiree's exact age (in years and months) at retirement.

During the 2008 bargaining, several improvements were agreed to including a $30 increase in the rate of pension accrual per year of service, which will become effective beginning July 1, 2011 in increments of $10 over the final three years of the contract. In addition, beginning July 1, 2008, maximum pension benefits are based on 37 years of service at retirement. Prior to July 1, 2008, 35 years of service was the recognized maximum. Surviving spouses and dependent child survivors of plan participants who die after July 1, 2008 receive a benefit equal to 75% of the amount per month per qualifying year of service that would have been received by the longshoreman were he still alive. Two early retirement windows beginning 2009 and 2012 were also agreed to, along with certain other enhanced benefits, rights and features.

Disability pensions have no minimum age but do require a minimum of 13 years of service. The monthly benefit is the same amount as the Normal Retirement Benefit (with no reduction for its early commencement) except that no supplement is payable.

Effective July 1, 2008, all surviving spouses of actives who retired prior to July 1, 2008, receive up to a maximum of 65% of the pensioner's basic pension benefit (excluding any supplement).

Effective with the 1994 payroll year, a year of service for benefit accrual is established when a registered participant is paid or is credited with 1,300 hours. Creditable hours include work, travel, and vacation hours, as well as equated hours for PGP, paid holidays, and unemployment insurance payments.

A participant who is credited with fewer than 1,300 hours but at least 800 hours in any payroll year will earn a fraction of a year of service for benefit accrual determined by dividing the number of credited hours by 1,300. Years of Service credited prior to 1994 are not subject to reduction in benefit accrual based on hours credited.

A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for vesting and eligibility. A participant is vested after five qualifying years of service or, if earlier, at normal retirement date.

The Plan Trustees have adopted the Cliff Vesting option. Benefits are 100% vested after five qualifying years of service. If a participant leaves the plan prior to the vesting date, no partial benefits are received. Once vested, a participant's earned qualifying years of service remain credited for life. The Plan is non-contributory for the participants and is completely funded by employer contributions.

Retirees, Pensioners and Surviving Spouses

The table to the right shows the number of pension benefit recipients by calendar year.

Effective April 1, 1990, the Plan commenced payment of vested pension benefits to actively employed participants who had attained age 70½ on or after July 1, 1988. These monthly payments, which are referred to as In-Service Distributions, are equal to the amount of the monthly pension to which the participant would be entitled if he retired, and the payments commence on April 1 of the year following his having attained age 70½. The in-service distribution rules under the Plan were eliminated for participants reaching age 70½ after the end of the 2002 calendar year.

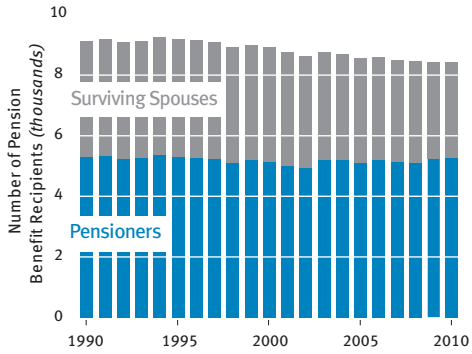
At the end of 2010, the Plan was paying $24,281,512 per month to 8,565 benefit recipients. These monthly benefits include payments from the Supplemental Welfare Benefit Plan established pursuant to the Longshore and Clerk Memorandum of Understanding of July 1, 1999.

ILWU-PMA Supplemental Welfare Benefit Plan

An additional income supplement is paid from the ILWU-PMA Supplemental Welfare Benefit Plan for registrants who retired before July 1, 2002 under the ILWU-PMA Pension Plan. Effective July 1, 2010, the additional monthly Supplemental Welfare Benefit Plan benefit payable to these individuals is shown in the chart below. As agreed to in bargaining, the SWB Plan will be terminated as of July 1, 2011 and the Pension Plan will be amended to provide the benefits currently payable under the SWB Plan.

NUMBER OF BENEFIT RECIPIENTS BY YEAR

	PENSIONERS					SURVIVING SPOUSES			
	Normal/ Early	Dis-ability	In-Service	QDRO	Sub-total	Post-Retire	Pre-Retire	Sub-total	Total
2001	3,510	1,212	149	143	5,014	3,337	400	3,737	8,751
2002	3,463	1,180	161	159	4,963	3,237	430	3,667	8,630
2003	3,699	1,168	158	179	5,204	3,085	456	3,541	8,745
2004	3,731	1,136	138	195	5,200	3,004	487	3,491	8,691
2005	3,685	1,112	120	201	5,118	2,954	496	3,450	8,568
2006	3,776	1,097	96	226	5,195	2,874	502	3,376	8,571
2007	3,763	1,055	83	247	5,148	2,831	519	3,350	8,498
2008	3,750	1,018	71	253	5,092	2,778	530	3,308	8,400
2009	3,996	999	60	278	5,333	2,712	545	3,257	8,590
2010	**3,997**	**983**	**54**	**302**	**5,336**	**2,676**	**553**	**3,229**	**8,565**



ILWU-PMA Welfare Plan

The ILWU-PMA Welfare Plan provides comprehensive health care and related benefits to qualified active and retired participants and their qualified dependents.

Plan Funding

The Plan is primarily funded by PMA through employer assessments on tonnage and payroll hours. If an employee is required to contribute to the California State Disability Insurance Program, the employee's contribution to the Plan is reduced by the amount of the employee's payment to that Program.

The Trustees set the employee contribution rate. In setting the rate, the parties customarily adhere to the annual recommendation of the Plan Consultant. This is based on the sufficiency of the current rate of employee contributions in relation to the "Weekly Indemnity" and the "Non-Industrial Disability Supplement" benefits.

Contributions to the Widows' Independent Living Subsidy Program ceased in 2008.

Tenure of the Agreement

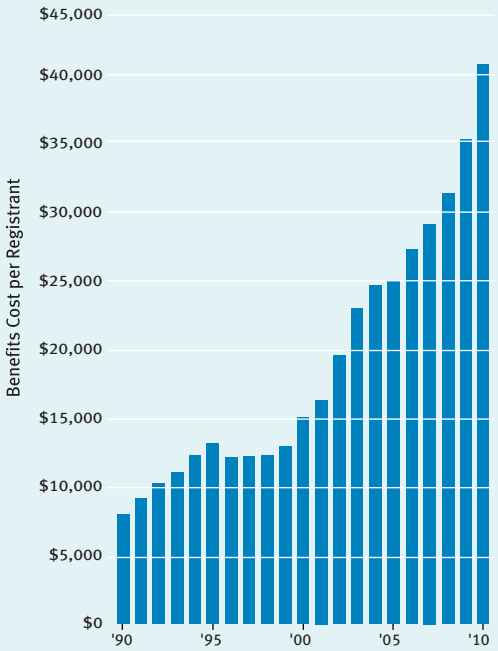
The Plan runs concurrently with the 2008-2014 Pacific Coast Longshore and Clerk's Agreement. Unless provided to the contrary, extension or renewal of the Pacific Coast Longshore and Clerks' Agreement extends the Plan, and the Plan remains in effect for the period of the extension or renewal. If the Plan were to be terminated, the remaining assets of the Plan would be used for payment of benefits until the assets were exhausted.

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

Date of Retirement	SWB Benefit	Pension Benefit	Combined Retirement Income
Before July 1, 1987	$32	$57	$89
July 1, 1987 to June 30, 1993	$17	$72	$89
July 1, 1993 to June 30, 1996	$11	$81	$92
July 1, 1996 to June 30, 1999	$8	$84	$92
July 1, 1999 to June 30, 2002	$5	$95	$100

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1990-2010



Total Welfare Plan benefits costs—for the active registered work force and dependents and for retirees and covered dependents—for each fiscal year are divided by the count of active registrants at the end of the previous payroll year (mid-point of the fiscal year). For example, costs for 2009/2010 are divided by the count of active registrants at the end of 2009.

ILWU members pay no health care premiums, and receive 100 percent coverage for standard medical benefits.

Who is Eligible for ILWU-PMA Welfare Plan Benefits

An overview of eligibility requirements, by eligibility category for Welfare Plan participation, is shown below. The Plan Trustees are the final arbiters of eligibility.

Active Registrants: Only persons who have industry registration may become eligible for Welfare Plan benefits. An annual review is conducted by the Trustees prior to July 1. Each active registrant's record of covered employment for the preceding payroll year is used to determine whether the registrant has established eligibility for the succeeding 12 months (July through June).

In major ports, a registrant will be eligible effective July 1 for 12 months of welfare coverage if a minimum of 800 hours were credited in the preceding payroll year, or if a minimum of 400 hours were credited in the last half of the preceding payroll year. The same requirements apply to minor ports except that the hours requirement is 480 hours in the preceding payroll year or 240 hours in the last half of the preceding payroll year.

A mid-year review is also conducted by the Trustees prior to January 1 to determine eligibility for those active registrants who do not hold 12-month eligibility from the previous July 1. An active registrant may receive eligibility for January through June if sufficient hours of covered employment have been credited for the registrant in the first half of the preceding payroll year. In major ports, at least 400 hours must have been worked or credited in the first half of the preceding payroll year.

A longshore worker checks containers at SSA's Terminal 30 in the Port of Seattle.

In minor ports, at least 240 hours must have been worked or credited in the first half of the preceding payroll year. No port has qualified for Minor Port status for Welfare Plan eligibility purposes since the disestablishment of Local 49 in Crescent City.

New Registrants: Longshore and clerk registrants who were registered after July 1, 2008 in ports with HMO coverage will be covered by the HMO programs for the first twenty-four months of registration, with no requirement for 400 hours of work for initial eligibility coverage. Additionally, new registrants after July 1, 2008 in ports with *no* HMO coverage will be covered by the Coastwise Indemnity Plan for the first twenty-four months of eligibility. Thereafter, the Welfare Plan's normal eligibility requirements for continuation of coverage will apply.

Pensioners: Most Welfare Plan participants who become pensioners have Welfare Plan eligibility beginning on the day they become pensioners. All disability pensioners have Welfare Plan eligibility. All participants who are registered when they retire on a normal pension with a separation date on or after July 1, 1984 have eligibility except for the following:

- Pensioners whose separation date was on or after July 1, 1988, and who accrued fewer than five years of credited pension service, and
- Deferred pensioners whose separation date was before age 55 or whose normal pension benefit has not commenced.

Adult Dependent Spouse Survivor: A surviving spouse receiving a survivor pension has Welfare Plan eligibility as well as any qualified dependent children provided that the pension is claimed through a Pensioner who had Welfare Plan eligibility upon death or through an active participant who would have been entitled to Welfare Plan eligibility had retirement occurred on the date of death. Welfare Plan eligibility ends when the adult dependent spouse survivor remarries.

Dependent Child Survivor: A deceased pensioner's dependent child has Welfare Plan eligibility as a dependent child survivor for the period that the child receives survivor pension benefits. A deceased active registrant's dependent child who is eligible to receive a survivor pension has Welfare Plan eligibility for the period that survivor pension benefits are received.

Surviving Dependent Spouse or Child: The dependent spouse or child of a deceased eligible active registrant has Welfare Plan eligibility for four years immediately following the registrant's death. Welfare Plan eligibility ends when the surviving dependent spouse remarries.

The four-year limitation is eliminated if the deceased eligible active registrant has five or more pension qualifying years. In such case, the dependent spouse has Welfare Plan eligibility until the spouse remarries, and the dependent child has Welfare Plan eligibility until he or she ceases to be qualified for dependent status.

Dependents: The qualified dependent spouse and qualified dependent children of an eligible active registrant or pensioner are eligible for Welfare Plan benefits. Eligibility as a dependent continues as long as the person through whom the dependent claims remains eligible, or until the dependents themselves cease to be qualified for dependent status.

Surviving Employee Retirement Income Security Act (ERISA) Spouse: A surviving spouse of a pensioner who died on or after July 1, 1987, who was married for at least one year at the pensioner's date of death, (and who would have qualified as an adult survivor pensioner under ERISA before the laws were changed in 1984) has welfare plan eligibility. Welfare Plan eligibility ends when a surviving ERISA spouse remarries.

Widows' Independent Living Subsidy Program (WILSP)

Effective July 1, 1978, the Widows' Independent Living Subsidy Program was implemented as part of the Plan. This program provides a cash subsidy benefit and Medicare supplement benefits. Benefits are available to certain widows of pensioners under the ILWU-PMA Pension Plan who died prior to July 1, 1964, and effective 1982, certain widows of active registrants who died prior to July 1, 1975, and satisfied other requirements. Effective September 1, 2007, eligibility was expanded to include certain widows of active registrants who had previously not been eligible to receive benefits under the WILSP.

Payment for Benefit Coverage

Most benefits are paid directly from the Plan's own assets. The Plan does utilize medical care service providers and insurance companies for some of the benefits covered by the Plan.

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:	
2006	$65,756,643
2007	$67,806,760
2008	$69,105,471
2009	$64,940,903
2010*	**$71,828,004**

Includes vacation benefits, taxes and expenses.

Vacation benefits are paid in the first full payroll week in February for vacations earned in the prior payroll year.

*Estimated benefits.

ANNUAL HOURS REQUIREMENTS FOR VACATION ELIGIBILITY

Average Port Hours	Under Age 60		Age 60 and over	
	1 wk	2 wks	1 wk	2 wks
1,300 or more	800	1,300	700	1,200
1,200 - 1,299	700	1,200	600	1,100
1,100 - 1,199	676	1,100	600	1,100
1,000 - 1,099	615	1,000	600	1,000
900 - 999	552	900	552	900
less than 900	552	800	552	800

The cost of benefits has grown to more than $82,000 per active registrant.

Vacation Plan

A basic one-week or two-week vacation is paid according to the qualifying hours credited an eligible registrant in the previous payroll year. An individual who is registered and qualified on December 31 of the calendar year in which the vacation is earned receives a vacation with pay.

Payment is made at the straight time hourly rate prevailing on January 1 of the calendar year in which the vacation is paid. Each week of vacation is paid at 40 times the registrant's applicable straight time hourly rate or appropriate skilled straight time rate. Vacation payments are made in early February.

A skilled rate applies when at least half of the qualifying hours are paid at a skilled rate. The skilled rate payable is the highest skill rate at which accumulated skilled hours equal at least 25% of the qualifying hours for a basic one- or two-week vacation.

Basic one-or two-week vacation eligibility requirements are based on the age of the registrant and the average hours of the individual's registration port.

"Average port hours" are calculated separately for longshore, clerk and foreman registrants and are the average hours paid in the "port of registration" during the payroll year, excluding those with fewer than 100 hours.

Description of Year of Service for Vacation

A Year of Service for vacation eligibility is a payroll year in which the registrant is credited with at least 800 combined hours paid and equivalenced hours of Pay Guarantee Plan payments. After registration, service in the Armed Forces of the United States is considered qualifying time.

Service as a full-time Union official or as a joint employee of a Labor Relations Committee, Welfare Fund, Pension Fund, or of any joint entity of the ILWU and the PMA is considered qualifying time.

Continuous absence due to work-related injury for which an employee received Worker's Compensation is considered qualifying time. Temporary absence due to compensable temporary partial disability because of industrial illness or injury shall also be considered qualifying time.

Extra Benefits for Clerks and Foremen

Clerks and walking bosses/foremen receive additional hours of vacation pay, depending on the total hours paid to the individual in the previous payroll year. Clerks receive two additional hours for each 50 hours paid in excess of 2,024 in the previous payroll year, up to a maximum of 16 additional

Container operations at TTI's Terminal 46, Port of Seattle.

hours. Walking bosses and foremen receive two additional hours for each 100 hours paid in excess of 1,400 hours, up to a maximum of 20 additional hours.

Additional Weeks of Vacation

Up to four additional weeks of vacation may be earned and paid, based on the number of past years of service in which a registrant received a basic one-week vacation. The requirements are shown in the table on the right.

To receive a third week of vacation, a registrant must have qualified for a two-week basic vacation in the previous payroll year and must also have eight total years of service with a one-week vacation. Individuals registered prior to July 1, 1990, in ports other than Seattle, Portland, San Francisco, and Los Angeles, may receive a third week of vacation if they have qualified for a two-week basic vacation in the previous payroll year, have qualified for at least a one-week basic vacation in five of the previous ten payroll years, and have been available for employment for ten or more years. "Available for employment," in this instance, means any year that the individual has been paid at least 100 longshore hours, regardless of registration status.

Eligible registrants may also receive extra weeks of vacation independent of having received a third week of vacation. For these extra weeks of vacation, the registrant must have earned one week of basic vacation and have 17 or more years of service. After 17, 23, and 25 years of service with one week of vacation, one, two, or three extra weeks of vacation are earned, respectively. Therefore, an individual with sufficient years of service may earn extra weeks of vacation without qualifying for a two-week basic vacation.

The Joint Labor Relations Committee in each port schedules vacations.

A crane operator moves containers at BNSF's Seattle International Gateway.

ADDITIONAL VACATION WEEKS

Registrants who qualify for a basic one-week vacation may qualify for three additional vacation weeks based on total vacation qualifying years:

One additional week if registrant has 17 total qualifying years

– or –

Two additional weeks if registrant has 23 total qualifying years

– or –

Three additional weeks if registrant has 25 total qualifying years

Registrants who qualify for a basic two-week vacation may qualify for four additional vacation weeks based on total vacation qualifying years:

One additional week if registrant has 8 total qualifying years

– or –

One additional week if registrant has has 5 total qualifying years in the last 10, and was registered before July 1, 1990 in ports other than Seattle, Portland, San Francisco and Los Angeles, and has been available for employment 10 or more years

– or –

Two additional weeks if registrant has 17 total qualifying years

– or –

Three additional weeks if registrant has 23 total qualifying years

– or –

Four additional weeks if registrant has 25 total qualifying years

HOLIDAY PLAN

2011

January	1	New Year's Day[1,2]
	17	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	21	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	30	Memorial Day
July	4	Independence Day[1]
	5	Bloody Thursday
	28	Harry Bridges' Birthday
September	5	Labor Day
November	11	Veterans' Day
	24	Thanksgiving Day[1]
December	24	Christmas Eve Day[1,2]
	25	Christmas Day[1,2]
	31	New Year's Eve Day[1,2]

2012

January	1	New Year's Day[1,2]
	16	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	20	Washington's Birthday
March	31	Cesar Chavez's Birthday
May	28	Memorial Day

Holidays shown in **red** are non-paid holidays. An employee who performs work on non-paid holidays shall receive the holiday rate of pay for time worked.

[1] No work will be performed from 1500 December 24 to 0700 December 26, 1500 December 31 to 0700 January 2, 0800 July 5 to 0700 July 6, 0800 September 5 to 0700 September 6, 0800 November 24 to 0700 November 25. The provision for no work shall not apply to passenger ships, essential military cargo, and emergencies. An extended shift may be worked from 1500 until 1700 on December 24 and from 1500 until 1700 December 31 for the purpose of finishing a ship.

[2] When a holiday falls on a Saturday or Sunday, the work schedule applies to Saturday or Sunday. However, the holiday is observed the following Monday, and payment for the holiday applies to Monday. An employee who performs work on the Monday observation date shall receive the holiday rate of pay for time worked.

Holiday Plan

The longshore, clerks' and foremen's agreements recognize 15 holidays, of which 13 are paid holidays. There are five no-work holidays—Christmas Day, New Year's Day, Bloody Thursday, Labor Day and Thanksgiving Day. All no work holidays are "paid holidays," except for Bloody Thursday. The nine other paid holidays are normal work days, and Lincoln's Birthday is a recognized holiday although it is not a paid holiday.

Registrants are eligible to receive a paid holiday benefit provided they (1) have registration status on the date of the paid holiday and (2) have been paid or credited sufficient hours in the previous payroll year to qualify for a basic one-week vacation. To receive a paid holiday benefit, eligible registrants must be available for at least two of the five days, Monday through Friday (exclusive of the holiday), during the payroll week in which the holiday falls.

If the registrant was paid sufficient hours in the previous payroll year to qualify for a two-week basic vacation, the availability requirement is waived for paid holidays which are normal work days—i.e., Martin Luther King's Birthday, Washington's Birthday, Cesar Chavez's Birthday, Memorial Day, Independence Day, Harry Bridges' Birthday and Veterans' Day.

Those eligible for paid holidays receive pay equivalent to eight hours at the basic straight time rate whether or not they work on the holiday. All registrants who are paid for work hours on a "paid holiday" or on a recognized holiday receive wages for the hours paid at the overtime rate.

Holidays recognized by the Agreements for 2011 and for the first six months of 2012 are shown to the left.

HOLIDAY PAYMENTS BY CONTRACT YEAR
Contract Year Ended June 30

2006	$42,462,328
2007	$44,211,995
2008	$47,046,953
2009	$47,552,517
2010	**$45,542,275**

Includes expenses.
Data obtained from Audited Financial Statements.

A Union Pacific train carries containers from the Port of Tacoma.

Pay Guarantee Plan

The Pay Guarantee Plan (PGP) provides a weekly income supplement to industry registrants who meet certain eligibility criteria and are unable to obtain a week's work.

A Class "A" registrant who qualifies is guaranteed an income equivalent to a 38-hour week at the basic straight time hourly wage ($32.68 per hour for Class "A" longshore, effective July 3, 2010, or $1241.84 per week). Class "B" registrants with 5 or more vacation qualifying years receive the same guarantee. Those Class "B" registrants with fewer than five vacation qualifying years are guaranteed income equivalent to a 28-hour week ($915.04).

In general, to be eligible, a Class "A" or "B" registrant must, during the most recent four payroll quarters, have worked at least 50% of the average hours available in the home port. Further, the registrant must be available for work Monday through Friday in a given payroll week and may not refuse any work offered for which the registrant is qualified. Class "B" registrants are not eligible for benefits until after one year of registration.

The actual amount guaranteed an eligible individual each week is the difference between the four-week guarantee and the sum of earnings and other compensation received over the most recent four weeks.

The contingent PGP liability for registrants for 2010/2011 is $20,020,000. This amount is divided into quarterly amounts. One-thirteenth of each quarter's amount is available at the end of each payroll week to meet that week's obligation.

Unused funds for a week are added to the next week and so on. If funds available during a given week are insufficient to pay all the guarantees on the coast in full, the payments to all are reduced proportionally. If funds remain at the end of a quarter, a lump sum make-whole payment is given to those whose PGP payment had been reduced.

The Horizon *Hawk* arrives at the Port of Los Angeles.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2006	$4,131,285	$116,697
2007	$3,772,035	$109,005
2008	$4,288,314	$110,500
2009	$11,253,938	$211,344
2010	**$8,626,994**	**$156,961**

Includes benefits and expenses.
Data obtained from Audited Financial Statements.

The foremen's plan guarantees weekly pay equivalent to a 38-hour week at the foreman straight time rate, but PGP is suspended if the registrant's quarterly earnings exceed a negotiated limit.

ILWU-PMA Savings 401(k) Plan

The ILWU-PMA Savings 401(k) Plan went into effect on June 30, 1991. The unique status PMA holds as payroll agent for the industry on the West Coast provided the opportunity for the Parties to establish this as the first tax-qualified multi-employer 401(k) plan in the United States.

Longshore, clerk and foreman registrants may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, into their 401(k) accounts. Prior to 2005, the maximum was $8 per hour. Participants age 50 and older may elect to defer, in increments of $1, up to $12 per hour paid each payroll week, an additional amount, called a Catch-up Contribution. Deferrals and Catch-up Contributions are subject to annual statutory limits. Beginning with payroll year 2009, participants may elect to defer any percentage, up to 90%, of their vacation checks into the 401(k) Plan.

The Employers contribute to a fund each year an amount sufficient to provide to the 401(k) account of each registrant, who has established a pension qualifying year in the previous payroll year, a contribution for qual fying hours paid by PMA member companies. The employer contrib tions are made to each account as soon as practicable following the end of each contract year. Registered walking bosses/foremen receive $5 per qualifying hour up to a maximum of 2,240 hours and longshore and clerk registrants receive $1 per qualifying hour up to a maximum of 2,000 hours. Beginning with the 2008 plan year, a "third-shift" conversion factor was applied to qualifying hours worked during the third shift.

The first employer contribution to registered walking bosses/foremen was negotiated in the 1993-96 agreement, and the first employer contribution to longshore and clerk registrants was negotiated in the 1999-2002 agreement.

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2006	$11,037,000
2007	$11,178,138
2008	$12,561,299
2009	$14,741,569
2010	**$18,233,540**

Data obtained from audited financial statements.

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2006	$1,131,128	$125,681	$1,256,809
2007	$1,206,758	$134,081	$1,340,839
2008	$1,010,140	$112,238	$1,122,378
2009	$1,009,318	$112,146	$1,121,464
2010	**$1,298,197**	**$144,244**	**$1,442,441**

A straddle carrier lifts a Yang Ming container at the Port of Tacoma.

Industry Travel System

The Industry Travel System, originally called the Voluntary Travel Fund, was established to provide PMA member employers with an economic incentive to use voluntary travelers.

The purpose of the system is to provide a mechanism whereby all ports may have available qualified longshore employees in periods of peak work opportunity and to provide reimbursement for travel expenses to longshore registrants who travel to nearby ports to seek work opportunity.

Individual longshore registrants who travel voluntarily or individual longshore registrants and/or gangs who are ordered to travel by an employer within a defined area are paid for travel, when assigned to a job, under the provisions of the Industry Travel System. Clerks registered in the multi-chartered locals receive the same benefit when they travel.

Employers are reimbursed for the payments made to individuals and/or gangs ordered to travel for their travel expenses, payroll taxes, payroll hour assessments and an allowance for workmen's compensation insurance and other related expenses.

Qualified travelers are paid for travel time at the rate of one-half of the basic hourly rate. A mileage allowance for transportation is also paid, not to exceed the maximum nontaxable rate allowed by IRS standards.

Travelers employed on successive days are paid travel time and transportation allowances for the first day and the last day. For any intervening days, travelers are paid the lesser of travel time plus transportation and subsistence. Subsistence rates are $100.00 per night for lodging and $25.00 per meal.

ILWU-PMA Marine Clerk Work Opportunity

The purpose of the ILWU-PMA Marine Clerk Work Opportunity Program is to ensure a registered marine clerk will be provided full work opportunity as a marine clerk five out of seven days in any payroll week pursuant to the "Framework for Special Agreement on Application of Technologies and Preservation of Marine Clerk Jurisdiction, Item VI, November 23, 2002 Memorandum of Understanding." If the employer is unable to provide a work opportunity, a marine clerk checked into the hall on five out of seven days in any payroll week will receive a payment in lieu of work.

The Program is funded through assessments on containers as described in a membership agreement filed with the Federal Maritime Commission. When a clerk qualifies for payment through the Marine Clerk Work Opportunity Program, the fund pays wages, taxes and appropriate hourly benefits assessments.

CFS Program Fund

The purpose of the Container Freight Station (CFS) Program is to "encourage the establishment, development and growth of efficient and productive container freight stations on the docks to preserve work which has historically been performed by the longshore work force."

In order to accomplish the program objective, assessments collected on containerized cargo are used to reimburse PMA member employers operating designated CFS facilities for payments they have made for payroll hour assessments. CFS hours are hours that are paid to certain longshore, clerk and walking boss/foreman registrants for job assignments in designated CFS facilities.

There are two types of reimbursements made for CFS activity: (1) a credit based on CFS hours paid in a facility defined as an "A-Credit," for "Assessment Credit," and (2) a credit based on both CFS hours paid and

CFS tonnage defined as an "I-Credit," for "Incentive Credit."

The A-Credit is an amount equal to 90% of the hourly benefit assessment rate excluding that portion of the vacation assessment that is collected to cover insurance and taxes. The I-Credits are amounts that equal 11.1% of the sum of A-Credits paid in a PMA administrative area. Therefore, the sum of A Credits and I-Credits equals the total hourly assessments paid less the vacation insurance and taxes portion.

Payments for A-Credits are made on a regular basis. However, I-Credit payments are made only after the close of the payroll year. Each employer's share of I-Credits is to be the same proportion, that the employer's CFS tons are of the total CFS tons for the area; no employer's I-Credit is allowed to exceed 22.2% of his A-Credits.

Dispatch Halls

All longshore employees in a port are dispatched through a hall maintained and operated jointly by the ILWU and the PMA under the auspices of a Joint Port Labor Relations Committee.

Any longshore worker who is not a member of the Union is permitted to use the dispatching hall only if the worker pays a pro rata share of the dispatching hall expenses, the Labor Relations Committee's expenses and other related expenses. Any non-PMA employer may use the dispatching hall only if that company pays PMA the equivalent of the dues and assessments paid by PMA members for the support of the hall. Workers not on the registered list may not be dispatched from the dispatching hall or employed by any employer while there are individuals on the registered list who are qualified, ready and willing to do the work.

DISPATCH HALL COSTS

Payroll Year	ILWU Portion	PMA Portion	Total
2006	$2,682,159	$19,793,574	$22,475,733
2007	$2,796,590	$20,186,851	$22,983,441
2008	$2,887,729	$21,541,808	$24,429,537
2009	$3,301,064	$21,697,829	$24,998,894
2010	**$3,546,357**	**$22,894,713**	**$26,441,070**

2006-2010 numbers are based on unaudited financial reports.

The personnel for each dispatching hall, with the exception of the Dispatchers, are appointed by the Joint Labor Relations Committee of each port. Dispatchers are selected by the Union through elections in which all candidates must be qualified according to standards prescribed and measured by the Joint Port Labor Relations Committee. All dispatch hall personnel are governed by rules and regulations set down by the Joint Port Labor Relations Committee. PMA may, at its option, maintain a representative in the dispatching hall, and any authorized representative of the PMA or the Union may inspect dispatching hall records.

The dispatching of clerks is similar to that of longshore employees except that there are four central dispatching halls, one in each respective port area with such branch halls as may be mutually agreed. Walking bosses' and foremen's dispatching procedures are contained in local supplemental agreements.

The joint operating expenses of the dispatch halls were equally shared by the parties until 1978. During the 1978/81 contract, PMA's portion of all jointly-agreed-to dispatch hall expenses was 75% of the joint dispatch hall costs in the contract year ending July 1, 1978, plus an additional amount each year of the contract. The additional amount was equal to the 1977/78 dispatch hall wage costs multiplied by the cumulative percentage increases in the longshore base wage applicable to each of the contract years. From July 1, 1981, to October 1, 1993, PMA was obligated to pay 85% of joint expenses.

The parties agreed to return to the original 50/50 cost sharing formula in the 1993 negotiations. This was accomplished in three steps beginning July 1, 1993, when PMA's share was reduced to 75% of all jointly agreed to dispatch hall expenses. The PMA portion was reduced to 65% effective July 1, 1994, and was returned to 50% effective July 1, 1995.

During the 1999 contract negotiations it was agreed that PMA would be obligated to pay 85% of all 1998 base year dispatch hall expenses in exchange for implementation of seven-day allocations, orders and dispatch in those Areas in which it was not currently enacted. 2002 and 2008 contract negotiations maintained these dispatch hall costs.

The MOL *Expeditor* travels the main channel at the Port of Los Angeles.

Ports America container operations at
West Basin Container Terminal, Los Angeles.

Assessments

The Zim *Djibouti* calls at the Port of Seattle.

Assessments are levied on payroll hours and tonnage to fund the costs of collectively bargained fringe benefits and to fund the cost of other industry obligations. Payroll hour assessments are paid by the companies simultaneously with weekly payrolls. Tonnage is reported and assessments paid on a monthly basis. The tonnage reporting is also a source of statistical data that chronicle waterborne cargo movements through West Coast ports.

Funding of Benefits

Methods designed to assess funds to pay for collectively bargained fringe benefits and other programs have increased in complexity over the years because of the increasing amounts of money required and the changing structure of the industry. Benefits and other Industry obligations historically have been funded by assessments levied on hours paid or on tons handled or on a combination of the two. As assessment systems have changed, responsibility for paying for benefits programs have shifted between stevedores and vessel operators.

Funding Benefits with Hours and Tonnage Contributions

The genesis of the current benefits funding assessment system was an agreement among the PMA membership dated December 14, 1983. Although the agreement has been amended a number of times over the last 27 years, the basic structure remains.

The 1983 assessment agreement was based on the premise that all benefits will be funded by an assessment on hours paid unless the total hours paid falls below a defined number, which is referred to as the divisor. When paid hours fall below the divisor, a portion of the benefits funding obligation shifts to the tonnage sector.

The hours portion of the benefits obligation is derived by first dividing the total benefits costs by the divisor. The result is the hourly benefits assessment rate. This rate is then multiplied by the number of hours expected to be paid to determine the total amount that will be raised by the hours sector. If total benefits costs exceed the amount raised by the hours sector then the difference will be raised by the tonnage sector.

The process of achieving an agreement on the divisor that was used in the assessment formula was a formidable undertaking. During the fall of 1983, Pres Lancaster and a group of industry executives worked intensely for many weeks to develop the divisor and the assessment system in which it would be deployed.

After reaching consensus on a solution, the group presented their assessment proposal to the PMA Board of Directors. The Board, however, demanded a further refinement of the divisor, and after further deliberations, a compromise was reached and the number 24,800,546 was agreed upon.

The divisor that was first proposed in September 1983 was 26,021,071.

Assessments fund benefits for waterfront workers.

A "K" Line container is loaded onto a truck at the Port of Tacoma's Husky Terminal.

This number was the total number of payroll hours reported for calendar year 1962. The number was "brokered" down because some PMA members felt that the higher number shifted too much of the benefits costs to the tonnage sector.

On November 9, 1983, the Board adopted a resolution recommending approval of the proposed assessment system by the PMA membership. The membership adopted the proposal on December 14, 1983. The agreement was filed with the Federal Maritime Commission on December 22, 1983 and was designated LM-84.

The newly established assessment system was used to calculate an hourly assessment rate that was put into effect for the payroll week beginning December 24, 1983. The accompanying tonnage assessment rates became effective January 1, 1984.

By early 1999, the number of hours paid was approaching the 24,800,546. The Coast Executive Committee (CEC) appointed a subcommittee to examine the applicability of the assessment system in relation to cargo volume and hours paid. The subcommittee recommended to the CEC that the divisor be increased in a three-step process beginning with a change to 28,556,221. The CEC in turn recommended to the Board of Directors that the divisor be increased. At the June 28, 2000 Membership Meeting, the membership voted unanimously to adopt the new figure.

In October 2000, the PMA membership approved amended and restated bylaws and the following month a new Board of Directors was elected. By the Spring of 2002 the Board was ready for another review of the assessment system. A subcommittee was appointed. The first task was to review the work performed by the previous subcommittee on the proposal for a three-step phase-in of a new divisor. The first step was in place and the question was whether to do a delayed second step or move to the third step. After deliberation, the subcommittee recommended to the Board that the divisor be increased to 32,311,896 — the third step. The membership approved the new divisor on August 23, 2002.

Several months after the August 2002 divisor change, a new six-year longshore agreement was reached that resulted in greater than expected increases in benefits costs. The benefits increases, coupled with a projected increase in assessable hours again raised the percentage of the benefits costs paid by the hours sector higher than the ratio of hours to tonnage reflected in the original appendix to the Membership agreement dated December 14, 1983. In order to bring the hours and tonnage cost distribution within the target range established in 1983, the Board, after careful study, recommended to the Membership that the divisor be increased to 34,189,733, using the previous incremental increase. The Membership approved the change on June 3, 2003 to be effective for benefits assessments rates calculated for the 2003/04 fiscal year.

Subsequently, the Board has recommended, and the membership has approved, the following divisors:

Fiscal Year	Divisor
2004/2005	36,067,570
2005/2006	43,578,918
2006/2007	45,456,755
2007/2008	49,212,429
2008/2009	47,334,592
2009/2010	36,067,570
2010/2011	39,823,244

Calculation of Assessment Rates

Assessments are calculated based on projected tonnage, payroll hours and benefits plans costs applicable to the future period for which the rate calculations will be applicable.

The first step is to determine the projected benefits costs for each plan. After adjusting each of these numbers to reflect prior year experience, anticipated interest earnings, and a prudent level of reserves, a "net funding requirement" is determined.

The payroll hourly assessment rate is calculated by dividing the sum of the plan's net to funding requirements by the divisor, 39,823,244. The result is the hourly assessment rate. The hourly assessment rate is then multiplied by the estimated number of assessable hours that will be paid in the fiscal year for which the rates will be applicable. If the result equals the total "net funding requirement" there will be no tonnage assessments. If the hourly assessment rate generates insufficient funds, the remainder of the needed money is collected from the tonnage sector. The tonnage rates are calculated in accordance with formulas described in detail on pages 32 and 33 of the 1989 PMA Annual Report.

Rate Components

The number of hours expected to be paid during a time period has no impact on the hourly assessment rate; only the total net funding requirement affects the hourly assessment rate. The greater the net funding requirements, the higher the hourly assessment rate becomes.

Changes in tonnage rates are not as easily explained. Tonnage rates are dependent on estimates of both hours and tonnage. Given a constant benefits cost, the total dollar obligation of the tonnage sector will increase as the estimated number of hours paid decreases, but if the estimated tonnage handled increases sufficiently, tonnage assessment rates may actually decrease-even though increased benefits costs cause the hourly assessment rate and the total tonnage sector obligation to increase.

The PMA Board of Directors approves the assessment rates required to fund collectively bargained fringe benefit plans. The Board also approves PMA Cargo Dues assessment rates that fund the operations of PMA. The PMA portion also pays for operation of the Joint Port Labor Relations Committees' expenses (dispatch halls), industry training programs, legal settlements, and other industry expenses.

Assessment Rate History

The waterfront organizations that preceded PMA used tonnage as a means of funding the internal operations of their organizations well before the turn of the last century. The first ILWU employee benefit was a paid vacation that was funded based upon an hourly assessment paid by each employer. The vacation plan for longshore workers, was instituted on January 1, 1946 with a 7.3¢ hourly assessment. A welfare benefits plan, the first under the auspices of the newly formed PMA, was added August 1, 1949 with a 3¢ per hour assessment. A Pension Plan was added effective July 1, 1951 and was funded by a 15¢ per hour contribution.

The first tonnage assessment for a benefit was collected to fund the Walking Bosses/Foremen's Mechanization Fund effective August 10, 1959. Additional "Mechanization & Modernization" (M&M) tonnage assessments were collected for the Longshoremen's and Clerks' Mechanization Fund effective January 16, 1961.

Shortly after the termination of the M&M Plan on June 30, 1971, the Pay Guarantee Plan was negotiated and was funded primarily by tonnage assessments. Tonnage assessments were used to fund pension, welfare, and other benefits beginning in 1980. During the last six months of 1983, all benefits were funded by assessments on hours; only the CFS plan was funded by tonnage. On December 14, 1983 the Memorandum of Agreement Concerning Assessments to Pay ILWU-PMA Employee Benefit Costs was approved and implemented.

ASSESSMENT RATE HISTORY

	Hourly Assessment			Offshore and Intercoastal Assessment Rates						
	401(k)			Benefits Plans						
	Benefit Plans	L/S and Clerk	Walking Boss	Container RU/TEU	General Cargo	Lumber & Logs	Autos & Trucks	Bulk	CFS Fund RU/TEU	MCWO* RU/TEU
1980	$4.108	–	–	$0.579	$1.495	$1.014	$0.071	$0.029	–	–
1981	6.878	–	–	0.573	0.430	0.430	0.134	0.030	–	–
1982	8.371	–	–	0.621	0.467	0.467	0.144	0.033	$0.202	–
1983	12.270	–	–	–	–	–	–	–	0.247	–
1984	7.680	–	–	18.710	1.101	1.101	0.089	0.022	1.284	–
1985	6.740	–	–	14.549	0.856	0.856	0.069	0.017	1.301	–
1987	7.520	–	–	13.775	0.810	0.810	0.066	0.016	0.785	–
1989	7.520	–	–	13.762	0.783	0.783	0.063	0.016	0.798	–
1990	7.520	–	–	13.306	0.783	0.783	0.063	0.016	1.458	–
1991	7.520	–	–	12.674	0.746	0.746	0.060	0.015	1.014	–
1992	8.810	–	–	13.221	0.778	0.778	0.063	0.015	0.490	–
1993	10.010	–	–	14.790	0.870	0.870	0.070	0.017	0.350	–
1994	11.700	–	$0.50	16.700	0.982	0.982	0.080	0.019	0.880	–
1995	9.300	–	0.50	9.790	0.576	0.576	0.047	0.011	0.660	–
1996	10.870	–	0.50	11.390	0.670	0.670	0.054	0.013	0.520	–
1997	11.530	–	2.00	9.980	0.587	0.587	0.048	0.012	0.100	–
1998	10.340	–	1.84	7.350	0.433	0.433	0.035	0.009	0.310	–
1999	10.340	$1.00	3.84	7.350	0.433	0.433	0.035	0.009	0.310	–
2001	11.040	0.83	3.49	6.280	0.370	0.370	0.030	0.007	0.190	–
2002	13.110	0.84	3.49	12.120	0.713	0.713	0.058	0.014	–	–
2003	14.080	0.81	3.77	13.470	0.792	0.792	0.064	0.016	0.100	$0.280
2004	15.620	0.82	3.82	13.650	0.803	0.803	0.065	0.016	0.120	–
2005	15.710	0.87	1.35	14.790	0.870	0.870	0.70	0.017	0.090	–
2006	15.960	0.88	3.65	14.180	0.834	0.834	0.068	0.017	0.050	–
2007	17.720	0.88	3.04	16.460	0.968	0.968	0.078	0.019	0.040	–
2008	19.990	0.90	3.67	18.440	1.085	1.085	0.088	0.021	0.120	0.160
2009	27.010	1.14	4.95	24.400	1.435	1.435	0.116	0.028	0.080	1.440
2010	**$27.940**	**$0.77**	**$3.55**	**$24.910**	**$1.465**	**$1.465**	**$0.119**	**$0.029**	**$0.080**	**–**

* Marine Clerk Work Opportunity

The assessment system formula was changed effective 12/24/83 to allow rates to vary for certain benefit plans by PMA area while maintaining a single coastwise rate. Initially, only the Welfare and Vacation Plans were included. Effective 2/23/85 the Holiday Plan was also included. The rates shown are the average assessment rates for the affected Plans. Coastwise rates for all affected plans were established on September 28, 1991. Tonnage assessments discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and CFS Program Fund.

Prior to 1984, Container rates for benefits and the CFS Fund were assessed on a per-ton basis. Tonnage assessments were discontinued from 7/1/83 to 12/31/83 except for PMA Cargo Dues and the CFS Program Fund.

Revenue Tonnage Reporting

All waterborne cargo revenue tonnage loaded and discharged in California, Oregon and Washington ports, for which persons were paid in connection with its movement under the terms of ILWU-PMA collective bargaining agreements, is required to be reported to PMA.

Cargo revenue tonnage is subject to assessments to fund that portion of the collectively bargained fringe benefits costs that are not funded by hourly assessments and to fund other industry obligations. Data generated by the tonnage reporting system is used to determine membership voting strength, to measure terminal and port productivity, to compile statistics necessary for the collective bargaining process, and to assist in projecting short term work force and training requirements.

An Internet-based tonnage reporting system was introduced in February 2000 that replaced a paper based reporting system. The Internet tonnage reporting system provides many additional features such as automatic conversion from metric to common U.S. measurement and automatic container box conversion to twenty-foot-equivalent-units. The metric conversion was a particularly important feature for reporting companies since nearly all import and export manifests record cargo weight and/or volume in metric units.

Tonnage data published by PMA includes cargo moving in international (foreign) trade and in domestic trade (Alaska, Hawaii, coastwise and intercoastal). For this reason PMA's data will generally differ from data published by government agencies, PIERS™ and other reporting entities. In general the PMA tonnage data will be greater.

Tonnage definitions and reporting requirements are shown in the PMA Tonnage Reporting System Manual available to tonnage reporting entities. A brief description of the reporting system follows.

Reporting Responsibilities

PMA Members and other companies that have entered into collective bargaining agreements that include participation in benefits plans administered by PMA are required to pay applicable assessments on all cargo tonnage loaded and discharged in California, Oregon and Washington ports.

Any Member (Vessel Operator, Contracting Stevedore or Member Agent) who is responsible for paying but fails to pay tonnage assessments may be further liable for penalties and interest.

Cargo Movement

Revenue tonnage is identified by the geographic movement of the cargo. Cargo assessment rates differ according to the geographic movement of cargo and the type of cargo. The geographic movement of waterborne cargo may be:

- Offshore & Intercoastal. Cargo loaded or discharged at a California, Oregon or Washington port which was originally loaded or is destined for final discharge in a port not located in California, Oregon or Washington,
- Coastwise. Cargo loaded at one California, Oregon or Washington port for discharge at another California, Oregon or Washington port, or
- Inbound from British Columbia. Applicable only to General Cargo and Lumber & Logs loaded in the province of British Columbia, Canada, for discharge in a California, Oregon or Washington port.

Reporting Categories

Container cargo is assessed on the basis of a revenue unit or a TEU (twenty-foot equivalent unit), and Non-Containerized Cargo is reported in revenue tons.

Containers

Containers are reported according to the outside length of the container in feet, specifically in 20', 24', 35', 40', 45', 48' and 53' lengths. The tonnage reporting system automatically converts the container length to TEUs: one TEU for each 20 feet of outside container length.

Containers reported as Assessable are subject to assessment. Containers reported as Empty, Transshipped and Exempt are not assessed. Containers reported as "containerized autos" are not assessed as containers, but the cubic measurement of the autos in the containers are reported and assessed under the Auto & Truck category. A company that reports tonnage also has the option of reporting containers loaded with autos in the Assessable container category.

A cargo bearing container is assessed one time as it moves through California, Oregon and Washington ports from its point of origin to its final destination. A container, by definition, begins a new assessment cycle at any point at which its contents are changed. The removal or addition of any portion of the cargo in a container causes a new assessment cycle to begin.

Non-Containerized Cargo

Non-containerized cargo is reported as revenue tons. The rules below specify how the cargo is converted to revenue tons for assessment purposes. Revenue tonnage for manifested cargo is determined based on how ocean revenue is calculated. When ocean revenue is based on:

- measurement, 40 cubic feet equals one revenue ton;
- weight, 2,000 pounds equals one revenue ton; or
- board feet, 1,000 board feet equals one revenue ton.

All non-containerized revenue tonnage is reported in one of the following four categories.

General Cargo is reported as manifested. General cargo includes all non-containerized cargo that is not reported in the Lumber & Logs, Autos and Bulk categories. Examples of such cargo include truck trailers,

live animals, livestock, yachts, bagged and baled commodities, locomotives, newsprint and other types of cargo.

Two of the most frequently asked questions: How are "livestock in pens" and "yachts" reported? Livestock in pens is converted to cubic feet by multiplying the outside width by the outside depth by the outside height of the pens or stalls. Yachts are converted to cubic feet by multiplying the length by the width by the height of the yacht, including the cradle on which it is transported.

Lumber & Logs, regardless of how manifested, are reported on the basis of 1,000 board feet to the ton.

Logs are converted to board feet using the Brereton Log Scale. The Brereton Log Scale is used to calculate the volume of a log directly into board feet by approximating its shape as a truncated cone. Although today the Scribner Log Scale is the most commonly used method for scaling logs, the Brereton scaling method remains the basis for log conversion to board feet. There is no uniform standard formula for accurately making a conversion. However, it has been the practice to "convert" from the Scribner Log Scale by multiplying the Scribner board feet by 1.7 to obtain Brereton board feet before converting to revenue tonnage.

Automobiles (including light trucks), regardless of how manifested, are reported based on the cubic measurement of the vehicle. Nearly all automobile shipments are correctly manifested with cubic measurements. In instances where cubic measurement is not available, marine and cargo surveyors compile listings of cubes and weights for each automobile model and type by year.

Bulk Cargo is reported on the basis of weight. Bulk cargo is any commodity that by the nature of its unsegregated mass is loaded or unloaded and carried without wrapper or container and received and delivered by carriers without transportation mark or count. Bulk cargoes are usually handled by pouring, by pumping or by mechanical conveyers. Bulk cargo also includes any liquid cargo for which members of the bargaining unit were paid for activity in its loading or discharging.

West Coast Tonnage Statistics

The revenue tonnage data submitted to PMA by tonnage reporting companies are subject to audit by an independent auditing firm. Such periodic reviews as well as updated information from reporting companies sometimes require changes to previously published tonnage data. Current West Coast revenue tonnage data is always available online at www.pmanet.org.

It is important to note that PMA data include all "dry" cargo handled in ports in California, Oregon and Washington. The official U.S. Waterborne Transportation Statistics published by the U.S. Maritime Administration show foreign trade by type of carrier (liner, tanker and tramp), and do not include domestic tonnage moved to and from Alaska and Hawaii, nor do they contain PMA tonnage described as coastwise and U.S. intercoastal tonnage. PMA data do not include tanker liquid bulk or LPG carrier cargo. The U.S. Army Corps of Engineers publishes domestic cargo tonnage data. Government agencies report tonnage based upon reported actual weight and not in terms of revenue tonnage used by PMA.

The official U.S. Waterborne Transportation Statistics show import and export cargo data summarized by port by customs district, whereas PMA data are summarized by port, port area and PMA administrative area. The Maritime Administration data provide detail regarding the cargo type, cargo origin, carrier type, value and the country of import or export, in addition to other information.

Changes in Reporting Categories

Revenue tonnage reporting categories have changed over the years. For example, automobiles were reported as General Cargo until 1962 after which they were reported separately.

Automobiles in containers were reported in the Container category through 1983; beginning in 1983, autos and trucks containerized for the convenience of the carrier could be reported in the Automobile category at the option of the carrier.

A Crowley tug turns a Hapag Lloyd vessel as it departs SSA's Terminal 18 in Seattle.

Cargo in containers was reported as General Cargo until 1969, after which containerized cargo tonnage is reported separately.

Beginning in 1984, cargo in containers is reported as TEUs (twenty -foot equivalent units) and converted into tonnage at the rate of 17 revenue tons for each TEU. A TEU is defined as 20 linear feet of outside container length and is equivalent to a Revenue Unit (RU) described in the PMA Tonnage Reporting Manual distributed to reporting companies.

Coastwise Tonnage

Coastwise revenue tonnage represents a subset of the total revenue tonnage reported to PMA. Reporting separate coastwise tonnage for each of the commodity categories was instituted in November 1989. Previously, there were provisions for only General Cargo and Lumber & Logs to be reported as coastwise tonnage. Other coastwise commodities had to be reported in the Offshore and Intercoastal category.

Coastwise cargo is assessed only on discharge, however, coastwise loaded cargo is reported for statistical and auditing purposes. Cargoes inbound from British Columbia represent another subset of total revenue tonnage.

Based on tonnage reported to PMA, Lumber & Logs were transported inbound from British Columbia in 2010 and were discharged in Olympia.

A China Shipping vessel sails beneath the Vincent Thomas Bridge in Los Angeles.

2010 Statistical Information

In addition to serving as the labor relations arm of the West Coast maritime industry, and processing payroll and benefits for thousands of longshore workers each week, the Pacific Maritime Association has come to be known as a leading resource for reliable information on the waterfront. The pages that follow contain some of the most requested data sets, which detail cargo movement, the labor force and a host of other maritime issues.

PMA strives to provide timely, reliable information to many stakeholders, including its members, customers and workforce, as well as public officials, news media and other interested third-parties. Much of the data that follows is supplied by PMA's strategic analysis group, which analyzes trends and works to forecast industry needs and capabilities.

For even more up-to-date information on the movement of cargo at West Cost ports, see the PMA website, www.pmanet.org.

Matson transports military vehicles from Hawaii to the Port of Long Beach.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2010 by category by port. There are six sets of columns: one set for total revenue tonnage and one set for each of the five reporting categories.

Since November 1989, tonnage has been reported in "Loaded" and "Discharged" categories. Concurrent with that change in reporting, the summaries of the tonnage data which had been traditionally prepared for statistical purposes by "port area" were further divided into individual port summaries.

Ports have been arranged geographically south to north along the coast. Ports along bays or rivers are listed as though the coastline followed the edge of the interior body of water.

	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
2010	Total	% of Coast	Chg from 2009	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2009	% Loaded: % Discharged	Total	% of Coast	Chg from 2009	% Loaded: % Discharged
SOUTHERN CALIFORNIA												
San Diego	4,073,894	1.2%	16.2%	12.8 : 87.2	52,028	0.3%	5.0%	2.8 : 97.2	146,785	2.4%	-26.2%	37.3 : 62.7
Long Beach	90,954,892	26.9%	19.9%	38.0 : 62.0	4,698,634	31.5%	21.6%	33.1 : 66.9	458,785	7.5%	4.3%	25.8 : 74.2
Los Angeles	102,635,964	30.3%	11.5%	31.3 : 68.7	5,759,201	38.6%	11.3%	31.6 : 68.4	1,908,016	31.1%	43.9%	5.0 : 95.0
Port Hueneme	3,356,232	1.0%	12.0%	16.1 : 83.9	24,969	0.2%	28.9%	27.3 : 72.7	742,846	12.1%	1.7%	6.7 : 93.3
AREA TOTAL	**201,020,982**	**59.3%**	**15.3%**	**33.7 : 66.3**	**10,534,832**	**70.5%**	**15.7%**	**32.1 : 67.9**	**3,256,432**	**53.2%**	**20.8%**	**9.7 : 90.3**
NORTHERN CALIFORNIA												
San Francisco	496,048	0.1%	-19.9%	0.0 :100.0	11	<0.1%	-63.3%	63.6 : 36.4	22,632	0.4%	83.8%	0.3 : 99.7
Redwood City	425,539	0.1%	45.4%	0.0 :100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Oakland	29,475,070	8.7%	5.8%	54.6 : 45.4	1,712,542	11.5%	6.3%	54.4 : 45.6	15,162	0.2%	40.1%	59.0 : 41.0
Richmond	785,283	0.2%	24.9%	0.0 :100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Crockett	654,523	0.2%	-10.7%	0.0 :100.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Benicia	1,148,558	0.3%	14.2%	5.5 : 94.5	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0
Port Chicago	55,943	<0.1%	2.4%	13.2 : 86.8	3,265	<0.1%	6.4%	12.5 : 87.5	30	<0.1%	-98.8%	100.0 : 0.0
Pittsburg	–	–	-100.0%	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Stockton	1,157,709	0.3%	19.1%	35.2 : 64.8	49	<0.1%	100.0%	40.8 : 59.2	296,293	4.8%	10.9%	49.2 : 50.8
West Sacramento	351,254	0.1%	-19.4%	2.9 : 97.1	–	–	–	0.0 : 0.0	253,321	4.1%	-15.5%	0.0 :100.0
Eureka	6,123	<0.1%	-39.3%	94.4 : 5.6	–	–	-100.0%	0.0 : 0.0	340	<0.1%	-93.4%	0.0 :100.0
AREA TOTAL	**34,556,050**	**10.2%**	**5.5%**	**48.0 : 52.0**	**1,715,867**	**11.5%**	**6.3%**	**54.3 : 45.7**	**587,778**	**9.6%**	**-2.1%**	**26.3 : 73.7**
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER												
North Bend / Coos Bay	1,590,960	0.5%	32.3%	99.7 : 0.3	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Portland	19,661,145	5.8%	20.3%	73.6 : 26.4	132,382	0.9%	-15.8%	46.7 : 53.3	980,902	16.0%	157.0%	0.0 :100.0
Vancouver	6,110,112	1.8%	19.0%	85.1 : 14.9	1,315	<0.1%	183.4%	52.2 : 47.8	263,537	4.3%	0.7%	21.0 : 79.0
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Kalama	11,652,583	3.4%	28.5%	96.7 : 3.3	–	–	–	0.0 : 0.0	440,476	7.2%	87.3%	12.1 : 87.9
Rainier	96,509	<0.1%	13.0%	98.0 : 2.0	1,447	<0.1%	-15.0%	97.4 : 2.6	40,976	0.7%	24.2%	96.9 : 3.1
Longview	3,086,695	0.9%	39.5%	91.3 : 8.7	84	<0.1%	-59.6%	0.0 :100.0	175,289	2.9%	-21.2%	77.4 : 22.6
Astoria	5,070	<0.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
AREA TOTAL	**42,203,074**	**12.5%**	**24.0%**	**84.0 : 16.0**	**135,228**	**0.9%**	**-15.3%**	**47.3 : 52.7**	**1,901,180**	**31.0%**	**67.6%**	**15.0 : 85.0**
PACIFIC NORTHWEST: WASHINGTON												
Aberdeen / Grays Harbor	1,525,686	0.5%	62.4%	99.2 : 0.8	2	<0.1%	100.0%	100.0 : 0.0	33,639	0.5%	104.0%	100.0 : 0.0
Olympia	197,240	0.1%	34.5%	90.9 : 9.1	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0
Tacoma	27,506,643	8.1%	-4.2%	62.1 : 37.9	1,063,437	7.1%	-6.8%	51.4 : 48.6	239,070	3.9%	8.3%	41.4 : 58.6
Seattle	31,336,905	9.3%	25.0%	50.9 : 49.1	1,478,842	9.9%	33.0%	39.2 : 60.8	76,558	1.2%	10.5%	10.6 : 89.4
Everett	137,127	<0.1%	-5.5%	39.5 : 60.5	6,096	<0.1%	2.0%	37.5 : 62.5	31,282	0.5%	-26.5%	41.9 : 58.1
Port Angeles	33,137	<0.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0
Anacortes	212,570	0.1%	-12.5%	99.8 : 0.2	–	–	-100.0%	0.0 : 0.0	620	<0.1%	-93.1%	42.1 : 57.9
AREA TOTAL	**60,949,308**	**18.0%**	**10.3%**	**57.4 : 42.6**	**2,548,377**	**17.1%**	**12.8%**	**44.3 : 55.7**	**381,169**	**6.2%**	**4.4%**	**40.4 : 59.6**
COAST TOTAL	**338,729,414**	**100.0%**	**14.3%**	**45.7 : 54.3**	**14,934,304**	**100.0%**	**13.7%**	**36.9 : 63.1**	**6,126,559**	**100.0%**	**27.8%**	**14.9 : 85.1**

Revenue Tonnage Loaded and Discharged by Port, CONTINUED

Total tonnage reported for the port.

Chg from 2009 shows the percent 2010 tonnage changed from 2009 tonnage.

% of Coast shows the percentage that the port's tonnage represents of the coast total.

% Loaded: % Discharged shows the ratio of the percentage of total tons or TEUs loaded in the port to the corresponding percentage of tons or TEUs discharged. The categories "loaded" and "discharged" cannot be used synonymously with "export" and "import" because these data include not only foreign trade cargo but also U.S. intercoastal cargo, cargo bound to and from Alaska and Hawaii, and discharged coastwise cargo.

	LUMBER & LOGS				AUTOMOBILES AND TRUCKS				BULK CARGO				
	Total	% of Coast	Chg from 2009	% Loaded: % Discharged	Total	% of Coast	Chg from 2009	% Loaded: % Discharged	Total	% of Coast	Chg from 2009	% Loaded: % Discharged	2010
SOUTHERN CALIFORNIA													
San Diego	52,599	3.3%	7.3%	0.3 : 99.7	2,888,026	16.8%	23.8%	14.8 : 85.2	102,008	0.2%	25.7%	14.8 : 85.2	
Long Beach	108,629	6.7%	41.2%	0.0 :100.0	2,553,580	14.8%	21.5%	6.7 : 93.3	7,957,120	13.3%	5.3%	98.3 : 1.7	
Los Angeles	213	<0.1%	100.0%	22.1 : 77.9	1,864,440	10.8%	39.0%	4.9 : 95.1	956,878	1.6%	-32.4%	100.0 : 0.0	
Port Hueneme	–	–	–	0.0 : 0.0	2,076,838	12.1%	13.2%	18.0 : 82.0	112,075	0.2%	9.1%	0.0 :100.0	
AREA TOTAL	**161,441**	**10.0%**	**28.2%**	**0.1 : 99.9**	**9,382,884**	**54.5%**	**23.3%**	**11.3 : 88.7**	**9,128,081**	**15.2%**	**-0.3%**	**96.3 : 3.7**	
NORTHERN CALIFORNIA													
San Francisco	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	473,229	0.8%	-22.0%	0.0 :100.0	
Redwood City	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	425,539	0.7%	45.4%	0.0 :100.0	
Oakland	–	–	–	0.0 : 0.0	346,694	2.0%	-23.2%	71.0 : 29.0	–	–	–	0.0 : 0.0	
Richmond	–	–	–	0.0 : 0.0	479,768	2.8%	55.9%	0.0 :100.0	305,515	0.5%	-4.9%	0.0 :100.0	
Crockett	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	654,523	1.1%	-10.7%	0.0 :100.0	
Benicia	–	–	–	0.0 : 0.0	1,102,555	6.4%	21.9%	1.5 : 98.5	46,003	0.1%	-53.3%	100.0 : 0.0	
Port Chicago	–	–	–	0.0 : 0.0	408	<0.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	
Pittsburg	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	-100.0%	0.0 : 0.0	
Stockton	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	860,583	1.4%	22.1%	30.4 : 69.6	
West Sacramento	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	97,933	0.2%	-28.2%	10.2 : 89.8	
Eureka	5,783	0.4%	17.5%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**5,783**	**0.4%**	**17.5%**	**100.0 : 0.0**	**1,929,425**	**11.2%**	**16.0%**	**13.7 : 86.3**	**2,863,325**	**4.8%**	**-5.9%**	**11.1 : 88.9**	
PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER													
North Bend / Coos Bay	31,583	2.0%	280.6%	83.6 : 16.4	–	–	–	0.0 : 0.0	1,559,377	2.6%	30.6%	100.0 : 0.0	
Portland	–	–	–	0.0 : 0.0	3,005,920	17.5%	13.0%	0.0 :100.0	13,423,829	22.4%	26.3%	99.9 : 0.1	
Vancouver	1,108	0.1%	-44.4%	91.1 : 8.9	688,290	4.0%	12.8%	0.2 : 99.8	5,134,822	8.6%	20.8%	99.9 : 0.1	
St. Helens	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Kalama	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	11,212,107	18.7%	27.0%	100.0 : 0.0	
Rainier	30,934	1.9%	31.7%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Longview	936,767	58.0%	58.5%	97.3 : 2.7	–	–	–	0.0 : 0.0	1,973,211	3.3%	41.4%	89.8 : 10.2	
Astoria	5,070	0.3%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
AREA TOTAL	**1,005,462**	**62.3%**	**61.0%**	**97.0 : 3.0**	**3,694,210**	**21.5%**	**13.0%**	**0.0 :100.0**	**33,303,346**	**55.6%**	**26.6%**	**99.3 : 0.7**	
PACIFIC NORTHWEST: WASHINGTON													
Aberdeen / Grays Harbor	92,880	5.8%	102.2%	100.0 : 0.0	244,817	1.4%	304.6%	95.2 : 4.8	1,154,316	1.9%	41.4%	100.0 : 0.0	
Olympia	197,240	12.2%	41.4%	90.9 : 9.1	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Tacoma	118,905	7.4%	228.0%	100.0 : 0.0	1,882,950	10.9%	9.4%	20.0 : 80.0	7,187,289	12.0%	-1.9%	100.0 : 0.0	
Seattle	–	–	–	0.0 : 0.0	66,907	0.4%	-11.7%	31.8 : 68.2	6,053,126	10.1%	0.6%	100.0 : 0.0	
Everett	–	–	–	0.0 : 0.0	2,213	<0.1%	117.4%	100.0 : 0.0	–	–	–	0.0 : 0.0	
Port Angeles	33,137	2.1%	100.0%	100.0 : 0.0	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	
Anacortes	–	–	–	0.0 : 0.0	–	–	–	0.0 : 0.0	211,950	0.4%	-9.4%	100.0 : 0.0	
AREA TOTAL	**442,162**	**27.4%**	**99.5%**	**95.9 : 4.1**	**2,196,887**	**12.8%**	**18.2%**	**28.9 : 71.1**	**14,606,681**	**24.4%**	**1.5%**	**100.0 : 0.0**	
COAST TOTAL	**1,614,848**	**100.0%**	**65.3%**	**87.0 : 13.0**	**17,203,406**	**100.0%**	**19.4%**	**11.4 : 88.6**	**59,901,433**	**100.0%**	**13.2%**	**94.8 : 5.2**	

Container Box Counts

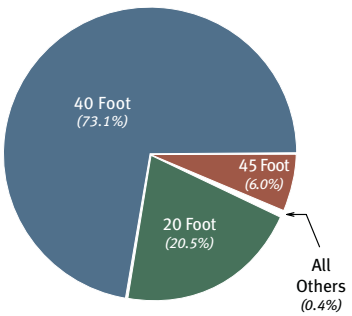
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: Loaded and Empty. Loaded containers include assessable, those containing cargo exempt from assessments, auto-bearing containers and transshipped containers.

All Box Lengths is the total of all containers reported including 24, 35, 48 and 53-foot containers, which are not shown in the columns to the left.

2010

Box Length:	20 Feet			40 Feet			45 Feet			All Box Lengths				
	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	% of Port	TEUs
Long Beach														
Cargo Bearing	345,255	193,550	538,805	1,303,052	649,915	1,952,967	88,272	35,717	123,989	1,738,147	880,953	2,619,100	75.3%	4,730,128
Empty	6,742	152,918	159,660	31,947	598,665	630,612	5,801	54,105	59,906	51,332	805,690	857,022	24.7%	1,571,628
TOTAL	**351,997**	**346,468**	**698,465**	**1,334,999**	**1,248,580**	**2,583,579**	**94,073**	**89,822**	**183,895**	**1,789,479**	**1,686,643**	**3,476,122**	**100.0%**	**6,301,756**
Los Angeles														
Cargo Bearing	448,686	225,671	674,357	1,589,163	752,645	2,341,808	136,025	42,987	179,012	2,179,723	1,021,307	3,201,030	74.3%	5,776,665
Empty	7,137	183,603	190,740	36,985	783,207	820,192	4,841	86,774	91,615	54,167	1,055,321	1,109,488	25.7%	2,055,806
TOTAL	**455,823**	**409,274**	**865,097**	**1,626,148**	**1,535,852**	**3,162,000**	**140,866**	**129,761**	**270,627**	**2,233,890**	**2,076,628**	**4,310,518**	**100.0%**	**7,832,471**
Oakland														
Cargo Bearing	120,984	127,434	248,418	311,171	387,596	698,767	25,289	19,832	45,121	457,933	536,781	994,714	76.3%	1,751,041
Empty	17,579	48,706	66,285	85,559	124,202	209,761	3,936	27,230	31,166	108,779	200,490	309,269	23.7%	559,071
TOTAL	**138,563**	**176,140**	**314,703**	**396,730**	**511,798**	**908,528**	**29,225**	**47,062**	**76,287**	**566,712**	**737,271**	**1,303,983**	**100.0%**	**2,310,112**
Portland														
Cargo Bearing	10,229	8,348	18,577	29,058	26,521	55,579	966	207	1,173	40,253	35,076	75,329	73.1%	132,382
Empty	2,818	4,415	7,233	2,833	13,468	16,301	–	1,592	1,592	8,200	19,475	27,675	26.9%	50,184
TOTAL	**13,047**	**12,763**	**25,810**	**31,891**	**39,989**	**71,880**	**966**	**1,799**	**2,765**	**48,453**	**54,551**	**103,004**	**100.0%**	**182,566**
Tacoma														
Cargo Bearing	60,927	30,729	91,656	223,827	253,089	476,916	23,443	17,577	41,020	308,197	301,395	609,592	81.6%	1,137,921
Empty	4,788	23,600	28,388	54,310	30,022	84,332	10,506	14,020	24,526	69,604	67,642	137,246	18.4%	252,309
TOTAL	**65,715**	**54,329**	**120,044**	**278,137**	**283,111**	**561,248**	**33,949**	**31,597**	**65,546**	**377,801**	**369,037**	**746,838**	**100.0%**	**1,390,230**
Seattle														
Cargo Bearing	122,591	58,280	180,871	355,070	253,877	608,947	31,133	5,495	36,628	508,956	321,608	830,564	78.5%	1,486,497
Empty	3,972	44,745	48,717	62,883	85,782	148,665	1,643	24,253	25,896	72,349	154,851	227,200	21.5%	409,379
TOTAL	**126,563**	**103,025**	**229,588**	**417,953**	**339,659**	**757,612**	**32,776**	**29,748**	**62,524**	**581,305**	**476,459**	**1,057,764**	**100.0%**	**1,895,876**
All Others														
Cargo Bearing	13,967	6,257	20,224	29,336	3,500	32,836	1,794	1,401	3,195	45,097	11,231	56,328	67.6%	93,192
Empty	1,696	4	1,700	1,296	23,910	25,206	–	–	–	3,118	23,914	27,032	32.4%	52,263
TOTAL	**15,663**	**6,261**	**21,924**	**30,632**	**27,410**	**58,042**	**1,794**	**1,401**	**3,195**	**48,215**	**35,145**	**83,360**	**100.0%**	**145,455**
COAST TOTALS														
Cargo Bearing	1,122,639	650,269	1,772,908	3,840,677	2,327,143	6,167,820	306,922	123,216	430,138	5,278,306	3,108,351	8,386,657	75.7%	15,107,826
Empty	44,732	457,991	502,723	275,813	1,659,256	1,935,069	26,727	207,974	234,701	367,549	2,327,383	2,694,932	24.3%	4,950,640
TOTAL	**1,167,371**	**1,108,260**	**2,275,631**	**4,116,490**	**3,986,399**	**8,102,889**	**333,649**	**331,190**	**664,839**	**5,645,855**	**5,435,734**	**11,081,589**	**100.0%**	**20,058,466**
% of Total	**10.5%**	**10.0%**	**20.5%**	**37.1%**	**36.0%**	**73.1%**	**3.0%**	**3.0%**	**6.0%**	**50.9%**	**49.1%**	**100.0%**	–	–

2010 CONTAINER COUNTS BY LENGTH OF BOX



OVERSTOWS AND REHANDLES

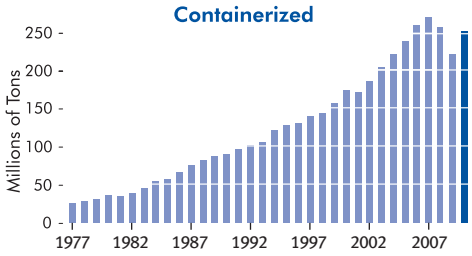
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs when a container is moved off a vessel, placed on the dock so that other cargo may be moved, and then the container is restowed onto the vessel. A cell-to-cell move counts as one lift, and a cell-dock-cell move as two lifts.

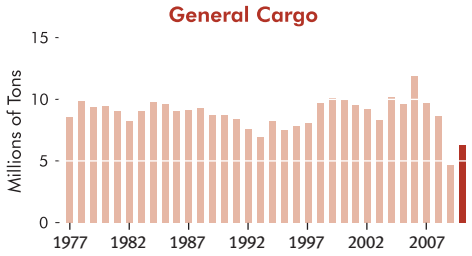
2010	Cell-to-Cell	Cell-Dock-Cell
Oakland	51	20,982
Northern California Total	**51**	**20,982**
Long Beach	11	11,770
Los Angeles	37	27,290
San Diego	0	26
Southern California Total	**48**	**39,086**
Seattle	21	17,512
Tacoma	11	11,292
Washington Total	**32**	**28,804**
Portland	0	64
Oregon Total	**0**	**64**
COAST TOTAL	**131**	**88,936**

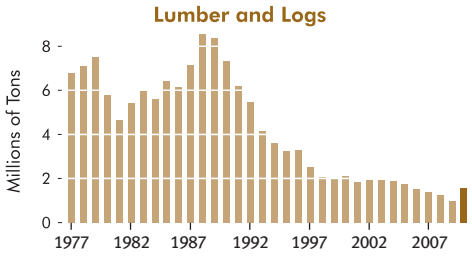
West Coast Waterborne Revenue Tonnage

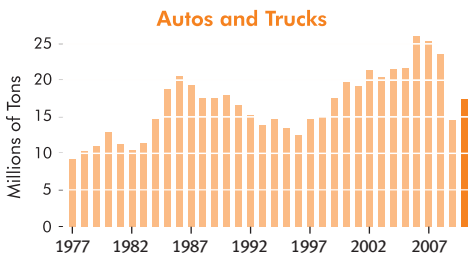
Waterborne revenue tonnage moving through California, Oregon and Washington Ports since 1977 is shown below. Beginning in 1984 containerized cargo was no longer reported as revenue tonnage, but was reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each TEU contains on average 17 revenue tons. The percent that each tonnage sector represents of the total for each year is shown in the column to the right of the revenue tonnage.

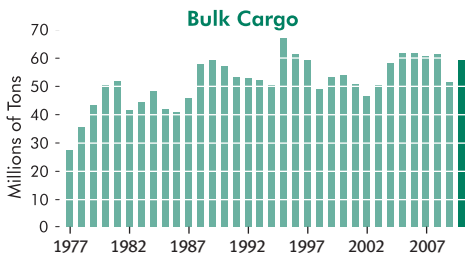
Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
1977	26,414,368	33.6%	8,563,580	10.9%	6,805,138	8.7%	9,457,329	12.0%	27,330,016	34.8%	78,570,431
1978	28,819,244	31.3%	9,844,671	10.7%	7,116,000	7.7%	10,571,245	11.5%	35,622,335	38.7%	91,973,495
1979	31,004,124	30.1%	9,402,025	9.1%	7,512,088	7.3%	11,243,783	10.9%	43,973,689	42.6%	103,135,709
1980	34,961,122	30.8%	9,485,736	8.3%	5,778,206	5.1%	12,889,020	11.3%	50,568,290	44.5%	113,682,374
1981	35,285,833	31.2%	9,101,434	8.1%	4,663,983	4.1%	11,361,442	10.1%	52,547,465	46.5%	112,960,157
1982	38,698,403	37.1%	8,297,299	8.0%	5,428,609	5.2%	10,298,415	9.9%	41,483,760	39.8%	104,206,486
1983	45,429,483	39.2%	9,047,558	7.8%	5,981,043	5.2%	11,317,759	9.8%	44,204,444	38.1%	115,980,287
1984	54,865,052	41.2%	9,756,682	7.3%	5,636,415	4.2%	14,731,180	11.1%	48,293,596	36.2%	133,282,925
1985	57,766,646	42.8%	9,674,183	7.2%	6,438,557	4.8%	18,849,314	14.0%	42,106,859	31.2%	134,835,559
1986	66,718,404	46.5%	9,094,687	6.3%	6,178,052	4.3%	20,642,032	14.4%	40,777,087	28.4%	143,410,262
1987	75,658,551	48.0%	9,185,331	5.8%	7,153,443	4.5%	19,209,803	12.2%	46,483,967	29.5%	157,691,095
1988	82,177,507	46.9%	9,348,783	5.3%	8,568,982	4.9%	17,657,367	10.1%	57,635,530	32.9%	175,388,169
1989	87,685,303	48.2%	8,783,588	4.8%	8,370,546	4.6%	17,591,459	9.7%	59,506,199	32.7%	181,937,095
1990	90,273,077	49.7%	8,725,931	4.8%	7,328,202	4.0%	17,981,501	9.9%	57,355,691	31.6%	181,664,402
1991	96,273,125	53.1%	8,384,586	4.6%	6,225,273	3.4%	16,692,545	9.2%	53,881,933	29.7%	181,457,462
1992	101,978,206	55.5%	7,591,757	4.1%	5,489,640	3.0%	15,063,006	8.2%	53,699,428	29.2%	183,822,037
1993	106,219,196	57.9%	6,954,623	3.8%	4,167,694	2.3%	13,915,249	7.6%	52,344,375	28.5%	183,601,137
1994	121,870,484	61.3%	8,216,857	4.1%	3,609,270	1.8%	14,770,607	7.4%	50,305,273	25.3%	198,772,491
1995	128,775,816	58.5%	7,510,216	3.4%	3,251,827	1.5%	13,530,428	6.1%	67,172,576	30.5%	220,240,863
1996	130,286,300	60.4%	7,879,062	3.7%	3,304,565	1.5%	12,611,072	5.8%	61,600,326	28.6%	215,681,325
1997	139,362,736	62.0%	8,032,536	3.6%	2,523,657	1.1%	14,761,793	6.6%	59,934,309	26.7%	224,615,031
1998	143,548,068	65.4%	9,719,501	4.4%	2,071,769	0.9%	14,944,308	6.8%	49,101,074	22.4%	219,384,720
1999	156,545,401	65.3%	10,010,412	4.2%	2,005,755	0.8%	17,570,694	7.3%	53,456,900	22.3%	239,589,162
2000	174,037,823	67.0%	9,953,279	3.8%	2,116,780	0.8%	19,720,596	7.6%	53,874,796	20.7%	259,703,274
2001	171,727,013	67.8%	9,596,293	3.8%	1,851,419	0.7%	19,288,262	7.6%	50,914,801	20.1%	253,377,788
2002	183,998,174	69.9%	9,136,510	3.5%	1,941,066	0.7%	21,095,617	8.0%	46,955,460	17.8%	263,126,827
2003	202,664,480	71.4%	8,360,920	2.9%	1,931,998	0.7%	20,416,812	7.2%	50,324,853	17.7%	283,699,063
2004	221,541,059	70.5%	10,720,217	3.4%	1,893,393	0.6%	21,562,960	6.9%	58,318,907	18.6%	314,036,536
2005	239,807,780	71.5%	9,520,729	2.8%	1,731,207	0.5%	21,674,877	6.5%	62,475,184	18.6%	335,209,777
2006	260,040,551	72.0%	11,847,310	3.3%	1,545,957	0.4%	26,112,896	7.2%	61,590,529	17.1%	361,137,243
2007	272,101,014	73.8%	9,792,476	2.7%	1,372,263	0.4%	25,216,373	6.8%	60,173,244	16.3%	368,655,370
2008	259,071,381	73.1%	8,532,935	2.4%	1,218,443	0.3%	23,617,421	6.7%	61,988,787	17.5%	354,428,967
2009	223,338,146	75.3%	4,794,494	1.6%	977,126	0.3%	14,404,430	4.9%	52,899,429	17.8%	296,413,625
2010	**253,883,168**	**75.0%**	**6,126,559**	**1.8%**	**1,614,848**	**0.5%**	**17,203,406**	**5.1%**	**59,901,433**	**17.7%**	**338,729,414**

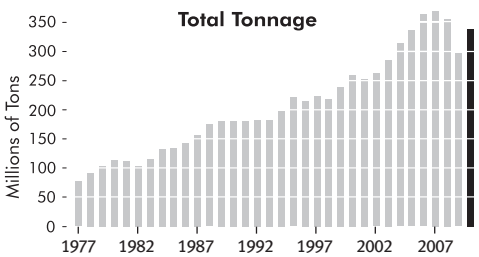












Coast Revenue Tonnage Market Share

In the table below, the column labeled "Percent of Coast"represents the cargo tonnage as a percent of the coast total for that sector. This percentage represents what is commonly referred to as "market share." The six major ports listed below handled 89% of the total coast tonnage in 2010 and 99.4% of the containerized cargo.

The **Port Total** tonnage includes container tonnage. Container TEUs are converted to tonnage by multiplying the number of TEUs by 17 tons.

For each of the six major ports and for **All Other Ports,** the number of assessable container TEUs and the revenue tonnage reported in each of the other four cargo sectors are shown for each year since 2006.

	2010		2009		2008		2007		2006	
	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast
LONG BEACH										
Automobiles and Trucks	2,553,580	14.8%	2,101,755	14.6%	3,809,564	16.1%	4,127,011	16.4%	5,224,431	20.0%
Bulk Cargo	7,957,120	13.3%	7,555,653	14.3%	7,807,607	12.6%	8,101,095	13.5%	10,449,586	17.0%
Containerized Cargo	4,698,634	31.5%	3,863,018	29.4%	4,831,261	31.7%	5,133,548	32.1%	4,708,797	30.8%
General Cargo	458,785	7.5%	439,738	9.2%	1,009,803	11.8%	1,287,286	13.1%	1,385,860	11.7%
Logs and Lumber	108,629	6.7%	76,945	7.9%	155,556	12.8%	182,069	13.3%	182,070	11.8%
Port Total	**90,954,892**	**26.9%**	**75,845,397**	**25.6%**	**94,913,967**	**26.8%**	**100,967,777**	**27.4%**	**97,291,496**	**26.9%**
LOS ANGELES										
Automobiles and Trucks	1,864,440	10.8%	1,340,900	9.3%	1,935,410	8.2%	1,728,641	6.9%	2,001,884	7.7%
Bulk Cargo	956,878	1.6%	1,415,735	2.7%	1,084,178	1.7%	1,968,126	3.3%	3,351,582	5.4%
Containerized Cargo	5,759,201	38.6%	5,172,915	39.4%	5,925,449	38.9%	6,108,780	38.2%	6,063,527	39.6%
General Cargo	1,908,016	31.1%	1,325,807	27.7%	2,789,573	32.7%	3,232,113	33.0%	4,776,180	40.3%
Logs and Lumber	213	0.0%	–	0.0%	–	0.0%	1,483	0.1%	1,617	0.1%
Port Total	**102,635,964**	**30.3%**	**92,021,997**	**31.0%**	**106,541,794**	**30.1%**	**110,779,623**	**30.0%**	**113,211,222**	**31.3%**
OAKLAND										
Automobiles and Trucks	346,694	2.0%	451,651	3.1%	613,542	2.6%	830,886	3.3%	870,064	3.3%
Containerized Cargo	1,712,542	11.5%	1,612,297	12.3%	1,633,775	10.7%	1,681,319	10.5%	1,627,993	10.6%
General Cargo	15,162	0.2%	10,819	0.2%	27,913	0.3%	36,397	0.4%	50,897	0.4%
Port Total	**29,475,070**	**8.7%**	**27,871,519**	**9.4%**	**28,415,630**	**8.0%**	**29,449,706**	**8.0%**	**28,596,842**	**7.9%**
PORTLAND										
Automobiles and Trucks	3,005,920	17.5%	2,659,843	18.5%	4,608,061	19.5%	5,225,708	20.7%	5,349,975	20.5%
Bulk Cargo	13,423,829	22.4%	10,632,595	20.1%	12,684,386	20.5%	13,150,421	21.9%	11,003,186	17.9%
Containerized Cargo	132,382	0.9%	157,306	1.2%	202,657	1.3%	213,814	1.3%	166,563	1.1%
General Cargo	980,902	16.0%	381,659	8.0%	945,554	11.1%	1,155,566	11.8%	985,193	8.3%
Logs and Lumber	–	0.0%	–	0.0%	–	0.0%	–	0.0%	3,046	0.2%
Port Total	**19,661,145**	**5.8%**	**16,348,299**	**5.5%**	**21,683,170**	**6.1%**	**23,166,533**	**6.3%**	**20,172,971**	**5.6%**
TACOMA										
Automobiles and Trucks	1,882,950	10.9%	1,721,871	12.0%	2,423,377	10.3%	2,558,972	10.1%	2,413,646	9.2%
Bulk Cargo	7,187,289	12.0%	7,328,474	13.9%	7,683,823	12.4%	6,564,476	10.9%	6,577,495	10.7%
Containerized Cargo	1,063,437	7.1%	1,140,775	8.7%	1,419,479	9.3%	1,420,418	8.9%	1,355,291	8.9%
General Cargo	239,070	3.9%	220,682	4.6%	312,624	3.7%	300,753	3.1%	301,743	2.5%
Logs and Lumber	118,905	7.4%	36,250	3.7%	149,649	12.3%	182,133	13.3%	182,684	11.8%
Port Total	**27,506,643**	**8.1%**	**28,700,452**	**9.7%**	**34,700,616**	**9.8%**	**33,753,440**	**9.2%**	**32,515,515**	**9.0%**
SEATTLE										
Automobiles and Trucks	66,907	0.4%	75,749	0.5%	111,428	0.5%	105,900	0.4%	125,217	0.5%
Bulk Cargo	6,053,126	10.1%	6,018,741	11.4%	7,029,460	11.3%	5,939,508	9.9%	6,310,708	10.2%
Containerized Cargo	1,478,842	9.9%	1,112,134	8.5%	1,143,979	7.5%	1,370,864	8.6%	1,298,580	8.5%
General Cargo	76,558	1.2%	69,278	1.4%	142,521	1.7%	163,843	1.7%	180,574	1.5%
Logs and Lumber	–	–	–	0.0%	–	0.0%	–	0.0%	–	0.0%
Port Total	**31,336,905**	**9.3%**	**25,070,046**	**8.5%**	**26,731,052**	**7.5%**	**29,513,939**	**8.0%**	**28,692,359**	**7.9%**
ALL OTHER PORTS										
Automobiles and Trucks	7,482,915	43.5%	6,052,661	42.0%	10,116,039	42.8%	10,639,255	42.2%	10,127,679	38.8%
Bulk Cargo	24,323,191	40.6%	19,948,231	37.7%	25,699,333	41.4%	24,449,618	40.6%	23,897,972	38.8%
Containerized Cargo	89,266	0.6%	80,379	0.6%	82,893	0.5%	77,199	0.5%	75,752	0.5%
General Cargo	2,448,066	40.0%	2,345,475	48.9%	3,304,947	38.7%	3,616,518	36.9%	4,166,863	35.2%
Logs and Lumber	1,387,101	85.9%	863,931	88.4%	913,238	75.0%	1,006,578	73.4%	1,176,540	76.1%
Port Total	**37,158,795**	**11.0%**	**30,576,741**	**10.3%**	**41,442,738**	**11.7%**	**41,024,352**	**11.1%**	**40,656,838**	**11.3%**
COAST TOTALS										
Automobiles and Trucks	17,203,406		14,404,430		23,617,421		25,216,373		26,112,896	
Bulk Cargo	59,901,433		52,899,429		61,988,787		60,173,244		61,590,529	
Containerized Cargo	14,934,304		13,137,538		15,239,493		16,005,942		15,296,503	
General Cargo	6,126,559		4,794,494		8,532,935		9,792,476		11,847,310	
Logs and Lumber	1,614,848		977,126		1,218,443		1,372,263		1,545,957	
Coast Total	**338,729,414**		**296,413,625**		**354,428,967**		**368,655,370**		**361,137,243**	

Average Annual Earnings

The table below shows the average annual earnings of Class "A" longshore and clerk registrants and of walking bosses/foremen. The data include hours paid; holiday pay; vacation pay; pay for travel hours; and taxable travel-related meals, fares and lodging. The earnings data do NOT include Pay Guarantee Plan (PGP) payments; taxable mileage; and nontaxable travel-related meals, fares and lodging. Data for Class "B" registrants are NOT included.

The first three columns, identified as **1 or More Hours**, shows the number of registrants paid one or more hours and their corresponding average annual hours and average annual earnings.

The **% of Registrants** column shows the percent of the total number of registrants who were paid hours equal to or greater than the number of hours under the hours heading. Each succeeding hours group includes an increasingly smaller percentage of the respective work force as the minimum number of hours paid is incremented in 400 hour units.

Four pairs of columns follow showing the percent of registrants and average earnings for those registrants paid 1,600 or more hours, 2,000 or more hours, 2,400 or more hours, and 2,800 or more hours.

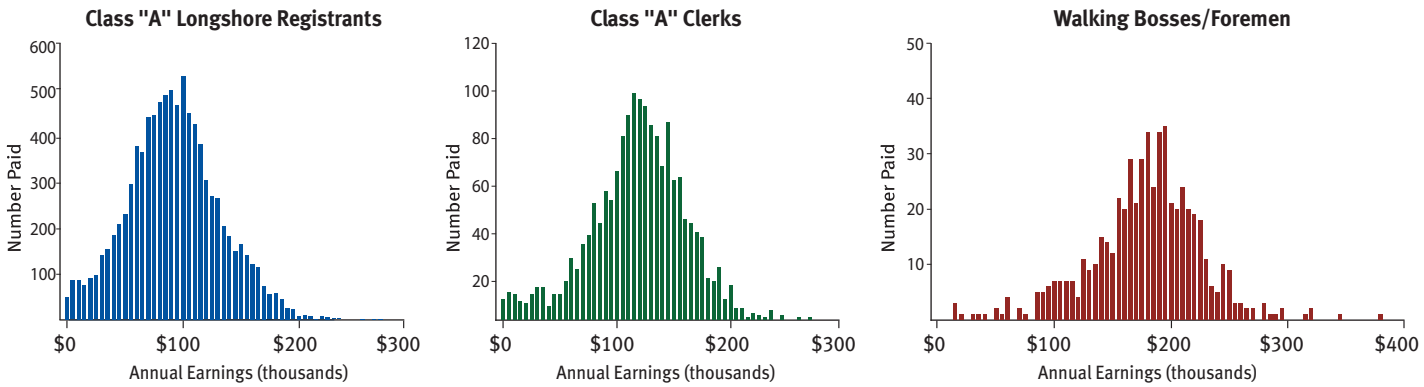
The **Average Earnings** column shows the average earnings for those registrants who were paid hours equal to or greater than the number of hours under the hours heading.

The **Average Hours** column shows the average numbers of hours paid to those registrants who were paid 2,800 or more hours.

	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
Year	Number Paid	Average Hours	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings
CLASS "A" LONGSHORE REGISTRANTS												
2001	6,463	2,006	$ 82,895	71.7%	$ 98,585	53.8%	$106,883	31.8%	$118,613	13.8%	3,208	$135,379
2002	6,628	1,973	83,116	70.4	99,662	53.0	107,781	30.3	119,825	13.0	3,165	135,548
2003	6,676	2,066	89,484	72.3	106,520	55.2	115,591	36.2	127,084	19.1	3,196	141,058
2004 *	7,170	2,119	93,369	75.4	109,031	59.7	117,343	40.0	129,448	23.0	3,243	142,876
2005	7,070	2,123	96,332	73.5	114,219	57.5	123,464	39.0	135,658	22.4	3,243	149,550
2006	7,395	2,163	101,115	75.1	118,425	59.5	127,304	40.8	139,372	23.2	3,260	153,866
2007	8,156	2,117	99,575	75.1	115,857	57.4	125,461	37.0	138,938	20.6	3,215	153,179
2008	8,550	2,043	97,328	71.6	115,539	52.6	126,305	33.6	140,065	18.2	3,207	155,136
2009 *	8,607	1,792	85,399	61.2	108,621	40.6	120,448	22.8	135,749	9.7	3,139	154,043
2010	**9,200**	**1,942**	**$ 94,489**	**68.3%**	**$114,097**	**47.8%**	**$125,639**	**27.7%**	**$140,580**	**13.1%**	**3,167**	**$158,687**
CLASS "A" CLERKS												
2001	1,583	2,662	$118,844	91.7%	$124,563	83.3%	$128,421	67.5%	$135,258	44.0%	3,302	$147,046
2002	1,568	2,633	119,404	90.1	126,593	80.9	131,131	65.9	138,209	44.0	3,308	149,351
2003	1,529	2,719	124,519	90.4	131,860	82.1	136,340	68.0	143,343	50.2	3,356	152,586
2004 *	1,578	2,713	125,880	89.5	134,234	81.4	138,996	70.3	144,885	51.8	3,421	154,710
2005	1,877	2,629	124,333	87.4	134,584	77.3	140,582	64.1	148,240	45.4	3,372	159,739
2006	1,829	2,648	128,966	86.9	140,052	78.6	145,219	64.8	153,076	47.3	3,373	163,463
2007	1,933	2,622	129,447	87.8	139,862	78.2	145,731	64.1	153,212	45.1	3,351	164,223
2008	1,897	2,566	128,996	86.3	140,542	76.9	146,113	61.5	154,597	42.3	3,334	166,435
2009 *	1,757	2,241	112,907	81.1	126,896	68.1	133,241	48.7	141,917	22.5	3,140	158,330
2010	**1,681**	**2,352**	**$120,955**	**83.9%**	**$133,755**	**71.9%**	**$140,453**	**54.1%**	**$149,563**	**28.9%**	**3,215**	**$165,951**
WALKING BOSSES/FOREMEN												
2001	616	3,130	$157,352	93.8%	$163,609	89.6%	$166,508	80.4%	$171,928	66.1%	3,638	$179,754
2002	591	3,088	158,507	92.6	166,296	86.5	170,975	76.1	177,447	64.5	3,671	184,565
2003	556	3,317	182,965	93.5	191,454	89.7	194,843	83.3	199,894	69.1	3,871	210,609
2004 *	605	3,205	177,654	94.5	184,032	91.7	186,573	84.8	191,268	72.7	3,697	198,771
2005	654	3,180	181,217	94.0	188,789	89.8	192,463	82.3	197,930	70.9	3,650	205,018
2006	692	3,202	186,504	94.4	193,647	89.9	197,735	82.5	203,491	71.4	3,659	210,798
2007	696	3,189	189,473	94.0	196,881	90.4	200,052	83.9	204,911	72.3	3,619	212,469
2008	674	3,015	184,312	92.4	193,432	87.2	197,727	80.1	202,590	65.0	3,524	211,544
2009 *	593	2,485	157,667	89.2	167,308	79.4	172,893	63.2	180,041	32.5	3,168	193,810
2010	**569**	**2,813**	**$180,711**	**92.6%**	**$188,850**	**85.9%**	**$194,035**	**75.0%**	**$200,705**	**57.1%**	**3,331**	**$210,568**

*Data for 2004 and 2009 have been annualized to 52 weeks to allow comparison with other years. These years are 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2010 ANNUAL EARNINGS *(grouped in $5,000 increments)*



Registered Work Force by Local – 2010

The information below shows average hours and earnings averages for those members of the locals who (1) were active for the full payroll year and (2) were paid for one or more hours during the payroll year. The average ages of working registrants are also shown.

No. Registered is the active registration count at the end of the payroll year.

Number Working shows the total number of registrants paid for one or more hours.

Average Hours Paid is the average of all hours paid at any occupation code.

Average Days Of shows the average days of vacation, paid holidays, and PGP (1 day = 1/5 of one week).

Average Total Income shows pay for hours paid; vacation pay; holiday pay; PGP; and taxable and non taxable travel-related meals, fares, lodging, and mileage for all Class "A" and Class "B" registrants combined.

Average Age represents the age of members at the end of the year.

Percent of Working Registrants by Hours Paid shows the percentage of those working registrants whose total paid hours fall into each of the hours categories shown.

Local	Number Registered	Number Working	Average Hours Paid	AVERAGE DAYS OF: Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	PERCENT OF WORKING REGISTRANTS BY HOURS PAID: 800 or More	1600 or More	2000 or More	2800 or More
	#	#	Hours	Days	Days	Days	$	Years	%	%	%	%
LONGSHORE REGISTRANTS												
Southern California												
13 LA/LB	7,106	6,902	1,885	11.9	9.0	0.4	$ 91,717	45.5	92.8%	66.8%	42.2%	11.2%
29 San Diego	136	125	1,785	11.3	9.5	–	84,955	50.4	87.2	62.4	35.2	8.8
46 Port Hueneme	124	117	2,050	16.3	9.6	–	96,814	53.8	92.3	71.8	55.6	17.1
Total	**7,366**	**7,144**	**1,886**	**12.0**	**9.0**	**0.4**	**$ 91,682**	**45.8**	**92.7%**	**66.8%**	**42.3%**	**11.3%**
Northern California												
10 SF Bay Area	1,281	1,201	1,758	9.8	7.4	0.9	$ 83,925	47.6	87.2%	56.2%	39.3%	12.6%
14 Eureka	17	17	830	6.2	7.1	77.3	56,763	51.4	41.2	11.8	–	–
18 Sacramento	23	23	1,091	12.4	10.0	59.3	66,615	49.1	73.9	8.7	8.7	–
54 Stockton	98	96	1,245	10.9	9.6	32.5	66,607	47.8	76.0	26.0	10.4	–
Total	**1,419**	**1,337**	**1,698**	**9.9**	**7.6**	**5.2**	**$ 82,038**	**47.7**	**85.6%**	**52.7%**	**36.2%**	**11.3%**
Pacific Northwest: Oregon and Columbia River												
04 Vancouver	189	186	1,914	11.6	10.1	1.7	$ 89,391	42.1	94.6%	69.9%	49.5%	9.7%
08 Portland	429	424	1,940	14.1	9.8	0.5	93,725	47.2	93.4	69.1	48.8	7.8
12 North Bend	33	33	1,508	15.5	8.1	47.4	89,182	53.4	84.8	39.4	24.2	6.1
21 Longview	201	182	2,170	14.3	10.5	0.2	99,931	44.5	97.3	87.4	65.9	12.1
50 Astoria	10	8	1,625	25.0	9.9	16.9	83,931	58.3	87.5	50.0	37.5	–
53 Newport	9	9	1,151	6.7	5.1	93.7	86,902	50.6	55.6	33.3	11.1	–
Total	**871**	**842**	**1,956**	**13.7**	**9.9**	**3.6**	**$ 93,765**	**45.9**	**93.7%**	**71.5%**	**51.2%**	**8.9%**
Pacific Northwest: Washington												
07 Bellingham	15	15	821	23.5	2.9	149.7	$ 84,472	53.6	40.0%	20.0%	13.3%	6.7%
19 Seattle	891	778	1,914	12.2	9.3	0.1	94,416	47.6	94.6	65.0	45.2	12.0
23 Tacoma	810	786	1,891	13.8	9.8	1.3	92,747	46.6	93.3	63.9	45.7	11.1
24 Aberdeen	44	32	2,263	24.0	10.9	5.8	120,692	55.9	100.0	84.4	65.6	21.9
25 Anacortes	10	9	1,783	20.6	10.7	21.2	96,526	47.7	88.9	55.6	44.4	–
27 Port Angeles	18	18	1,042	27.5	3.2	110.3	84,427	54.6	44.4	22.2	22.2	–
32 Everett	36	33	1,682	10.1	8.2	10.8	77,836	43.6	90.9	45.5	33.3	12.1
47 Olympia	28	28	1,214	17.2	8.8	52.2	70,802	48.2	82.1	17.9	7.1	3.6
51 Port Gamble	9	9	1,256	17.2	7.6	76.6	82,889	47.7	77.8	33.3	22.2	0.0
Total	**1,861**	**1,708**	**1,871**	**13.5**	**9.4**	**4.8**	**$ 93,191**	**47.4**	**92.7%**	**62.6%**	**44.3%**	**11.3%**
Longshore Total	**11,517**	**11,031**	**1,866**	**12.1**	**9.0**	**1.9**	**$ 90,906**	**46.3**	**91.9%**	**64.8%**	**42.5%**	**11.1%**
CLERKS												
29 San Diego	14	13	2,236	21.5	9.2	–	$109,640	57.8	92.3%	84.6%	61.5%	23.1%
46 Port Hueneme	15	15	2,405	27.9	10.1	–	118,376	60.5	93.3	80.0	80.0	33.3
63 LA/LB	1,156	1,123	2,250	21.3	10.2	–	117,075	53.6	94.0	81.3	67.7	25.2
14 Eureka	1	1	*	32.0	11.0	–	*	72.0	100.0	100.0	100.0	–
34 SF Bay Area	218	214	2,271	20.4	10.3	–	111,820	53.7	95.8	84.1	72.0	18.7
40 Portland	92	89	2,718	23.6	10.7	–	139,300	52.8	98.9	97.8	88.8	42.7
23 Tacoma	96	95	2,673	27.8	10.5	–	136,477	52.5	95.8	91.6	85.3	42.1
52 Seattle	139	136	2,864	23.6	10.5	–	152,078	55.2	98.5	91.9	85.3	55.9
Clerk Total	**1,731**	**1,686**	**2,352**	**21.9**	**10.3**	**–**	**$121,448**	**53.7**	**95.0%**	**84.0%**	**71.8%**	**28.8%**
FOREMEN												
94 LA/LB	362	354	2,773	27.0	11.7	–	$179,819	55.2	97.5%	92.1%	85.3%	56.5%
91 SF Bay Area	72	70	2,594	23.9	11.7	0.9	162,875	55.4	98.6	87.1	80.0	44.3
92 Portland	50	50	2,777	28.1	11.7	4.3	180,517	56.5	98.0	94.0	86.0	56.0
98 Seattle	97	95	3,144	27.8	11.9	–	204,606	52.5	100.0	97.9	92.6	69.5
Foremen Total	**581**	**569**	**2,813**	**26.8**	**11.7**	**0.5**	**$181,934**	**54.9**	**98.1%**	**92.6%**	**85.9%**	**57.1%**

* Average Hours Paid and Average Total Income for groups of fewer than five people are not shown, but the data are included in category averages.

Hours by Job Categories

The hours shown are summarized from payroll information reported to PMA. The hours are shown by the job category (determined by occupation code number) in which they are reported for payroll and/or benefit assessment purposes. The hours listed under the various CFS Agreement categories do not represent total CFS activity because a CFS operator may payroll employees at job categories other than CFS Agreement categories.

These are the hours paid in payroll year 2010.

These are the hours paid in payroll year 2009.

Pct. Chg. from 2009 shows the percent increase or decrease from the previous year.

"Percent Paid to Casuals" shows the percent of hours paid in each job category that were paid to registrants who were *not* longshore, clerk or foreman registrants. For example, a member of an ILWU longshore local being paid in a clerk job category is NOT a casual, but a member of an ILWU warehouse local (not part of the bargaining unit) being paid in a longshore job category IS a casual.

"Percent of Category" shows the percent that each job category comprises of the total hours for the category group, *e.g.* longshore, clerk and foreman.

Job Category	2010	2009	Pct. Chg. from 2009	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	1,740,757	1,452,840	19.8%	8.4%	15.7%
- Lasher	1,193,572	1,040,800	14.7	5.8	10.8
- Holdman	1,797,215	1,535,860	17.0	8.7	8.6
- Auto Driver	273,897	228,309	20.0	1.3	28.4
Skilled Wage I	374,144	325,901	14.8	1.8	7.6
- Hatch Tender	117,270	96,461	21.6	0.6	3.8
- Lift Truck Operator	134,591	139,191	-3.3	0.7	3.5
- Skilled Holdman	169,322	164,757	2.8	0.8	10.6
- Tractor Driver	5,015,343	4,301,384	16.6	24.3	9.1
Skilled Wage II	226,100	161,078	40.4	1.1	2.5
- Crane Operator	174,620	141,706	23.2	0.8	0.5
- Heavy Lift/Payloader	406,254	367,754	10.5	2.0	1.8
Skilled Wage III	1,256,658	1,024,929	22.6	6.1	0.0
- Crane Gantry/Hammerhead	1,098,075	921,462	19.2	5.3	0.0
- Top Handler/UTR	1,809,634	1,475,576	22.6	8.8	0.0
- Transtainer	341,715	260,722	31.1	1.7	0.0
- Straddle Carrier	115,227	134,994	-14.6	0.6	0.0
CFS Agreement Rate	0	0	0.0	0.0	0.0
Miscellaneous Dock - General	84,187	99,303	-15.2	0.4	5.2
- Mechanics	2,481,381	2,427,612	2.2	12.0	0.6
- Gear	423,195	389,882	8.5	2.0	0.8
- Lines	355,698	350,277	1.5	1.7	0.4
- Sweepers	134,666	126,750	6.2	0.7	0.8
Joint Dispatch	226,668	228,066	-0.6	1.1	0.0
Member Company Agmts.	28,432	37,650	-24.5	0.1	0.1
Grain/Whse/NonMember Agmts.	676,900	606,981	11.5	3.3	5.0
Subtotal	**20,655,521**	**18,040,245**	**14.5%**	**99.9%**	**5.9%**
Travel Time*	15,514	18,845	-17.7	0.1	
TOTAL LONGSHORE HOURS	**20,671,035**	**18,059,090**	**14.5%**	**100.0%**	
CLERK CATEGORIES					
Basic Clerk	348,057	311,092	11.9%	6.9%	22.4%
Clerk Supervisor	369,745	351,827	5.1	7.3	4.7
Kitchen/Tower/Computer Clerk	3,089,121	2,740,582	12.7	61.1	1.4
Chief Supervisor & Supercargo					
- Chief Supervisor	571,879	571,977	<-0.1	11.3	0.0
- Supercargo	382,988	356,627	7.4	7.6	0.1
- Vessel Planner	211,261	209,072	1.0	4.2	0.0
CFS Agreement Clerk	600	598	0.3	0.0	0.0
Joint Dispatcher	53,350	54,344	-1.8	1.1	0.0
Subtotal	**5,027,001**	**4,596,119**	**9.4%**	**99.5%**	**2.7%**
Travel Time*	25,193	22,480	12.1	0.5	
TOTAL CLERK HOURS	**5,052,194**	**4,618,599**	**9.4%**	**100.0%**	
FOREMAN CATEGORIES					
Foreman - 30%	1,836,275	1,645,698	11.6%	98.0%	0.0%
CFS Agreement Foreman	5,256	6,110	-14.0	0.3	0.0
Joint Dispatcher	22,779	23,398	-2.7	1.2	0.0
Subtotal	**1,864,310**	**1,675,206**	**11.3%**	**99.5%**	**0.0%**
Travel Time*	9,252	8,122	13.9	0.5	
TOTAL FOREMAN HOURS	**1,873,562**	**1,683,328**	**11.3%**	**100.0%**	
ALL CATEGORIES					
Subtotal - All Job Categories	**27,546,832**	**24,311,570**	**13.3%**	**99.8%**	**4.9%**
Travel Time*	49,959	49,447	1.0	0.2	
TOTAL HOURS	**27,596,791**	**24,361,017**	**13.3%**	**100.0%**	

*Industry Travel hours are excluded.

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate

0001 Auto Driver
0002 Boardman
0005 Dockman
0006 Frontman/Slingman
0007 Holdman
0009 Lasher

Skill Wage I

0023 Button Pusher
0025 Combo Lift/Jitney
0026 Crane Chaser
0028 Hatch Tender
0029 Lift Truck Operator
0030 Payloader Operator
0033 Skilled Holdman
0036 Tractor – Semi-Dock
0037 Utility Lift Driver
0038 Winch Driver
0044 Mechanical Hopper Opener
0045 Monthly UTR Work – Tractor
0047 UTR Ro/Ro Ship
0070 Bulldozer/Caterpillar

Skill Wage II

0053 Payloader Over 15 Tons
0055 Lift Truck – Heavy
0080 Bulkloader Operator
0085 Crane Mobile
0087 Crane Shipboard
0088 Crane Whirley
0092 Log Loader/Snapper
0094 Switch Engine Operator

Skill Wage III

0061 Top Handler
0062 Side Pick
0063 Reach Stacker
0068 LA/LB Steady Transtainer
0066 LA/LB Whirley/Winch
0067 Hall Crane Rated Equipment – Yard
0083 Transtainer Operator
0084 Crane Container Gantry
0093 Straddle Carrier Operator
0095 Port Packer
0096 LA/LB Steady Hammerhead

CLERK JOB CATEGORIES

Basic Clerk

0100 Basic Clerk – Ship
0101 Basic Clerk – Dock
0108 Basic Clerk – Ship Registered
0109 Basic Clerk – Dock Registered

Clerk Supervisor

0102 Supervisor – Ship
0103 Supervisor – Dock

Kitchen/Tower/Computer Clerk

0115 Computer Kitchen/ Tower Supervisor
0116 Yard Directing Supervisor (Computer)
0117 Vessel Clerk Supervisor (Computer)
0118 Rail Clerk Supervisor (Computer)

Chief Supervisor & Supercargo

0104 Supercargo – Bulk/Ship
0105 Supercargo – Other/Ship
0106 Chief Supervisor

Total Shoreside Payrolls Processed by PMA

The data in the table below include payments to all occupations reported by PMA members for payroll purposes. Occupational categories include longshoremen, clerks, foremen, watchmen, mechanics, warehousemen, maintenance men, dispatchers, Joint Labor Relations Committee employees and other miscellaneous workers.

Year	Southern California	Northern California	Oregon	Washington	Total
1999	$ 556,636,573	$ 119,657,029	$ 81,956,977	$ 142,152,862	$ 900,403,441
2000	639,216,711	132,258,890	81,081,187	151,386,303	1,003,943,091
2001	654,975,466	128,077,721	79,182,058	141,929,443	1,004,164,688
2002	700,565,895	124,649,275	73,682,073	149,444,144	1,048,341,387
2003	782,186,349	135,007,505	78,203,842	168,844,117	1,164,241,813
2004	879,867,498	148,792,441	83,241,784	191,073,284	1,302,975,008
2005	935,494,748	159,916,047	80,443,269	237,498,746	1,413,352,809
2006	1,070,853,577	172,066,760	92,490,636	233,030,949	1,568,441,922
2007	1,059,641,237	170,093,221	104,723,518	228,651,375	1,563,109,350
2008	997,407,360	165,078,152	107,922,962	226,438,383	1,496,846,857
2009	808,300,808	144,265,249	92,220,479	204,186,280	1,248,974,827
2010	**$ 905,911,143**	**$ 155,696,009**	**$ 107,617,287**	**$ 226,382,869**	**$ 1,395,607,308**

PMA also collects and transfers employer contributions to the Federal Insurance Contributions Act (FICA) accounts and State Unemployment Insurance (SUI) accounts on these payrolls. In 2010, employer FICA taxes paid were $85,504,768 and SUI taxes paid were $48,442,507.

Assessment Rates

2010/2011 ASSESSMENT RATES

Payroll Hour Rate	Benefits Plans	Other Assessments: CFS Program	Other Assessments: 401(k)	Other Assessments: Marine Clerk Work Opportunity	PMA Cargo Dues	Total
L/S and Clerk	$27.94		$0.77		$0.64	$29.35
Walking Boss	$27.94		$3.55		$0.64	$32.13
Offshore and Intercoastal Tonnage Rates						
Containers (per R.U.)	$24.91	$0.08			$3.71	$28.70
General Cargo	$1.465				$0.218	$1.683
Lumber and Logs	$1.465				$0.218	$1.683
Autos & Trucks	$0.199				$0.218	$0.337
Bulk Cargo	$0.029				$0.004	$0.033
Coastwise and Inbound from British Columbia*						
Containers (per R.U.)	$17.58	$0.06			$3.71	$21.35
General Cargo	$0.604				$0.218	$0.822
Lumber and Logs	$0.604				$0.218	$0.822
Autos & Trucks	$0.049				$0.218	$0.267
Bulk Cargo	$0.012				$0.004	$0.016

*Inbound from B.C. applicable to General Cargo and Lumber and Logs loaded in B.C.

ILWU-PMA 401(k) Plan

For Plan Year Ended June 30:	2010*	2009	2008	2007	2006	2005
Contributions						
Employee	**$ 55,753,706**	$ 63,338,105	$ 83,836,157	$ 83,929,254	$ 80,763,938	$ 68,900,744
Employer	**27,390,068**	29,555,280	31,867,678	30,982,294	29,743,532	27,792,749
Total Contributions	**$ 83,143,774**	$ 92,893,385	$ 115,703,835	$ 114,911,548	$ 110,507,469	$ 96,693,493
Investment Income						
Net realized/unrealized appreciation	**$ 58,058,557**	$ (153,252,341)	$ (99,197,171)	$ 62,260,606	$ 46,244,837	$ 35,250,470
Interest and Dividends	**17,564,447**	27,896,732	47,779,289	41,777,977	1,074,142	1,261,102
Less: Investment expense	**(524,526)**	(521,891)	(728,685)	(710,749)	(683,561)	(612,843)
Total Additions	**$ 75,098,478**	$ (32,984,115)	$ 63,557,268	$ 218,239,382	$ 157,142,887	$ 132,592,222
Distributions						
Distributions to participants	**(77,491,417)**	(78,277,224)	(67,296,510)	(67,439,370)	(43,957,339)	(35,254,447)
Net Change	**$ 80,750,835**	$ (111,261,339)	$ (3,739,242)	$ 150,800,012	$ 113,185,548	$ 97,337,775
Net Assets available for Benefits						
Beginning of year	**792,123,280**	903,384,619	907,123,861	756,323,849	643,138,301	545,800,526
End of year	**$ 872,874,115**	$ 792,123,280	$ 903,384,619	$ 907,123,861	$ 756,323,849	$ 643,138,301

*2010 is based on unaudited financial reports.

Pension Benefits

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from the audited annual financial statements of the ILWU-PMA Pension Plan. The records for the Plan are maintained on the accrual basis of accounting; each Plan Year ends June 30.

For Plan Year Ended June 30:	2010	2009	2008	2007	2006	2005
Benefits Paid and Expenses						
Pensions paid	**$ 257,749,435**	$ 234,096,522	$ 221,824,522	$ 206,499,082	$ 187,269,181	$ 178,379,753
Administrative expenses	**5,133,109**	5,084,654	4,384,463	4,465,862	4,108,487	4,827,321
Total Deductions	**$ 262,882,544**	$ 239,181,176	$ 226,208,985	$ 210,964,944	$ 191,377,668	$ 183,207,074
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	**$ 123,723,731**	$ (548,928,868)	$ (222,528,309)	$ 289,716,373	$ 142,294,355	$ 143,840,483
Interest	**23,491,904**	32,840,188	34,294,086	23,399,794	23,361,135	20,308,595
Dividends from investments	**35,738,728**	39,370,795	42,501,468	37,427,476	34,666,044	35,660,141
Less investment expense	**(5,852,488)**	(5,911,844)	(7,036,826)	(7,630,713)	(6,823,078)	(5,104,005)
Total Income Gain (Loss)	**$ 177,101,875**	$ (482,629,729)	$ (152,769,581)	$ 342,912,930	$ 193,498,456	$ 194,705,214
Contributions from Employers	**387,474,044**	248,742,375	171,950,979	146,450,398	117,283,145	80,000,000
Miscellaneous Income	**–**	–	532	364,618	415,989	15,870
Total Additions (Subtractions)	**$ 564,575,919**	$ (233,887,354)	$ 19,181,930	$ 489,727,946	$ 311,197,590	$ 274,721,084
Net Increase (Decrease)	**301,693,375**	(473,068,530)	(207,027,055)	278,763,002	119,819,922	91,514,010
Net Assets Avail for Benefits: Beg. of Year	**$ 1,837,543,460**	$ 2,310,611,990	$ 2,517,639,045	$ 2,238,876,043	$ 2,119,056,121	$ 2,027,542,111
End of Year	**$ 2,139,236,835**	$ 1,837,543,460	$ 2,310,611,990	$ 2,517,639,045	$ 2,238,876,043	$ 2,119,056,121

EMPLOYER WITHDRAWAL LIABILITY

Multi-employer plans are required by the Multi-employer Pension Plan Amendments Act of 1980 to establish procedures for the determination and imposition of *withdrawal liability* upon the withdrawal of a contributing employer.

Under special rules approved by the Pension Benefit Guaranty Corporation, *the ILWU-PMA Pension Plan will impose withdrawal liability for a withdrawal where the employer*

a) during the 5 years following withdrawal continues or resumes covered operation without an obligation to make contributions or

b) sells or transfers all or a substantial portion of its business or assets to a non-contributing employer.

An employer that simply goes out of business will generally have no withdrawal liability.

To satisfy the withdrawal requirement, the Plan uses the *presumptive method* for the computation of withdrawal liability. The presumptive method bases such liability on certain components of the Plan's unfunded vested benefits liability.

The unfunded vested benefits liability for the Plan Year ended June 30 is shown below. The benefits reflected in the calculation for active employees include only retirement benefits already accumulated, already vested and for which the active employees qualified as a result of age and service through June 30.

Vested Liabilities as of Plan Year Ended June 30:	2010	2009	2008	2007	2006	2005
Retired Participants & Beneficiaries	**$ 2,030,751,675**	$ 2,045,222,201	$ 1,854,505,823	$ 1,784,732,194	$ 1,587,852,372	$ 1,515,625,380
Inactive Vested	**8,484,421**	8,606,033	5,876,744	5,563,507	5,286,272	4,686,585
Active Vested Employees	**1,311,311,234**	1,221,160,824	1,186,518,865	994,427,704	902,658,253	806,878,902
Total Present Value Vested Liabilities	**$ 3,350,547,330**	$ 3,274,989,058	$ 3,046,901,432	$ 2,784,723,405	$ 2,495,796,897	$ 2,327,190,867
Actuarial Value of Assets	**$ 2,518,254,554**	$ 2,205,052,152	$ 2,466,948,451	$ 2,353,789,877	$ 2,166,153,916	$ 2,047,437,313
Unfunded Vested Benefits Liability	**$ 832,292,776**	$ 1,069,936,906	$ 579,952,981	$ 430,933,528	$ 329,642,981	$ 279,753,554

ACTUARIAL ACCRUED LIABILITY

The actuarial accrued liability is the amount which, together with assumed investment earnings, will be sufficient to pay earned retirement benefits for the lifetimes of those Plan participants eligible for retirement benefits. The difference between net assets and total actuarial accrued liability is the unfunded actuarial accrued liability.

Actuarial Accrued Liability July 1:	2010	2009	2008	2007	2006	2005
Actuarial Value of Assets	**$ 2,518,254,554**	$ 2,205,052,152	$ 2,466,948,451	$ 2,353,789,877	$ 2,166,153,916	$ 2,047,437,313
Actuarial Liability:						
Pensioners/Survivors	**2,148,109,946**	2,078,811,766	1,935,615,589	1,884,737,419	1,678,168,958	1,567,817,904
Inactive Vested	**8,974,742**	8,685,216	6,110,066	5,876,272	5,616,495	4,871,544
Active Employees	**2,022,214,358**	1,956,977,578	1,959,948,905	1,748,626,488	1,584,701,345	1,341,173,874
Total Actuarial Liability	**$ 4,179,299,046**	$ 4,044,474,560	$ 3,901,674,560	$ 3,639,240,179	$ 3,268,486,798	$ 2,913,863,322
Unfunded Actuarial Accrued Liability	**$ 1,661,044,492**	$ 1,839,422,408	$ 1,434,726,109	$ 1,285,450,302	$ 1,102,332,882	$ 866,426,009

ILWU-PMA SUPPLEMENTAL WELFARE BENEFIT PLAN

For Plan Year Ended June 30:	2010	2009	2008	2007	2006	2005
Contributions by employer	**$ 25,190,376**	$ 27,422,007	$ 29,713,308	$ 30,079,040	$ 30,557,846	$ 30,696,735
Deductions:						
Benefits paid	**24,993,061**	27,233,339	29,546,592	29,908,680	30,385,148	30,487,265
Administrative expenses	**198,202**	192,557	169,311	172,131	172,698	209,470
Total deductions	**$ 25,191,263**	$ 27,425,896	$ 29,715,903	$ 30,080,811	$ 30,557,846	$ 30,696,735

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2010	2009	2008	2007	2006	2005
Investment Income	**$ 116,422**	$ 123,349	$ 570,169	$ 1,123,975	$ 697,164	$ 299,578
Contributions:						
Employers	**$ 571,239,503**	$ 510,291,423	$ 451,902,286	$ 418,929,678	$ 387,576,685	$ 325,950,687
Employees	**10,407,065**	7,088,211	9,647,003	10,236,521	8,242,478	9,317,965
WILSP/Union	**–**	509,006	–	21,170	249,977	223,943
COBRA/self-pay contribution	**99,830**	125,559	89,742	171,471	85,812	83,615
Total contributions	**$ 581,746,398**	$ 518,014,199	$ 461,639,031	$ 429,358,840	$ 396,154,952	$ 335,576,210
Other Income	**4,048,291**	6,149,450	5,880,130	5,741,340	–	–
Total additions	**$ 585,911,111**	$ 524,286,998	$ 468,089,330	$ 436,224,155	$ 396,852,116	$ 335,875,788
Deductions:						
Benefits paid	**$ 560,541,072**	$ 507,904,531	$ 458,301,089	$ 411,814,457	$ 376,452,985	$ 319,508,128
Administrative expenses	**7,166,547**	6,498,076	6,426,081	5,673,530	5,459,589	6,142,681
Total deductions	**$ 567,707,619**	$ 514,402,607	$ 464,727,170	$ 417,487,987	$ 381,912,574	$ 325,650,809
Net increase	**$ 18,203,492**	$ 9,884,391	$ 3,362,160	$ 18,736,168	$ 14,939,542	$ 10,224,979
Net assets available for benefits:						
Beginning of year	**128,748,856**	$ 118,864,465	$ 115,502,305	$ 96,766,137	$ 81,826,595	$ 71,601,616
End of year	**$ 146,952,348**	$ 128,748,856	$ 118,864,465	$ 115,502,305	$ 96,766,137	$ 81,826,595

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2010	2009	2008	2007	2006	2005
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	**$ 94,212,321**	$ 93,709,316	$ 98,074,329	$ 94,717,570	$ 98,170,162	$ 83,845,814
PPO and Indemnity Plan						
Hospital, medical, surgical	**$ 309,264,475**	$ 262,640,062	$ 222,330,380	$ 191,726,758	$ 163,651,964	$ 138,860,243
Prescription drug program	**69,958,122**	63,567,936	56,527,535	49,131,036	42,590,003	37,915,711
Vision service plan	**3,932,352**	3,840,166	2,162,129	2,070,488	1,892,481	1,754,828
Vision supplement (frames, contacts)	**–**	493	964	974	792	1,079
Diabetic durable equipment	**604**	1,219	310	352	928	1,312
Subtotal	**$ 383,155,553**	$ 330,049,876	$ 281,021,318	$ 242,929,608	$ 208,136,168	$ 178,533,173
Medicare Part B Reimbursements						
Medicare premiums reimbursements	**$ 11,184,750**	$ 10,895,789	$ 10,595,640	$ 10,088,161	$ 9,291,542	$ 8,044,092
Dental Programs: HMO and PPO Participants						
Dental services - adults	**$ 31,471,567**	$ 29,590,977	$ 28,043,382	$ 26,372,496	$ 23,068,925	$ 20,977,712
Dental services - children	**11,014,347**	10,913,008	11,077,871	10,230,361	8,813,886	7,414,952
Subtotal	**$ 42,485,914**	$ 40,503,985	$ 39,121,253	$ 36,602,857	$ 31,882,811	$ 28,392,664
Other Programs for Eligible Participants						
Life insurance, AD&D	**$ 5,203,433**	$ 5,070,563	$ 3,514,160	$ 2,823,553	$ 3,356,244	$ 3,349,391
Chiropractic	**7,197,510**	5,728,275	7,141,132	6,161,748	7,685,370	5,006,700
Social security supplement	**950,148**	1,521,109	744,022	927,236	939,988	1,206,882
Alcoholism/Drug Recovery Program	**4,329,763**	4,621,433	3,911,118	3,219,634	3,608,417	2,470,364
Hearing aids	**2,030,117**	1,590,380	392,287	403,606	367,959	394,623
Subsequent prosthetic device	**72,462**	72,038	92,028	38,650	20,917	42,407
Subtotal	**$ 19,783,433**	$ 18,603,798	$ 15,794,747	$ 13,574,427	$ 15,978,895	$ 12,470,367
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	**$ 5,015,654**	$ 4,885,062	$ 4,434,154	$ 4,013,404	$ 4,500,040	$ 1,737,610
CSDI Supplement	**–**	–	–	–	–	118
Weekly Indemnity & NIDS (OR & WA)	**4,416,641**	8,722,238	9,235,148	9,848,929	8,434,367	6,405,290
Subtotal	**$ 9,432,295**	$ 13,607,300	$ 13,669,302	$ 13,862,333	$ 12,934,407	$ 8,143,018
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	**$ 286,806**	$ 534,467	$ 24,500	$ 39,500	$ 59,000	$ 79,000
TOTAL BENEFITS	**$ 560,541,072**	$ 507,904,531	$ 458,301,089	$ 411,814,456	$ 376,452,985	$ 319,508,128
Reconciliation to Form 5500 (accrual)	**5,060,508**	17,480,225	134,366	7,017,563	4,116,815	5,686,773
TOTAL BENEFITS AFTER RECONCILIATION	**$ 565,601,580**	$ 525,384,756	$ 458,435,455	$ 418,832,019	$ 380,569,800	$ 325,194,901

2010 Vacations Paid and Distribution of Longshore PGP by Local

No. of Vacations shows the number of inactives, actives and employees over 60 who received vacation payments.

Avg. No. of Weeks shows the average number of vacation weeks paid to active employees in each local.

Average Payment shows the average vacation payment to to active employees with at least 1,600 qualifying hours. Payments made to 13 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs to the Vacation Plan such as the various employment taxes are not included. Payments made in August and December 2010 to employees who retired during the payroll year are not included in the data shown.

No. Receiving Any PGP includes longshore registrants who received PGP and were members of the local for the entire year.

Total PGP shows the total PGP payments made to active employees of the local.

% Change from 2009 shows the percent change of 2010 PGP paid from 2009.

% of Coast shows the total PGP paid to the local as a percent of the total paid to the Coast.

Average Payment included longshore registrants who received PGP payments.

		VACATIONS PAID				PAY GUARANTEE PAID				
Local		No. of Vacations	Average No. of Weeks	Average Payment	Total Payments	No. Receiving Any PGP	Total PGP	% Change From 2009	% of Coast	Average Payment
LONGSHORE REGISTRANTS										
Southern California										
13	LA/LB	6352	2.7	$ 4,599	$ 23,505,212	840	$ 548,609	-90.4%	11.5%	$ 653
29	San Diego	123	2.5	4,153	436,670	1	23	-90.6	<0.1	23
46	Port Hueneme	117	3.4	5,423	566,415	2	289	-80.4	<0.1	144
	Total	**6,592**	**2.7**	**$ 4,609**	**$ 24,508,297**	**843**	**$ 548,921**	**-90.4%**	**11.5%**	**$ 651**
Northern California										
10	SF Bay Area	988	2.6	$ 4,572	$ 3,591,607	242	$ 253,036	-81.6%	5.3%	$ 1,046
14	Eureka	13	1.8	0	23,817	17	275,039	-9.1	5.8	16,179
18	Sacramento	23	2.6	5,583	82,459	23	316,161	-3.4	6.6	13,746
54	Stockton	89	2.5	4,666	314,416	87	701,151	-24.8	14.7	8,059
	Total	**1,113**	**2.6**	**$ 4,584**	**$ 4,012,299**	**369**	**$ 1,545,387**	**-47.4%**	**32.5%**	**$ 4,188**
Pacific Northwest: Oregon and Columbia River										
4	Vancouver, WA	184	2.5	$ 4,275	$ 638,234	57	$ 71,856	-65.6%	1.5%	$ 1,261
8	Portland	424	3.0	4,772	1,722,959	75	45,899	-91.7	1.0	612
12	North Bend	31	4.2	6,208	149,876	29	380,580	-45.9	8.0	13,123
21	Longview, WA	193	2.9	4,622	757,652	23	6,634	-92.5	0.1	288
50	Astoria	8	5.0	8,364	52,633	5	32,627	-52.2	0.7	6,525
53	Newport	5	2.4	2,534	15,460	8	205,181	-36.2	4.3	25,648
	Total	**845**	**2.9**	**$ 4,649**	**$ 3,336,814**	**197**	**$ 742,777**	**-61.7%**	**15.6%**	**$ 3,770**
Pacific Northwest: Washington										
7	Bellingham	15	4.7	$ 6,099	$ 90,855	15	$ 548,418	-21.4%	11.5%	$36,561
19	Seattle	761	2.7	4,678	2,859,469	54	24,552	-93.9	0.5	455
23	Tacoma	779	2.9	5,013	3,234,680	79	240,720	5.9	5.1	3,047
24	Aberdeen	32	4.8	5,574	218,030	17	46,173	-86.2	1.0	2,716
25	Anacortes	9	4.1	6,785	51,818	8	42,394	10.0	0.9	5,299
27	Port Angeles	21	5.8	7,984	142,181	15	484,807	-40.0	10.2	32,320
32	Everett	27	3.0	6,531	111,800	21	63,212	-17.4	1.3	3,010
47	Olympia	27	3.8	9,564	143,081	27	322,334	-17.3	6.8	11,938
51	Port Gamble	10	3.7	8,364	47,385	9	151,260	-34.5	3.2	16,807
	Total	**1,681**	**2.9**	**$ 4,918**	**$ 6,899,299**	**245**	**$ 1,923,870**	**-39.9%**	**40.4%**	**$ 7,853**
Longshore Total		**10,231**	**2.7**	**$ 4,659**	**$ 38,756,709**	**1,654**	**$ 4,760,955**	**-65.5%**	**100.0%**	**$ 2,878**
CLERKS										
29	San Diego	13	4.4	$ 6,494	$ 81,840					
46	Port Hueneme	15	5.7	8,747	131209					
63	LA/LB	1229	4.2	6,784	7,474,057					
14	Eureka	1	6.0	*	*					
34	SF Bay Area	204	4.1	6,588	1,266,160					
40	Portland	95	4.5	7,273	654,393					
23	Tacoma	101	5.3	8,212	799,598					
52	Seattle	138	4.7	7,578	966,209					
Clerks Total		**1,796**	**4.3**	**$ 6,962**	**$ 11,382,190**					
FOREMEN										
94	LA/LB	393	5.0	$ 9,782	$ 3,637,487					
91	SF Bay Area	74	4.7	9,232	595,767					
92	Portland	53	5.6	10,767	500,769					
98	Seattle	98	5.3	10,276	960,149					
Foremen Total		**618**	**5.1**	**$ 9,886**	**$ 5,694,172**					
COAST TOTAL		**12,645**	**3.0**	**$ 5,449**	**$ 55,833,071**					

*Average Payment and Total Payment for groups of fewer than five people are not shown, but the data are included in category averages.

LONGSHORE PGP PAYMENTS BY AREA

	AREA			
Year	Southern California	Northern California	Oregon	Washington
2006	$13,053	$358,488	$868,693	$2,312,446
2007	$20,347	$478,894	$756,086	$2,403,532
2008	$183,108	$1,032,987	$995,073	$2,707,872
2009	$5,712,954	$2,937,544	$1,940,843	$3,201,720
2010	**$548,921**	**$1,545,387**	**$742,777**	**$1,923,870**

PMA Training Graduates

All Crane training program graduates include Crane certification, simulator training (except SC) and refresher/familiarization training.

The number of Powered Industrial Truck (PIT) graduates does not include the September 11, 2010 3-year Re-evaluation records of 42,398.

Forklift graduates include Basic and Heavy Lift certification and refresher/familiarization training.

Semi-Tractor graduates include Dock and Ro-Ro certification and refresher & familiarization training. The number of graduates includes Casual applicants.

CHE graduates include Top Handler, Side Pick and Reachstacker certification and refresher/familiarization training.

The number of General Safety Training graduates includes Casual applicants.

	2010	2009	2008	2007	2006
Crane / Crane Simulator					
Container Gantry Crane (Sim)	**117**	93	208	426	314
RTG Crane - Transtainer	**24**	19	89	265	293
Ship Gantry Crane (Sim)	**–**	9	44	8	28
Ship Gantry Crane (Fam)	**–**	–	31	–	–
Ship Pedestal Crane (Sim) (Winch)	**9**	6	25	22	34
Mobile Crane (Mobile Cr Light)	**22**	24	38	65	37
Ship Unloader, Bulk Crane	**–**	–	12	18	15
Dock Whirley Crane	**–**	–	5	8	5
Subtotal	**172**	151	452	812	726
Percent of total	**1%**	1%	2%	2%	3%
Skill Equipment / PIT					
Forklift	**757**	874	1,234	2,677	1,498
Semi-Tractor	**437**	466	1,218	3,436	2,024
Container Handling Equipment (CHE) (Log Loader)	**533**	365	621	1,449	1,019
Straddle Carrier	**6**	11	42	53	23
Excavator	**3**	–	2	13	2
Bulk Loader (Bucket)	**–**	–	5	–	–
Bulldozer (Front Loader) (Loci)	**27**	205	66	112	58
Subtotal	**1,763**	1,921	3,188	7,740	4,624
Percent of total	**14%**	18%	16%	18%	16%
Job Specific / Promotions					
Basic Marine Clerk	**–**	2	26	178	132
Clerk Computer Gate (Yard)	**–**	4	24	191	88
Supercargo	**5**	–	12	17	24
Vessel Planner	**1**	–	1	7	5
Walking Boss Orientation	**25**	14	23	77	81
Powered Gangway	**31**	48	12	10	8
Walking Boss Seminar	**–**	741	211	241	212
Watchman	**–**	–	7	166	348
Holdman	**–**	12	53	44	41
Cutting & Grinding	**–**	62	–	–	–
Watchman Reefer	**–**	16	–	–	–
Mechanic (General) (Crane)	**–**	–	–	–	–
Tank, M1 A1	**–**	–	–	39	–
Subtotal	**62**	899	369	970	939
Percent of total	**0%**	8%	2%	2%	3%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness) (Orient, Skill), (Resp Eval)	**8,796**	5,388	8,877	11,537	7,512
Diversity, Employee & Supervisor	**196**	249	993	2,229	882
Standard First Aid / CPR	**146**	427	433	683	198
Lashing	**4**	–	5	8	137
Ammo Handling Safety	**103**	1,011	–	–	130
Vessel Rigging	**–**	5	3	5	–
Basic Casual Safety (LS Entry)	**–**	–	62	45	143
Instructor (Train-the-Trainer)	**–**	–	–	–	–
Subtotal	**9,245**	7,080	10,373	14,507	9,002
Percent of total	**71%**	66%	53%	34%	31%
Testing					
Strength & Agility (Schd Practice)	**48**	34	317	424	638
Clerk Cognitive	**209**	53	567	2,936	1,640
Clerk Keyboard	**50**	2	20	126	280
Physical Exam (Physical Preemployment)	**602**	309	1,956	6,058	4,489
Drug & Alcohol Screen (Drug/Alcohol Preemployment)	**615**	296	1,987	6,078	4,594
Lashing Test	**172**	1	336	2,774	1,752
Subtotal	**1,696**	695	5,183	18,396	13,393
Percent of total	**13%**	6%	26%	43%	47%
TOTAL	**12,938**	**10,746**	**19,565**	**42,425**	**28,684**
EXPENDITURE*	**$8,091,576**	**$7,519,919**	**$15,826,142**	**$27,258,104**	**$19,853,060**

*Certain costs of training are not included.

Port Hours, Wages and Tonnage Data

Calculation of Total Tonnage and "Weighted Tonnage"

Cargo moving through West Coast ports is manifested in a variety of ways, but when reported it is ultimately distilled into revenue tons or revenue units (TEUs). General Cargo is reported by weight or measure; Lumber & Logs, by 1,000 board feet to the ton; Automobiles (and light trucks) by measure; Bulk Cargo by weight; and Containerized Cargo, as number of boxes that are converted into Revenue Units, or TEUs. A Revenue Unit, by definition, is equivalent to 17 revenue tons.

From this collection of data, PMA constructs a variety of tonnage statistics that are used for many different purposes. Some of those uses require adjusting, or "weighting," one or more of the cargo sector tonnage values to develop useful indices for comparisons over time or among ports or port groups. One such tonnage "weighting" is used in this section.

Total Tonnage

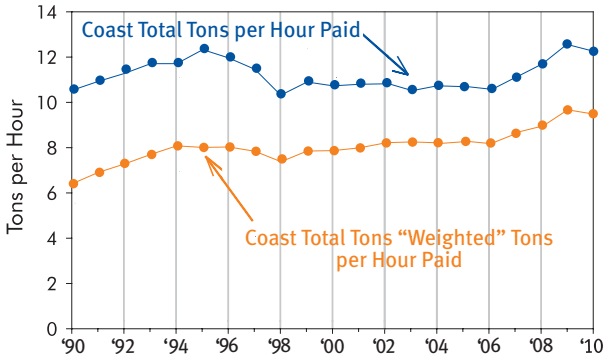
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The "Total Tonnage" data for each port table shown in this section is calculated by this method.

"Weighted" Tonnage

For the purpose of comparing the volume of tonnage handled in a port or group of ports to the corresponding number of hours paid, a "weighted tonnage" statistic is used. Only two of the cargo sectors are altered to "weight" the total tonnage: Autos and Bulk.

Applying a "weighting" factor to bulk tonnage has been a common approach to measuring productivity for decades. Bulk tonnage is currently weighted at 50 to 1. The reason for greatly reducing the amount of the Bulk tonnage used in studies about productivity is that Bulk Cargo, because of the methods of loading and discharging it, requires far fewer payroll hours per ton than the other sectors of cargo.

Automobiles are reported by measure: each 40 cubic feet of volume is reported as one ton. For example, a popular mid-sized sedan measures 460 cubic feet and weighs 3,330 pounds. This vehicle is reported as 11.5 revenue tons even though it weighs just over 1.6 tons. New imported automobiles arrive on specialized auto carriers and are driven off the vessel and parked. This operation generally takes much less time than handling general cargo or lumber and logs. To offset this difference in labor requirements, auto tonnage is weighted at 6 to 1.

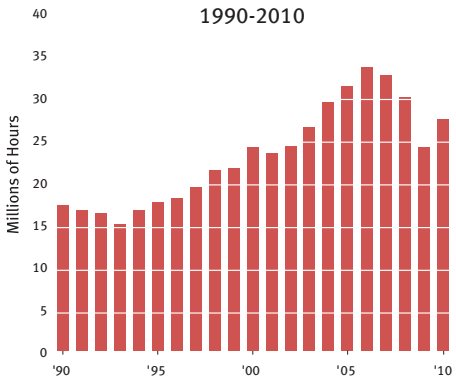


Total Hours have been annualized for 1992, 1998, 2004 and 2009, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast Total Tons "Weighted" Tons per Hour Paid.

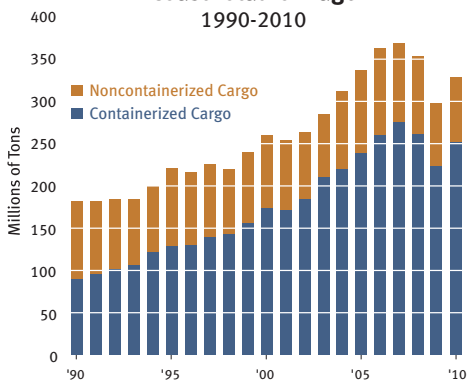
Total "Weighted" Tonnage

Thus, the "weighted" tonnage statistic that is used in the graphs on this page and in calculating the "Weighted Tons" per Hour data in the following tables is the sum of container TEUs x 17, General Cargo tonnage, Lumber & Logs tonnage, 1/6 of Automobiles & Trucks tonnage, and 1/50 of Bulk Cargo tonnage.

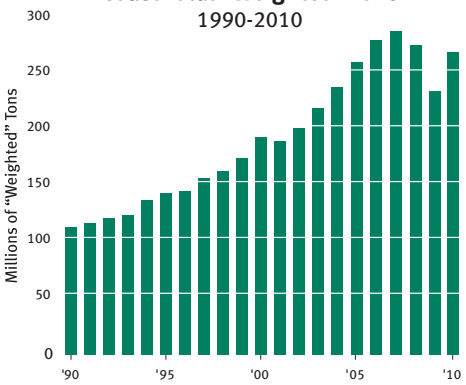
Coast Total Hours Paid
1990-2010



Coast Total Tonnage
1990-2010



Coast Total "Weighted" Tons
1990-2010



"Weighted" Tons =
Containerized + (Auto & Trucks)/6 + Lumber & Logs + General Cargo + Bulk/50

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.

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

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. *The Total Hours values for 2009 have been annualized to 52 weeks.*

The Hyundai *Republic* departs the Port of Tacoma.

Port Hours, Wages and Tonnage Data

Southern California

San Diego

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	368,111	1.2%	78.2%	12.0%	9.8%	$13,610	$34.99	$38.91	$50.36	5,308,982	1.6%	17.1%	5.9%	2.2%	48.4%	26.4%	4.87
2006	439,870	1.3%	76.8%	13.5%	9.7%	$16,321	$34.92	$39.28	$51.37	6,704,451	1.9%	12.4%	6.2%	1.4%	60.8%	19.2%	4.65
2007	467,593	1.4%	76.6%	13.7%	9.6%	$17,719	$35.70	$39.72	$52.74	6,547,715	1.8%	13.1%	6.1%	1.5%	67.4%	11.9%	4.51
2008	452,418	1.5%	75.4%	15.3%	9.3%	$18,269	$38.39	$41.43	$54.81	5,556,521	1.6%	15.4%	5.2%	1.5%	72.0%	6.0%	4.19
2009	350,167	1.4%	75.6%	14.9%	9.5%	$14,489	$39.61	$41.54	$55.23	3,505,566	1.2%	24.0%	5.7%	1.4%	66.6%	2.3%	4.31
2010	343,532	1.2%	73.9%	16.5%	9.6%	$14,533	$40.46	$41.94	$57.13	4,073,894	1.2%	21.7%	3.6%	1.3%	70.9%	2.5%	4.56

Los Angeles/Long Beach

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	19,828,634	63.8%	69.3%	23.3%	7.4%	$827,478	$40.28	$42.41	$53.15	186,528,298	55.6%	87.0%	2.4%	0.1%	3.6%	6.9%	8.49
2006	22,492,627	66.2%	69.8%	22.9%	7.2%	$955,218	$40.87	$43.40	$54.94	210,399,392	58.3%	87.0%	2.9%	0.1%	3.4%	6.6%	8.49
2007	21,571,874	65.5%	70.2%	22.5%	7.3%	$937,745	$41.71	$45.05	$55.55	211,690,522	57.4%	90.3%	2.1%	0.1%	2.8%	4.8%	9.13
2008	19,356,428	64.1%	70.9%	21.8%	7.3%	$872,185	$43.45	$46.38	$56.71	201,455,880	56.8%	90.8%	1.9%	0.1%	2.9%	4.4%	9.71
2009	15,024,123	61.8%	73.9%	19.6%	6.5%	$681,685	$43.96	$46.48	$58.05	167,866,094	56.6%	91.5%	1.1%	<0.1%	2.1%	5.3%	10.60
2010	17,205,683	62.5%	74.6%	18.9%	6.4%	$789,259	$44.38	$47.11	$59.58	193,590,856	57.2%	91.8%	1.2%	0.1%	2.3%	4.6%	10.53

Port Hueneme

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	520,868	1.7%	77.7%	16.2%	6.1%	$19,069	$35.15	$38.52	$50.11	4,603,142	1.4%	8.3%	19.0%	–	69.5%	3.1%	3.45
2006	502,131	1.5%	77.8%	16.4%	5.7%	$18,873	$36.16	$39.41	$51.73	4,570,636	1.3%	7.5%	19.8%	–	69.4%	3.3%	3.54
2007	493,599	1.5%	78.2%	16.2%	5.6%	$19,256	$37.61	$40.80	$53.43	3,970,701	1.1%	8.7%	21.7%	–	65.3%	4.2%	3.33
2008	420,632	1.4%	78.2%	16.5%	5.2%	$16,723	$38.53	$41.00	$54.14	3,571,200	1.0%	11.2%	21.2%	–	64.3%	3.3%	3.66
2009	400,665	1.6%	79.9%	15.6%	4.5%	$16,159	$39.20	$41.68	$55.68	2,997,560	1.0%	11.0%	24.4%	–	61.2%	3.4%	3.48
2010	412,058	1.5%	79.4%	16.0%	4.5%	$16,978	$40.06	$42.35	$57.09	3,356,232	1.0%	12.6%	22.1%	–	61.9%	3.3%	3.68

Northern California

San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	3,069,920	9.9%	70.2%	21.9%	7.9%	$122,910	$38.36	$40.85	$52.76	32,795,890	9.8%	81.5%	0.8%	–	7.9%	9.8%	8.96
2006	3,172,956	9.3%	71.1%	20.9%	8.0%	$130,229	$39.39	$41.95	$53.39	33,975,539	9.4%	81.4%	0.9%	–	9.7%	7.9%	9.01
2007	3,052,380	9.3%	71.9%	20.1%	8.0%	$128,689	$40.64	$42.84	$54.07	35,267,556	9.6%	81.1%	0.6%	–	11.2%	7.1%	9.67
2008	2,841,251	9.4%	72.9%	18.9%	8.2%	$123,205	$41.97	$43.66	$55.12	34,544,347	9.7%	80.5%	0.3%	–	10.9%	8.3%	10.06
2009	2,465,087	10.1%	73.0%	19.4%	7.7%	$108,171	$42.61	$43.83	$56.15	31,203,927	10.5%	88.0%	0.1%	–	5.3%	6.6%	11.50
2010	2,790,297	10.1%	74.2%	18.6%	7.2%	$124,311	$43.35	$44.16	$57.90	33,040,964	9.8%	88.3%	0.1%	–	5.8%	5.8%	10.60

Stockton/Pittsburg

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	212,352	0.7%	75.2%	15.8%	9.0%	$8,248	$36.93	$39.76	$53.12	3,226,298	1.0%	–	11.0%	–	–	89.0%	1.95
2006	253,433	0.7%	74.7%	15.9%	9.5%	$10,022	$37.81	$38.77	$54.46	3,946,393	1.1%	–	11.8%	<0.1%	–	88.2%	2.12
2007	238,941	0.7%	76.4%	15.0%	8.7%	$9,676	$38.92	$40.05	$55.15	2,931,700	0.8%	–	13.9%	0.1%	–	86.0%	1.93
2008	199,756	0.7%	76.9%	14.9%	8.2%	$8,151	$39.26	$40.87	$55.24	1,496,760	0.4%	0.1%	27.3%	0.2%	–	72.4%	2.17
2009	143,008	0.6%	74.5%	16.8%	8.7%	$5,910	$39.66	$41.78	$54.79	1,120,959	0.4%	–	23.8%	–	–	76.2%	2.03
2010	142,676	0.5%	73.0%	18.4%	8.7%	$6,147	$41.43	$42.92	$57.38	1,157,709	0.3%	0.1%	25.6%	–	–	74.3%	2.20

West Sacramento

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	103,022	0.3%	69.4%	24.8%	5.8%	$3,762	$34.32	$39.09	$51.61	556,394	0.2%	–	60.2%	1.8%	–	37.9%	3.39
2006	98,728	0.3%	69.7%	24.3%	6.1%	$3,603	$34.15	$39.33	$52.02	469,589	0.1%	<0.1%	85.6%	2.0%	–	12.3%	4.18
2007	77,844	0.2%	69.6%	22.3%	8.1%	$3,091	$37.43	$41.61	$53.95	512,924	0.1%	–	47.9%	–	–	52.1%	3.23
2008	98,404	0.3%	71.7%	19.8%	8.4%	$4,025	$38.76	$42.74	$54.75	536,654	0.2%	0.3%	55.1%	–	–	44.6%	3.07
2009	80,421	0.3%	70.7%	22.1%	7.2%	$3,258	$38.59	$42.33	$53.77	436,056	0.1%	–	68.7%	–	–	31.3%	3.83
2010	58,214	0.2%	70.5%	22.6%	6.9%	$2,395	$39.24	$42.97	$54.49	351,254	0.1%	–	72.1%	–	–	27.9%	4.39

Eureka

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
2005	15,617	<0.1%	80.0%	13.3%	6.7%	$578	$36.01	$35.80	$51.05	279,795	0.1%	–	37.1%	48.2%	–	14.7%	15.34
2006	23,894	0.1%	75.5%	17.6%	6.9%	$886	$35.70	$36.85	$52.60	286,110	0.1%	–	54.6%	31.1%	–	14.4%	10.29
2007	17,663	0.1%	72.6%	20.6%	6.8%	$702	$38.59	$38.22	$56.33	205,224	0.1%	–	71.0%	25.4%	–	3.6%	11.21
2008	18,885	0.1%	68.1%	22.3%	9.6%	$756	$37.99	$38.99	$56.86	165,868	<0.1%	–	86.7%	13.3%	–	–	8.78
2009	5,585	<0.1%	48.4%	46.4%	5.2%	$212	$37.13	$37.76	$47.12	10,086	<0.1%	0.2	51.0%	48.8%	–	–	1.84
2010	7,400	<0.1%	55.2%	36.6%	8.2%	$281	$35.60	$38.68	$50.22	6,123	<0.1%	–	5.6%	94.4%	–	–	0.83

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacific Northwest: Oregon and Columbia River																	
North Bend/Coos Bay																	
2005	50,693	0.2%	85.2%	7.3%	7.5%	$1,995	$37.65	$45.14	$53.01	2,000,930	0.6%	–	1.3%	5.0%	–	93.8%	3.20
2006	41,626	0.1%	84.5%	7.6%	7.8%	$1,720	$39.45	$47.46	$55.42	1,888,709	0.5%	–	1.3%	4.7%	–	94.0%	3.56
2007	36,240	0.1%	84.9%	7.4%	7.7%	$1,496	$39.50	$47.16	$55.38	1,817,948	0.5%	–	1.1%	4.2%	–	94.7%	3.59
2008	33,454	0.1%	84.4%	8.0%	7.6%	$1,431	$40.92	$48.17	$57.70	1,799,872	0.5%	–	0.1%	1.1%	–	98.8%	1.73
2009	22,010	0.1%	86.9%	6.4%	6.8%	$922	$40.36	$47.57	$56.14	1,202,520	0.4%	–	–	0.7%	–	99.3%	1.49
2010	33,739	0.1%	85.2%	7.0%	7.9%	$1,439	$40.64	$49.15	$58.73	1,590,960	0.5%	–	–	2.0%	–	98.0%	1.86
Newport																	
2005	618	<0.1%	100.0%	–	–	$21	$34.58	–	–	–	–	–	–	–	–	–	–
2006	475	<0.1%	100.0%	–	–	$18	$38.18	–	–	–	–	–	–	–	–	–	–
2007	467	<0.1%	100.0%	–	–	$18	$38.87	–	–	–	–	–	–	–	–	–	–
2008	502	<0.1%	100.0%	–	–	$19	$38.84	–	–	–	–	–	–	–	–	–	–
2009	542	<0.1%	100.0%	–	–	$21	$38.84	–	–	–	–	–	–	–	–	–	–
2010	472	<0.1%	100.0%	–	–	$19	$41.10	–	–	–	–	–	–	–	–	–	–
Astoria																	
2005	5,024	<0.1%	96.0%	2.0%	2.0%	$186	$36.48	$44.07	$52.30	–	–	–	–	–	–	–	–
2006	5,842	<0.1%	94.2%	3.0%	2.8%	$232	$38.39	$55.31	$66.62	4,488	<0.1%	–	–	100.0%	–	–	0.77
2007	5,630	<0.1%	96.7%	1.9%	1.3%	$215	$37.85	$43.23	$56.09	2,114	<0.1%	–	36.0%	64.0%	–	–	0.38
2008	4,870	<0.1%	99.5%	0.2%	0.2%	$185	$37.87	$41.45	$48.91	–	–	–	–	–	–	–	–
2009	4,973	<0.1%	99.3%	0.5%	0.2%	$190	$38.07	$40.74	$51.08	–	–	–	–	–	–	–	–
2010	6,773	<0.1%	95.1%	2.5%	2.5%	$265	$38.63	$42.79	$53.81	5,070	<0.1%	–	–	100.0%	–	–	0.75
Portland/St. Helens																	
2005	934,220	3.0%	78.1%	14.1%	7.8%	$37,582	$38.54	$42.03	$53.80	18,734,147	5.6%	11.3%	5.2%	0.2%	21.4%	62.0%	4.30
2006	1,075,751	3.2%	77.5%	14.4%	8.2%	$44,158	$39.23	$42.86	$55.07	20,175,930	5.6%	14.0%	4.9%	–	26.5%	54.5%	4.59
2007	1,237,068	3.8%	77.3%	14.6%	8.1%	$51,786	$40.04	$43.49	$56.28	23,166,533	6.3%	15.7%	5.0%	–	22.6%	56.8%	4.79
2008	1,225,401	4.1%	77.7%	14.8%	7.5%	$52,781	$41.31	$44.92	$57.62	21,683,170	6.1%	15.9%	4.4%	–	21.3%	58.5%	4.42
2009	939,311	3.9%	75.8%	17.3%	6.9%	$40,916	$41.94	$44.98	$57.80	16,348,299	5.5%	16.4%	2.3%	–	16.3%	65.0%	4.03
2010	1,073,633	3.9%	78.6%	14.2%	7.3%	$48,003	$43.03	$46.13	$60.04	19,661,145	5.8%	11.4%	5.0%	–	15.3%	68.3%	3.73
Vancouver																	
2005	389,660	1.3%	77.2%	16.2%	6.6%	$14,722	$36.38	$38.48	$52.37	4,101,194	1.2%	–	9.3%	1.7%	11.8%	77.2%	1.52
2006	454,630	1.3%	78.5%	15.0%	6.5%	$17,605	$37.39	$39.07	$54.02	5,440,590	1.5%	0.1%	8.3%	1.1%	8.1%	82.5%	1.49
2007	511,180	1.6%	80.1%	13.3%	6.7%	$20,292	$38.37	$40.03	$54.90	6,172,667	1.7%	0.1%	6.9%	0.4%	7.8%	84.8%	1.26
2008	432,512	1.4%	81.0%	12.4%	6.6%	$17,821	$39.94	$41.63	$55.96	5,902,638	1.7%	–	5.4%	–	11.1%	83.5%	1.22
2009	400,655	1.6%	80.0%	12.6%	7.4%	$16,964	$41.15	$41.88	$55.93	5,134,525	1.7%	0.2%	5.1%	–	11.9%	82.8%	1.17
2010	433,459	1.6%	80.7%	12.2%	7.1%	$18,672	$41.78	$43.27	$57.47	6,110,112	1.8%	0.4%	4.3%	–	11.3%	84.0%	1.16
Longview/Kalama																	
2005	374,548	1.2%	82.1%	8.6%	9.4%	$14,490	$36.71	$41.81	$53.17	12,011,400	3.6%	0.2%	6.5%	5.3%	–	87.9%	4.43
2006	415,198	1.2%	82.9%	8.5%	8.7%	$16,290	$37.40	$41.75	$54.29	10,856,570	3.0%	0.2%	8.7%	6.0%	–	85.1%	4.33
2007	428,390	1.3%	83.6%	7.9%	8.6%	$16,990	$37.80	$42.62	$55.10	11,750,852	3.2%	–	6.8%	5.4%	–	87.8%	3.83
2008	502,174	1.7%	83.3%	8.0%	8.7%	$20,688	$39.25	$44.55	$56.78	14,652,292	4.1%	0.1%	6.3%	4.6%	–	89.0%	3.72
2009	457,489	1.9%	82.7%	8.1%	9.1%	$19,078	$39.69	$44.94	$57.01	11,363,062	3.8%	0.3%	4.3%	5.4%	–	90.0%	2.99
2010	577,888	2.1%	82.1%	8.8%	9.1%	$24,899	$40.91	$46.63	$59.29	14,835,787	4.4%	0.2%	4.4%	6.5%	–	88.9%	3.31
Pacific Northwest: Washington																	
Aberdeen/Grays Harbor																	
2005	66,201	0.2%	86.3%	8.6%	5.1%	$2,630	$38.56	$43.63	$52.97	793,294	0.2%	–	2.5%	21.9%	–	75.6%	3.11
2006	45,125	0.1%	89.3%	5.6%	5.1%	$1,773	$38.13	$45.27	$52.94	454,469	0.1%	–	–	31.2%	–	68.8%	3.28
2007	38,765	0.1%	85.3%	8.3%	6.4%	$1,629	$40.41	$47.07	$56.81	553,548	0.2%	0.4%	0.3%	13.0%	–	86.3%	2.20
2008	62,878	0.2%	87.9%	5.6%	6.5%	$2,725	$41.86	$49.90	$57.88	866,498	0.2%	–	–	11.9%	–	88.1%	1.88
2009	49,376	0.2%	88.2%	5.6%	6.2%	$2,203	$43.20	$50.48	$59.37	939,232	0.3%	–	1.8%	4.9%	6.4%	86.9%	1.83
2010	123,086	0.4%	87.7%	5.5%	6.8%	$5,640	$44.27	$51.55	$61.23	1,525,686	0.5%	<0.1%	2.2%	6.1%	16.0%	75.7%	1.55

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Port Angeles																	
2005	4,911	<0.1%	100.0%	0.0%	0.0%	$190	$38.68	–	–	–	–	–	–	–	–	–	–
2006	6,098	<0.1%	98.2%	0.7%	1.1%	$241	$39.30	$45.34	$52.98	20,649	<0.1%	–	–	10.1%	–	89.9%	0.40
2007	5,560	<0.1%	100.0%	–	–	$219	$39.37	–	–	15,097	<0.1%	–	–	69.9%	–	30.1%	1.91
2008	4,363	<0.1%	100.0%	–	–	$179	$41.07	–	–	–	–	–	–	–	–	–	–
2009	5,094	<0.1%	99.6%	0.2%	0.2%	$210	$41.14	$39.40	$48.20	–	–	–	–	–	–	–	–
2010	15,427	0.1%	92.4%	3.0%	4.6%	$609	$38.51	$46.18	$53.78	33,137	<0.1%	–	–	100.0%	–	–	2.15
Port Gamble																	
2005	832	<0.1%	100.0%	–	–	$32	$38.10	–	–	–	–	–	–	–	–	–	–
2006	832	<0.1%	100.0%	–	–	$33	$39.21	–	–	–	–	–	–	–	–	–	–
2007	832	<0.1%	100.0%	–	–	$33	$39.74	–	–	–	–	–	–	–	–	–	–
2008	840	<0.1%	100.0%	–	–	$34	$40.22	–	–	–	–	–	–	–	–	–	–
2009	872	<0.1%	100.0%	–	–	$36	$40.78	–	–	–	–	–	–	–	–	–	–
2010	832	<0.1%	100.0%	–	–	$35	$42.01	–	–	–	–	–	–	–	–	–	–
Olympia																	
2005	38,604	0.1%	63.7%	19.2%	17.0%	$1,476	$35.72	$36.76	$49.32	100,821	<0.1%	15.3%	65.0%	17.2%	–	2.5%	2.55
2006	36,653	0.1%	70.6%	14.1%	15.4%	$1,394	$35.39	$37.92	$50.25	76,644	<0.1%	12.2%	74.7%	13.1%	–	–	2.09
2007	28,288	0.1%	73.7%	8.9%	17.3%	$1,076	$35.45	$36.71	$49.82	19,263	<0.1%	–	76.1%	23.9%	–	–	0.68
2008	14,240	<0.1%	74.4%	3.5%	22.1%	$547	$35.46	$35.77	$48.76	6,521	<0.1%	–	100.0%	–	–	–	0.46
2009	29,778	0.1%	80.9%	3.0%	16.1%	$1,165	$36.69	$42.89	$50.71	146,699	<0.1%	–	4.9%	95.1%	–	–	5.02
2010	33,837	0.1%	84.9%	3.8%	11.3%	$1,361	$38.15	$44.09	$54.63	197,240	0.1%	–	–	100.0%	–	–	5.83
Tacoma																	
2005	2,689,203	8.6%	73.6%	18.8%	7.6%	$111,903	$39.77	$43.16	$55.62	34,193,128	10.2%	69.2%	0.8%	0.6%	6.1%	23.3%	9.16
2006	2,622,810	7.7%	74.5%	18.2%	7.4%	$110,826	$40.58	$43.58	$55.93	32,515,515	9.0%	70.9%	0.9%	0.6%	7.4%	20.2%	9.17
2007	2,416,594	7.3%	75.0%	17.9%	7.2%	$103,333	$41.19	$43.92	$56.26	33,753,440	9.2%	71.5%	0.9%	0.5%	7.6%	19.4%	10.42
2008	2,367,826	7.8%	74.5%	18.4%	7.2%	$104,182	$42.52	$44.83	$57.27	34,700,616	9.8%	69.5%	0.9%	0.4%	7.0%	22.1%	10.62
2009	1,975,305	8.1%	74.6%	18.3%	7.1%	$88,583	$43.54	$45.11	$57.86	28,700,452	9.7%	67.6%	0.8%	0.1%	6.0%	25.5%	10.36
2010	1,856,271	6.7%	74.5%	18.4%	7.1%	$84,779	$44.30	$45.89	$59.50	27,506,643	8.1%	65.7%	0.9%	0.4%	6.8%	26.1%	10.18
Seattle																	
2005	2,341,941	7.5%	70.7%	22.2%	7.1%	$95,178	$38.49	$42.56	$55.97	29,515,052	8.8%	80.3%	0.6%	–	0.3%	18.8%	10.25
2006	2,169,133	6.4%	70.9%	21.9%	7.2%	$91,713	$40.30	$43.86	$57.02	28,692,359	7.9%	76.9%	0.6%	–	0.4%	22.0%	10.33
2007	2,217,223	6.7%	71.6%	21.2%	7.2%	$95,321	$41.06	$44.53	$57.69	29,513,939	8.0%	79.0%	0.6%	–	0.4%	20.1%	10.65
2008	2,046,008	6.8%	71.6%	20.9%	7.5%	$91,426	$42.92	$45.73	$58.58	26,732,072	7.5%	72.8%	0.5%	–	0.4%	26.3%	9.65
2009	1,870,679	7.7%	71.9%	20.6%	7.5%	$84,717	$43.72	$45.68	$59.21	25,070,046	8.5%	75.4%	0.3%	–	0.3%	24.0%	10.41
2010	2,350,769	8.5%	72.9%	19.9%	7.2%	$107,501	$44.05	$46.29	$61.17	31,336,905	9.3%	80.2%	0.2%	–	0.2%	19.3%	10.78
Everett																	
2005	72,174	0.2%	75.1%	12.8%	12.2%	$2,672	$34.14	$41.11	$50.54	169,486	0.1%	22.6%	37.2%	3.1%	7.6%	29.5%	1.52
2006	87,285	0.3%	74.6%	14.3%	11.0%	$3,259	$34.59	$41.31	$50.79	242,039	0.1%	27.8%	51.7%	6.7%	13.8%	–	2.45
2007	96,689	0.3%	74.8%	15.0%	10.2%	$3,671	$35.46	$41.30	$51.55	386,984	0.1%	24.9%	29.4%	7.7%	5.5%	32.5%	2.55
2008	89,525	0.3%	72.7%	15.6%	11.7%	$3,630	$37.75	$43.74	$53.70	412,207	0.1%	26.9%	17.8%	1.4%	1.4%	52.4%	2.19
2009	70,574	0.3%	74.5%	14.1%	11.5%	$2,828	$37.74	$42.78	$51.88	145,130	<0.1%	70.0%	29.3%	–	0.7%	–	2.08
2010	64,816	0.2%	73.7%	14.5%	11.8%	$2,677	$38.78	$43.97	$53.79	137,127	<0.1%	75.6%	22.8%	–	1.6%	–	2.09
Anacortes																	
2005	11,023	<0.1%	69.0%	10.9%	20.1%	$445	$36.51	$43.56	$51.99	278,342	0.1%	–	0.2%	–	–	99.8%	0.54
2006	16,807	<0.1%	75.5%	8.6%	15.9%	$715	$39.80	$45.34	$53.87	348,478	0.1%	–	0.3%	–	–	99.7%	0.47
2007	13,158	<0.1%	67.9%	11.1%	21.1%	$576	$39.99	$46.09	$54.88	320,545	0.1%	–	0.4%	–	–	99.6%	0.58
2008	13,239	<0.1%	72.2%	9.7%	18.1%	$584	$40.82	$46.97	$55.91	314,431	0.1%	–	0.1%	–	–	99.9%	0.50
2009	13,355	0.1%	78.3%	7.8%	13.9%	$571	$39.80	$47.02	$56.77	242,938	0.1	<0.1%	3.7%	–	–	96.3%	1.05
2010	13,857	0.1%	80.7%	6.9%	12.3%	$585	$39.34	$47.60	$57.89	212,570	0.1	–	0.3%	–	–	99.7%	0.35

Port Hours, Wages and Tonnage Data

Year	Hours: Total Hours	Hours: Percent of Coast Total	Hours: Percent of Port Total: L/S Jobs	Hours: Percent of Port Total: Clk Jobs	Hours: Percent of Port Total: Fmn Jobs	Wages: Total Wages Paid (000s)	Wages: Average Hourly Wage: L/S	Wages: Average Hourly Wage: Clk	Wages: Average Hourly Wage: Fmn	Tonnage: Total Tonnage	Tonnage: Percent of Coast Total	Tonnage: Percent of Port Total: Containerized	Tonnage: Percent of Port Total: General Cargo	Tonnage: Percent of Port Total: Lumber & Logs	Tonnage: Percent of Port Total: Autos & Trucks	Tonnage: Percent of Port Total: Bulk Cargo	Tonnage: "Weighted Tons" Per Hour Paid
Pacific Northwest: Washington (continued)																	
Bellingham																	
2005	2,179	<0.1%	99.6%	–	0.4%	$81	$37.31	–	$41.05	–	–	–	–	–	–	–	–
2006	2,433	<0.1%	99.7%	0.3%	–	$91	$37.55	$29.68	–	–	–	–	–	–	–	–	–
2007	2,281	<0.1%	100.0%	–	–	$88	$38.74	–	–	–	–	–	–	–	–	–	–
2008	2,081	<0.1%	99.8%	–	0.2%	$82	$39.51	–	$43.00	–	–	–	–	–	–	–	–
2009	2,501	<0.1%	99.8%	–	0.2%	$97	$38.83	–	$43.75	–	–	–	–	–	–	–	–
2010	2,113	<0.1%	100.0%	–	–	$87	$40.98	–	–	–	–	–	–	–	–	–	–

Area Summaries

SOUTHERN CALIFORNIA SUMMARY

2005	20,717,612	66.6%	69.7%	22.9%	7.4%	$860,156	$40.03	$42.30	$53.02	196,440,422	58.6%	83.2%	2.9%	0.2%	6.3%	7.4%	8.30
2006	23,434,628	69.0%	70.2%	22.6%	7.3%	$990,412	$40.63	$43.30	$54.80	221,674,479	61.4%	83.1%	3.4%	0.1%	6.5%	6.9%	8.31
2007	22,533,066	68.4%	70.5%	22.2%	7.3%	$974,720	$41.47	$44.91	$55.44	222,208,938	60.3%	86.5%	2.6%	0.1%	5.8%	5.0%	8.91
2008	20,229,478	67.0%	71.1%	21.5%	7.3%	$907,177	$43.21	$46.22	$56.62	210,583,601	59.4%	87.4%	2.3%	0.1%	5.7%	4.4%	9.46
2009	15,774,955	64.9%	74.1%	19.4%	6.5%	$712,334	$43.73	$46.30	$57.92	174,369,220	58.8%	88.8%	1.5%	0.1%	4.4%	5.3%	10.28
2010	17,961,273	65.2%	74.7%	18.8%	6.4%	$820,771	$44.20	$46.93	$59.47	201,020,982	59.3%	89.1%	1.6%	0.1%	4.7%	4.5%	10.26

NORTHERN CALIFORNIA SUMMARY

2005	3,400,911	10.9%	70.5%	21.6%	7.9%	$135,497	$38.13	$40.72	$52.76	36,858,377	11.0%	72.6%	2.9%	0.4%	7.0%	17.2%	8.38
2006	3,549,011	10.4%	71.4%	20.6%	8.0%	$144,740	$39.10	$41.66	$53.45	38,677,631	10.7%	71.5%	3.4%	0.3%	8.5%	16.2%	8.39
2007	3,386,828	10.3%	72.1%	19.8%	8.1%	$142,157	$40.43	$42.64	$54.16	38,917,404	10.6%	73.5%	2.6%	0.1%	10.2%	13.6%	8.98
2008	3,158,296	10.5%	73.1%	18.7%	8.2%	$136,137	$41.67	$43.46	$55.13	36,743,629	10.4%	75.6%	2.6%	0.1%	10.3%	11.4%	9.34
2009	2,694,101	11.1%	72.9%	19.4%	7.7%	$117,551	$42.33	$43.65	$55.99	32,771,028	11.1%	83.8%	1.8%	<0.1%	5.1%	9.3%	10.75
2010	2,998,587	10.9%	74.0%	18.7%	7.3%	$133,133	$43.17	$44.05	$57.79	34,556,050	10.2%	84.4%	1.7%	<0.1%	5.6%	8.3%	10.05

PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

2005	1,754,682	5.6%	79.0%	13.1%	7.9%	$68,995	$37.63	$41.08	$53.35	36,847,671	11.0%	5.8%	5.9%	2.3%	12.2%	73.9%	3.67
2006	1,993,522	5.9%	79.0%	13.1%	7.9%	$80,023	$38.42	$41.79	$54.71	38,366,287	10.6%	7.4%	6.3%	2.1%	15.1%	69.1%	3.79
2007	2,218,975	6.7%	79.3%	12.8%	7.8%	$90,798	$39.18	$42.60	$55.75	42,910,114	11.6%	8.5%	5.6%	1.7%	13.3%	70.9%	3.76
2008	2,198,913	7.3%	79.8%	12.7%	7.6%	$92,925	$40.53	$44.26	$57.12	44,037,972	12.4%	7.9%	5.0%	1.6%	11.9%	73.6%	3.58
2009	1,824,980	7.5%	78.7%	13.8%	7.5%	$78,090	$41.14	$44.37	$57.14	34,048,406	11.5%	8.0%	3.3%	1.8%	9.6%	77.3%	3.10
2010	2,125,964	7.7%	80.1%	12.1%	7.7%	$93,298	$42.13	$45.67	$59.29	42,203,074	12.5%	5.4%	4.5%	2.4%	8.8%	78.9%	3.05

PACIFIC NORTHWEST: WASHINGTON SUMMARY

2005	5,227,068	16.8%	72.4%	20.1%	7.5%	$214,608	$39.08	$42.80	$55.51	65,050,123	19.4%	72.9%	0.9%	0.6%	3.4%	22.2%	9.38
2006	4,987,176	14.7%	73.1%	19.5%	7.4%	$210,045	$40.28	$43.67	$56.14	62,350,153	17.3%	72.5%	1.1%	0.6%	4.1%	21.8%	9.41
2007	4,819,390	14.6%	73.5%	19.2%	7.3%	$205,947	$40.97	$44.19	$56.68	64,562,816	17.5%	73.6%	0.9%	0.5%	4.2%	20.8%	10.20
2008	4,601,000	15.2%	73.4%	19.2%	7.5%	$203,391	$42.56	$45.27	$57.67	63,032,345	17.8%	69.3%	0.8%	0.4%	4.0%	25.4%	9.83
2009	4,017,534	16.5%	73.6%	18.9%	7.5%	$180,409	$43.43	$45.39	$58.23	55,244,497	18.6%	69.5%	0.7%	0.4%	3.4%	26.1%	10.04
2010	4,461,008	16.2%	74.2%	18.6%	7.2%	$203,273	$43.99	$46.14	$60.20	60,949,308	18.0%	71.1%	0.6%	0.7%	3.6%	24.0%	10.04

COAST SUMMARY

2005	31,100,354	100.0%	70.8%	21.7%	7.5%	$1,279,256	$39.51	$42.17	$53.43	335,196,593	100.0%	71.5%	2.8%	0.5%	6.5%	18.6%	8.23
2006	33,964,337	100.0%	71.2%	21.4%	7.4%	$1,425,220	$40.28	$43.13	$54.84	361,068,550	100.0%	72.0%	3.3%	0.4%	7.2%	17.1%	8.21
2007	32,958,259	100.0%	71.7%	20.8%	7.4%	$1,413,622	$41.12	$44.50	$55.50	368,599,272	100.0%	73.8%	2.7%	0.4%	6.8%	16.3%	8.76
2008	30,187,687	100.0%	72.3%	20.2%	7.5%	$1,339,629	$42.73	$45.72	$56.64	354,397,547	100.0%	73.1%	2.4%	0.3%	6.7%	17.5%	9.08
2009	24,311,570	100.0%	74.2%	18.9%	6.9%	$1,088,383	$43.32	$45.74	$57.67	296,433,151	100.0%	75.3%	1.6%	0.3%	4.9%	17.8%	9.75
2010	27,546,832	100.0%	75.0%	18.2%	6.8%	$1,250,474	$43.88	$46.42	$59.39	338,729,414	100.0%	75.0%	1.8%	0.5%	5.1%	17.7%	9.65

PMA Staff

James C. McKenna
President & CEO

Craig E. Epperson
Senior Vice President
General Counsel and Secretary

Stephen Hennessey
Senior Vice President
Labor Relations
and Chief Operating Officer

Michael H. Wechsler
Senior Vice President
Chief Financial Officer
Finance and Administration

William H. Alverson
Vice President
Contract Implementation/
Compliance

Bettye Page-Wilson
Vice President
Human Resources/
Employee Benefits

Carol A. Beatty
Vice President
Controller

Chad Lindsay
Vice President
Labor Relations

Marc MacDonald
Vice President
Accident Prevention

William Bartelson
Area Manager
Northern California

Ron R. Merical
Area Manager
Southern California

Joe Weber
Area Manager
Pacific Northwest

Scott Rettig
Coast Director
Information Technology and
Longshore Payroll

Richard Marzano
Coast Director
Contract Administration and
Arbitration

PMA Staff, CONTINUED

Headquarters — San Francisco


Debbie Alcantara


Todd Amidon


Edie Apostolos


Wendy Backstrom


Magaly Dauphin


Dawn DeMarcus


Lyn Escosia


Shahriar Fotouhi


James Hamilton


Martha Harris


Kristin Hutchins


Robin Kaufman


Vince Lamaestra


Lily Liang


Channon Milien


Deborah Neal


Kathy O'Sullivan


Kathy Schell


Curtis Shaw


Rita Shilling


Gwyn Slack


Kathy Stevens


Brian Stogsdill


Patrick Sullivan


Cynthia Tan


Shin Mei Wong


Joyce Wren


Yvonne Ybera

Southern California - Long Beach


Phil Bailey


Jeremy Bridges


Evelyn Ceja


Robert Dodge


Steve Fresenius


Carl Halbert


Michael Hall


Sarah Hudson


Tim Kennedy


Christopher Kinlan


John Michaelis


Erin Morgan


Janeé Ortiz


Jean Person


Timothy Peterson


Betty Pleas


Paul Russell


Carl Smith


Lee Swietlikowski


Craig Taylor


Aaron Thieme


Daniel Valentine


Jessica Voit

Southern California - Wilmington


Sandra Campa


Frank Hammond


Tom Rowlands


Elizabeth Weil

PMA Staff, CONTINUED

Northern California - Oakland


Victor Brochard


Aaron Brown


Miguel Chena


Art Chu


Andre Coleman


Michelle Heathman


Julia Hong


Don Jarrell


Parin Jhaveri


Dan Kaney


Judith Labos


Mark Langner


Jose Martinez


Ajay Mehta


Julia Perez


Jim Potter


Alexander Price


David Robinson


Liz Singleterry


Kirsten Vinje

Cynthia Jonah, Benefits Administrator, retires after 25 plus years of service.

Pacific Northwest - Portland


Caryn Alomar


Mike Dodd


Scott Munger


Pam Pratt


Jennifer Sanchez


Sherri Souders


Kristy Lynn Vonada

NOT SHOWN: Barbara Tymer.

Pacific Northwest - Seattle


Mary Gehrke


Andrew Hathaway


Craig Hautamaki


Frank Koprivnik


AudryRose Lizama


Tara McCormick


Pamela Murdoch


Theresa O'Toole


Benjamin Sanchez


Sandra Starkey


Doug Stearns


Dennis Steiner

NOT SHOWN: Nairobi Russ.

Pacific Northwest - Tacoma


Fred Gordon


Michael Lueskow


Matt Powers


Bob Roedel

Maritech


Theresa Antisdel


Gloria Bungcayao


Gaylyn Nelson-Losey


Larry Oliver


Stephanie Wescott


Cheryl Whitfield

PMA Offices

HEADQUARTERS
555 Market Street, Third Floor
San Francisco, California 94105
VOICE: (415) 576-3200
FAX: (415) 348-8392

SOUTHERN CALIFORNIA
300 Oceangate, 12th Floor
Long Beach, California 90802-4443
VOICE: (562) 495-7600
FAX: (562) 436-8252
MAILING ADDRESS:
P.O. Box 21618
Long Beach, CA 90801-4443

NORTHERN CALIFORNIA
475 14th Street, Suite 300
Oakland, California 94612
VOICE: (510) 452-1200
FAX: (510) 839-0285

PACIFIC NORTHWEST
SEATTLE OFFICE
301 West Republican Street
Seattle, Washington 98119-0348
VOICE: (206) 298-3434
FAX: (206) 298-3469
MAILING ADDRESS:
P.O. Box 9348
Seattle, WA 98109-0348

TACOMA OFFICE
1221 Alexander Avenue
Tacoma, Washington 98421-4103
VOICE: (253) 274-0737
FAX: (253) 272-2638

PORTLAND OFFICE
101 Southwest Main Street, Suite 330
Portland, Oregon 97204-0330
VOICE: (503) 827-4000
FAX: (503) 827-4049

PMA TRAINING FACILITIES
SOUTHERN CALIFORNIA
TRAINING FACILITY
627 North Fries Avenue
Wilmington, California 90744-5401
VOICE: (310) 847-1600
FAX: (310) 835-3586

NORTHERN CALIFORNIA
TRAINING FACILITY
243 Fallon Street
Oakland, California 94607-4609
VOICE: (510) 444-0929
FAX: (510) 444-7918

PACIFIC NORTHWEST
TRAINING CENTER
1221 Alexander Avenue
Tacoma, Washington 98421-4103
VOICE: (253) 274-0737
FAX: (253) 272-2638

PORTLAND TRAINING FACILITY
3556 N.W. Front Avenue, Suite 390
Portland, Oregon 97210-1302
VOICE: (503) 827-4024
FAX: (503) 827-4028

Hanjin *London* navigates the Columbia River en route to the Port of Portland.

Photo Credits

Port of Los Angeles
– front cover, pg. 18, pg. 28 (bottom), pg. 33, pg. 47, pg. 49, pg. 56

Tim Rue/Matson Navigation Company
– inside front cover

Nick Souza, Courtesy APL
– pg. 2, pg. 29

Horizon Lines, LLC
– pg. 4

OOCL, Inc.
– pg. 8, pg. 38

Don Wilson/Port of Seattle
– pg. 10, pg. 12, pg. 22, pg. 37, pg. 42, pg. 44, pg, 45

Nick Souza, Courtesy Maersk Inc.
– pg. 14

Port of Long Beach
– pg. 16, pg. 23, pg. 32

Ports America
– pg. 19, pg. 50

Marc MacDonald
– pg. 20

Port of Stockton
– pg. 21, pg. 25, pg. 36, pg. 39

Ernie Rodriguez, Courtesy Yang Ming
– pg. 24

Port of Portland
– pg. 26, pg. 27, pg. 34, pg. 80

SSA Marine, Inc.
– pg. 28 (top), inside back cover

Brian DalBalcon, Port of Tacoma
– pg. 46, pg. 48

Zim Integrated Shipping Services Company, Ltd.
– pg. 51

Port of Tacoma
– pg. 52

Peter G. Kim, Total Terminals International
– pg. 55

Matson Navigation Company
– pg. 57

Hyundai Merchant Marine
– pg. 72

Tim Rue/Port of Long Beach
– back cover

- Report written and edited by Sugerman Communications Group.
- Research conducted by PMA staff.
- Graphic design by JJLA Associates.
- Printed by Continental Colorcraft.

This report is printed using soy-based inks on paper certified by the Forest Stewardship Council (10 percent post-consumer-waste recycled content).

ABOVE: Gantry cranes in silhouette at Terminal 30 in Seattle.

The Pacific Maritime Association is a nonprofit mutual benefit corporation, incorporated under the laws of the State of California on June 3, 1949.

Night falls as “K” Line calls the ITS terminal in Long Beach.

2010 Annual Report

Pacific Maritime Association

555 Market Street, 3rd Floor
San Francisco, CA 94105
(415) 576-3200
www.pmanet.org

 ISSN 8756-3622