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Tuesday in LA/LB, Thursday on SF Bay, and Friday on the Puget Sound—Peak Days by Port

Work opportunity has historically been greater on certain days of the week for longshore work forces as the number of ships in a port varies from day to day. Most cargo is carried today on vessels which have been scheduled for weeks or months in advance, and a naive observer might expect to see this pattern of peaks and valleys of work opportunity "smooth" out.

Despite the advantages such an even distribution of work opportunity would provide, the pattern experienced in major ports today is weekly cycles of one or more days of high work opportunity and several days of reduced need for labor. This situation requires either enlarging the registered work forces to a level beyond the number that can obtain regular, full-time employment or relying upon a large number of casuals to cover the busiest days.

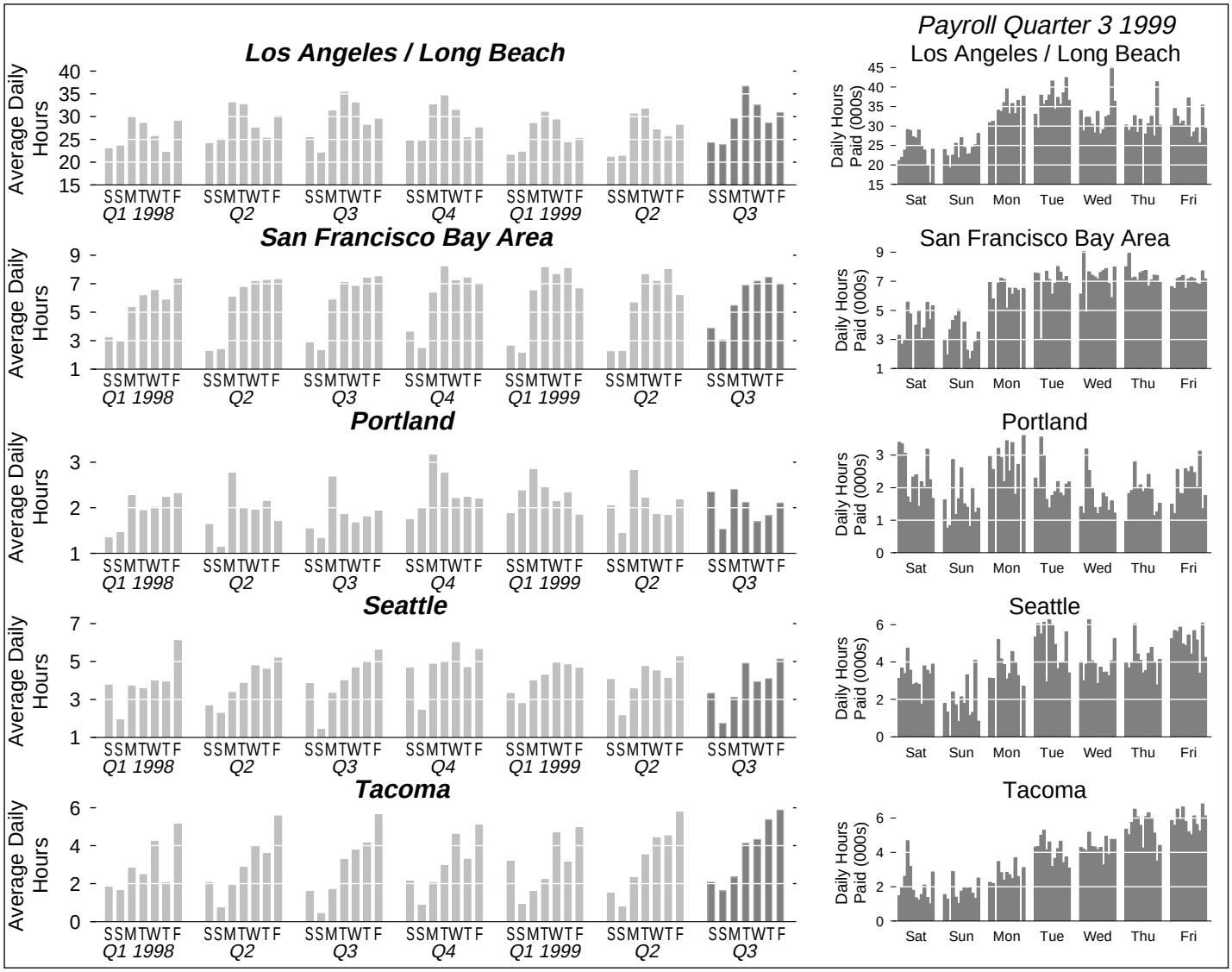
Current Work Opportunity Patterns

The charts below describe the average hours paid at longshore, clerk, and foreman occupation codes in each of the major port areas on the U.S. West Coast for each day of the week.

In the set of charts on the left, each group of seven vertical bars represents the average daily hours paid by day of the week in one of the past seven payroll quarters. For example, the set of bars on the far right of the graphs for Los Angeles/ Long Beach shows that Tuesdays have had the highest average number of daily hours in the most recent quarter and Sundays have the fewest.

None of the major port areas exhibits an even distribution of hours across the week, but each shows a different pattern.

The set of charts on the right expand the summarized data for the 3rd Quarter 1999, shown in the last group of bars of the charts on the left. The charts are organized simi-



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larly, but show the hours paid on each day of the week in the most recent payroll quarter. For example, the group of bars in the top graph labeled Fri show the number of hours paid in each of the thirteen Fridays in the third quarter 1999.

Los Angeles / Long Beach

Over the past year, Tuesdays have become consistently the busiest day of the week, and Sundays the slowest. At the beginning of 1998, Mondays were busier than Tuesdays, but the pattern changed during that year.

In the most recent quarter, more than 36,700 hours per day were averaged on Tuesdays, about 28,700 hours on Thursdays (the least busy weekday), and about 24,000 hours on the weekend days.

The difference of 8,000 hours per day between Tuesdays and Thursdays is equivalent to about one thousand employee shifts—more than the entire registered longshore work force in any other port area.

The graph of daily hours for LA/LB in the 3rd quarter shows that there is considerable variation from week to week on Tuesdays, for example. However, the overall trend shown by the graph of averages does accurately represent the weekly cycle within the port area.

San Francisco Bay Area

In the SF Bay Area, Thursdays have become the busiest days. This is a change from the first three quarters of 1998, when Fridays had the most hours paid. Unlike the patterns exhibited by the other ports, in the Bay Area, the four consecutive weekdays from Tuesday through Friday show remarkable consistency. An average difference of about 550 hours separates Thursdays from Tuesday, roughly 70 employee shifts.

The detailed graph of 3rd quarter shows that this was consistent throughout most weeks of the quarter. Orders placed with the PMA Allocator for labor were often "cut" because of the unavailability of the Local 10 work force to cover the work. This occurred often in the quarter despite the fact that the amount of available work opportunity per registrant is lower in the Bay Area than in any of the other major port areas on the Coast.

Mondays in Portland

In each of the seven quarters studied, the average number of hours paid per day in Portland has peaked on Mondays. Work opportunity appears to have shifted from Thurdays and Fridays to Saturdays to such an extent that fewer than 60 hours per day separate the averages between Thursdays and Saturdays.

Tuesdays and Fridays are also busy relative to the other three slow days, and Mondays average about 90 employee shifts per day above the average for Wednesdays.

The Puget Sound Ports

Seattle currently is experiencing heavier work on Tuesdays and Fridays than on the other days of the week, but the pattern has changed considerably from quarter to quarter. Currently, about 19.5% of the average weekly hours are paid on Fridays, and about 18.7% on Tuesdays.

At the beginning of 1998, just over 21% of the average weekly hours were paid on Fridays, about 8% on Sundays, and the other five days shared the remainder of the work somewhat evenly.

In the most recent quarter, the weekly graph shows that Tuesdays were highly variable, as were Fridays.

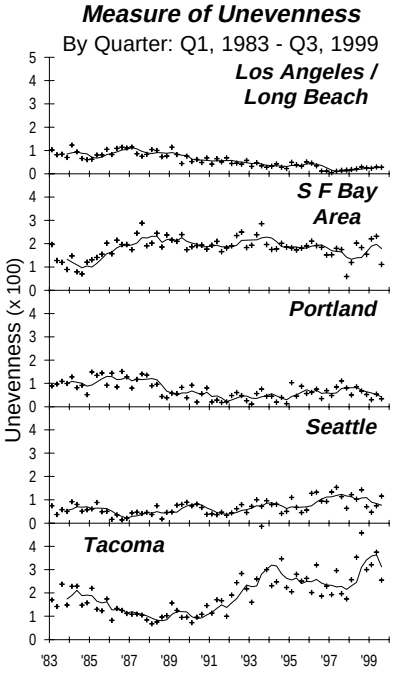
Tacoma shows the most uneven distribution of work opportunity among the major port areas. Fridays have provided the largest share of available work in every quarter studied. In the third quarter this year, 22.8% of the hours were paid on Fridays, and the other four weekdays each have relatively fewer hours paid as one moves backward through the week towards Mondays.

This pattern seems to alternate with that shown in Quarters 1, 2 and 4 of 1998 and in Quarter 1 1999. In those quarters, Fridays and Wednesdays shared the bulk of the work opportunity between them. Yet, in those quarters, Fridays were still consistently the busiest in the port.

The Long View

The graphs at the top of the next column show the quarterly values of a statistic calculated for each of the five major port areas.

This statistic, or "measure of unevenness," would have a value of 0 if each of the seven days of the week had exactly the same number of hours paid. As the relative proportion of average hours paid on the various days of the week migrates away from an even distribution, the value of the statistic increases above zero.



The graphs show these statistics as small "plus" signs for each quarter beginning with the first quarter of the 1983 payroll year. A solid line representing four-quarter running averages is superimposed over the quarterly values for each port area.

Los Angeles/Long Beach had shown an unmistakable downward trend in this statistic between 1987 and 1997. In 1997-98, the measure began to inch upward, and it has now shown a consistent, slow upward trend since the beginning of 1998.

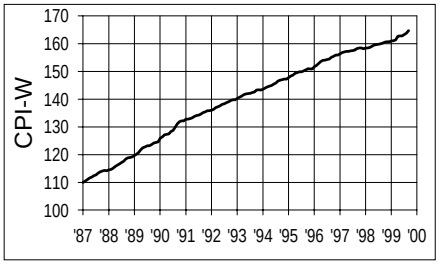
Portland and Seattle have shown the next lowest levels of unevenness since 1988. Portland has shown a slightly lower value of the measure than Seattle throughout the last five to seven years, and both ports are showing a slight reduction in the statistic over the past eight to ten quarters. However, Seattle's values over the past ten years have slowly increased overall.

The San Francisco Bay Area has been reasonably "flat" over the past twelve years at a value about twice that calculated for Seattle and Tacoma. The quarter to quarter variation around the running averages shown for the Bay Area is more noticeable than that of LA/LB, Seattle, and Portland.

Tacoma continues to show the highest values of the statistic. The rapid increase in the statistic and extreme variability over the past seven quarters is added evidence of the uneven distribution of work opportunity for the work forces in this port area.

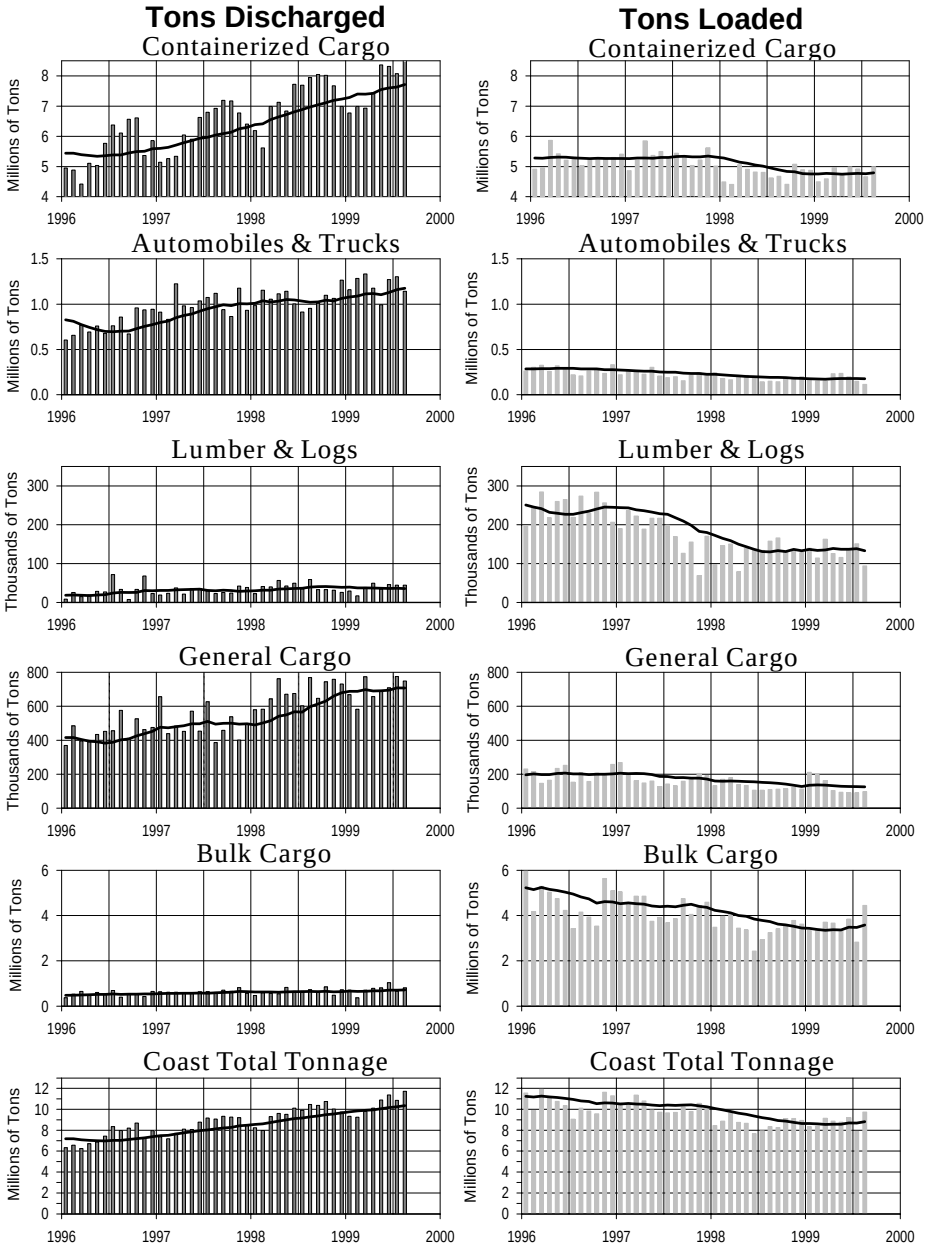
CONSUMER PRICE INDEX
U.S. CITY AVERAGE - ALL ITEMS
(1982-84 = 100)
Urban Wage Earners & Clerical Workers

Month	1997	1998	1999	12 Mo.
JAN	156.3	158.4	**161.0**	**1.64**
FEB	156.8	158.5	**161.1**	**1.64**
MAR	157.0	158.7	**161.4**	**1.70**
APR	157.2	159.1	**162.7**	**2.26**
MAY	157.2	159.5	**162.8**	**2.07**
JUN	157.4	159.7	**162.8**	**1.94**
JUL	157.5	159.8	**163.3**	**2.19**
AUG	157.8	160.0	**163.8**	**2.38**
SEP	158.3	160.2	**164.7**	**2.81**
OCT	158.5	160.6		1.32
NOV	158.5	160.7		1.39
DEC	158.2	160.7		1.58



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

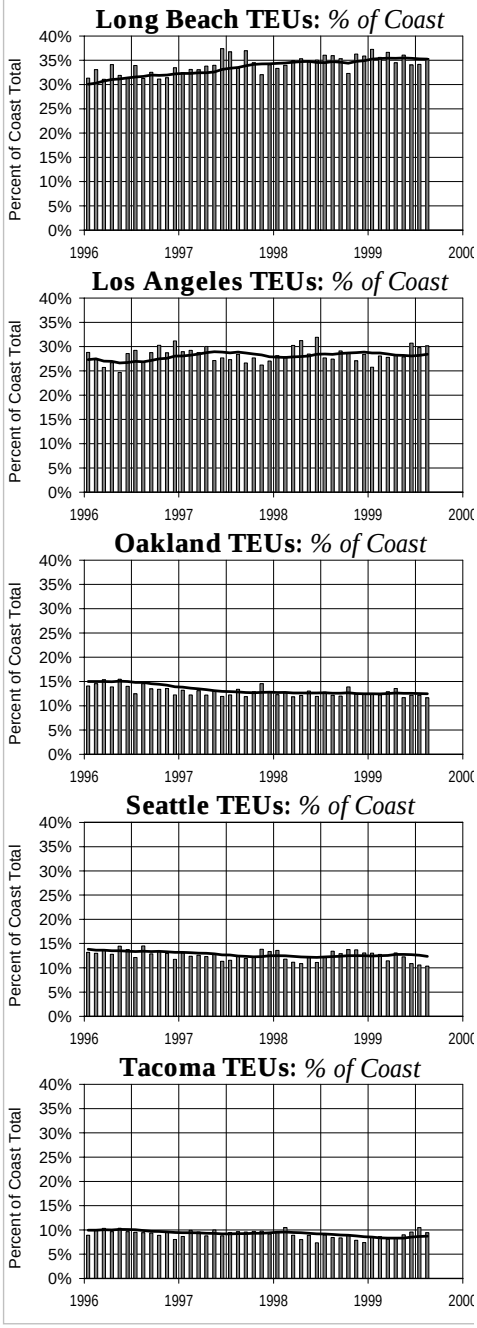
Actual Tons Reported by Month



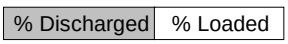
In the Tonnage graphs above, bars represent monthly totals, and the lines show 12-month moving averages.

Major Container Ports:

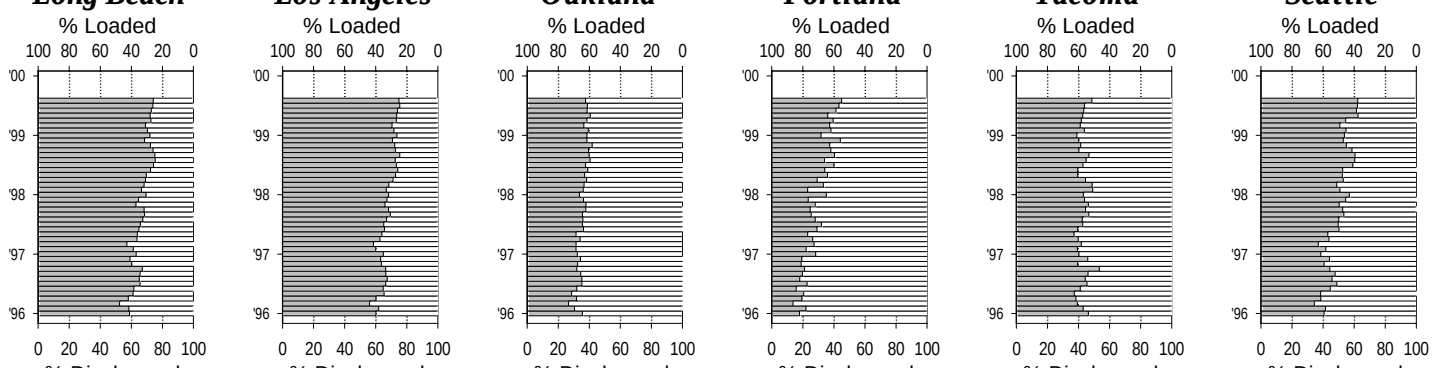
Percent of Coast Total TEUs



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



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



REGISTRATION — STATS (For 52 Payroll Weeks) — PORT HOURS (Year-to-date) — TONNAGE BY PORT AREA (For 12 months-to-date & YTD)

ILWU LOCAL/PORT AREA	REGISTRATION (At10/8/99) TOTAL	Class "B"	STATS (Ending 10/2/99) Number Working	Annual Hrs Pd	Wkly PGP	Hours Paid: Out of Port	Other Local	Casuals	Inactives	PORT HOURS P/R Wks 1-40, '99 Avg. Wkly HRS	% Cst	Hours Paid at Occ Codes Clk	Frm	Exp. Rates*	TONNAGE BY PORT AREA % of Category Coast Total (12 Months-to-Date) Cont'r RU's	Lmbr Logs	Autos Trucks	Other Gen'l	Bulk Cargo	TOTAL	1999 YTD (Jan-Aug) TONS	% of Coast Total	1999 YTD '99 as a % of '98	Cstwise Loaded TONS
Longshoremen	NO.	NO.	NO.	HRS	$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS
Southern California																								
29 San Diego	54	20	52	2,289	< 1	7.3	7.5	32.9	0.0	3,650	0.9	9.3	12.4	30.6	-	3.8	12.6	1.9	2.9	1.7	2,731,126	1.8	141.3	0
13 Los Angeles/Long Beach	4,053	842	4,008	2,096	< 1	0.3	0.6	5.6	0.8	238,853	58.8	24.9	9.9	20.6	63.7	6.5	34.5	51.4	24.9	51.9	79,527,132	51.7	105.4	123,028
46 Port Hueneme	81	11	79	2,020	< 1	5.7	8.1	39.4	0.0	6,165	1.5	15.3	6.4	31.7	0.1	< 0.1	11.0	7.0	0.1	1.2	1,856,720	1.2	114.4	0
Southern California Total	**4,188**	**873**	**4,139**	**2,097**	**< 1**	**0.5**	**1.0**	**7.0**	**0.8**	**248,668**	**61.2**	**24.4**	**9.8**	**21.1**	**63.8**	**10.3**	**58.1**	**60.3**	**28.0**	**54.8**	**84,114,978**	**54.7**	**106.5**	**123,028**
Northern California																								
10 San Francisco Bay Area	995	181	942	1,830	< 1	1.2	0.9	3.3	2.8	50,323	12.4	25.9	8.0	18.4	12.8	0.1	5.4	7.2	2.3	9.5	14,531,267	9.5	106.2	564
54 Stockton	55	23	55	1,689	29	6.5	5.8	12.4	1.6	2,402	0.6	18.9	7.2	5.7	-	-	-	1.7	3.0	0.7	1,081,246	0.7	122.6	0
18 Sacramento	23	1	23	1,669	129	10.6	16.9	21.3	1.9	1,673	0.4	23.0	6.9	15.3	-	0.1	-	2.0	1.2	0.4	626,060	0.4	109.7	0
14 Eureka	31	0	31	1,081	280	37.0	5.6	6.6	0.0	588	0.1	12.2	11.9	6.6	< 0.1	3.0	-	2.0	0.5	0.2	412,916	0.3	115.6	0
Northern California Total	**1,104**	**205**	**1,051**	**1,797**	**13**	**2.3**	**1.7**	**4.3**	**2.6**	**54,987**	**13.5**	**25.4**	**8.0**	**17.6**	**12.8**	**3.2**	**5.4**	**12.9**	**7.0**	**10.9**	**16,651,489**	**10.8**	**107.5**	**564**
Oregon																								
12 North Bend/Coos Bay	92	16	89	1,120	223	49.8	0.3	0.8	0.0	1,132	0.3	10.3	9.0	0.4	< 0.1	7.0	-	0.2	4.0	1.0	1,598,657	1.0	88.1	33,350
53 Newport	8	1	8	780	416	75.6	23.8	0.4	0.3	47	0.0	3.0	1.5	3.6	-	0.3	-	-	-	< 0.1	6,350	0.0	130.5	0
50 Astoria	44	0	44	802	435	88.1	3.4	0.1	0.6	82	0.0	0.0	0.2	0.2	-	1.5	-	-	-	< 0.1	13,608	0.0	50.4	475
8 Portland	472	58	463	1,799	7	2.9	13.3	2.5	2.4	22,205	5.5	14.5	7.6	7.1	2.3	3.0	18.9	9.7	22.4	8.3	12,493,438	8.1	109.5	30,493
4 Vancouver, WA	146	43	141	1,772	11	13.9	12.1	6.4	4.2	6,271	1.5	13.8	6.7	9.8	< 0.1	0.1	3.1	3.7	8.3	2.2	3,323,428	2.2	103.7	0
21 Longview, WA	185	22	183	1,976	9	19.3	6.8	5.5	3.5	8,701	2.1	9.0	7.9	7.1	< 0.1	30.1	-	6.4	12.9	3.4	5,534,422	3.6	108.7	42,598
Oregon Total	**947**	**140**	**928**	**1,708**	**53**	**13.5**	**11.2**	**3.8**	**2.8**	**38,438**	**9.5**	**13.0**	**7.5**	**7.3**	**2.3**	**42.0**	**22.1**	**20.0**	**47.6**	**15.0**	**22,969,903**	**14.9**	**106.6**	**106,916**
Washington																								
24 Aberdeen	68	0	68	1,368	173	25.4	9.3	4.3	0.1	1,712	0.4	6.5	5.9	1.6	< 0.1	15.4	-	0.4	-	0.2	254,940	0.2	109.8	146,904
27 Port Angeles	53	0	53	702	536	66.3	4.8	1.4	1.7	310	0.1	8.1	7.5	0.1	-	2.1	-	< 0.1	0.4	0.1	178,507	0.1	106.4	51,254
51 Port Gamble	11	0	10	478	702	83.8	0.0	0.0	9.6	17	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0	0.0	-	0
47 Olympia	28	5	28	727	333	47.4	22.9	5.3	0.5	277	0.1	3.0	18.3	8.0	< 0.1	1.2	-	< 0.1	< 0.1	< 0.1	32,065	0.0	31.8	0
23 Tacoma	495	111	493	1,877	< 1	2.0	3.4	12.0	0.1	27,459	6.8	21.6	8.8	11.6	8.7	18.6	10.5	2.4	11.0	9.2	14,524,866	9.5	115.1	0
19 Seattle	577	119	572	1,857	< 1	1.7	4.7	10.4	0.5	31,866	7.8	25.5	7.9	8.0	12.3	0.4	3.9	3.1	3.6	9.3	13,971,490	9.1	107.6	40,903
32 Everett	48	0	46	1,192	205	18.6	10.6	6.4	6.3	1,266	0.3	6.7	8.2	3.3	< 0.1	5.5	-	0.1	0.7	0.2	322,095	0.2	97.3	10,377
25 Anacortes	13	0	13	1,026	246	41.6	27.5	1.7	1.9	246	0.1	9.6	13.4	2.6	< 0.1	1.2	-	-	0.3	0.1	126,586	0.1	56.9	0
7 Bellingham	32	0	31	968	258	15.1	9.5	6.5	1.6	814	0.2	9.6	10.6	8.2	-	-	-	0.7	1.4	0.4	532,695	0.3	108.5	1,440
Washington Total	**1,325**	**235**	**1,314**	**1,706**	**59**	**5.3**	**4.7**	**10.6**	**0.5**	**63,966**	**15.8**	**22.5**	**8.4**	**9.2**	**21.1**	**44.4**	**14.4**	**6.8**	**17.5**	**19.4**	**29,943,244**	**19.5**	**110.3**	**250,878**
Total/Average	**7,564**	**1,453**	**7,432**	**1,937**	**19**	**2.9**	**2.8**	**6.9**	**1.2**	**406,072**	**100.0**	**23.2**	**9.1**	**17.4**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**153,679,614**	**100.0**	**107.3**	**481,386**
% Change from Update *of 10/98*	*+4.5*	*-8.2*	*+5.6*	*+2.0*	*-9.5*	*+0.2*	*-0.6*	*-3.1*	*+0.5*	*+0.9*		*+0.4*	*0.0*	*-2.9*	*5.7%*	*-0.6%*	*11.5%*	*11.3%*	*-2.1%*	*4.4%*				*-33.0%*
Clerks																								
29 San Diego	4	0	4	***	***	10.0	36.7	8.7	0.0															
46 Port Hueneme	12	0	12	2,505	-	2.7	30.0	8.5	0.0															
63 Los Angeles/Long Beach	928	2	916	2,673	< 1	0.1	11.5	11.3	0.8															
14 Eureka	3	0	3	***	***	19.8	41.4	0.0	0.0															
34 SF Bay Area & Delta	271	9	267	2,362	1	2.4	9.3	2.0	3.3															
40 Portland	94	0	92	2,457	3	32.8	13.1	1.5	2.9															
23 Tacoma	71	0	71	2,561	-	1.2	38.0	1.3	3.3															
52 Seattle	164	0	163	2,544	-	13.2	12.2	3.7	2.4															
Total/Average	**1,547**	**11**	**1,528**	**2,582**	**< 1**	**3.8**	**13.2**	**8.0**	**1.6**															
Foremen/Walking Bosses																								
29 San Diego	2	0	2	***	***	0.6	71.8	0.9	0.0															
46 Port Hueneme	5	-	5	2,458	2	0.2	38.3	0.7	0.0															
94 Los Angeles/Long Beach	345	-	341	3,427	< 1	0.1	3.7	0.0	1.8															
91 Northern Calif. Area	71	-	70	2,646	28	0.7	15.7	0.0	3.6															
92 Portland	42	-	42	2,501	11	15.0	20.5	0.0	11.1															
98 Seattle	96	-	94	2,577	14	10.1	12.8	0.0	1.6															
Total/Average	**561**		**554**	**3,105**	**7**	**2.5**	**8.9**	**0.0**	**2.7**															

* Longshore and Clerk hours only. *** "Annual Hrs Pd" and "Wkly PGP" for groups of less than five individuals are not shown, but the data are included in category averages.