



PACIFIC MARITIME ASSOCIATION

2017 Annual Report





APL Fullerton at berth at the Port of Los Angeles.



Pacific Maritime Association

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.

Annual Report

This award-winning report is written for the industry, its workforce, journalists and policy makers; it is typically published in the spring each year. Archives are available online at www.pmanet.org.



On the Cover

Evergreen *Ever Shine* arriving at the Port of Los Angeles.

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Maersk Essen calls at APM Terminals' Pier 400, Port of Los Angeles.



2017 was a landmark year for the West Coast waterfront. Over the summer, we reached a historic three-year contract extension covering workers at all West Coast ports through July 1, 2022.

This extension is a first for the PMA and ILWU, and sets the stage for reliable, productive operations for years to come. This predictability is a crucial objective for PMA members and businesses throughout the supply chain. By ensuring labor stability, the extension delivers long-term certainty that will bring economic benefits to the entire region.

At the same time, the agreement provides ILWU members with a generous wage and benefits package during a time of great change in our industry. Significant corporate consolidations continued in 2017, resulting in larger but fewer companies calling the West Coast.

Beyond the contract extension, a key theme of 2017 was volume growth. Ports in Southern California, Northern California, and the Pacific Northwest saw significant year-over-year gains, with larger cranes, modern technology, and greater productivity all contributing to that success.

Continued terminal upgrades will be needed to meet the challenges of greater projected volumes. Maintaining a trained and adequately sized workforce will also be important. In 2017, we began adding registered and casual workers in the largest ports, and will continue to balance the size of the workforce to meet future demand.

Looking forward, I believe the future of the West Coast Waterfront is bright. The contract extension, in particular, is both a significant achievement and a great opportunity to attract more market share and demonstrate that our ports and our workforce are truly world-class.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. McKenna', is written over a horizontal line.

James C. McKenna
President and CEO







West Coast ports are at the dawn of a new era of innovation, sustainability and reliability.

Membership

American President Lines, Ltd.	Kinder Morgan Bulk Terminals LLC	Portland Lines Bureau
APM Terminals Pacific LLC	LBCT, LLC	Port Maintenance Group (PMG)
APS Stevedoring, LLC	Maersk, Inc.	Port Service Group, Inc.
Benicia Port Terminal Company	Main Lines Inc.	Port Service Group, LLC
Ceres Terminals Incorporated	Marine Terminals Corporation	Reliable Line Service
China Shipping (North America) Holding Co., Ltd.	Marine Terminals Corporation – Columbia River	Sea Star Stevedore Company
CMA CGM (America) LLC	Marine Terminals Corporation of Los Angeles	Siem Car Carriers AS
Coast Maritime Services	Marine Terminals Corporation – Puget Sound	SSA Marine, Inc.
Consolidated Stevedoring Company LLC	Matson Navigation Company, Inc.	SSA Terminals, LLC
COSCO Shipping Lines (North America) Inc.	Mediterranean Shipping Company	Tacoma Line Handling Company
Crescent City Marine Ways & Drydock Company, Inc.	Metro Cruise Services LLC	Terminal Equipment Services, Inc.
Eagle Marine Services, Ltd.	Metropolitan Stevedore Company	Total Terminals International, LLC
Evergreen Marine Corp. (Taiwan) Ltd.	MOL (America) Inc.	TransPacific Maintenance Company, LLC
Everport Terminal Services, Inc.	NYK Line	Transpac Terminal Services, LLC
Hapag Lloyd AG	Ocean Terminal Services, Inc.	TraPac, LLC
Harbor Industrial Services Corporation	OOCL (USA) Inc.	United Arab Shipping Company
Husky Terminal & Stevedoring, Inc.	Oregon Chip Terminal Inc.	Wallenius Wilhelmsen Logistics
Hyundai Merchant Marine (America) Inc.	Pacific Crane Maintenance Company LLC	Washington United Terminals
ICTSI Oregon, Inc.	Pacific Northwest Auto Terminals, LLC	Watermark Terminal Solutions, LLC
Innovative Terminal Services Inc.	Pacific Ro-Ro Stevedoring, LLC	West Coast Crane Services, LLC
International Transportation Service, Inc.	Pacific Terminal Service Company, LLC	West Coast Terminal and Stevedore, Inc.
Jones Stevedoring Company	Pasha Hawaii	Williams, Dimond & Company
“K” Line America, Inc.	Pasha Stevedoring & Terminals L.P.	Yangming Marine Transport Corporation
		Yusen Terminals LLC
		Zim American Integrated Shipping Services Company, Inc.



CMA CGM *Abraham Lincoln* docks at the Port of Los Angeles.

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...”



Roy Amalfitano**
Vice Chairman
Evergreen Shipping Agency
(America) Corp.
International Carrier Class



Marc Bourdon
President
CMA CGM America LLC
International Carrier Class



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



Ron Forest**
Senior Vice President
Matson Navigation
Company, Inc.
Domestic Carrier Class



Al Gebhardt†
Senior Vice President, Liner Operations
Maersk Agency USA, Inc.
International Carrier Class



Chris Parvin
Executive Vice President
Mediterranean Shipping
Company (USA)
International Carrier Class



George Pasha, IV
President and CEO
Pasha Hawaii
Domestic Carrier Class



Bill Payne†
Vice Chairman
NYK Line (North America) Inc.
International Carrier Class



Frank Pisano*
President
TraPac, LLC
International Carrier Class



Walter Romanowski*
President, West Coast Containers
Ports America
Stevedore/Non-Carrier Class

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

Finance Committee

Jay A. Bowden
Chief Financial Officer
Pasha Hawaii

Jason Davis
Vice President, Finance
SSA Marine, Inc.

Steen Larsen
Chief Financial Officer
APM Terminals Pacific LLC

Morten Nicolaisen
Chief Financial Officer &
Senior Vice President
NYK Ports, LLC

Valerie Rainey
Senior Vice President &
Chief Financial Officer
CMA CGM America LLC

Coast Steering Committee



Chairman:
John Ochs
Senior Director
APM Terminals
Pacific, Ltd.



Darrin DelConte
Executive Vice President
Pacific Crane
Maintenance Company LLC



Peter Dunton
Chief Operating Officer
Ports America



Sal Ferrigno
Vice President
SSA Terminals, LLC



**William (Max)
Furer**
Operations Manager PNW
Hapag-Lloyd
(America), LLC



Bob Johnson
Chief Compliance Officer
Total Terminals
International, LLC

Area Sub-Steering Committees

Southern California Area



Chairman:
Steve Fresenius
TraPac, LLC



Kyle Clinton
Pacific Crane
Maintenance
Company LLC



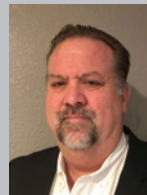
Randy Galosic
SSA Terminals, LLC



John Beghin
Long Beach Container
Terminal, Inc.



Jerry Jimenez
West Coast
Terminal and
Stevedore, Inc.



Ron Neal
Everport Terminal
Services, Inc.



Eric Martinez
Yusen Terminals,
Inc.



Jeff O'Donnell
Ports America



Jamie Otis
APM Terminals
North America, Inc.



Todd Stockham
Total Terminals
International, LLC



Rickey Childs
Eagle Marine
Services, Ltd.

Northern California Area



Chairman:
Jacques Lira
SSA Terminals, LLC



Michael Andrews
Everport Terminal
Services, Inc.



Shawn Bundy
Metropolitan
Stevedore Company



Dennis Woodfork
TraPac, LLC

Steering Committees



Rich Kinney
Vice President, West Coast
Terminals and Vehicle Operations
Matson Navigation
Company, Inc.



George Lang
President
Everport Terminal
Services, Inc.



Sean Lindsay
Chief Operating Officer
International
Transportation
Service, Inc.



Sean Marron
Director of
Operations/Labor Relations
Yusen Terminals, LLC.



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

Pacific Northwest: Oregon and Columbia River Area



Chairman:
Doug Beeber
Jones Stevedoring
Company



Ken Davais
"K" Line America, Inc.



Paul Huculak
SSA Marine, Inc.



Ben Thamert
APS Stevedoring,
LLC

Pacific Northwest: Washington and Puget Sound Area Area



Chairman:
Clayton R. Jones, III
Jones Stevedoring
Company



Rick Blackmore
Total Terminals
International, LLC



Alec Coleman
Washington United
Terminals



Graham Hunter
SSA-SSAT Seattle



Lyle Kagey
Pacific Crane
Maintenance
Company LLC



Blair Smith
West Coast
Terminal and
Stevedore, Inc.



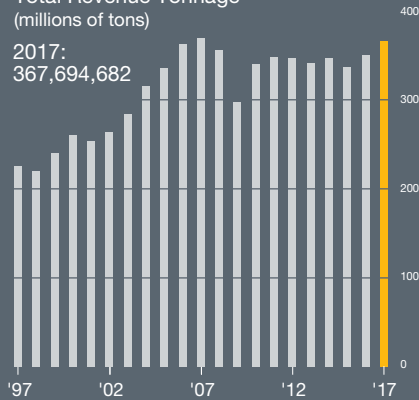


In 2017, container volumes on the West Coast waterfront hit record levels.

2017 Highlights

Total Revenue Tonnage
(millions of tons)

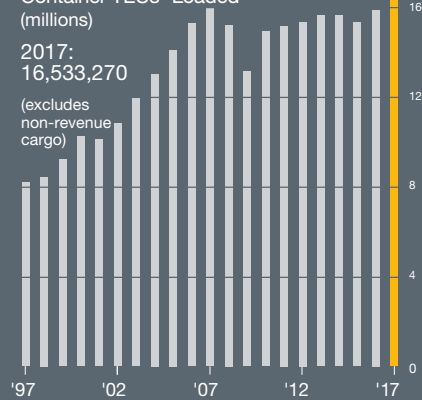
2017:
367,694,682



Container TEUs - Loaded
(millions)

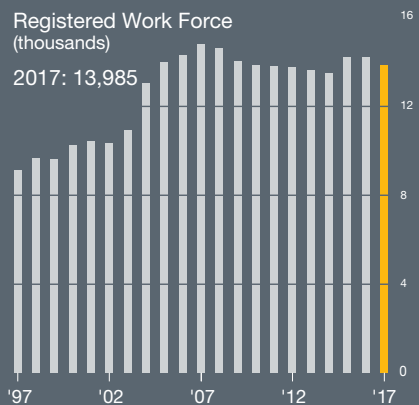
2017:
16,533,270

(excludes
non-revenue
cargo)



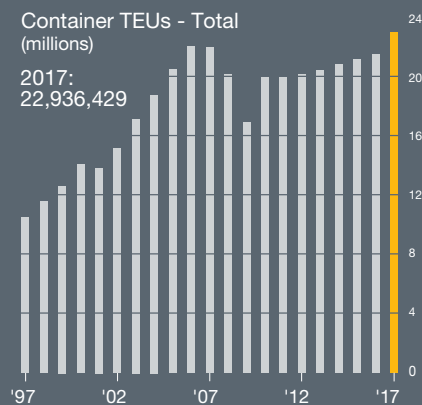
Registered Work Force
(thousands)

2017: 13,985



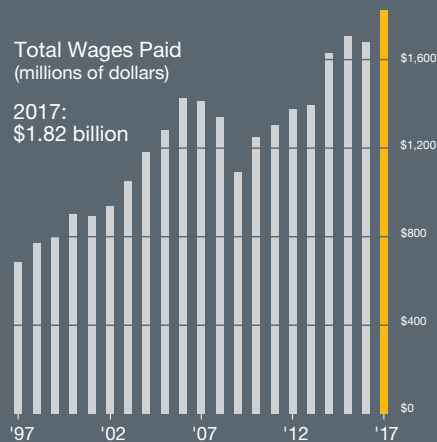
Container TEUs - Total
(millions)

2017:
22,936,429

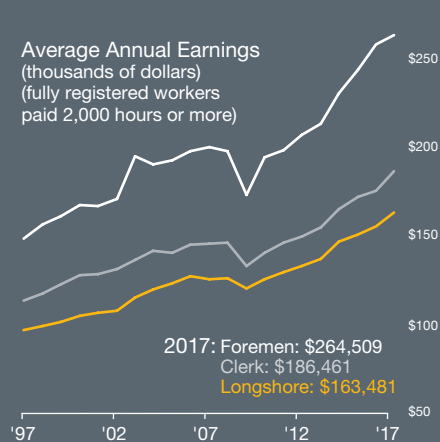


Total Wages Paid
(millions of dollars)

2017:
\$1.82 billion

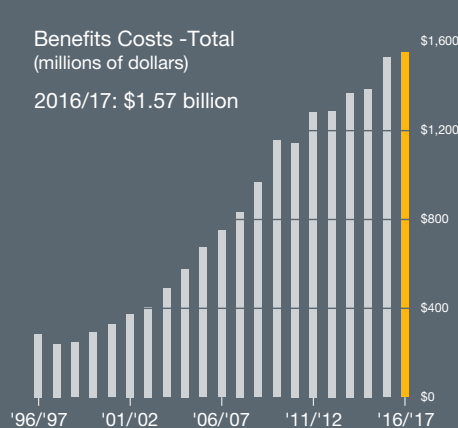


Average Annual Earnings
(thousands of dollars)
(fully registered workers
paid 2,000 hours or more)



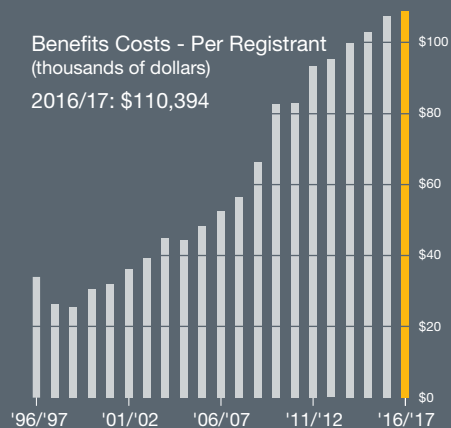
Benefits Costs -Total
(millions of dollars)

2016/17: \$1.57 billion



Benefits Costs - Per Registrant
(thousands of dollars)

2016/17: \$110,394



The Coast

Beyond steady growth, 2017 may best be remembered for signature achievements that anchored the West Coast's competitive position for years to come.

2017 was a notable year for the West Coast waterfront, with increasingly modern terminals, best-in-class training and greater workplace efficiency. Continued investments in state-of-the-art infrastructure have positioned West Coast ports to handle even greater volumes in the future. All the while, ports, carriers and terminal operators made significant progress on ambitious environmental programs designed to reduce their carbon footprint.

Perhaps most significantly, the PMA and ILWU reached an unprecedented agreement on a three-year contract extension, creating certainty and stability on the West Coast for years to come. Despite the many changes the industry experienced in 2017, West Coast ports had a productive year, proving that they are reliable, competitive, and ready for more growth.

In 2017, injury rates on the West Coast waterfront fell to record lows. In each region, labor and management worked together on area-specific issues to make the West Coast waterfront the safest it has ever been.

For more about the highlights of 2017, please read on.

MOL *Bellwether* arrives at the Port of Los Angeles.





The three-year contract extension
provides the certainty shippers require.



Historic Three-Year Contract Extension

Reaching agreement on the contract extension was welcome news locally, nationally and globally.

The three-year contract extension agreed to by the ILWU and PMA in 2017 gives a significant boost to the West Coast waterfront as it continues to gain momentum as the leading North American maritime gateway for international trade. It is a precedent-setting agreement as well – **this is the first-ever contract extension between the PMA and ILWU.**

With increasing competition for cargo from ports throughout North America, it is crucial for the PMA and ILWU to work together to maintain and enhance the competitive position of the West Coast waterfront.

The contract extension builds upon recent strides, culminating in a year marked by strong volume growth and productive terminal operations. And with investments in modern terminals and intermodal connectivity, the future for an increasingly competitive West Coast waterfront is promising.

By extending the contract to 2022, the PMA and ILWU are sending a clear message to the global shipping community that we fully understand the crucial importance of labor peace, and are dedicated to providing dependable and reliable service across all 29 ports from Bellingham to San Diego for years to come.

Yang Ming *Mutuality* arrives at the Port of Los Angeles.



And that message has already been heard. The National Retail Federation hailed the agreement as a “remarkable sign of good faith on the part of both labor and management,” declaring that the extension “will provide the stability and predictability that NRF’s members and other supply chain stakeholders need to move their cargo efficiently through our ports.”

The executive director of the Agriculture Transportation Coalition said the contract extension was “highly valued and appreciated by AgTC members.” The executive director of the Port of Los Angeles said, “The certainty that comes with the contract is great news...” A *Seattle Times* editorial, in encouraging approval of the extension, said, “Stability from a longer contract would benefit workers, public ports, terminal operators, shippers and exporters.”

Indeed, the benefits of the contract extension reach nearly every corner of the U.S. economy. According to a recent economic report, West Coast ports support more than 9.2 million U.S. jobs, with a domestic business impact of \$2 trillion. In all, 12.5 percent of the U.S. GDP is tied to cargo moving through West Coast ports.

“This shows that the West Coast means business when it comes to moving cargo for our customers. We’re the most efficient, timely and cost-effective gateway for international trade and with a contract extension, we’re also the most dependable.”

– Port of Oakland Executive Director Chris Lytle

A shared understanding and appreciation of the West Coast ports’ impact on the national economy drove the negotiating process forward, resulting in an extension that raises wages, maintains health benefits and increases pensions for ILWU members. The PMA was heartened by the level of support the contract extension received from rank-and-file ILWU members.

Looking to the future, priorities to create increasingly modern, productive and reliable terminals will enable our ports to be sustained engines of economic growth.

It will be important to prove that the PMA and ILWU are working collaboratively to adapt to increasing volumes and a changing workplace environment, and meeting or



A Local 13 longshore worker unloads steel pipes at Pasha Stevedoring Terminal at the Port of Los Angeles.

exceeding shippers’ expectations. Working together, we have the opportunity to spur growth on the West Coast waterfront; this growth will have positive ripple effects on the communities surrounding the ports, the nation, and markets around the world.



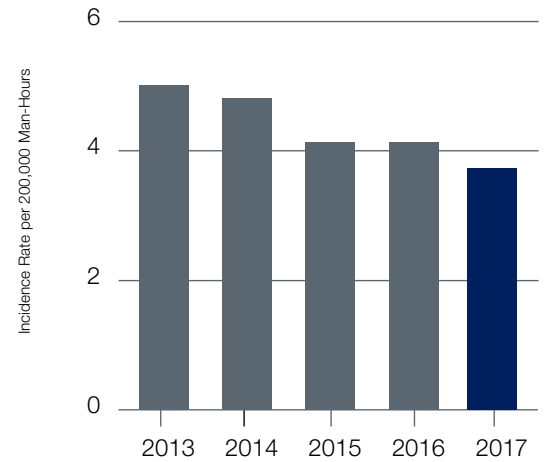


PMA's commitment to safety and security continues to be unwavering.

Safety, Training and Security on the Waterfront

A collaborative approach to workplace safety and training is achieving positive results up and down the West Coast.

Accident Rates Fall To All-Time Low
Coast-wide rates for 2013-2017



On-dock rail at Pier T, operated by Total Terminals International, Port of Long Beach.



In 2017, injury rates on the West Coast waterfront reached record lows. This improvement is due to many factors, including an increasingly collaborative approach to safety between the PMA and ILWU both coastwide and locally. The Joint Area Accident Prevention Committees and their subcommittee work groups are active in each port on the West Coast, carefully considering current issues and solutions to make the waterfront safer.

These groups provide meaningful opportunities for employers and workers to get deeply involved in operational safety issues. In many cases, these work groups provided feedback to vendors, leading to improved equipment design, better procedures, and the development of new technology.

Specific priorities range by market. In the Pacific Northwest, for example, work groups addressed safety issues related to lashing, working at heights, and responding to emergencies. In Southern California, top-handler safety remained an important topic. At a coastwide level, advancing new approaches to training continues to be a critical aspect of PMA's efforts to improve safety on the terminals. In 2017, new training modules were developed centrally with the involvement of area leadership and training departments for operating bulldozers, forklifts and cranes, and for General Safety Training. These newly developed training products were distributed to areas across the coast to ensure consistency in the training regimen.

Comprehensive training site opens in Oakland

A new ILWU-PMA training site at the Port of Oakland became operational in 2017, consolidating all training needs for various types of workers into one comprehensive five-acre center, which includes a crane training simulator, classrooms, offices, and clerk testing

areas. The new training center is also adaptable, with the ability to hold up to three different types of classes on the same day.

Cyber security

Cyber security continues to be a major focus and an even more pressing issue within the industry due to more aggressive and sophisticated attacks from hackers.

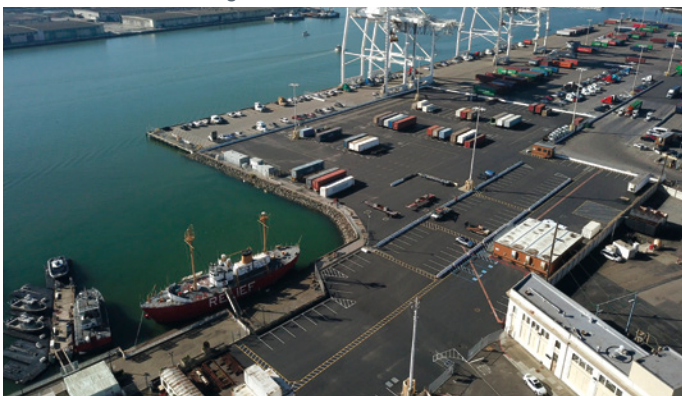
In recent years, the United States Coast Guard has developed voluntary guidelines to help ports meet recommendations in the National Institute of Standards and Technology Cybersecurity Framework, which PMA distributes to member companies.

In November 2017, the U.S. House of Representatives passed H.R. 3101, the Strengthening Cybersecurity Information Sharing and Coordination in Our Ports Act, introduced by Rep. Norma J. Torres (D-CA). The PMA began reviewing this new act, and looks forward to sharing information about it with member companies in 2018.

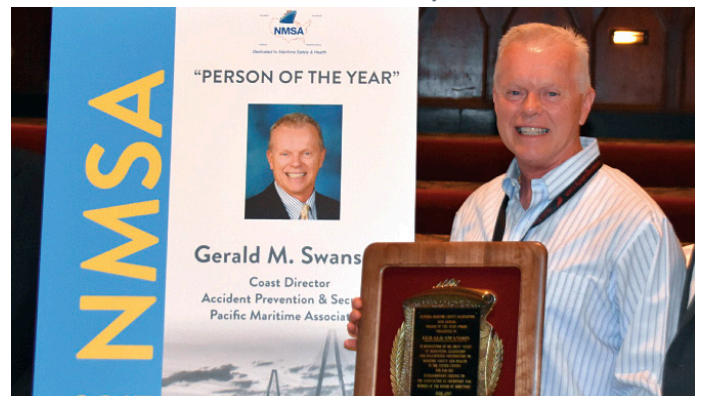
Person of the Year

The National Maritime Safety Association (NMSA) awarded PMA's Gerald Swanson as the "Person of the Year" at the organization's annual conference in Charleston, South Carolina. Swanson, who serves as PMA's Coast Director of Accident Prevention & Security, received the award for his long-standing commitment, dedication, and leadership roles promoting longshore safety. Swanson served as an NMSA Board Member and Secretary from 2011-2017. The award, presented since 1979, includes past honorees such as members of the U.S. Coast Guard, U.S. House of Representatives, and influential maritime industry leaders who have advanced safety on the waterfront.

New ILWU-PMA Training Site at the Port of Oakland.



PMA Coast Director Gerald Swanson receives the 2017 Person of the Year award from the National Maritime Safety Association.







F OAKLAND

Strong West Coast ports drive the U.S. economy
and bring value to local communities.

Regional Report:

Southern California

Together, the ports of Los Angeles and Long Beach handle more than 60 percent of the cargo on the West Coast waterfront. With investments in modern terminals and intermodal connections, Southern California is preparing for continued growth.

Automated cranes at Long Beach Container Terminal.



High volumes and greater terminal efficiency were hallmarks of 2017, with the ports of Los Angeles and Long Beach setting new records for overall volume. In August 2017 the ports of Los Angeles and Long Beach together saw their highest-ever one-month container volume. Compared to the prior year, container volumes at the Port of Long Beach and the Port of Los Angeles were up 7.3 percent and 4.1 percent, respectively.

Expanding the workforce

To meet the escalating volumes and prepare for future demand, the PMA and ILWU began the process of adding 2,400 new casuals to the workforce in Southern California. These workers typically work part-time, and supplement the existing registered workforce. Hiring began in 2017 from a pool of more than 80,000 applicants, with the process expected to conclude in 2019.

Ambitious environmental goals

In November 2017, at a joint meeting, the Harbor Commissioners of Los Angeles and Long Beach unanimously approved the 2017 Clean Air Action Plan, which seeks to severely curtail greenhouse gas emissions, cutting them to 40 percent below 1990 levels by 2030. Proposed programs to meet that ambitious goal include transitioning to electric trucks and using electric or natural-gas powered cranes and cargo-handling equipment. Looking to the future, the mayors of both cities also announced ambitious zero emissions goals for the two ports.

Progress on the Middle Harbor terminal

Significant progress was made on the Middle Harbor terminal, a 311-acre site set to be one of the greenest terminals in the nation, according to the Port of Long Beach. The terminal, operated by LBCT, is already in partial operation and deploying cutting-edge technology,

including electric ship-to-shore cranes that produce zero on-site emissions. Construction on the Middle Harbor terminal entered its final phase in 2017 and is expected to be completed in 2020.

Maersk Evora reaches new heights

In October 2017, Maersk *Evora* arrived at APM Terminals' Pier 400 in Los Angeles fully loaded with containers stacked nine-high above deck. Thanks to newly raised cranes—the tallest in North America—Maersk set a new record, completing 24,486 lifts during a single port call.

Humanitarian relief to Puerto Rico

Pasha Hawaii provided relief efforts to Puerto Rico in the aftermath of Hurricane Maria, which left safe drinking water in short supply. To address the humanitarian crisis, Pasha's *Horizon Spirit*, sailing from the Port of Los Angeles, carried 800 containers with more than 15 million bottles of water. Pasha Hawaii partnered with Lipsey Mountain Spring Water to bring relief to those suffering in Puerto Rico.



Pasha Hawaii *Horizon Spirit* prepares for its humanitarian voyage to Puerto Rico in October 2017.



Maersk *Evora* set a new record for the most containers loaded and unloaded during a single port call, completing 24,486 lifts.

Northern California

Northern California made significant investments in its terminals in 2017, building capacity for greater efficiencies and future growth.

SSA Terminal cranes being raised at OICT at the Port of Oakland.



Despite having one fewer terminal in operation than in 2016, volumes increased at the Port of Oakland. Contributing to the total were retailers who increased their holiday inventories during the peak season in summer and fall.

Higher cranes in Oakland

Work has commenced at the Port of Oakland to raise four cranes by 27 feet in order to handle mega-ships. The cranes are located at the Oakland International Container Terminal (OICT) operated by SSA Terminals. The investment totals \$14 million. The raised cranes—the tallest ever at the port—will enable the terminal to load and unload megaships with containers stacked high above deck.

Expansion of TraPac's marine terminal

TraPac completed a significant expansion of its marine terminal in Oakland, nearly doubling its size and improving productivity. The improvements include a new gate entrance that allows the terminal to open earlier and to queue up as many as 100 trucks. This new system increases productivity by giving harbor trucks better access to the terminal and preventing long lines at the gate.

Seaport logistics complex

The Port of Oakland approved \$52 million in funding to transform a former U.S. Army supply depot into a 440,000-square-foot logistics and distribution center. The new center, which includes a railyard, is designed

to accommodate the rapid transfer of cargo between ships, trucks, and trains near the port's marine terminals. Construction is estimated to begin in late 2018.

Refrigerated cargo transport

Construction is underway on Cool Port Oakland, a \$90 million refrigerated distribution center that will provide storage for products that need a temperature-controlled environment, including beef and poultry exports. The 280,000-square-foot facility, centrally located adjacent to the port's Joint Intermodal Terminal, is expected to handle the equivalent of 27,000 TEUs of meat annually, according to the Port of Oakland. The facility is on track to be operational in August of 2018.

The Port of Oakland Commissioners also approved an \$11 million rail spur to Cool Port Oakland. The spur connects Union Pacific Railroad with Cool Port, making Oakland a vital stop for meat exports from the Midwest on their way to Asia. Burlington Northern Santa Fe Railroad would also have access to the rail spur.

Casual draw

The port of Oakland is expanding the number of casuals to prepare for continued growth. The draw began in 2017 with 3,300 cards drawn from a pool exceeding 26,000 applicants.

Contract extension – Local 75 Watchmen

In November 2017, the Local 75 Joint Port Labor Relations Committee signed a three-year extension.

Cool Port Oakland, a 280,000-square-foot refrigerated distribution center under construction.



The Seaport Logistics Complex at the Port of Oakland.

Pacific Northwest

Ports in Oregon and Washington accounted for approximately 25 percent of the West Coast's revenue tonnage in 2017, with new investments underway to modernize terminals and add future capacity.

Cargo operations at SSA Terminals at the Port of Seattle.



Investments at the ports of Tacoma and Seattle moved forward in 2017, with more infrastructure development planned for 2018. This activity is designed to support higher terminal volumes and larger ships in the future.

New investments

The Northwest Seaport Alliance, which combines the marine cargo and business operations for the ports of Seattle and Tacoma, marked its second year in operation. The alliance made progress on \$250 million in planned improvements – the first of which were the purchase of eight post-Panamax cranes for the Port of Tacoma. These cranes are the largest modern container cranes on the market. The first four cranes were delivered at the beginning of 2018 for installation at Pier 4. Four additional cranes are expected for delivery in 2019.

Modernizing Pier 4 in Tacoma

Beyond the new cranes, work continued on the reconfiguration of Pier 4 in the South Harbor to align with an adjacent pier, which will create one continuous berth capable of serving two 18,000-TEU container ships simultaneously. The Pier 4 project is estimated to be completed in 2018.

Thriving cruise business in Seattle

According to the Northwest Seaport Alliance, the Port of Seattle welcomed a record 1,071,594 revenue passengers through its cruise terminal in 2017. The port had the highest passenger volume on the West Coast,

bringing 4,000 jobs, \$501 million in annual business revenue, and \$18.9 million annually in state and local tax revenues. The port experienced a 9% increase in its cruise passengers compared to 2016, with growth expected to continue in 2018.

Growth at smaller ports

Smaller ports in the Pacific Northwest experienced higher volumes and new business. The Port of Longview experienced 35 percent growth in cargo volume since 2012. The port, which regularly moves bulk commodities, is making progress on plans to expand its Industrial Rail Corridor, which would create uninterrupted rail access to and from the port.

The Port of Everett handled new business in 2017, including full wind tower components, bulk soymeal transferred to shipping containers, and US military cargo for export.

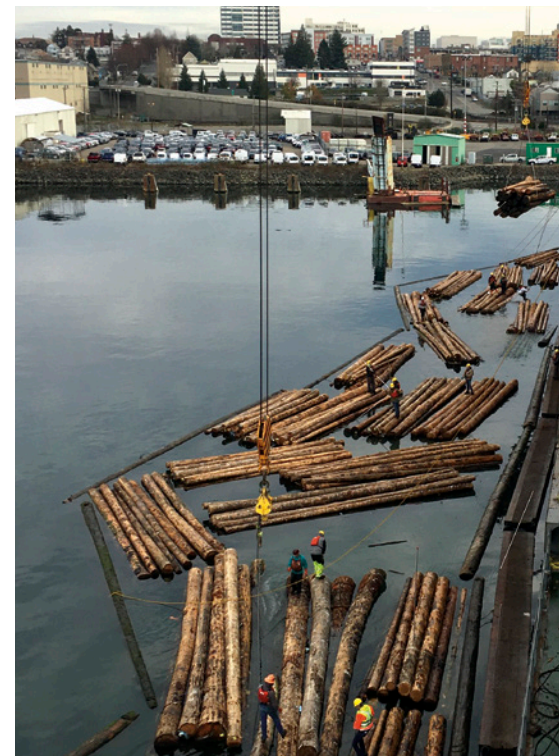
Oregon: preparing for the future

At the Port of Portland, 2017 was a year dedicated to planning for the future. A new storage facility at Terminal 5 has been completed and is expected to bring a 30 percent increase in production. Automobile imports are also expected to increase by 20,000 in 2018. After more than 18 months sitting idle, Terminal 6 will handle containers again, on a trial basis.

Two cruise ships at the Port of Seattle.



Log-loading operations at the Port of Everett.





The Antwerpen Express is unloaded at the Port of Seattle's Terminal 18.

Industry Overview

2017

Economic Significance of West Coast Ports

Containerized cargo movement through West Coast ports has risen dramatically in recent decades—to a total of more than 16.5 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.

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 ports support 9.2 million U.S. jobs, from transportation and logistics to manufacturing, retail and commercial endeavors, according to a recent economic report. The domestic business impact of this trade is more than \$2 trillion annually, or 12.5 percent of U.S. GDP.

The National (and Global) Transportation Network

Once on land, imports moving through the West Coast ports are carried by rail and truck to destinations across the United States. Exports, too, come from around the nation. The ports, 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 Registered Workers

As of December 2017, PMA members employed 13,985 registered longshore, clerk and foreman 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 more than 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, which was later complemented by the 2008 agreement that brought automation to the waterfront, the registered workforce has grown by 36 percent.

SUPPLEMENTARY AREA AGREEMENTS

Local Effective

Southern California

13 – Sweepers' Agreement	7/1/14
13 – Lines Handling Agreement	7/1/14
13 – Gearmen's Port Supplemental	7/1/14
13 – Mechanics' Port Supplement	7/1/08
13, 29 & 46 – Industry Travel Agreement	5/17/88
26 – Watchmen's Agreement	7/1/14
29 – Lines Handling Agreement	1/25/88
29 – Gearmen's Port Supplement	1/28/88
29 – Mechanics' Port Supplement	1/25/88
46 – Gearman's Port Supplement	4/28/17
46 – Mechanics' Port Supplement	3/17/97
46 – Mechanics'/Gearmen's Port Supplement	4/8/91
63 – Clerks' Port Supplement	11/10/53
94 – Foremen's Port Supplement	2/26/15

Northern California

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 – Millwright Supplement	6/20/14
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	7/1/14
75 – Watchmen's Supplement	7/1/14
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's, 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	6/17/60
19 – Lines Handling Agreement	11/19/15
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	1/1/69
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	10/18/11
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, 2022.

Coast Agreements

Coast Agreements	EFFECTIVE
Longshore and Clerks' Agreement	7/1/14 *
Walking Bosses and Foremen's Agreement	7/1/14 *

* MOU signed on 3/3/2015

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.

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. 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. 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 1.333 times the straight time rate, is to be paid for the first 8 hours worked on the second shift Monday through Friday.



Steel pipe is moved after being unloaded at Pasha Stevedoring Terminal at the Port of Los Angeles.

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 plus 1.333 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.

Skill rates, along with shift and overtime multipliers, all serve to increase the basic straight time rate. For details on how these increases impact the hourly rate of pay, please see page 62.

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 1947	0.08	5.1 1.65
February 10 1948	0.02	1.2 1.67
December 6 1948	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 1956	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 1973	0.15	2.8 5.50
June 1 1974	0.30	5.5 5.80
June 29 1974	0.30	5.2 6.10
January 4 1975	0.12	2.0 6.22
June 28 1975	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
July 2 2011	1.00	3.1 33.68
June 30 2012	1.00	3.0 34.68
June 29 2013	1.00	2.9 35.68
June 28 2014	1.00	2.8 36.68
July 4 2015	1.50	4.1 38.18
July 2 2016	1.25	3.3 39.43
July 1 2017	1.50	3.8 40.93

* A "6 hour day, 30 hour week" was incorporated into the first coastwide 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.

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, 2012 and 2015, and continues to hold the position. Elections are scheduled to be held again in 2018 for leadership in the ILWU.

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, at least one Clerk local and one Walking Boss or Foreman local.

Governing Body

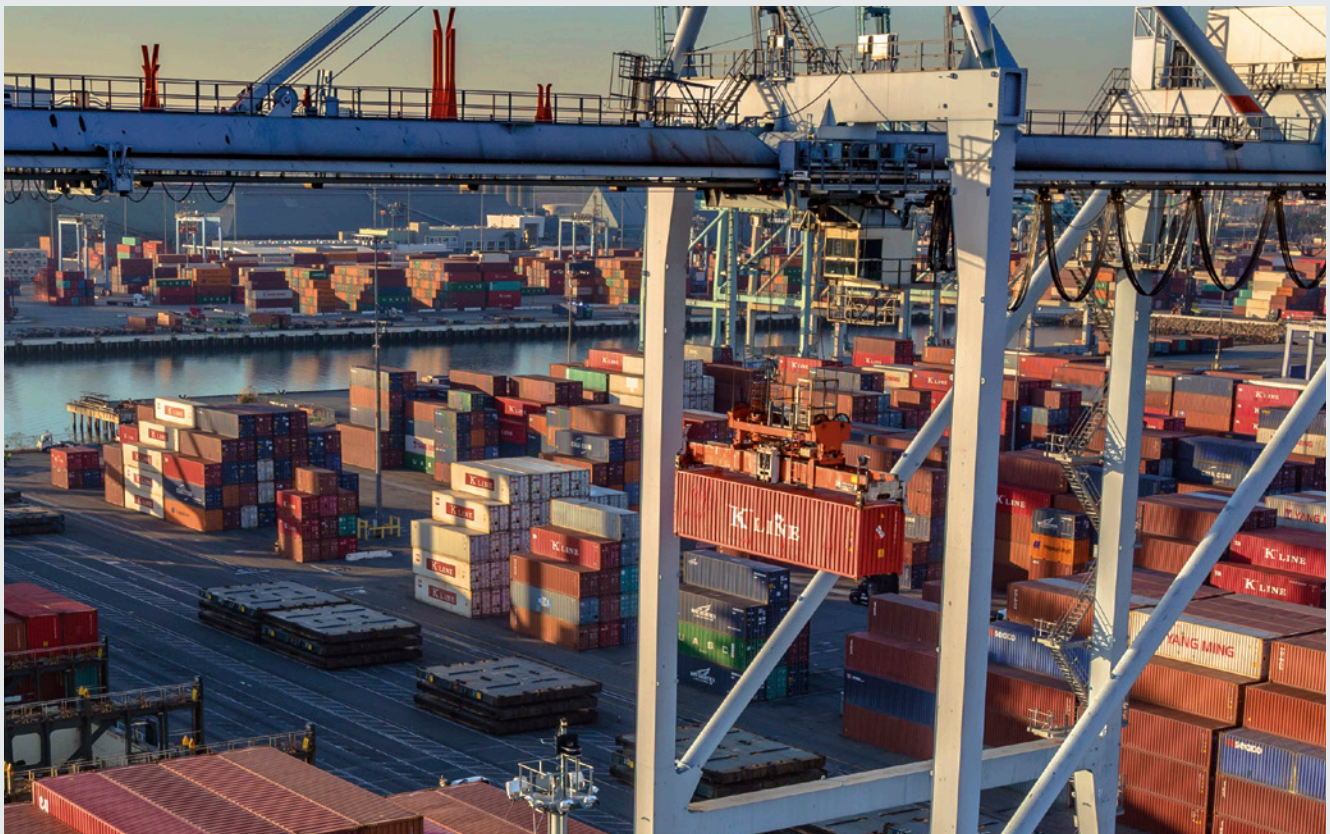
The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President Robert McEllrath, Vice President Ray Familathe and Committeemen Frank Ponce de Leon and Cameron Williams. The Longshore Division holds periodic Caucuses to which each local sends representatives, where 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.



A "K" Line container is unloaded at the Port of Long Beach.

Coast Accident Prevention Award-Winners

CONTAINER OPERATORS

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

Group A (1 million or more man-hours)

FIRST PLACE: West Coast Terminal & Stevedore
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Everport Terminal Services
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: TraPac, LLC.
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: Everport Terminal Services
Oakland – Northern California Area

SECOND PLACE: Ports America
Seattle – Tacoma – Washington Area

STEVEDORING COMPANIES

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

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

FIRST PLACE: SSA Marine, Inc.
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Ports America
Los Angeles-Long Beach – Southern California Area

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

FIRST PLACE: Pasha Stevedoring & Terminals
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: SSA Marine, Inc.
Stockton – Northern California Area

Group C (25,000 to 99,999 man-hours)

FIRST PLACE: APS Stevedoring
Richmond – Northern California Area

SECOND PLACE: Jones Stevedoring Company
Washington Area

BULK OPERATORS

(companies engaged primarily in bulk cargo operations with total man-hours exceeding 10,000)

FIRST PLACE: Kinder Morgan Terminals
Vancouver – Oregon Area

SECOND PLACE: Metropolitan Stevedore
San Francisco – Northern 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 54: Stockton – Northern California Area

Group C (25 to 99 Registered Members)

Local 18: Sacramento – Northern California Area

FOREMAN – WALKING BOSS GROUP

Local 91: Northern California Area

CLERK GROUP

Local 23: Tacoma – Washington Area

MECHANIC COMPANIES

(companies that employ ILWU mechanics in maintenance and repair operations)

Group A (100,00 or more man-hours)

FIRST PLACE: Pacific Crane Maintenance Company
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Long Beach Container Terminal
Los Angeles-Long Beach – Southern California Area

Group B (25,000 to 99,999 man-hours)

FIRST PLACE: Harbor Industrial
Los Angeles-Long Beach – Southern California Area

SECOND PLACE: Kinder Morgan Terminals
Portland – Oregon Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD

(companies that achieved a zero lost-time incident rate in 2017) (50,000 minimum hours)

APS Stevedoring
Richmond – Northern California Area

Kinder Morgan Terminals
Vancouver – Oregon Area

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

Harbor Industrial
Los Angeles-Long Beach – Southern California Area

COAST THREE-YEAR REDUCTION AWARD

(companies that have reduced their lost-time incident rate three consecutive times over a 4-year period)

SSA Marine, Inc.
Seattle – Tacoma – Washington Area

Metro Cruise
San Francisco – Northern California Area

Total Terminals International
Los Angeles – Long Beach – Southern California Area

OUTSTANDING LONGSHORE SAFETY ACHIEVEMENT

Jeff Brown, Eagle Marine Services

Jim Potter, Pacific Maritime Association

Gerald Swanson, Pacific Maritime Association

THE COAST ACCIDENT PREVENTION AWARDS

PMA sponsors an annual accident prevention awards program as part of the coastwide industry accident prevention program. To qualify, member companies must participate in the PMA safety program and report all OSHA-recordable occupational injuries and illnesses and applicable man-hours for the previous year.

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

Industry Benefits 2017

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 their 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 the Maximum Allowable Charge. 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 \$2 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.

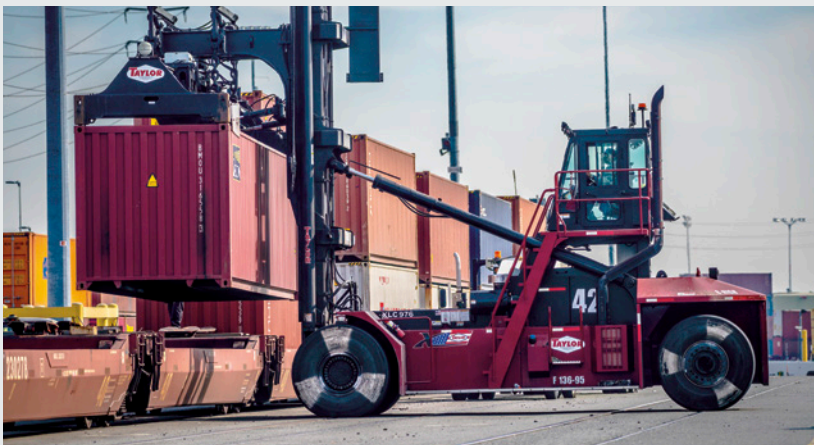
The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is \$86,580 increasing to \$88,800 on July 1, 2018, \$91,020 on July 1, 2019, \$93,240 and between July 1, 2020, and \$95,460 on July 1, 2021 – nearly 35% greater than the benefit that was available a decade earlier. In addition, workers have access to a 401(k) savings plan 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 \$1.57 billion for the fiscal year ending June 30, 2017, up 317% since 2002, and the cost per active participant of \$110,394 for the same period, which increased by 206% since 2002.

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

Cargo discharge in the rail yard at the Port of Long Beach.

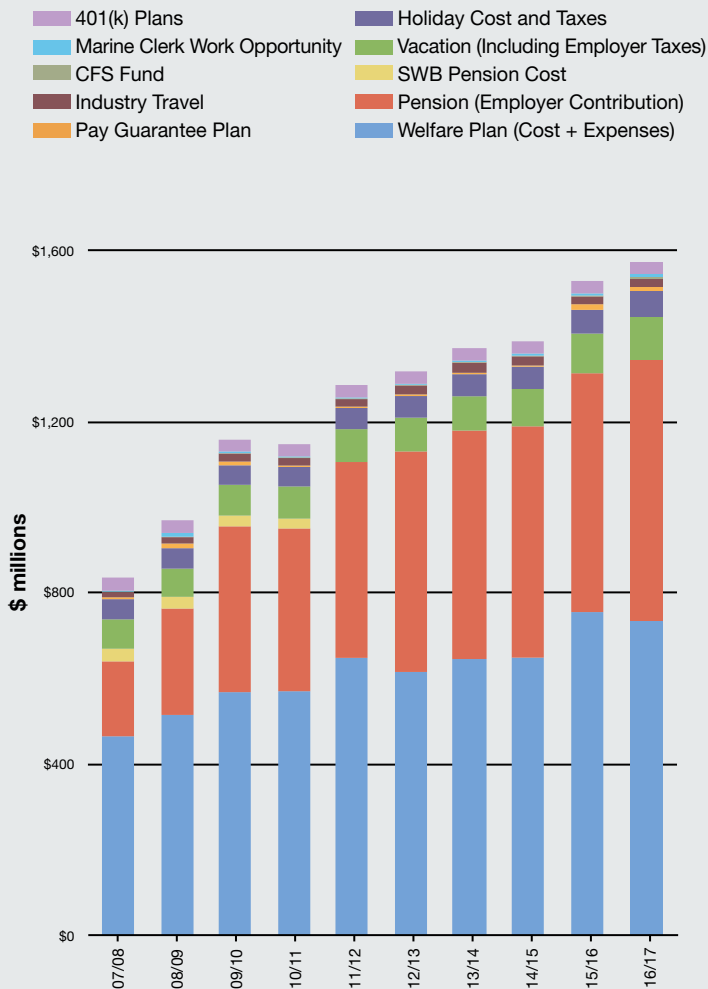




OOCL *Utah* at berth at Long Beach Container Terminal.

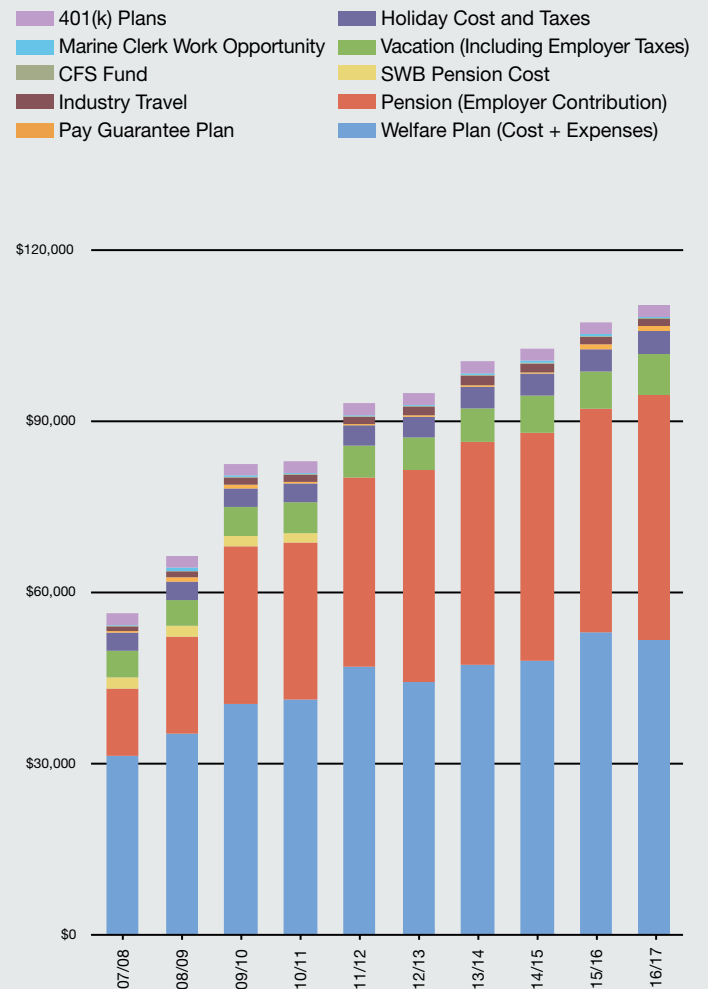
TOTAL BENEFITS COSTS

2007/2008 through 2016/2017



BENEFITS COSTS PER ACTIVE REGISTRANT

2007/2008 through 2016/2017



RETIREES BY YEAR

Year	Normal	Early	Disability	Total
2008	139	55	25	219
2009	231	202	45	478
2010	134	100	52	286
2011	132	52	42	226
2012	139	154	38	331
2013	138	122	49	309
2014	172	76	42	290
2015	172	79	55	306
2016	181	93	63	337
2017	201	103	60	364

This table 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, 2017)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	\$98	\$2,450
7/81-6/84	30	\$98	\$2,940
7/84-6/87	33	\$98	\$3,234
7/87-6/93	35	\$98	\$3,430
7/93-6/99	35	\$98	\$3,430
7/99-6/02	35	\$110	\$3,850
7/02-6/08	35	\$153	\$5,355
7/08-6/14	37	\$180	\$6,660
7/14-6/18	37	\$195	\$7,215

This table 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	\$195.00
1,250	\$187.50
1,200	\$180.00
1,150	\$172.50
1,100	\$165.00
1,050	\$157.50
1,000	\$150.00
950	\$142.50
900	\$135.00
850	\$127.50
800	\$120.00

This table 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, 2017. 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, 2017, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2014, was \$195 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of \$7,215 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.

For retirees on or after 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 or 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.

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 bridge supplement is payable.

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.

At the end of calendar year 2017, the Plan was paying \$30,765,428 per month to 8,785 benefit recipients.

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.

Widows' Independent Living Subsidy Program (WILSP)

Effective July 1, 1978, the Widows' Independent Living Subsidy Program was implemented as part of the Welfare Plan. Effective January 1, 2017, this program provides a cash subsidy benefit under the Pension Plan and Medicare supplement benefits under the Welfare Plan 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.

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 and survivors.

Plan Funding

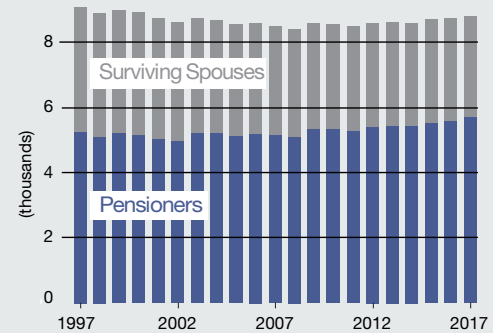
The Plan is primarily funded by PMA through employer assessments on payroll hours and tonnage. In addition, registered employees make contributions to the Plan as a defined percentage of wages at a rate that is set by the Trustees. In setting the rate, the parties customarily adhere to the annual recommendation of the Plan Consultant. This is based on the sufficiency of the current rate of employee contributions in relation to the Weekly Indemnity, CSDI Supplementation and the Non-Industrial Disability Supplement benefits.

NUMBER OF PENSION BENEFIT RECIPIENTS BY YEAR									
	PENSIONERS					SURVIVING SPOUSES			Total
	Normal/ Early	Dis- ability	In- Service	QDRO	Sub- total	Post- Retire	Pre- Retire	Sub- total	
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
2011	3,974	970	45	314	5,303	2,629	571	3,200	8,503
2012	4,076	964	36	331	5,407	2,581	584	3,165	8,572
2013	4,105	959	27	351	5,442	2,561	604	3,165	8,607
2014	4,113	950	26	365	5,454	2,517	613	3,130	8,584
2015	4,149	945	22	384	5,500	2,566	623	3,189	8,689
2016	4,192	968	17	402	5,579	2,526	630	3,156	8,735
2017	4,271	971	13	420	5,675	2,476	634	3,110	8,785

Tenure of the Agreement

The Plan runs concurrently with the 2014-2022 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.

Number of Pension Benefit Recipients



Tackling Health Care Fraud

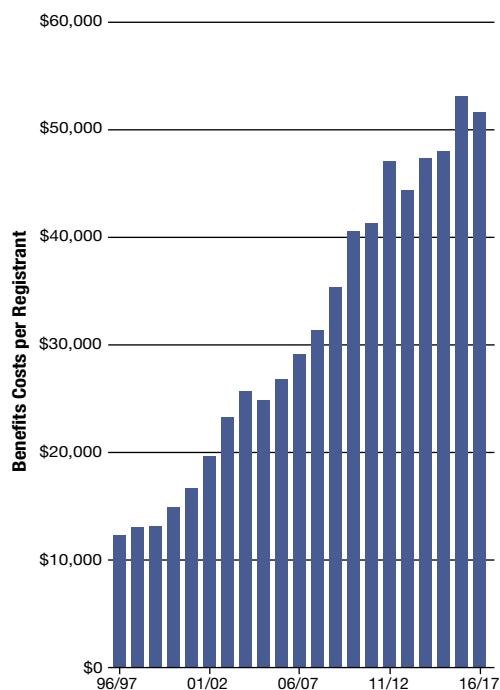
For a decade, employers have intensified their focus on the administration of the ILWU-PMA health plan. This included a switch to a new third-party administrator, which led to more rigorous review of medical bills and the identification of fraud, waste and abuse. As a result of these and other efforts, more than 70 providers have been excluded from billing the plan, and medical care costs are nearly 40 percent below what they would have been had they grown at the rate of health care inflation.

In addition, federal prosecutors have convicted several individuals for taking part in schemes to defraud this plan – schemes in which providers submitted bills for services not rendered, misrepresented procedures that should not have been covered, or sought compensation for services not rendered or which were not medically necessary.

The ILWU-PMA health plan is among the most generous health plans in the nation, with fully paid medical care with no employee premiums and only very limited deductibles. Prescription drugs are provided for \$1. Employers are committed to continuing to provide comprehensive health care benefits – and to ensuring that providers are accurately billing the plan only services that have been provided.

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 1997-2017



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 2016/2017 are divided by the count of active registrants at the end of 2016.

The ILWU-PMA Welfare Plan costs per active registrant dropped in 2017.

Eligibility 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.

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 as a minor port for Welfare Plan eligibility purposes since the disestablishment of Local 49 in Crescent City.



COSCO Himalayas, a 14,500-TEU ship, calls at the Port of Long Beach.

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.

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.

Payment for Benefit Coverage

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



VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:

2012	\$77,162,693
2013	\$79,094,729
2014	\$82,586,873
2015	\$87,453,712
2016	\$90,580,654
2017*	\$100,245,426

Includes payments for benefits, taxes, and administrative expenses

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

Source: Audited Financial Statements except for 2017

*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

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

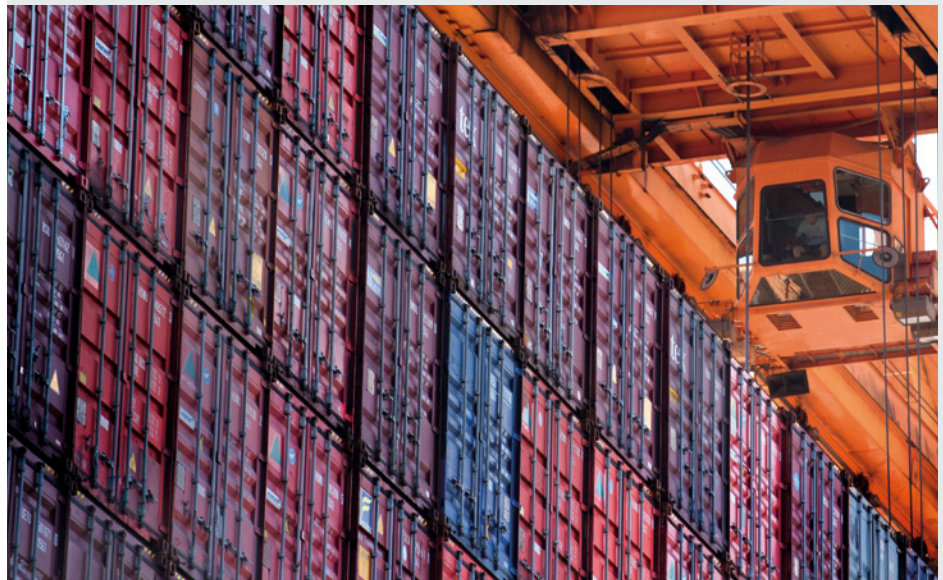
A Year of Service for vacation eligibility is a payroll year in which the registrant is credited with at least 800 combined hours paid and equivalenced hours of Pay Guarantee Plan payments. After registration, service in the Armed Forces of the United States is considered qualifying time.

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.

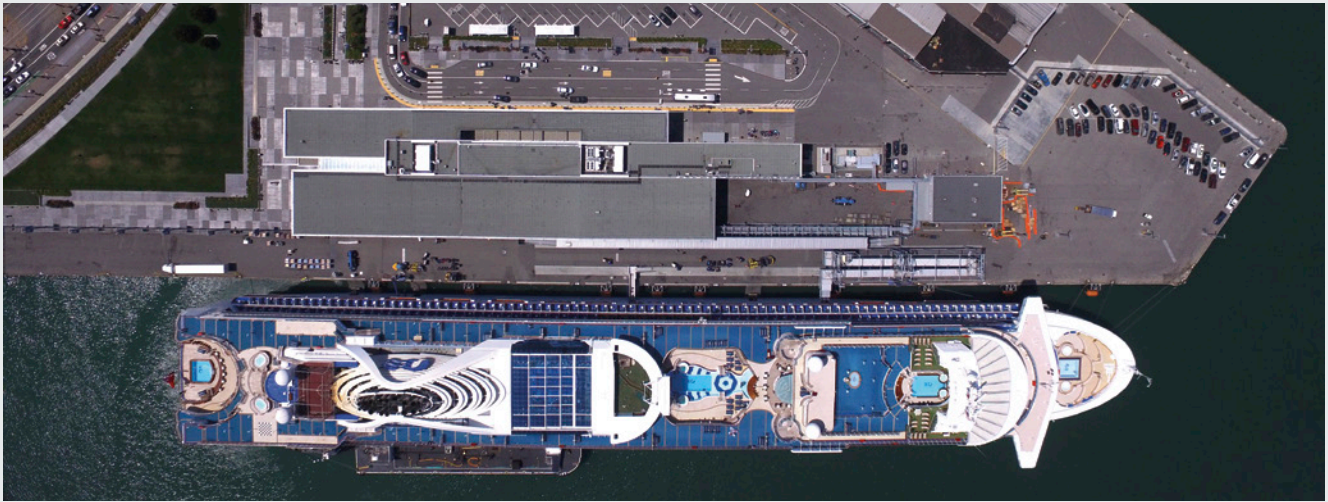
Continuous absence due to work-related injury for which an employee received Worker's Compensation is considered qualifying time. Temporary absence due to compensable temporary partial disability because of industrial illness or injury shall also be considered qualifying time.

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 1,975 in the previous payroll year, up to a maximum of 16 additional 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.



A member of ILWU Local 23 works a ship at the Port of Tacoma's Washington United Terminal.



Metro Cruise operations at the Port of San Francisco.

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.

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 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

2018

January	1	New Year's Day ¹
	15	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	19	Washington's Birthday
March	31	Cesar Chavez's Birthday ²
May	28	Memorial Day
July	4	Independence Day
	5	Bloody Thursday
	28	Harry Bridges' Birthday ²
September	3	Labor Day ¹
November	11	Veterans Day ²
	22	Thanksgiving Day ¹
December	24	Christmas Eve Day ¹
	25	Christmas Day ¹
	31	New Year's Eve Day ¹

2019

January	1	New Year's Day ¹
	21	Martin Luther King's Birthday
February	12	Lincoln's Birthday
	18	Washington's Birthday
March	31	Cesar Chavez's Birthday ²
May	27	Memorial Day

Holidays shown in blue are non-paid holidays. An employee who performs work on these non-paid holidays shall receive the over-time 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 3 to 0700 September 4, 0800 November 22 to 0700 November 23. 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, and Christmas Eve Day and New Year's Eve Day are early release days. The seven 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,

HOLIDAY PAYMENTS BY CONTRACT YEAR

Contract Year Ended June 30	
2013	\$50,370,116
2014	\$51,511,071
2015	\$52,123,280
2016	\$55,617,854
2017	\$59,177,911
Includes payments for benefits, taxes, and administrative expenses. Source: Audited Financial Statements	

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 2018 and for the first six months of 2019 are shown to the left.

Transporting Yang Ming cargo containers at the Port of Long Beach.



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 40-hour week at the basic straight time hourly wage (\$40.93 per hour for Class "A" longshore, effective July 1, 2017, or \$1,637.20 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 32-hour week (\$1,309.76).

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 PGP until after one year of registration.

The contingent PGP liability for registrants for 2017/2018 is \$30,000,000. 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



An Evergreen ship at the Port of Los Angeles.

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 foremen's plan guarantees weekly pay equivalent to a 40-hour week at the foreman straight time rate.

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 paychecks into the 401(k) Plan.

Effective January 1, 2016, the Plan offers a Roth contribution option.

Each year, the Employers contribute 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 qualifying hours paid by PMA member companies. The employer contributions 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.

PAY GUARANTEE PLAN BENEFITS AND EXPENSES

Contract Year Ended June 30

	Longshore and Clerks	Walking Bosses and Foremen
2013	\$3,333,050	\$183,492
2014	\$3,060,768	\$141,652
2015	\$2,750,791	\$167,316
2016	\$12,499,929	\$339,243
2017	\$9,811,767	\$223,621

Includes payments for benefits, taxes, and administrative expenses.
Data obtained from Audited Financial Statements.

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2013	\$21,074,048
2014	\$23,608,239
2015	\$21,132,030
2016	\$18,425,371
2017	\$17,492,802

CFS PROGRAM FUND

Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
2013	\$1,322,656	\$146,962	\$1,469,618
2014	\$1,492,412	\$165,807	\$1,658,219
2015	\$1,457,290	\$161,905	\$1,619,195
2016	\$1,777,822	\$197,516	\$1,975,338
2017	\$1,660,250	\$184,736	\$1,844,986

ITS conducts rail operations at the Port of Long Beach.

**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 \$120.00 per night for lodging and \$30.00 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
2013	\$3,786,646	\$32,098,436	\$35,885,082
2014	\$3,977,837	\$28,443,127	\$32,420,964
2015	\$4,294,656	\$29,454,950	\$33,749,606
2016	\$4,934,477	\$30,907,003	\$35,841,480
2017	\$5,240,562	\$31,975,905	\$37,216,467
2017 is based on unaudited financial report.			

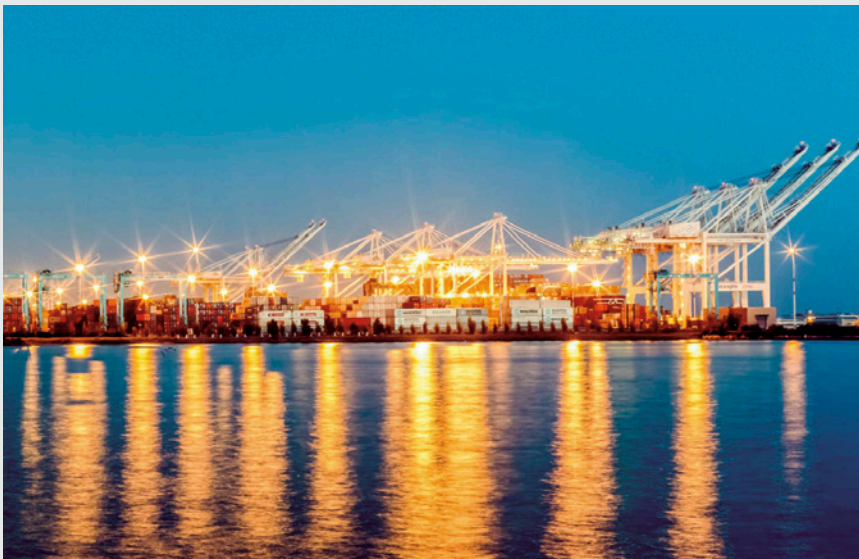
The personnel for each dispatching hall, with the exception of the Dispatchers, are appointed by the Joint Labor Relations Committee of each port. Dispatchers are selected by the Union through elections in which all candidates must be qualified according to standards prescribed and measured by the Joint 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, 2008 and 2014 contract negotiations maintained these dispatch hall costs.

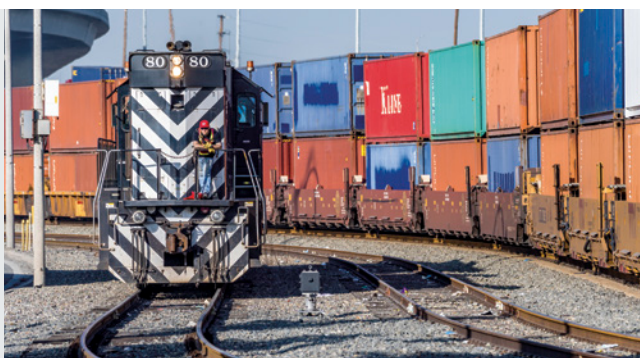


OICT at the Port of Oakland at night.



CMA CGM *Abraham Lincoln* calls at APL's Global Gateway South, Port of Los Angeles.

Industry Assessments 2017



Intermodal rail operations at the Port of Long Beach.

Assessments are levied on payroll hours and tonnage to fund the costs of collectively bargained fringe benefits and 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 in the years since, 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.

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.

PMA has kept assessment rates flat for four years.

Mount Rainier over Washington United Terminals at the Port of Tacoma.



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 figure. 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:

Calculation of Assessment Rates

Assessments are calculated based

Fiscal Year	Divisor
2007/2008	49,212,429
2008/2009	47,334,592
2009/2010	36,067,570
2010/2011	39,823,244
2011/2012	41,701,081
2012/2013	41,701,081
2013/2014	41,701,081
2014/2015	41,701,081
2016/2017	41,701,081
2017/2018	43,578,918

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, 43,578,918. 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.

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,

ASSESSMENT RATE HISTORY

	Hourly Assessment				Offshore and Intercoastal Assessment Rates – Benefits Plans							
	Benefits Plans	L/S and Clerk 401(k)	Walking Boss 401(k)	Steady Walking Bosses	Container RU/TEU	General Cargo	Lumber & Logs	Autos & Trucks	Bulk	CFS Fund RU/TEU	MCWO RU/TEU*	LA/LB Crane RU/TEU**
1985	\$6.74	–	–	–	\$14.549	\$0.856	\$0.856	\$0.069	\$0.017	\$1.301	–	–
1987	7.52	–	–	–	13.775	0.810	0.810	0.066	0.016	0.785	–	–
1989	7.52	–	–	–	13.762	0.783	0.783	0.063	0.016	0.798	–	–
1990	7.52	–	–	–	13.306	0.783	0.783	0.063	0.016	1.458	–	–
1991	7.52	–	–	–	12.674	0.746	0.746	0.060	0.015	1.014	–	–
1992	8.81	–	–	–	13.221	0.778	0.778	0.063	0.015	0.490	–	–
1993	10.01	–	–	–	14.790	0.870	0.870	0.070	0.017	0.350	–	–
1994	11.70	–	\$0.50	–	16.700	0.982	0.982	0.080	0.019	0.880	–	–
1995	9.30	–	0.50	–	9.790	0.576	0.576	0.047	\$0.011	0.660	–	–
1996	10.87	–	0.50	–	11.390	0.670	0.670	0.054	0.013	0.520	–	–
1997	11.53	–	2.00	–	9.980	0.587	0.587	0.048	0.012	0.100	–	–
1998	10.34	–	1.84	–	7.350	0.433	0.433	0.035	0.009	0.310	–	–
1999	10.34	\$1.00	3.84	–	7.350	0.433	0.433	0.035	0.009	0.310	–	–
2001	11.04	0.83	3.49	–	6.280	0.370	0.370	0.030	0.007	0.190	–	–
2002	13.11	0.84	3.49	–	12.120	0.713	0.713	0.058	0.014	–	–	–
2003	14.08	0.81	3.77	–	13.470	0.792	0.792	0.064	0.016	0.100	\$0.280	–
2004	15.62	0.82	3.82	–	13.650	0.803	0.803	0.065	0.016	0.120	–	–
2005	15.71	0.87	1.35	–	14.790	0.870	0.870	0.700	0.017	0.090	–	–
2006	15.96	0.88	3.65	–	14.180	0.834	0.834	0.068	0.017	0.050	–	–
2007	17.72	0.88	3.04	–	16.460	0.968	0.968	0.078	0.019	0.040	–	–
2008	19.99	0.90	3.67	–	18.440	1.085	1.085	0.088	0.021	0.120	0.160	–
2009	27.01	1.14	4.95	–	24.400	1.435	1.435	0.116	0.028	0.080	1.440	–
2010	27.94	0.77	3.55	–	24.910	1.465	1.465	0.119	0.029	0.080	–	–
2011	28.54	0.74	2.45	–	24.570	1.445	1.445	0.117	0.029	0.120	–	–
2012	28.85	1.00	3.87	–	25.680	1.510	1.510	0.122	0.030	0.040	–	–
2013	33.98	0.92	3.38	–	29.380	1.728	1.728	0.140	0.034	0.050	0.120	–
2014	33.98	0.92	3.38	–	29.380	1.728	1.728	0.140	0.034	0.050	0.120	–
2015	34.16	0.78	2.93	6.06	29.260	1.721	1.721	0.139	0.034	0.100	0.240	\$0.050
2016	34.03	0.88	3.04	6.06	28.150	1.656	1.656	0.134	0.033	0.300	0.630	0.020
2017	\$34.06	\$0.87	\$2.76	\$5.86	\$28.700	\$1.688	\$1.688	\$0.137	\$0.033	\$0.120	\$0.380	\$0.130

The chart above shows the history of assessment rates beginning after the significant 1983 revisions. Initially, only the Welfare and Vacation Plans were included. Effective 2/23/85 the Holiday Plan was also included. Coastwise rates for all affected plans were established on 9/28/91.

* Marine Clerk Work Opportunity ** LA/LB Crane Board Make Whole

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 to replace a paper-based reporting system. The Internet tonnage reporting system provides additional features such as automatic conversion from metric to common U.S. measurement and automatic container box conversion to twenty-foot equivalent units (TEUs). The metric conversion was particularly important 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 their outside length in feet, specifically 20', 24', 35', 40', 45', 48' and 53'. 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 origin to 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.

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.



Heavy lift operations being conducted at the Port of Anacortes.

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, when such cargoes are present.



Hyundai Tokyo works at the Port of Los Angeles.

Statistical Information 2017

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 matters.

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 Coast ports, see the PMA website, www.pmanet.org.



MSC *Katie* at 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 2017 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.

2017	TOTAL REVENUE TONNAGE				CONTAINERS				GENERAL CARGO			
	Total	% of Coast	Chg from 2016	% Loaded: % Discharged	Total (TEUs)	% of Coast	Chg from 2016	% Loaded: % Discharged	Total	% of Coast	Chg from 2016	% Loaded: % Discharged

SOUTHERN CALIFORNIA

San Diego	5,193,483	1.4%	-13.4%	12.4 : 87.6	67,514	0.4%	-5.7%	4.3 : 95.7	108,992	1.7%	1.2%	44.2 : 55.8
Long Beach	103,859,704	28.2%	8.5%	32.0 : 68.0	5,332,731	32.3%	7.3%	27.5 : 72.5	806,844	12.4%	42.2%	14.0 : 86.0
Los Angeles	119,120,150	32.4%	4.5%	28.4 : 71.6	6,613,784	40.0%	4.1%	28.8 : 71.2	2,424,447	37.1%	-2.4%	0.1 : 99.9
Port Hueneme	5,910,638	1.6%	9.4%	9.7 : 90.3	73,141	0.4%	19.5%	17.2 : 82.8	503,512	7.7%	1.4%	7.3 : 92.7
AREA TOTAL	234,083,975	63.6%	5.9%	29.1 : 70.9	12,087,170	73.1%	5.5%	28.0 : 72.0	3,843,795	58.9%	5.1%	5.2 : 94.8

NORTHERN CALIFORNIA

San Francisco	767,728	0.2%	26.3%	- : 100.0	-	-	-	- : -	-	-	-100.0%	- : -
Redwood City	1,470,194	0.4%	13.8%	5.3 : 94.7	-	-	-	- : -	-	-	-	- : -
Oakland	31,388,435	8.5%	0.9%	50.5 : 49.5	1,835,496	11.1%	1.0%	50.4 : 49.6	15,225	0.2%	11.2%	68 : 32.0
Richmond	1,862,739	0.5%	-1.3%	1.6 : 98.4	-	-	-100.0%	- : -	-	-	-	- : -
Crockett	587,900	0.2%	15.5%	- : 100.0	-	-	-	- : -	1,630	<0.1%	100.0%	- : 100
Benicia	2,332,111	0.6%	11.5%	- : 100.0	-	-	-	- : -	-	-	-	- : -
Port Chicago	60,280	<0.1%	320.2%	58.4 : 41.6	3,523	<0.1%	381.9%	58.8 : 41.2	389	<0.1%	-43.9%	- : 100.0
Stockton	3,617,280	1.0%	28.3%	51.2 : 48.8	1,312	<0.1%	21766.7%	5.0 : 95.0	390,627	6.0%	-31.1%	21.5 : 78.5
West Sacramento	672,152	0.2%	11.3%	21.8 : 78.2	-	-	-	- : -	258,808	4.0%	12.9%	56.6 : 43.4
Eureka	236,006	0.1%	86.7%	95.0 : 5.0	-	-	-	- : -	-	-	-	- : -
AREA TOTAL	42,994,825	11.7%	4.7%	42.4 : 57.6	1,840,331	11.1%	1.2%	50.4 : 49.6	666,679	10.2%	-17.7%	36.1 : 63.9

PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

North Bend / Coos Bay	1,819,420	0.5%	6.4%	94.6 : 5.4	-	-	-	- : -	12,653	0.2%	98.0%	36.8 : 63.2
Portland	12,184,477	3.3%	25.1%	58.2 : 41.8	-	-	-100.0%	- : -	-	-	-100.0%	- : -
Vancouver	2,866,445	0.8%	4.3%	29.0 : 71.0	-	-	-100.0%	- : -	863,048	13.2%	8.3%	8.9 : 91.1
Kalama	14,070,546	3.8%	-1.2%	98.2 : 1.8	-	-	-	- : -	265,163	4.1%	-22.0%	4.3 : 95.7
Rainier	162,898	<0.1%	-10.1%	94.0 : 6.0	5,536	<0.1%	-12.6%	92.5 : 7.5	35,086	0.5%	-15.6%	92.5 : 7.5
Longview	2,849,708	0.8%	13.6%	84.7 : 15.3	-	-	-100.0%	- : -	129,300	2.0%	-9.1%	43.1 : 56.9
Astoria	96,297	<0.1%	13.5%	80.6 : 19.4	-	-	-	- : -	-	-	-	- : -
AREA TOTAL	34,049,791	9.3%	9.1%	76.7 : 23.3	5,536	<0.1%	-40.6%	92.5 : 7.5	1,305,250	20.0%	-2.8%	13.9 : 86.1

PACIFIC NORTHWEST: WASHINGTON

Aberdeen/Grays Harbor	3,073,100	0.8%	11.4%	80.3 : 19.7	-	-	-	- : -	32,484	0.5%	297.6%	59.5 : 40.5
Olympia	222,618	0.1%	-21.4%	85.0 : 15.0	-	-	-	- : -	1,164	-	-86.0%	100 : -
Tacoma	34,697,159	9.4%	-9.1%	52.8 : 47.2	1,551,837	9.4%	-11.3%	47.1 : 52.9	625,293	9.6%	15.9%	16.9 : 83.1
Seattle	17,847,731	4.9%	17.9%	43.7 : 56.3	1,040,961	6.3%	18.4%	43.7 : 56.3	10,143	0.2%	-71.9%	35.8 : 64.2
Everett	306,065	0.1%	47.2%	36.0 : 64.0	7,435	<0.1%	6.7%	26.6 : 73.4	41,298	0.6%	101.3%	65.4 : 34.6
Port Angeles	162,228	<0.1%	15.1%	90.8 : 9.2	-	-	-100.0%	- : -	-	-	-	- : -
Anacortes	253,097	0.1%	-47.9%	99.7 : 0.3	-	-	-	- : -	653	<0.1%	422.4%	- : 100.0
Bellingham	4,093	<0.1%	478.1%	- : 100.0	-	-	-	- : -	-	-	-100.0%	- : -
AREA TOTAL	56,566,091	15.4%	-1%	51.7 : 48.3	2,600,233	15.7%	-1.4%	45.7 : 54.3	711,035	10.9%	15.9%	22.1 : 77.9
COAST TOTAL	367,694,682	100.0%	4.9%	38.6 : 61.4	16,533,270	100.0%	3.8%	33.3 : 66.7	6,526,759	100.0%	1.6%	11.9 : 88.1

Revenue Tonnage Loaded and Discharged by Port

— CONTINUED

Total
tonnage
reported for
the port.

Chg from 2016
shows the percent
2017 tonnage
changed from
2016 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 dis-
charged. 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 dis-
charged coastwise cargo.

LUMBER & LOGS

AUTOMOBILES AND TRUCKS

BULK CARGO

Total	% of Coast	Chg from 2016	% Loaded: % Discharged	Total	% of Coast	Chg from 2016	% Loaded: % Discharged	Total	% of Coast	Chg from 2016	% Loaded: % Discharged	2017
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SOUTHERN CALIFORNIA

—	—	—	— : —	3,842,208	14.1%	-15.8%	13.9 : 86.1	94,545	0.2%	-16.5%	10.8 : 89.2	San Diego
149,649	8.8%	-6.6%	— : 100.0	3,634,769	13.3%	4.2%	9.9 : 90.1	8,612,015	16.9%	22.4%	90.6 : 9.4	Long Beach
—	—	—	— : —	3,164,764	11.6%	23.1%	8.5 : 91.5	1,096,611	2.1%	22.9%	100.0 : —	Los Angeles
—	—	—	— : —	3,959,844	14.5%	8.2%	8.2 : 91.8	203,885	0.4%	-0.8%	— : 100.0	Port Hueneme
149,649	8.8%	-6.6%	0.0 : 100	14,601,585	53.5%	2.2%	10.2 : 89.8	10,007,056	19.6%	21.3%	89.0 : 11.0	AREA TOTAL

NORTHERN CALIFORNIA

—	—	—	— : —	336,924	1.2%	427.3%	— : 100.0	430,804	0.8%	-20.8%	— : 100.0	San Francisco
—	—	—	— : —	—	—	—	— : —	1,470,194	2.9%	13.8%	5.3 : 94.7	Redwood City
—	—	—	— : —	169,778	0.6%	-11.2%	71.3 : 28.7	—	—	—	— : —	Oakland
—	—	—	— : —	1,318,148	4.8%	-10.9%	— : 100.0	544,591	1.1%	39.3%	5.3 : 94.7	Richmond
3,944	0.2%	-28.6%	— : 100.0	—	—	—	— : —	582,326	1.1%	15.7%	— : 100.0	Crockett
—	—	—	— : —	2,332,111	8.5%	11.5%	— : 100.0	—	—	—	— : —	Benicia
—	—	—	— : —	—	—	-100.0%	— : —	—	—	—	— : —	Port Chicago
—	—	—	— : —	—	—	—	— : —	3,204,349	6.3%	42.2%	55.1 : 44.9	Stockton
—	—	—	— : —	—	—	—	— : —	413,344	0.8%	10.3%	— : 100.0	West Sacramento
—	—	-100.0	— : —	—	—	—	— : —	236,006	0.5%	94.9%	95.0 : 5.0	Eureka
3,944	0.2%	-63.5%	0.0 : 100	4,156,961	15.2%	8.6%	2.9 : 97.1	6,881,614	13.5%	25.6%	30.5 : 69.5	AREA TOTAL

PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

88,628	5.2%	-23.0%	98.8 : 1.2	—	—	—	— : —	1,718,139	3.4%	8.2%	94.8 : 5.2	North Bend / Coos Bay
—	—	—	— : —	4,091,938	15.0%	12.4%	31.7 : 68.3	8,092,539	15.8%	33.6%	71.6 : 28.4	Portland
—	—	—	— : —	1,061,697	3.9%	1.8%	— : 100.0	941,700	1.8%	6.4%	80.1 : 19.9	Vancouver
—	—	—	— : —	—	—	—	— : —	13,805,383	27.0%	-0.7%	100.0 : —	Kalama
33,700	2.0%	5.3%	99.9 : 0.1	—	—	—	— : —	—	—	—	— : —	Rainier
818,808	48.3%	-9.3%	98.8 : 1.2	—	—	—	— : —	1,901,600	3.7%	30.0%	81.5 : 18.5	Longview
96,297	5.7%	13.5%	80.6 : 19.4	—	—	—	— : —	—	—	—	— : —	Astoria
1,037,433	61.2%	-8.6%	97.1 : 2.9	5,153,635	18.9%	10.1%	25.2 : 74.8	26,459,361	51.7%	10.7%	88.9 : 11.1	AREA TOTAL

PACIFIC NORTHWEST: WASHINGTON

58,785	3.5%	31.1%	100.0 : —	922,128	3.4%	28.7%	50.6 : 49.4	2,059,703	4.0%	3.5	93.4 : 6.6	Aberdeen / Grays Harbor
197,551	11.7%	-17.1%	95.0 : 5.0	—	—	—	— : —	23,903	<0.1%	-35.1	1.6 : 98.4	Olympia
49,080	2.9%	0.6%	100.0 : —	2,314,488	8.5%	-7.7%	16.5 : 83.5	5,327,069	10.4%	0.5	100.0 : —	Tacoma
—	—	—	— : —	121,359	0.4%	-6.8%	40.8 : 59.2	19,892	<0.1%	-7.7	— : 100.0	Seattle
35,325	2.1%	10.2%	100.0 : —	28,687	0.1%	100.0%	49.9 : 50.1	74,360	0.1%	101.1	— : 100.0	Everett
162,228	9.6%	17.5%	90.8 : 9.2	—	—	—	— : —	—	—	—	— : —	Port Angeles
—	—	—	— : —	—	—	—	— : —	252,444	0.5%	-48.0	100.0 : —	Anacortes
—	—	—	— : —	—	—	—	— : —	4,093	<0.1%	100.0	— : 100.0	Bellingham
502,969	29.8%	0.2%	95.1 : 4.9	3,386,662	12.4%	1.0%	27.0 : 73.0	7,761,464	15.2%	-1.4	96.7 : 3.3	AREA TOTAL
1,693,995	100.0%	-6.3%	87.7 : 12.3	27,298,843	100.0%	4.4%	14.0 : 86.0	51,109,495	100.0%	12.3	82.3 : 17.7	COAST TOTAL

Container Box Counts

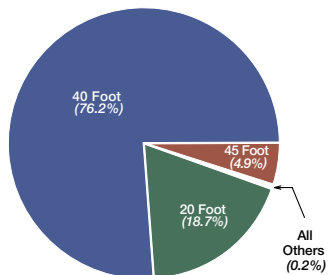
In January 2000, PMA began collecting container counts by box length. Data are reported in seven different box sizes: 20, 24, 35, 40, 45, 48 and 53-foot lengths. These tables show the counts for the most common three lengths and a total for all containers. Containers are divided into two categories: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

2017

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.

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	428,296	144,936	573,232	1,629,335	629,422	2,258,757	81,113	33,755	114,868	2,143,264	808,114	2,951,378	71.2%	5,361,536
Empty	1,145	213,690	214,835	18,929	890,367	909,296	7,773	60,657	68,430	31,326	1,165,020	1,196,346	28.8%	2,197,540
TOTAL	429,441	358,626	788,067	1,648,264	1,519,789	3,168,053	88,886	94,412	183,298	2,174,590	1,973,134	4,147,724	100.0%	7,559,076
Los Angeles														
Cargo Bearing	439,006	196,262	635,268	1,985,859	807,040	2,792,899	129,978	43,249	173,227	2,559,496	1,046,582	3,606,078	71.2%	6,623,739
Empty	1,806	230,050	231,856	39,915	1,080,138	1,120,053	17,804	86,949	104,753	62,250	1,397,324	1,459,574	28.8%	2,715,633
TOTAL	440,812	426,312	867,124	2,025,774	1,887,178	3,912,952	147,782	130,198	277,980	2,621,746	2,443,906	5,065,652	100.0%	9,339,372
Oakland														
Cargo Bearing	149,181	109,119	258,300	367,158	402,065	769,223	18,850	11,080	29,930	535,201	522,303	1,057,504	77.4%	1,864,475
Empty	8,969	55,486	64,455	89,903	130,620	220,523	6,607	17,765	24,372	105,555	204,012	309,567	22.6%	560,957
TOTAL	158,150	164,605	322,755	457,061	532,685	989,746	25,457	28,845	54,302	640,756	726,315	1,367,071	100.0%	2,425,432
Tacoma														
Cargo Bearing	88,694	45,103	133,797	352,377	332,194	684,571	21,225	13,448	34,673	462,296	390,745	853,041	80.4%	1,581,166
Empty	312	34,281	34,593	57,308	88,958	146,266	9,514	17,885	27,399	67,377	141,184	208,561	19.6%	389,616
TOTAL	89,006	79,384	168,390	409,685	421,152	830,837	30,739	31,333	62,072	529,673	531,929	1,061,602	100.0%	1,970,782
Seattle														
Cargo Bearing	80,253	47,949	128,202	241,408	202,634	444,042	12,918	2,469	15,387	334,660	254,707	589,367	75.1%	1,053,112
Empty	2,961	30,945	33,906	41,796	104,118	145,914	863	12,814	13,677	47,328	147,928	195,256	24.9%	358,775
TOTAL	83,214	78,894	162,108	283,204	306,752	589,956	13,781	15,283	29,064	381,988	402,635	784,623	100.0%	1,411,887
All Others														
Cargo Bearing	36,467	9,852	46,319	46,665	7,198	53,863	1,772	91	1,863	84,930	17,417	102,347	73.9%	158,601
Empty	1,036	41	1,077	3,097	30,952	34,049	201	571	772	4,639	31,564	36,203	26.1%	71,279
TOTAL	37,503	9,893	47,396	49,762	38,150	87,912	1,973	662	2,635	89,569	48,981	138,550	100.0%	229,880
COAST TOTALS														
Cargo Bearing	1,221,897	553,221	1,775,118	4,622,802	2,380,553	7,003,355	265,856	104,092	369,948	6,119,847	3,039,868	9,159,715	72.9%	16,642,629
Empty	16,229	564,493	580,722	250,948	2,325,153	2,576,101	42,762	196,641	239,403	318,475	3,087,032	3,405,507	27.1%	6,293,800
TOTAL	1,238,126	1,117,714	2,355,840	4,873,750	4,705,706	9,579,456	308,618	300,733	609,351	6,438,322	6,126,900	12,565,222	100.0%	22,936,429
% of Total	9.8%	8.9%	18.7%	38.8%	37.4%	76.2%	2.5%	2.4%	4.9%	51.2%	48.8%	100.00%	-	-

2017 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.

2017

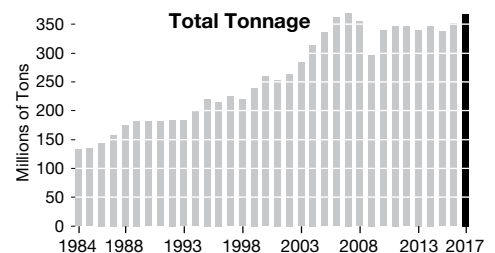
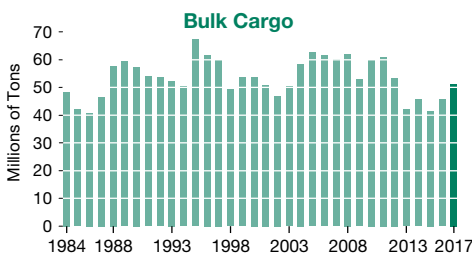
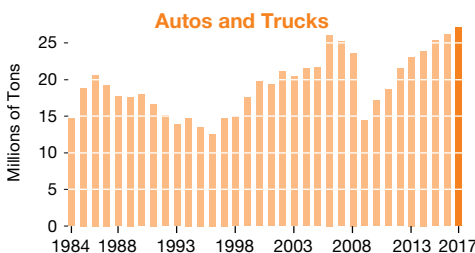
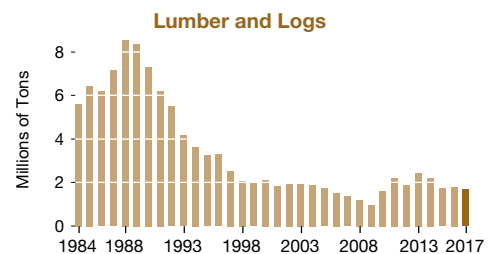
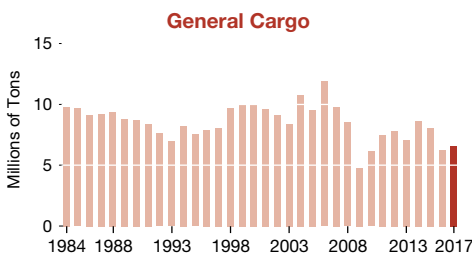
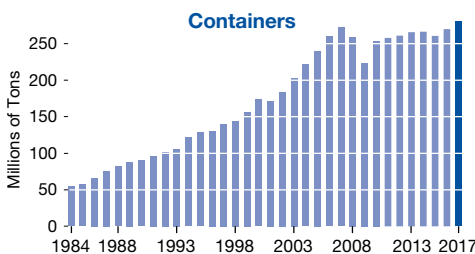
CELL-TO-CELL CELL-DOCK-CELL

Oakland	5	824
Northern California Total	5	824
Long Beach	6	7,858
Los Angeles	10	19,964
Southern California Total	16	27,822
Seattle	15	1,292
Tacoma	144	16,220
Washington Total	159	17,512
Portland	-	-
Oregon Total	-	-
COAST TOTAL	180	46,158

West Coast Waterborne Revenue Tonnage

Waterborne revenue tonnage moving through California, Oregon, and Washington Ports since 1984. Beginning that year containerized cargo was no longer reported as revenue tonnage, but was reported as 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
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	253,907,002	75.0%	6,127,071	1.8%	1,614,848	0.5%	17,209,194	5.1%	59,901,433	17.7%	338,759,548
2011	257,830,857	74.3%	7,481,472	2.2%	2,201,076	0.6%	18,624,177	5.4%	60,900,976	17.5%	347,038,558
2012	261,278,474	75.6%	7,811,593	2.3%	1,880,366	0.5%	21,537,026	6.2%	53,393,461	15.4%	345,900,920
2013	265,762,513	78.1%	7,089,846	2.1%	2,457,682	0.7%	23,111,593	6.8%	41,979,907	12.3%	340,401,541
2014	266,244,922	76.8%	8,644,263	2.5%	2,215,248	0.6%	23,912,894	6.9%	45,784,337	13.2%	346,801,664
2015	260,444,726	77.3%	8,029,054	2.4%	1,729,530	0.5%	25,293,258	7.5%	41,556,263	12.3%	337,052,831
2016	270,647,293	77.2%	6,423,796	1.8%	1,808,034	0.5%	26,147,015	7.5%	45,493,708	13.0%	350,519,846
2017	281,065,590	76.4%	6,526,759	1.8%	1,693,995	0.5%	27,298,843	7.4%	51,109,495	13.9%	367,694,682



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 86.8% of the total coast tonnage in 2017 and 99.1% of the containerized cargo.

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.

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

	2017		2016		2015		2014		2013	
	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	3,634,769	13.3%	3,489,912	13.4%	3,653,575	14.4%	3,396,584	14.2%	3,369,222	14.6%
Bulk Cargo	8,612,015	16.9%	7,037,847	15.5%	6,980,352	16.8%	9,339,263	20.4%	9,722,837	23.2%
Containerized Cargo	5,332,731	32.3%	4,969,817	31.2%	5,151,773	33.6%	5,128,955	32.8%	5,140,273	32.9%
General Cargo	806,844	12.4%	567,368	8.8%	581,537	7.2%	558,787	6.5%	503,716	7.1%
Logs and Lumber	149,649	8.8%	160,230	8.9%	141,958	8.2%	125,508	5.7%	97,510	4.0%
Port Total:	103,859,704	28.3%	95,742,246	27.3%	98,937,563	29.4%	100,612,377	29.0%	101,077,926	29.7%
LOS ANGELES										
Automobiles and Trucks	3,164,764	11.6%	2,571,894	9.8%	2,251,639	8.9%	1,708,672	7.2%	2,201,359	9.5%
Bulk Cargo	1,096,611	2.2%	892,049	2.0%	1,184,281	2.9%	841,889	1.8%	1,274,214	3.0%
Containerized Cargo	6,613,784	40.0%	6,352,573	40.0%	5,837,716	38.1%	6,104,955	39.0%	5,889,239	37.7%
General Cargo	2,424,447	37.2%	2,485,052	38.7%	3,185,438	39.7%	3,493,221	40.4%	2,581,259	36.4%
Port Total:	119,120,150	32.4%	113,942,736	32.5%	105,862,530	31.4%	109,828,017	31.7%	106,173,895	31.2%
OAKLAND										
Automobiles and Trucks	169,778	0.6%	191,270	0.7%	181,090	0.7%	276,300	1.2%	308,581	1.3%
Containerized Cargo	1,835,496	11.1%	1,817,377	11.4%	1,695,872	11.1%	1,779,849	11.4%	1,799,040	11.5%
General Cargo	15,225	0.2%	13,691	0.2%	9,325	0.1%	6,686	0.1%	13,803	0.2%
Port Total:	31,388,435	8.5%	31,100,370	8.9%	29,020,239	8.6%	30,540,419	8.8%	30,906,064	9.1%
PORTLAND										
Automobiles and Trucks	4,091,938	15.0%	3,639,485	13.9%	3,245,825	12.8%	3,177,993	13.3%	2,987,992	12.9%
Bulk Cargo	8,092,539	15.8%	6,059,105	13.3%	6,192,789	14.9%	8,479,081	18.5%	7,115,048	17.0%
Containerized Cargo	-	0.0%	1,687	<0.1%	16,457	0.1%	130,094	0.8%	151,564	1.0%
General Cargo	-	0.0%	15,974	0.3%	79,826	1.0%	704,316	8.2%	891,452	12.6%
Port Total:	12,184,477	3.3%	9,743,243	2.8%	9,798,209	2.9%	14,572,988	4.2%	13,571,080	4.0%
TACOMA										
Automobiles and Trucks	2,314,488	8.5%	2,507,904	9.6%	2,670,728	10.6%	2,661,783	11.1%	2,372,091	10.3%
Bulk Cargo	5,327,069	10.4%	5,298,282	11.7%	3,331,035	8.0%	5,125,856	11.2%	3,492,726	8.3%
Containerized Cargo	1,551,837	9.4%	1,750,502	11.0%	1,607,555	10.5%	1,551,760	9.9%	1,483,509	9.5%
General Cargo	625,293	9.6%	539,283	8.4%	748,366	9.3%	682,392	7.9%	650,339	9.2%
Logs and Lumber	49,080	2.9%	48,780	2.7%	70,855	4.1%	85,854	3.9%	126,380	5.1%
Port Total:	34,697,159	9.4%	38,152,783	10.9%	34,149,419	10.1%	34,935,805	10.1%	31,861,189	9.4%
SEATTLE										
Automobiles and Trucks	121,359	0.4%	130,236	0.5%	112,288	0.4%	82,229	0.3%	103,597	0.4%
Bulk Cargo	19,892	<0.1%	21,541	<0.1%	24,843	0.1%	22,061	0.1%	16,552	<0.1%
Containerized Cargo	1,040,961	6.3%	879,198	5.5%	866,743	5.7%	835,120	5.3%	1,049,838	6.7%
General Cargo	10,143	0.2%	36,141	0.6%	34,387	0.4%	120,496	1.4%	136,568	1.9%
Port Total:	17,847,731	4.9%	15,134,284	4.3%	14,906,149	4.4%	14,421,826	4.2%	18,103,963	5.3%
ALL OTHER PORTS										
Automobiles and Trucks	13,801,747	50.6%	13,616,314	52.1%	13,178,113	52.1%	12,609,333	52.7%	11,768,751	50.9%
Bulk Cargo	27,961,369	54.7%	26,184,884	57.5%	23,842,963	57.4%	21,976,187	48.0%	20,358,530	48.5%
Containerized Cargo	158,461	0.9%	149,275	0.9%	144,162	0.9%	130,733	0.8%	119,626	0.8%
General Cargo	2,644,807	40.4%	2,766,287	43.0%	3,390,175	42.2%	3,078,365	35.6%	2,312,709	32.6%
Logs and Lumber	1,495,266	88.3%	1,599,024	88.4%	1,516,717	87.7%	2,003,886	90.5%	2,233,792	90.9%
Port Total:	48,597,026	13.2%	46,704,184	13.3%	44,378,722	13.2%	41,890,232	12.1%	38,707,424	11.4%
COAST TOTALS										
Automobiles and Trucks	27,298,843		26,147,015		25,293,258		23,912,894		23,111,593	
Bulk Cargo	51,109,495		45,493,708		41,556,263		45,784,337		41,979,907	
Containerized Cargo	16,533,270		15,920,429		15,320,278		15,661,466		15,633,089	
General Cargo	6,526,759		6,423,796		8,029,054		8,644,263		7,089,846	
Logs and Lumber	1,693,995		1,808,034		1,729,530		2,215,248		2,457,682	
Coast Total:	367,694,682		350,519,846		337,052,831		346,801,664		340,401,541	

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**, show 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.

Year	1 or More Hours			1600 or More Hours		2000 or More Hours		2400 or More Hours		2800 or More Hours		
	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

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
2011	9,652	1,924	96,272	66.5	117,183	46.1	129,392	26.4	145,937	13.4	3,170	162,878
2012	10,198	1,919	98,806	66.7	119,723	44.8	132,946	25.9	150,067	13.0	3,173	167,649
2013	9,985	1,906	101,262	66.1	123,835	44.7	137,253	25.6	155,495	12.9	3,197	174,712
2014	9,747	2,048	112,554	70.9	134,451	52.9	146,517	33.2	162,555	18.1	3,242	180,845
2015*	9,515	2,034	114,973	70.2	138,286	52.6	150,551	33.2	166,867	17.6	3,241	185,510
2016	9,347	1,999	117,029	68.3	142,589	50.6	155,591	31.9	172,986	17.2	3,235	191,589
2017	9,409	2,062	\$125,143	70.5%	\$150,114	52.9%	\$163,481	34.6%	\$180,495	19.4%	3,266	\$199,236

CLASS "A" CLERKS

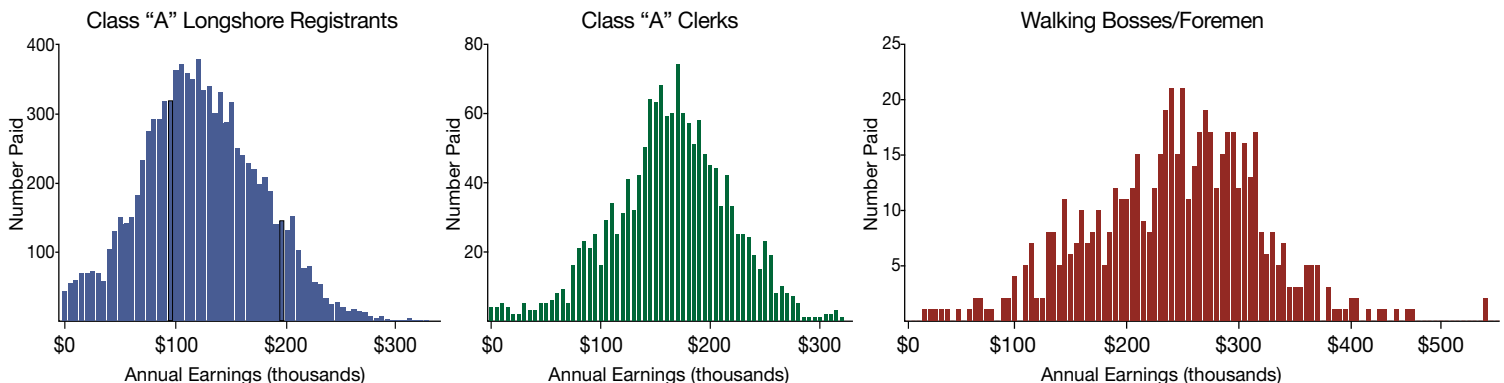
2008	1,897	2,566	\$128,996	86.3%	\$140,542	76.9%	\$146,113	61.5%	\$154,597	42.3%	3,334	\$166,435
2009*	1,757	2,241	112,907	81.1	126,896	68.1	133,241	48.7	141,917	22.5	3,140	158,330
2010	1,681	2,352	120,955	83.9	133,755	71.9	140,453	54.1	149,563	28.9	3,215	165,951
2011	1,669	2,413	127,724	85.3	139,446	73.5	146,162	55.0	156,081	31.1	3,255	172,112
2012	1,637	2,415	131,222	85.7	142,815	73.2	149,800	54.4	160,446	30.9	3,245	175,481
2013	1,653	2,472	137,519	88.2	147,548	75.9	154,842	57.3	165,073	33.9	3,242	180,110
2014	1,574	2,539	146,160	86.8	158,554	76.7	165,202	60.5	175,259	40.9	3,293	188,376
2015*	1,638	2,532	149,842	84.9	165,015	75.6	171,682	59.5	182,615	41.2	3,333	196,189
2016	1,639	2,564	156,054	87.5	169,055	78.9	175,385	61.4	186,864	42.0	3,315	201,055
2017	1,535	2,639	\$166,449	88.2%	\$178,943	78.9%	\$186,461	64.9%	\$195,889	46.6%	3,342	\$209,555

WALKING BOSSES/FOREMEN

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
2011	637	2,843	185,680	93.1	193,447	86.8	198,260	76.8	204,888	55.4	3,380	217,786
2012	613	2,842	193,892	94.1	200,483	86.1	206,675	73.6	215,095	55.3	3,383	226,064
2013	598	2,883	201,633	93.5	209,293	88.8	213,120	76.3	221,722	57.4	3,404	233,727
2014	574	2,978	215,834	92.9	225,294	88.0	230,003	77.4	238,412	63.1	3,485	248,662
2015*	569	2,850	225,846	91.2	238,726	87.2	243,319	77.0	252,289	59.8	3,365	265,585
2016	551	2,787	237,686	92.2	249,602	85.3	257,557	74.4	268,155	50.3	3,376	289,193
2017	584	2,864	\$245,840	92.6%	\$257,367	86.8%	\$264,509	76.4%	\$276,143	56.3%	3,415	\$292,744

*Data from 2009 and 2015 have been annualized to 52 weeks to allow comparison with other years. 2009 and 2015 were 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2017 ANNUAL EARNINGS (grouped in \$5,000 increments)



Hours and Wage Breakdown

The following data show a breakdown of waterfront hours and wages, in order to better illustrate the manner in which ILWU workers are paid. The tables below show the impact of skill bonuses, shift differentials and overtime pay, which together account for more than 90 percent of all hours being paid at greater than the \$40.93 basic rate. Further, pay guarantees ensure that many workers are paid for significantly more than 2,000 hours per year, regardless of whether those hours are all worked.

HOURS AND WAGES BY SHIFT

	HOURS [†]		WAGES	
	Straight Time	Overtime	TOTAL	Average Hourly Rate [‡]
1st Shift	13,160,606	6,651,534	\$1,038,819,997	\$52.43
2nd Shift	8,141,716	4,033,195	744,410,328	\$61.14
3rd Shift	400,886	208,565	46,161,596	\$75.74
TOTAL	21,703,208	10,893,294	\$1,829,391,921	\$56.12

HOURS AND WAGES BY CATEGORY

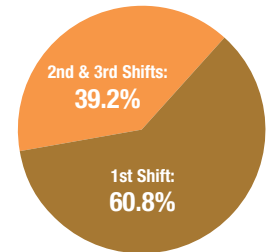
	HOURS [†]		WAGES	
	Straight Time	Overtime	TOTAL	Average Hourly Rate [‡]
Longshore				
Basic Wage	4,187,536	1,527,444	\$ 277,736,336	\$48.60
Skill Wage I	4,464,603	1,731,277	323,181,729	\$52.16
Skill Wage II	641,233	273,121	50,827,512	\$55.59
Skill Wage III	3,770,479	1,947,132	328,831,330	\$57.51
Mechanics*	2,694,941	1,381,907	247,236,753	\$60.64
Other	1,269,541	895,901	117,442,680	\$54.23
Total- Longshore	17,028,333	7,756,782	\$1,345,256,340	\$54.28
Clerk				
Basic Clerk	170,793	67,885	\$ 11,927,324	\$49.97
Clerk Supervisor	154,216	78,121	12,441,458	\$53.55
Kitchen/Tower/Computer	2,336,688	1,388,478	211,979,485	\$56.90
Chief Supervisor & Supercargo	800,746	693,153	90,681,151	\$60.70
Other	22,963	31,968	3,263,122	\$59.40
TOTAL- Clerk	3,485,406	2,259,605	\$330,292,540	\$57.49
Foreman				
Foremen 30%	1,174,401	861,166	\$ 151,626,107	\$74.49
Other	15,068	15,741	2,216,934	\$71.96
TOTAL- Foreman	1,189,469	876,907	\$153,843,041	\$74.45
TOTAL- ALL CATEGORIES	21,703,208	10,893,294	\$1,829,391,921	\$56.12

*Mechanics occupation codes are paid at a rate 20% or 30% above the Longshore Basic Rate.
[†]Hours paid exclude industry travel pay. [‡]The longshore basic rate is \$40.93 per hour.

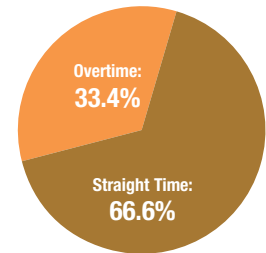
TYPES OF HOURS PAID

As shown in the pie charts, the vast majority of hours are paid at premium rates (overtime, shift differentials and/or skill rates). In fact, fewer than 10 percent of all hours are paid at the basic rate of \$40.93.

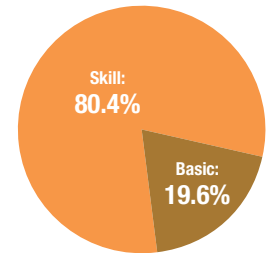
HOURS BY SHIFT



STRAIGHT TIME VS. OVERTIME HOURS



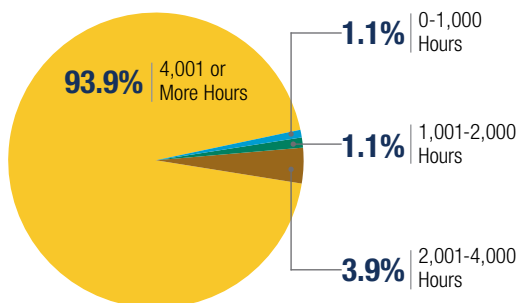
BASIC VS. SKILL HOURS



HOURS PAID BY EXPERIENCE LEVEL

Workers may quickly ascend to the highest experience level; after working a lifetime total of 4,000 hours, workers are then eligible for the highest experience rates on the wage table.

LIFETIME HOURS PAID	TOTAL 2017 HOURS	HOURLY# RATE RANGE
0-1,000 Hours	357,058	\$29.49 – \$63.52
1,001-2,000 Hours	360,647	\$30.49 – \$65.32
2,001-4,000 Hours	1,286,782	\$32.49 – \$68.92
4,001 or More Hours	30,592,015	\$40.93 – \$84.11
TOTAL	32,596,502	



Excluding mechanics, foremen and cargo penalties, all of which would increase these totals.

How does \$40.93 an hour add up to more than \$175,000 a year?

Unlike most workers, the wages earned by ILWU members are not solely determined by the basic longshore rate of \$40.93 per hour. In fact, more than 90 percent of all hours paid to registered workers in 2017 were subject to differentials or multipliers that enhance earnings significantly.

For example, 80 percent of all work includes skill bonuses ranging from \$2.40 to \$5.80 per hour. Evening and nighttime work – which totals 39 percent of all hours paid – is paid at rates of \$55 to \$75 per hour, not including overtime. Overtime work, including weekends and holidays, is paid at rates of \$61 to \$84 per hour and accounts for 33 percent of all hours paid. As a result, as shown in the chart above, the effective average rate for all hours paid is more than \$56 per hour.

Many ILWU workers are also paid well more than the 2,000 hours per year that is standard for full-time work. Clerks, steady foremen and steady crane drivers all receive minimum weekly pay guarantees of 50 hours or more. Roughly 41 percent of the workforce was paid 2,400 or more hours in 2017. ILWU workers also receive an average of more than \$6,000 a year in vacation pay, as well as 13 paid holidays.

A review of annual earnings, found on page 61, shows that full-time registered workers (those paid 2,000 hours or more) earn, on average, more than \$175,000 per year. For longshore registrants, the average is \$163,481. For clerks, it is \$186,461. And for foremen, it is \$264,509.

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.

Job Category	2017	2016	Percent Change from 2016	Percent of Category	Percent Paid to Casuals
LONGSHORE CATEGORIES					
Basic Rate - General	1,912,884	1,811,341	5.6%	7.7%	20.7%
- Lasher	1,376,117	1,275,691	7.9%	5.5%	14.6%
- Holdman	2,005,526	1,867,253	7.4%	8.1%	20.5%
- Auto Driver	420,453	406,534	3.4%	1.7%	48.0%
Skilled Wage I	428,211	397,431	7.7%	1.7%	8.6%
- Hatch Tender	159,727	144,830	10.3%	0.6%	3.8%
- Lift Truck Operator	147,561	151,198	-2.4%	0.6%	8.5%
- Skilled Holdman	191,367	199,668	-4.2%	0.8%	10.8%
- Tractor Driver	5,269,014	4,883,354	7.9%	21.3%	34.3%
Skilled Wage II	287,339	237,273	21.1%	1.2%	0.9%
- Crane Operator	181,657	189,262	-4.0%	0.7%	0.2%
- Heavy Lift/Payloader	445,358	445,355	0.0%	1.8%	2.1%
Skilled Wage III	1,389,240	1,289,840	7.7%	5.6%	0.0%
- Crane Gantry/Hammerhead	1,165,295	1,072,284	8.7%	4.7%	0.0%
- Top Handler/UTR	2,256,258	2,095,955	7.6%	9.1%	0.0%
- Transtainer	723,587	670,303	7.9%	2.9%	0.0%
- Straddle Carrier	183,231	196,459	-6.7%	0.7%	0.0%
CFS Agreement Rate	0	0	0.0%	0.0%	0.0%
Miscellaneous Dock - General	76,898	76,637	0.3%	0.3%	8.6%
- Mechanics	4,076,848	4,196,536	-2.9%	16.4%	0.7%
- Gear	519,354	525,524	-1.2%	2.1%	0.5%
- Lines	347,530	351,587	-1.2%	1.4%	0.4%
- Sweepers	198,634	187,182	6.1%	0.8%	2.9%
Joint Dispatch	236,388	235,472	0.4%	1.0%	0.0%
Member Company Agmts.	28,476	30,738	-7.4%	0.1%	1.1%
Grain/Whse/NonMember Agmts.	758,162	666,195	13.8%	3.1%	10.2%
Subtotal	24,785,115	23,603,902	5.0%	99.9%	13.0%
Travel Time	22,197	19,780	12.2%	0.1%	
TOTAL LONGSHORE HOURS	24,807,312	23,623,682	5.0%	100.0%	
CLERK CATEGORIES					
Basic Clerk	238,678	256,438	-6.9%	4.1%	28.7%
15% Skilled Wage	232,337	257,061	-9.6%	4.0%	6.7%
25% Skilled Wage	3,725,166	3,518,905	5.9%	64.6%	4.8%
Chief Supervisor	503,372	507,048	-0.7%	8.7%	0.0%
Supercargo	353,113	340,662	3.7%	6.1%	0.1%
Vessel Planner	233,692	237,216	-1.5%	4.1%	0.0%
Rail/Yard Planner	403,722	403,741	0.0%	7.0%	0.0%
CFS Agreement Clerk	920	818	12.5%	<0.1%	3.3%
Joint Dispatcher	54,011	53,350	3.1%	0.9%	0.0%
Subtotal	5,745,011	5,575,239	3.1%	99.6%	4.6%
Travel Time	25,023	24,148	3.6%	0.4%	
TOTAL CLERK HOURS	5,770,034	5,599,387	3.0%	100.0%	
FOREMAN CATEGORIES					
Foreman - 30%	2,035,567	1,917,317	6.2%	98.0%	0.0%
CFS Agreement Foreman	6,606	6,544	0.9%	0.3%	0.0%
Joint Dispatcher	24,203	23,294	3.9%	1.2%	0.0%
Subtotal	2,066,376	1,947,155	6.1%	99.5%	0.0%
Travel Time	9,358	10,538	-11.2%	0.5%	
TOTAL FOREMAN HOURS	2,075,734	1,957,693	6.0%	100.0%	
ALL CATEGORIES					
Subtotal - All Job Categories	32,596,502	31,126,296	4.7%	99.8%	10.7%
Travel Time	56,578	54,466	3.9%	0.2%	
TOTAL HOURS	32,653,080	31,180,762	4.7%	100.0%	

These are the hours paid in payroll year 2017.

These are the hours paid in payroll year 2016.

Percent Change from 2016 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.

SELECTED OCCUPATION CODES ASSOCIATED WITH LONGSHORE AND CLERK JOB CATEGORIES

LONGSHORE JOB CATEGORIES

Basic Rate

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

Skill Wage I

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

Skill Wage II

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

Skill Wage III

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

CLERK JOB CATEGORIES

Basic Clerk

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

Clerk Supervisor

0102 Supervisor – Ship	0103 Supervisor – Dock
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Kitchen/Tower/Computer Clerk

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

Chief Supervisor & Supercargo

0104 Supercargo – Bulk/Ship	0120 Vessel Planner
0105 Supercargo – Other/Ship	0122 Rail Planner
0106 Chief Supervisor	0123 Yard Planner

Registered Work Force by Local – 2017

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.				
	↓	↓	↓	↓			↓	↓	↓				
	AVERAGE DAYS OF:												
	PERCENT OF WORKING REGISTRANTS BY HOURS PAID												
	Number Registered	Number Working	Average Hours Paid	Vacation Paid	Paid Holidays	PGP Paid	Average Total Income	Average Age	800 or More	1600 or More	2000 or More	2800 or More	
Local	#	#	Hours	Days	Days	Days	\$	Years	%	%	%	%	

LONGSHORE REGISTRANTS

Southern California

13 LA/LB	7,134	6,930	2,171	14.7	11.8	0.0	\$ 131,608	48.8	94.6%	76.9%	59.8%	21.9
29 San Diego	166	149	1,909	12.4	11.4	0.0	115,598	52.3	91.9	65.8	45.0	13.4
46 Port Hueneme	150	132	2,007	16.0	11.5	0.0	120,012	55.7	91.7	68.9	49.2	17.4
Total	7,450	7,211	2,162	14.6	11.8	0.0	\$ 131,065	49.0	94.5%	76.5%	59.3%	21.6%

Northern California

10 SF Bay Area	1,386	1,293	1,858	13.0	10.7	0.7	\$ 112,542	52.1	90.5%	60.0%	42.2%	14.4
14 Eureka	13	13	601	8.5	8.3	145.4	80,741	55.0	38.5	0.0	0.0	0.0
18 Sacramento	38	38	1,419	12.9	12.4	61.9	100,440	49.9	86.8	34.2	18.4	7.9
54 Stockton	115	100	1,717	13.7	12.0	23.4	108,245	49.8	94.0	53.0	29.0	7.0
Total	1,552	1,444	1,826	13.0	10.8	5.2	\$ 111,640	51.9	90.2%	58.3%	40.3%	13.6%

Pacific Northwest: Oregon and Columbia River

04 Vancouver, WA	196	190	1,781	13.6	11.7	14.9	\$ 108,049	46.1	93.2%	58.9%	41.1%	7.4
08 Portland	369	360	1,770	14.1	11.4	13.9	107,440	49.7	89.7	55.6	37.8	9.4
12 North Bend	26	25	1,461	19.4	12.0	27.3	96,813	58.6	84.0	36.0	12.0	4.0
21 Longview, WA	308	247	1,963	13.1	11.6	1.3	108,972	44.8	90.7	74.1	55.9	11.7
50 Astoria	25	24	1,556	11.5	12.8	41.4	101,052	56.9	91.7	45.8	20.8	0.0
53 Newport	10	10	1,361	10.0	10.7	55.9	107,402	49.0	70.0	30.0	30.0	0.0
Total	934	856	1,808	13.7	11.6	12.2	\$ 107,528	47.9	90.4%	60.5%	42.4%	9.1%

Pacific Northwest: Washington

07 Bellingham	10	9	1,039	20.0	7.2	114.1	\$ 106,018	54.2	66.7%	11.1%	0.0%	0.0
19 Seattle	814	727	1,763	13.5	11.0	7.1	108,545	50.1	90.9	56.7	37.7	9.8
23 Tacoma	892	857	2,135	15.3	12.2	0.0	128,810	48.4	94.5	76.5	58.1	18.4
24 Aberdeen	44	44	2,211	15.3	12.2	4.1	140,694	52.6	93.2	81.8	61.4	18.2
25 Anacortes	10	9	1,633	15.7	12.1	41.4	114,635	45.3	100.0	33.3	33.3	11.1
27 Port Angeles	16	16	1,496	14.7	12.1	67.7	105,731	55.9	87.5	37.5	18.8	6.3
32 Everett	53	53	1,667	11.4	12.1	27.0	103,996	41.1	90.6	50.9	30.2	7.5
47 Olympia	31	30	1,337	14.0	12.0	67.2	95,679	50.3	86.7	23.3	6.7	3.3
51 Port Gamble	9	7	1,356	14.3	8.6	97.3	111,991	48.6	71.4	71.4	0.0	0.0
Total	1,879	1,752	1,938	14.4	11.7	6.8	\$ 118,914	49.1	92.5%	65.8%	47.0%	13.9%
Longshore Total	11,815	11,263	2,057	14.3	11.6	2.7	\$ 124,895	49.3	93.3%	71.3%	53.6%	18.4%

CLERKS REGISTRANTS

29 San Diego	20	20	2,053	20.5	11.9	0.0	\$ 126,705	55.5	80.0%	65.0%	50.0%	30.0
46 Port Hueneme	15	15	2,848	28.4	12.7	0.0	172,772	56.5	100.0	100.0	86.7	53.3
63 LA/LB	1,025	1,003	2,672	24.0	12.3	0.0	170,186	55.8	97.4	87.3	79.3	49.5
14 Eureka	1	1	*	17.0	13.0	0.0	*	67.0	100.0	100.0	100.0	0.0
34 SF Bay Area	222	211	2,439	22.5	12.5	0.0	150,644	54.2	97.2	86.3	73.5	34.1
40 Portland	64	62	2,598	25.5	12.4	0.0	163,475	56.1	100.0	93.5	77.4	38.7
23 Tacoma	129	124	2,813	27.0	12.6	0.0	173,857	52.6	99.2	96.0	87.9	50.8
52 Seattle	104	100	2,631	25.1	12.3	0.0	173,072	57.2	97.0	91.0	81.0	47.0
Clerks Total	1,580	1,536	2,639	24.2	12.4	0.0	\$ 167,153	55.4	97.4%	88.2%	78.9%	46.6%

FOREMEN REGISTRANTS

94 LA/LB	374	371	2,965	26.1	12.8	0.0	\$ 255,811	55.5	97.6%	93.3%	89.8	61.5
91 SF Bay Area	81	81	2,432	25.8	12.6	2.6	215,633	56.5	97.5	88.9	72.8	37.0
92 Portland	41	40	2,763	28.4	13.0	6.0	227,229	56.8	100.0	90.0	85.0	45.0
98 Seattle	94	92	2,882	29.6	12.9	0.0	248,276	56.1	100.0	94.6	88.0	57.6
Foremen Total	590	584	2,864	26.7	12.8	0.8	\$ 247,094	55.8	98.1%	92.6%	86.8	56.3%

*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.

2017 Vacations Paid and Distribution of Longshore PGP by Local

No. of Vacations shows the number of inactive, active 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 active employees with at least 1,600 qualifying hours. Payments made to 17 dispatchers were discarded from the average payment calculation.

Total Payments includes only the monies actually paid directly to active employees; other costs such as the various employment taxes are not included. Payments made in August and December 2017 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 2016 shows the percent change of 2017 PGP paid from 2016.

% 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
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No. Receiving Any PGP	Total PGP	% Change From 2016	% of Coast	Average Payment
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LONGSHORE REGISTRANTS

Southern California

13	LA/LB	6,880	3.1	\$ 5,763	\$ 37,001,246	169	\$ 86,347	-50.3%	1.0%	\$ 511
29	San Diego	144	2.6	5,371	660,625	3	15	-96.0	<0.1%	5
46	Port Hueneme	132	3.3	6,510	769,390	2	0	0.0	0.0	0
Total		7,156	3.1	\$ 5,770	\$ 38,431,261	174	\$ 86,362	-50.4%	1.0%	\$ 496

Northern California

10	SF Bay Area	1,222	2.8	\$ 5,793	6,001,815	209	\$ 197,261	-72.5%	2.3%	\$ 944
14	Eureka	8	2.8	0	35,889	13	549,345	10.5	6.3	42,257
18	Sacramento	37	2.6	5,878	173,454	35	603,096	24.7	6.9	17,231
54	Stockton	102	2.9	5,620	523,774	94	619,428	-0.2	7.1	6,590
Total		1,369	2.8	\$ 5,783	\$ 6,734,932	351	\$ 1,969,130	-15.1%	22.7%	\$ 5,610

Pacific Northwest: Oregon and Columbia River

4	Vancouver, WA	176	3.0	\$ 5,665	903,206	143	\$ 863,051	54.8%	9.9%	\$ 6,035
8	Portland	352	3.1	5,673	1,807,345	266	1,519,595	-49.9	17.5	5,713
12	North Bend	26	4.0	7,525	183,334	24	210,995	-0.6	2.4	8,791
21	Longview, WA	242	2.8	4,993	1,154,708	81	101,349	15.2	1.2	1,251
50	Astoria	26	2.4	4,068	106,794	24	270,384	-22.1	3.1	11,266
53	Newport	7	2.9	3,348	30,549	10	168,136	-12.0	1.9	16,814
Total		829	3.0	\$ 5,411	\$ 4,185,936	548	\$ 3,133,510	-29.2%	36.1%	\$ 5,718

Pacific Northwest: Washington

7	Bellingham	8	5.0	\$ 9,463	\$ 59,241	9	\$ 312,843	8.6%	3.6%	\$ 34,760
19	Seattle	681	3.0	5,945	3,458,120	391	1,551,352	-55.5	17.9	3,968
23	Tacoma	878	3.1	5,876	4,863,117	4	804	-47.2	<0.1%	201
24	Aberdeen	46	3.2	5,624	252,053	27	51,842	41.4	0.6	1,920
25	Anacortes	9	3.1	6,062	50,308	8	100,669	2.4	1.2	12,584
27	Port Angeles	17	3.1	5,182	89,481	15	306,632	-2.1	3.5	20,442
32	Everett	51	2.4	4,755	204,359	48	405,768	43.5	4.7	8,454
47	Olympia	29	3.2	5,457	160,307	29	551,296	51.3	6.4	19,010
51	Port Gamble	10	3.0	4,274	34,976	6	208,026	18.3	2.4	34,671
Total		1,729	3.0	\$ 5,863	\$ 9,171,962	537	\$ 3,489,232	-30.9%	40.2%	\$ 6,498

Longshore Total		11,083	3.0	\$ 5,762	\$ 58,524,091	1,610	\$ 8,678,234	-27.5%	100.0%	\$ 5,390
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CLERKS REGISTRANTS

29	San Diego	19	4.1	\$ 7,627	\$ 144,294					
46	Port Hueneme	15	5.4	10,093	151,339					
63	LA/LB	1,086	4.6	8,885	9,199,004					
14	Eureka	1	3.0	*	*					
34	SF Bay Area	216	4.3	8,230	1,719,349					
40	Portland	69	5.0	9,636	622,658					
23	Tacoma	130	5.2	9,469	1,260,551					
52	Seattle	107	4.9	9,487	963,589					
Clerk Total		1,643	4.7	\$ 8,914	\$ 14,066,935					

FOREMEN REGISTRANTS

94	LA/LB	334	5.1	12,526	\$ 4,047,034					
91	SF Bay Area	79	4.9	12,174	913,055					
92	Portland	49	5.3	12,777	564,984					
98	Seattle	101	5.5	13,447	1,289,150					
Foremen Total		563	5.2	\$ 12,659	\$ 6,814,223					
COAST TOTAL		13,289	3.3	\$ 6,564	\$ 79,405,249					

LONGSHORE PGP PAYMENTS BY AREA

Year	AREA			
	Southern California	Northern California	Oregon	Washington
2013	\$ 75,285	\$ 825,470	\$ 1,916,682	\$ 803,174
2014	\$ 42,704	\$ 708,318	\$ 602,021	\$ 1,023,963
2015	\$ 124,309	\$ 1,075,252	\$ 3,012,865	\$ 2,108,104
2016	\$ 174,131	\$ 2,318,822	\$ 4,428,081	\$ 5,047,167
2017	\$ 86,362	\$ 1,969,130	\$ 3,133,510	\$ 3,489,232

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

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 long-shoremen, 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
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
2011	930,569,725	171,171,986	120,375,276	232,379,272	1,454,496,260
2012	986,744,832	177,298,570	113,674,225	259,861,241	1,537,578,868
2013	1,022,540,577	188,749,798	104,223,553	253,529,273	1,569,043,202
2014	1,192,187,058	195,667,442	111,167,960	268,705,584	1,767,728,044
2015	1,301,088,979	213,019,912	112,807,107	294,158,684	1,921,074,681
2016	1,278,431,800	213,866,138	109,398,277	290,220,941	1,891,917,156
2017	\$ 1,403,871,115	\$ 224,314,644	\$ 116,080,546	\$ 296,431,598	\$ 2,040,697,904

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 2016, employer FICA taxes paid were \$115,827,072 and SUI taxes paid were \$50,677,238.

Assessment Rates 2017/2018

	Other Assessments					
	Benefits Plans Total	CFS Program	401(k)	Marine Clerk Work Opportunity	LA/LB Crane Board Make Whole	PMA Cargo Dues
Payroll Hour Rate						
L/S and Clerk	\$34.06		\$0.87			\$0.81
Walking Boss	\$34.06		\$2.76			\$0.81
Steady Walking Boss & Foremen	\$39.48		\$3.20			\$0.94
Offshore and Intercoastal Tonnage Rates						
Containers - LA/LB RUs (TEUs)	\$28.70	\$0.12		\$0.38	\$0.13	\$4.69
Containers - Other Ports RUs (TEUs)	\$28.70	\$0.12		\$0.38		\$4.69
General Cargo	\$1.688					\$0.276
Lumber and Logs	\$1.688					\$0.276
Autos and trucks	\$0.137					\$0.276
Bulk Cargo	\$0.033					\$0.006
Coastwise and Inbound from British Columbia*						
Containers - LA/LB RUs (TEUs)	\$20.26	\$0.08		\$0.27	\$0.09	\$4.69
Containers - Other Ports RUs (TEUs)	\$20.26	\$0.08		\$0.27		\$4.69
General Cargo	\$0.696					\$0.276
Lumber and Logs	\$0.696					\$0.276
Autos and trucks	\$0.056					\$0.276
Bulk Cargo	\$0.014					\$0.006

*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:	2017	2016	2015	2014	2013	2012
Contributions						
Employee	\$ 92,904,748	\$ 84,086,079	\$ 78,239,550	\$ 70,704,884	\$ 65,837,674	\$ 63,569,968
Employer	29,046,528	28,930,605	28,373,052	28,972,172	29,045,259	29,135,244
Total Contributions	\$ 121,951,276	\$ 113,016,684	\$ 106,612,602	\$ 99,677,056	\$ 94,882,933	\$ 92,705,212
Investment Income						
Net realized/unrealized appreciation	\$ 166,964,218	\$ (74,257,226)	\$ (7,947,829)	\$ 144,137,684	\$ 81,378,134	\$ (21,724,347)
Interest and Dividends	55,380,670	64,944,209	72,131,636	56,093,541	41,974,945	29,864,169
Less: Investment Expense	(44,141)	-	(86,422)	(298,477)	(380,041)	(489,409)
Total Additions	\$ 344,252,023	\$ 103,703,667	\$ 170,709,987	\$ 299,609,804	\$ 217,855,971	\$ 100,355,625
Distributions						
Distributions to participants	(92,755,798)	(82,550,668)	(84,594,289)	(66,326,545)	(70,534,537)	(59,989,530)
Net Change	\$ 251,496,225	\$ 21,152,999	\$ 86,115,698	\$ 233,283,259	\$ 147,321,434	\$ 40,366,095
Net Assets available for Benefits						
Beginning of year	1,582,343,173	1,561,190,174	1,475,074,476	1,241,791,217	1,094,469,783	1,054,103,688
End of year	\$ 1,833,839,398	\$ 1,582,343,173	\$ 1,561,190,174	\$ 1,475,074,476	\$ 1,241,791,217	\$ 1,094,469,783

Pension Benefits

CHANGES IN NET ASSETS AVAILABLE FOR PENSION BENEFITS

The data in the table below are obtained from annual audited financial statements of the ILWU-PMA Pension Plan which are prepared on the accrual basis of accounting. The Plan year ends June 30.

For Plan Year Ended June 30:	2017	2016	2015	2014	2013	2012
Benefits Paid and Expenses						
Pensions paid	\$ 359,523,524	\$ 345,141,002	\$ 332,272,776	\$ 326,283,069	\$ 313,379,142	\$ 298,059,481
Administrative expenses	7,097,014	7,204,501	6,130,759	6,388,537	6,206,996	6,116,737
Total Deductions	366,620,538	\$ 352,345,503	\$ 338,403,535	\$ 332,671,606	\$ 319,586,138	\$ 304,176,218
Investment Income and Employer Contributions						
Net appreciation of fair value of investments	509,393,834	\$ (85,740,261)	\$ 72,162,853	\$ 510,272,688	\$ 291,942,827	\$ (33,212,644)
Interest	17,954,371	16,370,129	15,834,497	15,089,587	15,582,271	16,765,630
Dividends from investments	76,394,246	58,768,496	55,539,098	52,294,885	52,296,404	49,591,569
Less investment expense	(8,174,356)	(8,345,354)	(5,477,489)	(5,612,128)	(5,931,931)	(6,164,184)
Total Income Gain (Loss)	\$ 595,568,095	\$ (18,946,990)	\$ 138,058,959	\$ 572,045,032	\$ 353,889,571	\$ 26,980,371
Contributions from Employers	611,279,468	557,846,818	539,999,599	533,467,537	515,155,449	457,504,645
Other Income	1,034,696	746,865	970,216	727,048	261,920	550,943
Total Additions (Subtractions)	\$ 1,207,882,259	\$ 539,646,693	\$ 679,028,774	\$ 1,106,239,617	\$ 869,306,940	\$ 485,035,959
Net Increase (Decrease)	841,261,721	187,301,190	340,625,239	773,568,011	549,720,802	180,859,741
Net Assets Available for Benefits: Beg. of Year	\$ 4,761,169,131	\$ 4,573,867,941	\$ 4,233,242,702	\$ 3,459,674,691	\$ 2,909,953,889	\$ 2,729,094,148
End of Year	5,602,430,852	\$ 4,761,169,131	\$ 4,573,867,941	\$ 4,233,242,702	\$ 3,459,674,691	\$ 2,909,953,889

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:	2017	2016	2015	2014	2013	2012
Retired Participants & Beneficiaries	\$ 3,136,932,998	\$ 3,014,662,573	\$ 2,910,945,065	\$ 2,764,559,277	\$ 2,687,664,825	\$ 2,518,930,846
Inactive Vested	17,367,109	16,846,484	16,170,144	14,646,193	14,427,831	11,633,647
Active Vested Employees	2,350,304,463	2,167,004,834	2,070,275,394	1,777,422,211	1,588,782,541	1,480,465,257
Total Present Value Vested Liabilities	5,504,604,570	\$ 5,198,513,891	\$ 4,997,390,603	\$ 4,556,627,681	\$ 4,290,875,197	\$ 4,011,029,750
Actuarial Value of Assets	5,651,600,468	\$ 5,046,274,566	\$ 4,510,609,528	\$ 3,966,433,764	\$ 3,359,655,122	\$ 2,869,381,355
Unfunded Vested Benefits Liability	\$ (146,995,898)	\$ 152,239,325	\$ 486,781,075	\$ 590,193,917	\$ 931,220,075	\$ 1,141,648,395

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:	2017	2016	2015	2014	2013	2012
Actuarial Value of Assets	\$ 5,651,600,468	\$ 5,046,274,566	\$ 4,510,609,528	\$ 3,966,433,764	\$ 3,359,655,122	\$ 2,869,381,355
Actuarial Liability:						
Pensioners/Survivors	3,152,915,777	3,058,742,453	2,951,554,705	2,850,062,521	2,754,746,121	2,573,606,987
Inactive Vested	17,408,418	16,952,975	16,261,332	15,658,273	15,444,952	12,430,339
Active Employees	3,373,473,799	3,203,495,763	2,899,272,219	2,819,182,022	2,582,633,337	2,435,390,438
Total Actuarial Liability	\$ 6,543,797,994	\$ 6,279,191,191	\$ 5,867,088,256	\$ 5,684,902,816	\$ 5,352,824,410	\$ 5,021,427,764
Unfunded Actuarial Accrued Liability	892,197,526	\$ 1,232,916,625	\$ 1,356,478,728	\$ 1,718,469,052	\$ 1,993,169,288	\$ 2,152,046,409

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2017	2016	2015	2014	2013	2012
Investment Income	\$ 61,235	\$ 51,437	\$ 44,478	\$ 76,566	\$ 61,544	\$ 66,264
Contributions:						
Employers	675,403,215	731,709,936	\$ 657,558,826	\$ 606,953,184	\$ 605,177,975	\$ 648,126,742
Employees	13,024,859	14,066,840	13,180,484	11,329,574	12,526,485	12,554,478
WILSP/Union	—	—	—	—	—	—
COBRA/self-pay contribution	121,455	55,708	91,973	86,914	92,298	86,647
Total contributions	\$ 688,549,529	\$ 745,832,484	\$ 670,831,283	\$ 618,369,672	\$ 617,796,758	\$ 660,767,867
Other Income	49,840,791	9,259,530	5,396,513	5,731,586	4,634,832	6,948,993
Total additions	\$ 738,451,555	\$ 755,143,451	\$ 676,272,274	\$ 624,177,824	\$ 622,493,134	\$ 667,783,124
Deductions:						
Benefits paid	\$ 685,137,053	\$ 713,084,002	\$ 605,554,197	\$ 601,620,389	\$ 584,423,145	\$ 620,778,279
Administrative expenses	47,702,098	41,741,689	42,858,542	43,562,773	30,253,924	27,048,367
Total deductions	\$ 732,839,151	\$ 754,825,691	\$ 648,412,739	\$ 645,183,162	\$ 614,677,069	\$ 647,826,646
Net increase (decrease)	5,612,404	\$ 317,760	\$ 27,859,535	\$ (21,005,338)	\$ 7,816,065	\$ 19,956,478
Net assets available for benefits:						
Beginning of year	\$ 177,362,012	\$ 177,044,252	\$ 149,184,717	\$ 170,190,055	\$ 162,373,990	\$ 142,417,512
End of year	\$ 182,974,416	\$ 177,362,012	\$ 177,044,252	\$ 149,184,717	\$ 170,190,055	\$ 162,373,990

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2017	2016	2015	2014	2013	2012
Health Maintenance Organizations						
Hospital, medical, surgery, vision and prescription drugs	\$ 123,695,514	\$ 110,693,406	\$ 100,037,623	\$ 103,203,300	\$ 95,250,736	\$ 91,292,289
PPO and Indemnity Plan						
Hospital, medical, surgical	\$ 301,254,744	\$ 291,610,614	\$ 286,536,469	\$ 296,053,267	\$ 312,549,509	\$ 362,985,406
Prescription drug program	160,583,322	212,612,674	125,335,301	108,973,503	89,436,323	80,851,275
Vision service plan	7,317,858	6,775,156	6,408,181	5,681,729	5,688,220	5,040,327
Vision supplement (frames, contacts)	—	—	—	—	—	—
Diabetic durable equipment	—	—	—	—	329	777
Subtotal	\$ 469,155,924	\$ 510,998,444	\$ 418,279,951	\$ 410,708,499	\$ 407,674,381	\$ 448,877,785
Medicare Part B Reimbursements						
Medicare premiums reimbursements	\$ 12,995,647	\$ 12,440,335	\$ 12,302,262	\$ 12,251,891	\$ 12,051,071	\$ 11,595,530
Dental Programs: HMO and PPO Participants						
Dental services - adults	\$ 39,619,096	\$ 40,445,969	\$ 36,674,976	\$ 36,194,160	\$ 33,304,028	\$ 33,203,817
Dental services - children	9,564,668	11,080,053	10,026,853	10,499,601	9,727,268	10,653,016
Subtotal	49,183,764	\$ 51,526,022	\$ 46,701,829	\$ 46,693,761	\$ 43,031,296	\$ 43,856,833
Other Programs for Eligible Participants						
Life insurance, AD&D	\$ 4,644,910	\$ 3,819,313	\$ 5,407,570	\$ 4,632,798	\$ 4,415,021	\$ 3,889,749
Chiropractic	7,739,521	5,499,171	5,008,673	6,247,573	5,904,988	7,095,476
Social security supplement	432,734	378,946	577,810	631,575	585,136	603,956
Alcoholism/Drug Recovery Program	5,119,373	6,261,474	6,034,620	6,002,308	5,618,755	5,150,304
Hearing aids	2,175,871	2,281,219	2,069,378	2,017,632	2,247,126	1,956,574
Subsequent prosthetic device	385,963	321,490	100,897	158,668	50,025	91,792
Subtotal	\$ 20,498,372	\$ 18,561,613	\$ 19,198,948	\$ 19,690,554	\$ 18,821,051	\$ 18,787,851
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	\$ 3,656,682	\$ 3,460,390	\$ 3,724,079	\$ 3,931,601	\$ 3,646,768	\$ 3,702,638
CSDI Supplement	—	—	—	—	—	—
Weekly Indemnity & NIDS (OR & WA)	5,862,544	5,226,321	5,118,657	4,933,504	3,727,976	2,415,702
Subtotal	\$ 9,519,226	\$ 8,686,711	\$ 8,842,736	\$ 8,865,105	\$ 7,374,744	\$ 6,118,340
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	88,606	\$ 177,471	\$ 190,848	\$ 207,279	\$ 219,866	\$ 249,651
TOTAL BENEFITS	\$ 685,137,053	\$ 713,084,002	\$ 605,554,197	\$ 601,620,389	\$ 584,423,145	\$ 620,778,279
Reconciliation to Form 5500 (accrual)	23,221,032	(12,919,156)	11,972,456	(25,781,833)	1,684,816	19,437,141
Reconciliation to Form 5500 for reclassifications of expenses	—	—	—	—	18,469,793	16,937,309
TOTAL BENEFITS AFTER RECONCILIATION	\$ 708,358,085	\$ 700,164,846	\$ 617,526,653	\$ 575,838,556	\$ 604,577,754	\$ 657,152,729

Accident Prevention Data

GENERAL SAFETY TRAINING:

A 27-YEAR HISTORY ON THE WATERFRONT
THROUGH 12/31/2017

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
2011	7,572	16,165
2012	10,746	26,911

GST VIII – Safety Doesn't Just Happen

2013	7,693	7,693
2014	6,775	14,468
2015	6,111	20,579
2016	6,338	26,917
2017	6,843	33,760

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.

The information shown in the tables on this page is summarized from injury and illness reports submitted to PMA in 2017.

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 Washington
1995	10.90	8.90	15.60	11.50 12.80
1996	10.40	9.30	14.30	12.70 9.90
1997	9.40	8.20	11.60	11.20 11.20
1998	9.20	6.80	15.10	13.90 12.40
1999	8.67	6.64	13.70	12.60 11.20
2000	7.20	5.68	9.81	10.70 10.70
2001	8.40	6.60	13.30	9.64 12.60
2002	8.50	6.49	14.10	11.20 13.30
2003	7.50	6.00	10.50	10.00 11.90
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	5.13	10.69	6.79 9.32
2007	5.92	4.67	10.90	6.34 8.06
2008	5.92	5.00	9.49	7.38 6.81
2009	7.57	6.73	10.63	8.09 8.59
2010	5.81	4.96	8.32	7.56 6.78
2011	5.43	4.57	7.52	8.11 6.02
2012	5.46	4.53	8.22	9.37 5.48
2013	5.01	3.84	6.33	8.42 7.64
2014	4.81	3.72	6.32	8.17 7.76
2015	4.13	2.68	7.19	10.92 7.33
2016	4.14	2.98	6.67	8.48 6.89
2017	3.74	2.88	5.19	7.03 6.51

LOST TIME 'TOP TENS' FOR 2017

Most Injured Occupations

Semi-Tractor	82
Mechanic (ILWU)	82
Lasher	72
Clerk	63
Holdman	52
Dockman	32
Foreman/Walking Boss	30
Top Handler	28
Cont. Gantry Crane	17
Auto Driver	16

Cause of Most Injuries

Strained	180
Slip	82
Struck By	48
Trip	44
Unknown	44
Twisted	32
Struck Against	24
Struck By 2 Vehicles	22
Bounced In Vehicle	21
Struck By Other Vehicle	17

Most Common Injuries

Sprain/Strain/Spasm	431
Contusion	70
Unknown	42
Cut, Laceration	33
Fracture	16
Crushing	15
Foreign Obj.in Eye	6
Scratch/Abrasion	6
Hernia	3
Puncture	3

Most Injured Body Part

Back	158
Shoulder	107
Knee	104
Neck	70
Fingers	54
Hand	51
Unknown	45
Ankle	35
Head	32
Elbow	27

PMA Training Graduates

	2017	2016	2015	2014	2013
Crane / Crane Simulator					
Container Gantry Crane (Sim)	81	91	120	79	67
RTG Crane – Transtainer	89	85	160	51	60
Ship Gantry Crane (Sim)	4	0	1	–	–
Ship Gantry Crane (Fam)	0	6	–	–	–
Ship Pedestal Crane (Sim) (Winch)	19	25	23	37	27
Mobile Crane (Mobile Cr Light)	36	11	–	11	23
Ship Unloader, Bulk Crane	0	2	–	–	–
Dock Whirley Crane	0	0	–	–	8
Subtotal	229	220	304	178	185
Percent of Total	1%	1%	2%	1%	1%
Skill Equipment / PIT					
Forklift	855	1,108	877	355	1,014
Semi-Tractor	907	321	285	262	1,155
Container Handling Equipment (CHE) (Log Loader)	505	416	1,107	505	768
Straddle Carrier	49	37	37	11	34
Excavator	3	0	–	–	–
Bulk Loader (Bucket)	0	0	–	–	5
Bulldozer (Front Loader) (Loc)	2	10	19	41	94
Subtotal	2,321	1,892	2,325	1,174	3,070
Percent of Total	15%	12%	15%	9%	19%
Job Specific / Promotions					
Basic Marine Clerk	22	134	103	2	110
Clerk Computer Gate (Yard)	6	133	52	–	88
Supercargo	0	0	20	24	105
Vessel Planner	3	3	1	4	1
Walking Boss Orientation	86	62	–	14	62
Powered Gangway	0	0	9	16	20
Walking Boss Seminar	462	273	346	258	243
Watchman (Security Awareness)	505	40	70	72	67
Holdman	0	0	1	–	17
Cutting & Grinding	5	10	–	8	9
Watchman Reefer	76	50	–	–	46
Watchman Screener	66	27	–	24	–
Mechanic (General) (Crane) (Medium Voltage)	295	0	62	211	138
Gearman	0	0	–	–	–
Subtotal	1,526	732	664	633	906
Percent of Total	9%	5%	4%	5%	6%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	6,843	6,338	6,109	6,792	7,751
Diversity, Employee & Supervisor	160	1,884	313	886	517
Standard First Aid / CPR	218	746	373	669	414
Lashing	26	23	249	53	55
Ammo Handling Safety	839	532	785	592	779
Vessel Rigging	14	6	4	–	8
Basic Casual Safety (LS Entry)	–	–	–	–	102
Instructor (Train-the-Trainer)	–	–	–	2	–
Subtotal	8,100	9,529	7,833	8,994	9,626
Percent of Total	50%	62%	50%	66%	59%
Testing					
Strength & Agility (Schd Practice)	86	564	813	282	333
Clerk Cognitive	760	467	432	148	695
Clerk Keyboard	748	122	696	13	61
Physical Exam (Pre-employment)	802	863	737	1,099	617
Drug & Alcohol Screen (Pre-employment)	772	1,030	1,635	1,112	622
Lashing Test	776	60	209	2	220
Subtotal	3,944	3,106	4,522	2,656	2,548
Percent of Total	25%	20%	29%	19%	16%
TOTAL	16,120	15,479	15,648	13,635	16,335
EXPENDITURE*	\$21,467,494	\$22,561,339	\$20,908,142	\$13,571,744	\$15,743,726

*Certain costs of training are not included.

Coast Hours and Tonnage

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

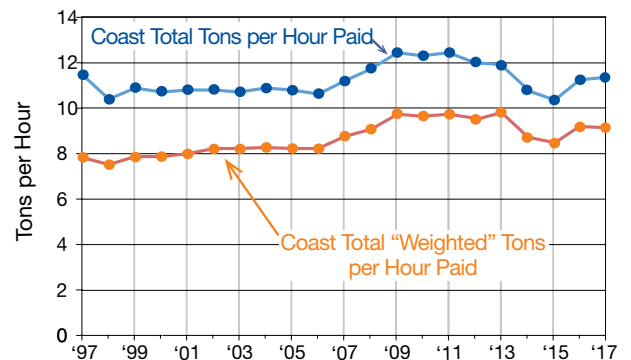
The most commonly used tonnage statistic is Total Tonnage. This measure is constructed by multiplying the number of container TEUs by 17 revenue tons, adding General Cargo revenue tons, Lumber & Logs revenue tons, Autos revenue tons and Bulk tons. The “Total Tonnage” data for each port table shown in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

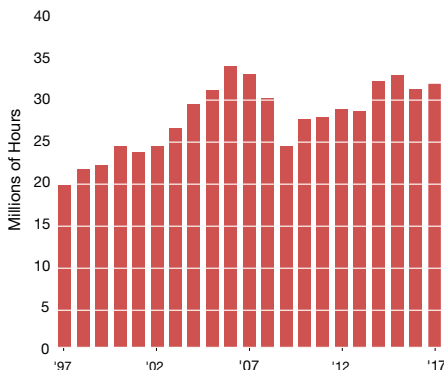


Total Hours have been annualized for 1998, 2004, 2009 and 2015, since these years have 53 payroll weeks, for the calculations of Coast Total Tons per Hour Paid and Coast “Weighted” Tons per Hour Paid.

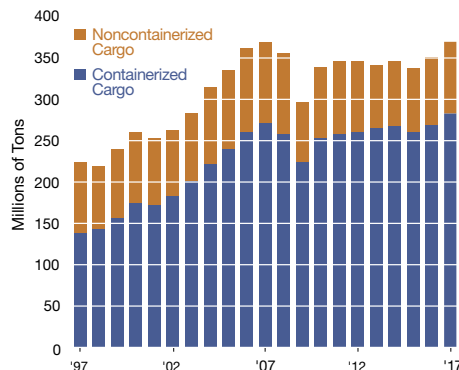
Total “Weighted” Tonnage

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.

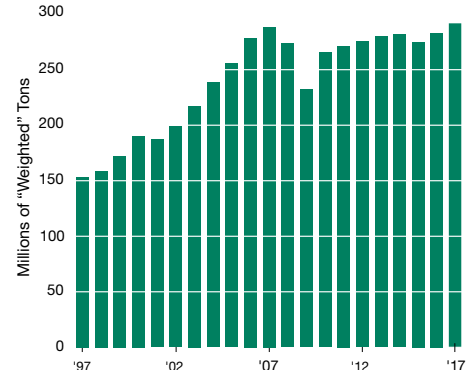
Coast Total Hours Paid
1997-2017



Coast Total Tonnage
1997-2017



Coast Total Weighted Tons
1997-2017



“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.

Year	Hours					Wages				Tonnage						
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total				
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			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.
Note: the Total Hours values for 2015 have been annualized to 52 weeks.



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

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					"Weighted Tons" Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Contain-erized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	
Southern California																	
San Diego																	
2012	389,243	1.4%	75.3%	15.7%	9.0%	\$17,405	\$42.88	\$44.02	\$61.26	4,821,984	1.4%	18.0%	6.3%	1.1%	72.4%	2.1%	4.65
2013	353,123	1.2%	74.6%	16.8%	8.6%	\$16,079	\$43.64	\$44.95	\$62.95	5,167,881	1.5%	17.7%	2.5%	0.8%	76.7%	2.3%	4.95
2014	378,480	1.2%	73.4%	17.6%	8.9%	\$18,089	\$45.81	\$46.89	\$65.88	5,358,379	1.5%	18.4%	2.2%	—	75.7%	3.7%	4.71
2015	420,482	1.3%	73.8%	16.8%	9.4%	\$20,767	\$47.29	\$48.29	\$67.82	5,590,623	1.7%	18.9%	2.6%	—	76.3%	2.2%	4.65
2016	425,046	1.4%	73.2%	17.3%	9.5%	\$21,738	\$48.82	\$50.60	\$70.07	5,999,166	1.7%	20.3%	1.8%	—	76.0%	1.9%	4.91
2017	422,327	1.3%	73.4%	16.8%	9.8%	\$22,260	\$50.22	\$51.75	\$72.86	5,193,483	1.4%	22.1%	2.1%	—	74.0%	1.8%	4.50
Los Angeles/Long Beach																	
2012	17,695,073	61.5%	75.7%	18.0%	6.3%	\$853,970	\$46.67	\$49.70	\$63.15	201,706,456	58.3%	90.5%	1.6%	0.1%	2.9%	4.9%	10.58
2013	17,944,257	63.0%	75.6%	18.0%	6.3%	\$887,467	\$47.78	\$51.07	\$64.88	207,241,452	60.9%	90.5%	1.5%	<0.1%	2.7%	5.3%	10.69
2014	21,005,902	65.5%	75.5%	18.5%	6.1%	\$1,078,073	\$49.54	\$53.07	\$68.18	210,440,357	60.7%	90.8%	1.9%	0.1%	2.4%	4.8%	9.34
2015	21,534,657	65.5%	75.0%	19.2%	5.8%	\$1,127,096	\$50.62	\$53.99	\$69.12	204,834,484	60.7%	91.2%	1.8%	0.1%	2.9%	4.0%	9.08
2016	20,337,641	65.3%	75.7%	18.5%	5.8%	\$1,110,956	\$52.97	\$56.07	\$71.78	209,571,504	59.9%	91.7%	1.5%	0.1%	2.9%	3.8%	9.67
2017	21,605,771	66.3%	75.8%	18.3%	5.9%	\$1,222,545	\$54.84	\$58.09	\$74.38	222,979,854	60.6%	91.1%	1.4%	0.1%	3.0%	4.4%	9.62
Port Hueneme																	
2012	476,686	1.7%	79.4%	15.7%	4.9%	\$20,881	\$42.49	\$45.12	\$60.92	4,519,612	1.3%	19.7%	13.4%	—	63.7%	3.3%	4.15
2013	444,195	1.6%	77.7%	16.9%	5.3%	\$20,126	\$43.81	\$46.62	\$63.04	4,921,035	1.4%	18.6%	11.8%	—	65.9%	3.7%	4.59
2014	473,873	1.5%	77.2%	17.5%	5.3%	\$21,928	\$44.45	\$48.29	\$66.39	5,240,106	1.5%	18.2%	11.2%	—	67.6%	3.0%	4.50
2015	563,529	1.7%	76.9%	17.6%	5.5%	\$26,872	\$45.81	\$49.52	\$67.86	5,774,378	1.7%	18.0%	10.0%	—	68.7%	3.3%	4.13
2016	475,865	1.5%	72.6%	17.9%	9.5%	\$23,861	\$47.41	\$51.15	\$68.98	5,380,996	1.5%	19.2%	9.0%	—	68.0%	3.8%	4.48
2017	518,517	1.6%	73.5%	17.1%	9.4%	\$26,877	\$49.15	\$52.48	\$71.61	5,910,638	1.6%	21.0%	8.5%	—	67.1%	3.4%	4.65
Northern California																	
San Francisco/Oakland/Alameda/Redwood City/Richmond/Crockett/Benicia/Port Chicago																	
2012	2,935,768	10.2%	74.5%	18.3%	7.2%	\$138,846	\$45.89	\$47.28	\$61.85	35,401,823	10.2%	84.8%	0.1%	—	6.7%	8.3%	10.40
2013	3,001,847	10.5%	75.1%	17.9%	7.1%	\$145,626	\$47.09	\$48.47	\$63.70	36,678,668	10.8%	83.3%	0.1%	—	7.9%	8.7%	10.38
2014	3,081,274	9.6%	75.8%	17.0%	7.2%	\$156,125	\$49.16	\$50.39	\$67.21	36,347,113	10.5%	83.5%	<0.1%	—	7.8%	8.7%	10.02
2015	3,146,911	9.6%	75.3%	17.7%	7.0%	\$161,906	\$49.90	\$51.29	\$68.56	35,013,516	10.4%	82.5%	0.1%	—	8.8%	8.6%	9.56
2016	3,018,756	9.7%	75.0%	18.4%	6.6%	\$162,443	\$52.37	\$53.47	\$71.09	37,494,871	10.7%	82.5%	—	—	10.2%	7.3%	10.48
2017	3,071,605	9.4%	75.8%	17.6%	6.6%	\$172,568	\$54.68	\$55.78	\$74.51	38,469,387	10.5%	81.3%	—	—	10.8%	7.9%	10.43
Stockton/Pittsburg																	
2012	187,797	0.7%	74.3%	16.6%	9.1%	\$8,524	\$43.36	\$45.53	\$61.84	1,812,777	0.5%	—	9.2%	—	—	90.8%	1.06
2013	202,871	0.7%	73.6%	17.0%	9.5%	\$9,396	\$44.22	\$45.81	\$63.39	1,897,236	0.6%	—	9.4%	—	—	90.6%	1.05
2014	259,180	0.8%	72.6%	17.7%	9.7%	\$12,463	\$46.02	\$46.81	\$65.86	3,008,449	0.9%	—	10.6%	—	—	89.4%	1.43
2015	277,785	0.8%	73.2%	17.2%	9.6%	\$13,578	\$46.43	\$48.68	\$67.83	2,941,527	0.9%	—	17.6%	—	—	82.4%	2.08
2016	274,305	0.9%	72.8%	17.6%	9.6%	\$14,097	\$48.83	\$51.56	\$70.47	2,853,822	0.8%	—	19.9%	—	—	80.1%	2.23
2017	259,239	0.8%	73.0%	17.2%	9.8%	\$13,884	\$50.81	\$54.05	\$73.20	3,617,280	1.0%	0.6	10.8%	—	—	88.6%	1.84
West Sacramento																	
2012	88,340	0.3%	76.6%	17.0%	6.4%	\$3,837	\$41.65	\$45.82	\$58.49	326,688	0.1%	—	83.5%	—	—	16.5%	3.10
2013	87,646	0.3%	76.1%	16.5%	7.4%	\$3,913	\$42.92	\$45.21	\$61.20	409,260	0.1%	—	68.2%	—	—	31.8%	3.22
2014	77,936	0.2%	75.8%	17.8%	6.5%	\$3,560	\$43.90	\$47.11	\$62.52	274,484	0.1%	—	94.4%	—	—	5.6%	3.33
2015	89,022	0.3%	72.3%	18.2%	9.5%	\$4,404	\$47.09	\$49.71	\$67.06	522,173	0.2%	—	45.0%	—	—	55.0%	2.76
2016	91,161	0.3%	75.5%	16.4%	8.1%	\$4,477	\$46.66	\$51.00	\$68.29	604,012	0.2%	—	37.9%	—	—	62.1%	2.60
2017	86,892	0.3%	74.1%	17.5%	8.4%	\$4,609	\$50.76	\$53.06	\$73.04	672,152	0.2%	—	38.5%	—	—	61.5%	3.07
Eureka																	
2012	11,613	<0.1%	79.0%	14.7%	6.3%	\$470	\$38.31	\$42.67	\$63.09	32,502	<0.1%	—	—	100.0%	—	—	2.80
2013	8,977	<0.1%	88.2%	4.5%	7.3%	\$372	\$39.64	\$49.22	\$58.22	30,597	<0.1%	—	—	100.0%	—	—	3.41
2014	7,664	<0.1%	84.2%	6.2%	9.7%	\$343	\$42.21	\$52.44	\$61.95	121,397	<0.1%	—	—	22.4%	—	77.6%	3.79
2015	3,867	<0.1%	65.5%	24.6%	9.9%	\$189	\$46.69	\$47.21	\$68.54	77,553	<0.1%	—	—	6.6%	—	93.4%	1.73
2016	8,398	<0.1%	58.5%	33.0%	8.5%	\$395	\$43.96	\$47.75	\$65.52	126,384	<0.1%	—	—	4.2%	—	95.8%	0.92
2017	7,301	<0.1%	51.0%	38.2%	10.8%	\$373	\$48.00	\$49.79	\$70.43	236,006	<0.1%	—	—	—	—	100.0%	0.65

Port Hours, Wages and Tonnage Data

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

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay

2012	71,086	0.2%	88.7%	4.7%	6.6%	\$3,035	\$40.92	\$50.76	\$60.88	1,503,973	0.4%	—	0.8%	8.6%	—	90.6%	2.37
2013	70,612	0.2%	88.1%	5.2%	6.7%	\$3,105	\$42.01	\$52.03	\$63.36	1,619,596	0.5%	—	0.4%	9.8%	—	89.8%	2.67
2014	51,328	0.2%	87.2%	5.6%	7.3%	\$2,394	\$44.57	\$54.13	\$65.90	1,611,498	0.5%	—	—	6.1%	—	93.9%	2.52
2015	41,865	0.1%	86.1%	6.2%	7.7%	\$1,999	\$45.40	\$55.43	\$67.62	1,563,312	0.5%	—	0.4%	2.8%	—	96.8%	1.96
2016	58,185	0.2%	87.1%	5.5%	7.4%	\$2,760	\$45.06	\$56.33	\$68.73	1,709,548	0.5%	—	0.4%	6.7%	—	92.9%	2.63
2017	50,705	0.2%	85.9%	6.1%	8.0%	\$2,555	\$47.81	\$58.74	\$71.60	1,819,420	0.5%	—	0.7%	4.9%	—	94.4%	2.68

Newport

2012	523	<0.1%	100.0%	—	—	\$23	\$43.08	—	—	—	—	—	—	—	—	—	—
2013	895	<0.1%	100.0%	—	—	\$34	\$38.23	—	—	—	—	—	—	—	—	—	—
2014	602	<0.1%	100.0%	—	—	\$28	\$45.77	—	—	—	—	—	—	—	—	—	—
2015	648	<0.1%	100.0%	—	—	\$29	\$45.47	—	—	—	—	—	—	—	—	—	—
2016	576	<0.1%	100.0%	—	—	\$28	\$48.88	—	—	—	—	—	—	—	—	—	—
2017	562	<0.1%	100.0%	—	—	\$28	\$50.46	—	—	—	—	—	—	—	—	—	—

Astoria

2012	27,615	0.1%	88.8%	5.4%	5.8%	\$1,105	\$38.37	\$46.55	\$59.21	95,247	<0.1%	—	—	100.0%	—	—	3.45
2013	40,859	0.1%	88.0%	5.9%	6.1%	\$1,718	\$40.29	\$48.38	\$61.51	117,792	<0.1%	—	—	100.0%	—	—	2.88
2014	32,064	0.1%	88.2%	5.6%	6.1%	\$1,389	\$41.51	\$49.46	\$63.90	104,943	<0.1%	—	—	100.0%	—	—	3.27
2015	42,747	0.1%	87.2%	5.7%	7.1%	\$1,795	\$39.96	\$48.38	\$61.93	121,807	<0.1%	—	—	100.0%	—	—	2.90
2016	28,194	0.1%	88.4%	5.2%	6.4%	\$1,255	\$42.89	\$49.62	\$62.96	84,870	<0.1%	—	—	100.0%	—	—	3.01
2017	33,742	0.1%	85.4%	4.9%	9.7%	\$1,582	\$44.27	\$52.08	\$67.32	96,297	<0.1%	—	—	100.0%	—	—	2.85

Portland/St. Helens

2012	1,018,732	3.5%	77.8%	15.3%	6.9%	\$48,122	\$45.50	\$48.74	\$63.40	17,948,131	5.2%	14.5%	5.5%	—	17.9%	62.1%	4.27
2013	880,300	3.1%	75.6%	17.2%	7.2%	\$43,312	\$47.37	\$50.30	\$65.73	13,516,422	4.0%	19.1%	6.6%	—	22.1%	52.2%	4.67
2014	917,006	2.9%	77.1%	15.1%	7.8%	\$45,866	\$48.07	\$50.77	\$67.70	14,572,988	4.2%	15.2%	4.8%	—	21.8%	58.2%	3.94
2015	713,664	2.2%	79.1%	13.5%	7.4%	\$35,631	\$47.77	\$52.46	\$68.31	9,798,209	2.9%	2.9%	0.8%	—	33.1%	63.2%	1.46
2016	619,406	2.0%	78.9%	13.7%	7.4%	\$31,686	\$48.86	\$54.09	\$70.12	9,743,243	2.8%	0.3%	0.2%	—	37.4%	62.1%	1.25
2017	710,038	2.2%	81.2%	11.4%	7.4%	\$37,562	\$50.47	\$56.70	\$73.66	12,184,477	3.3%	—	—	—	33.6%	66.4%	1.19

Vancouver

2012	452,085	1.6%	79.9%	12.6%	7.4%	\$20,514	\$43.89	\$45.51	\$61.12	4,914,451	1.4%	0.2%	6.5%	—	10.6%	82.7%	1.10
2013	259,171	0.9%	76.1%	15.5%	8.4%	\$12,118	\$45.14	\$46.04	\$62.69	2,001,287	0.6%	0.4%	9.7%	—	39.7%	50.2%	1.37
2014	435,508	1.4%	77.0%	14.8%	8.2%	\$21,418	\$47.49	\$48.16	\$66.83	2,854,551	0.8%	0.4%	28.1%	—	34.2%	37.3%	2.29
2015	485,080	1.5%	79.4%	13.3%	7.3%	\$24,118	\$48.15	\$48.90	\$68.26	3,013,905	0.9%	0.7%	34.3%	—	35.4%	29.6%	2.62
2016	448,568	1.4%	80.2%	12.5%	7.3%	\$22,998	\$49.64	\$50.47	\$70.51	2,747,561	0.8%	0.8%	29.0%	—	38.0%	32.2%	2.25
2017	436,503	1.3%	80.7%	12.1%	7.2%	\$22,899	\$50.77	\$51.73	\$72.52	2,866,445	0.8%	—	30.1%	—	37.0%	32.9%	2.43

Longview/Kalama

2012	584,971	2.0%	84.8%	6.5%	8.7%	\$26,038	\$42.24	\$49.09	\$63.19	12,635,813	3.7%	0.4%	5.4%	7.9%	—	86.3%	3.33
2013	617,256	2.2%	85.9%	5.9%	8.2%	\$27,843	\$42.92	\$49.77	\$64.58	12,393,547	3.6%	0.4%	5.1%	10.9%	—	83.6%	3.64
2014	572,644	1.8%	84.7%	6.4%	8.9%	\$27,027	\$44.74	\$51.76	\$67.31	12,708,063	3.7%	0.6%	5.1%	9.4%	—	84.9%	3.73
2015	634,220	1.9%	85.5%	5.9%	8.6%	\$30,895	\$46.39	\$52.81	\$68.90	15,050,626	4.5%	0.5%	4.7%	6.4%	—	88.4%	3.24
2016	634,003	2.0%	86.0%	5.3%	8.7%	\$31,828	\$47.76	\$54.66	\$71.59	16,930,685	4.8%	0.6%	3.1%	5.5%	—	90.8%	2.96
2017	650,781	2.0%	86.2%	5.2%	8.6%	\$33,823	\$49.41	\$57.08	\$74.43	17,083,152	4.6%	0.6%	2.5%	5.0%	—	91.9%	2.60

Pacific Northwest: Washington

Aberdeen/Grays Harbor

2012	158,528	0.6%	87.7%	6.0%	6.3%	\$7,603	\$46.35	\$53.57	\$64.90	2,672,131	0.8%	—	6.5%	0.8%	35.2%	57.5%	2.41
2013	174,767	0.6%	87.6%	5.9%	6.4%	\$8,522	\$47.19	\$52.96	\$66.42	3,252,683	1.0%	—	1.9%	4.1%	36.4%	57.6%	2.47
2014	208,810	0.7%	86.4%	7.0%	6.6%	\$10,826	\$50.40	\$54.11	\$68.50	3,456,674	1.0%	—	0.8%	3.3%	42.5%	53.4%	2.03
2015	156,267	0.5%	85.7%	8.4%	5.9%	\$8,353	\$52.29	\$53.84	\$69.82	2,582,811	0.8%	—	0.8%	0.7%	36.9%	61.6%	1.50
2016	147,064	0.5%	87.2%	7.5%	5.3%	\$8,150	\$54.29	\$56.03	\$73.19	2,759,709	0.8%	—	0.3%	1.6%	26.0%	72.1%	1.44
2017	145,387	0.4%	86.1%	8.2%	5.7%	\$8,131	\$54.58	\$57.07	\$74.65	3,073,100	0.8%	—	1.1%	1.9%	30.0%	67.0%	1.97

Port Hours, Wages and Tonnage Data

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

Pacific Northwest: Washington (continued)

Port Angeles

2012	34,939	0.1%	89.4%	4.1%	6.4%	\$1,504	\$41.44	\$49.94	\$61.08	107,248	<0.1%	—	—	100.0%	—	—	3.07
2013	39,259	0.1%	89.0%	4.2%	6.8%	\$1,728	\$42.24	\$51.05	\$62.79	141,892	<0.1%	—	—	100.0%	—	—	3.61
2014	47,016	0.1%	88.8%	3.9%	7.3%	\$2,161	\$44.07	\$53.04	\$65.16	182,004	0.1%	0.9%	—	99.1%	—	—	3.87
2015	34,530	0.1%	87.6%	4.5%	7.9%	\$1,652	\$45.64	\$55.38	\$67.77	121,482	<0.1%	0.1%	0.6%	97.3%	—	—	3.59
2016	35,335	0.1%	89.6%	3.5%	6.9%	\$1,692	\$46.07	\$54.91	\$68.02	140,970	<0.1%	2.1%	—	97.9%	—	—	3.99
2017	41,551	0.1%	89.0%	3.7%	7.3%	\$2,044	47.20	\$56.33	\$69.97	162,228	<0.1%	0.0%	0.0%	100.0%	—	—	3.90

Port Gamble

2012	832	<0.1%	100.0%	—	—	\$37	\$44.63	—	—	—	—	—	—	—	—	—	—
2013	1,301	<0.1%	100.0%	—	—	\$57	\$43.92	—	—	—	—	—	—	—	—	—	—
2014	832	<0.1%	100.0%	—	—	\$40	\$47.79	—	—	—	—	—	—	—	—	—	—
2015	848	<0.1%	100.0%	—	—	\$41	\$48.84	—	—	—	—	—	—	—	—	—	—
2016	1,164	<0.1%	100.0%	—	—	\$52	\$44.99	—	—	—	—	—	—	—	—	—	—
2017	832	<0.1%	100.0	—	—	\$44	\$52.44	—	—	—	—	—	—	—	—	—	—

Olympia

2012	42,747	0.1%	83.7%	5.2%	11.1%	\$1,799	\$39.60	\$44.81	\$59.56	231,470	0.1%	—	21.3%	78.7%	—	—	5.41
2013	72,199	0.3%	83.5%	6.2%	10.3%	\$3,003	\$39.04	\$44.60	\$60.46	312,609	0.1%	0.1%	39.1%	60.8%	—	—	4.33
2014	74,418	0.2%	82.7%	7.1%	10.2%	\$3,219	\$40.64	\$45.98	\$62.68	382,824	0.1%	—	38.0%	62.0%	—	—	5.14
2015	48,423	0.1%	86.2%	3.8%	10.0%	\$2,143	\$41.74	\$50.51	\$63.58	219,208	0.1%	—	5.7%	94.3%	—	—	4.61
2016	53,244	0.2%	83.1%	5.2%	11.7%	\$2,487	\$43.80	\$51.31	\$65.34	283,358	0.1%	—	2.9%	84.1%	—	13.0%	4.64
2017	49,185	0.2%	82.1%	5.8%	12.1%	\$2,366	\$44.94	\$52.37	\$67.53	222,618	0.1 %	—	0.5%	88.8%	—	10.7%	4.05

Tacoma

2012	2,445,943	8.5%	73.7%	19.4%	6.8%	\$117,523	\$46.40	\$48.77	\$63.79	30,974,737	9.0%	71.8%	2.4%	0.4%	7.1%	18.4%	9.63
2013	2,556,548	9.0%	73.0%	20.2%	6.8%	\$127,287	\$48.26	\$49.96	\$65.58	31,823,337	9.4%	79.2%	2.0%	0.4%	7.5%	10.9%	10.35
2014	2,840,329	8.9%	73.8%	19.3%	6.9%	\$146,022	\$49.84	\$51.47	\$68.01	34,935,805	10.1%	75.5%	2.0%	0.2%	7.6%	14.7%	9.75
2015	2,890,607	8.8%	73.6%	19.6%	6.8%	\$150,694	\$50.62	\$51.97	\$68.88	34,149,419	10.1%	80.0%	2.2%	0.2%	7.8%	9.8%	10.10
2016	2,859,283	9.2%	74.2%	19.3%	6.5%	\$153,618	\$52.13	\$53.83	\$71.54	38,060,465	10.9%	78.0%	1.4%	0.1%	6.6%	13.9%	10.76
2017	2,666,189	8.3%	74.0%	19.5%	6.5%	\$147,645	\$53.67	\$55.69	\$73.93	34,697,159	9.4%	76.0%	1.8%	0.1%	6.7%	15.4%	10.33

Seattle

2012	2,051,303	7.1%	72.8%	19.7%	7.5%	\$98,480	\$46.23	\$48.53	\$63.99	25,549,004	7.4%	85.6%	0.4%	—	0.4%	13.6%	10.75
2013	1,593,025	5.6%	71.3%	21.1%	7.6%	\$78,189	\$47.30	\$49.59	\$64.43	18,119,609	5.3%	98.5%	0.8%	—	0.6%	0.1%	11.31
2014	1,459,669	4.6%	71.7%	20.9%	7.4%	\$75,013	\$49.53	\$51.92	\$68.00	14,421,826	4.2%	98.4%	0.8%	—	0.6%	0.2%	9.82
2015	1,595,214	4.8%	73.4%	19.4%	7.2%	\$85,155	\$51.69	\$53.56	\$70.11	14,913,057	4.4%	98.9%	0.2%	—	0.7%	0.2%	9.45
2016	1,502,176	4.8%	75.3%	18.2%	6.5%	\$83,010	\$53.68	\$55.29	\$73.45	15,129,082	4.3%	98.8%	0.2%	—	0.9%	0.1%	9.98
2017	1,742,701	5.3%	75.9%	17.4%	6.7%	\$97,789	\$54.45	\$55.92	\$75.47	17,847,731	4.9%	99.1%	0.1%	—	0.7%	0.1%	10.17

Everett

2012	94,529	0.3%	75.1%	13.5%	11.4%	\$4,045	\$39.72	\$47.39	\$57.56	239,064	0.1%	55.3%	27.1%	14.0%	3.0%	0.6%	2.45
2013	108,910	0.4%	77.5%	11.6%	10.9%	\$4,733	\$40.54	\$48.07	\$59.29	293,442	0.1%	48.8%	35.1%	14.8%	1.3%	—	2.66
2014	108,210	0.3%	77.4%	11.3%	11.3%	\$5,003	\$43.17	\$50.71	\$62.79	379,811	0.1%	36.9%	39.1%	13.5%	0.5%	10.0%	3.15
2015	187,977	0.6%	74.4%	13.9%	11.7%	\$9,069	\$44.93	\$51.66	\$65.21	371,609	0.1%	48.6%	33.5%	10.0%	0.3%	7.6%	1.86
2016	78,986	0.3%	76.2%	12.6%	11.2%	\$3,936	\$46.89	\$52.85	\$66.34	207,992	0.1%	56.9%	9.9%	15.4%	0.0%	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%	11.8%	\$4,044	\$48.36	\$54.59	\$68.34	306,065	0.1%	41.3%	13.5%	11.5%	9.4%	24.3%	2.67

Anacortes

2012	15,587	0.1%	69.0%	10.5%	20.5%	\$762	\$44.33	\$51.68	\$62.93	391,626	0.1%	—	—	—	—	100.0%	0.50
2013	17,447	0.1%	71.4%	9.9%	18.7%	\$849	\$44.04	\$52.27	\$64.35	354,308	0.1%	—	0.1%	—	—	99.9%	0.43
2014	18,287	0.1%	71.4%	9.7%	18.9%	\$959	\$47.99	\$54.97	\$67.94	354,932	0.1%	—	—	—	—	100.0%	0.39
2015	20,448	0.1%	70.0%	10.0%	20.0%	\$1,120	\$50.46	\$56.07	\$69.27	415,294	0.1%	—	—	—	—	100.0%	0.41
2016	26,656	0.1%	73.9%	8.9%	17.2%	\$1,470	\$51.31	\$56.93	\$70.65	485,699	0.1%	—	—	—	—	100.0%	0.37
2017	15,075	<0.1%	76.7%	8.1%	15.2%	\$826	\$51.13	\$57.70	\$71.83	253,097	0.1%	—	0.3	—	—	99.7%	0.38

Port Hours, Wages and Tonnage Data

Year	Hours					Wages				Tonnage							
	Total Hours	Percent of Coast Total	Percent of Port Total			Total Wages Paid (000s)	Average Hourly Wage			Total Tonnage	Percent of Coast Total	Percent of Port Total					Weighted Tons* Per Hour Paid
			L/S Jobs	Clk Jobs	Fmn Jobs		L/S	Clk	Fmn			Container-ized	General Cargo	Lumber & Logs	Autos & Trucks	Bulk Cargo	
2012	7,069	<0.1%	99.7%	0.1%	0.1%	\$332	\$47.02	\$43.40	\$52.60	102	<0.1%	—	100.0%	—	—	—	0.01
2013	2,095	<0.1%	100.0%	—	—	\$94	\$44.98	—	—	—	—	—	—	—	—	—	—
2014	2,321	<0.1%	100.0%	—	—	\$107	\$46.18	—	—	—	—	—	—	—	—	—	—
2015	2,432	<0.1%	98.3%	0.9%	0.8%	\$115	\$47.17	\$49.24	\$59.80	—	—	—	—	—	—	—	—
2016	2,284	<0.1%	99.2%	0.4%	0.4%	\$112	\$49.13	\$48.40	\$59.80	708	<0.1%	—	—	—	—	—	0.31
2017	3,133	<0.1%	91.0%	4.5%	4.5%	\$164	\$50.89	\$58.11	\$74.92	4,093	<0.1%	—	—	—	—	100.0%	0.03

Pacific Northwest: Washington (continued)

Bellingham

2012	7,069	<0.1%	99.7%	0.1%	0.1%	\$332	\$47.02	\$43.40	\$52.60	102	<0.1%	—	100.0%	—	—	—	0.01
2013	2,095	<0.1%	100.0%	—	—	\$94	\$44.98	—	—	—	—	—	—	—	—	—	—
2014	2,321	<0.1%	100.0%	—	—	\$107	\$46.18	—	—	—	—	—	—	—	—	—	—
2015	2,432	<0.1%	98.3%	0.9%	0.8%	\$115	\$47.17	\$49.24	\$59.80	—	—	—	—	—	—	—	—
2016	2,284	<0.1%	99.2%	0.4%	0.4%	\$112	\$49.13	\$48.40	\$59.80	708	<0.1%	—	—	—	—	—	0.31
2017	3,133	<0.1%	91.0%	4.5%	4.5%	\$164	\$50.89	\$58.11	\$74.92	4,093	<0.1%	—	—	—	—	100.0%	0.03

Area Summaries

SOUTHERN CALIFORNIA SUMMARY

2012	18,561,002	64.5%	75.7%	17.9%	6.4%	\$892,256	\$46.48	\$49.49	\$63.05	211,048,052	61.0%	87.4%	2.0%	0.1%	5.8%	4.8%	10.29
2013	18,741,575	65.8%	75.7%	18.0%	6.3%	\$923,672	\$47.61	\$50.86	\$64.79	217,330,368	63.9%	87.1%	1.7%	0.1%	5.9%	5.2%	10.44
2014	21,858,255	68.2%	75.5%	18.5%	6.1%	\$1,118,090	\$49.37	\$52.87	\$68.08	221,038,842	63.7%	87.3%	2.2%	0.1%	5.7%	4.8%	9.15
2015	22,518,668	68.5%	75.0%	19.1%	5.9%	\$1,174,733	\$50.43	\$53.79	\$69.05	216,199,485	64.1%	87.4%	2.1%	0.1%	6.5%	3.9%	8.88
2016	21,238,552	68.3%	75.6%	18.5%	5.9%	\$1,156,555	\$52.77	\$55.86	\$71.62	220,951,666	63.1%	88.1%	1.6%	0.1%	6.5%	3.7%	9.46
2017	22,546,615	69.2%	75.7%	18.3%	6.0%	\$1,271,679	\$54.63	\$57.86	\$74.23	234,083,975	63.6%	87.8%	1.6%	0.1%	6.2%	4.3%	9.41

NORTHERN CALIFORNIA SUMMARY

2012	3,223,518	11.2%	74.6%	18.1%	7.3%	\$151,677	\$45.60	\$47.14	\$61.78	37,573,790	10.9%	79.9%	1.3%	0.1%	6.4%	12.4%	9.63
2013	3,301,341	11.6%	75.1%	17.7%	7.2%	\$159,306	\$46.79	\$48.24	\$63.59	39,015,761	11.5%	78.4%	1.2%	0.1%	7.4%	12.9%	9.60
2014	3,426,054	10.7%	75.6%	17.1%	7.4%	\$172,490	\$48.79	\$50.03	\$66.97	39,751,443	11.5%	76.3%	1.5%	0.1%	7.1%	15.0%	9.20
2015	3,517,585	10.7%	75.0%	17.7%	7.3%	\$180,077	\$49.56	\$51.04	\$68.44	38,554,769	11.4%	75.0%	2.0%	<0.1%	8.0%	15.0%	8.79
2016	3,392,620	10.9%	74.8%	18.3%	6.9%	\$181,412	\$51.92	\$53.24	\$70.91	41,079,089	11.7%	75.3%	2.0%	—	9.3%	13.4%	9.57
2017	3,425,037	10.5%	75.5%	17.6%	6.9%	\$191,435	\$54.29	\$55.56	\$74.31	42,994,825	11.7%	72.7%	1.6%	—	9.7%	16.0%	9.57

PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

2012	2,155,012	7.5%	80.6%	11.9%	7.5%	\$98,838	\$43.97	\$48.09	\$62.75	37,097,615	10.7%	7.2%	5.4%	3.3%	10.1%	74.1%	3.27
2013	1,869,093	6.6%	79.8%	12.5%	7.7%	\$88,131	\$45.10	\$49.49	\$64.71	29,648,644	8.7%	8.9%	5.8%	5.6%	12.8%	66.9%	3.76
2014	2,009,152	6.3%	79.7%	12.1%	8.2%	\$98,122	\$46.73	\$50.26	\$67.30	31,852,043	9.2%	7.2%	6.8%	4.4%	13.0%	68.6%	3.47
2015	1,918,224	5.8%	81.6%	10.6%	7.8%	\$94,468	\$47.15	\$51.38	\$68.37	29,547,859	8.8%	1.3%	6.2%	3.8%	14.6%	74.1%	2.39
2016	1,788,932	5.7%	82.2%	10.0%	7.8%	\$90,556	\$48.41	\$53.07	\$70.66	31,215,907	8.9%	0.5%	4.3%	3.6%	15.0%	76.6%	2.18
2017	1,882,331	5.8%	82.9%	9.2%	7.9%	\$98,450	\$49.97	\$55.24	\$73.51	34,049,791	9.3%	0.3%	3.8%	3.0%	15.1%	77.8%	2.03

PACIFIC NORTHWEST: WASHINGTON SUMMARY

2012	4,851,477	16.9%	74.1%	18.7%	7.2%	\$232,086	\$46.08	\$48.69	\$63.64	60,165,382	17.4%	73.5%	1.9%	0.8%	5.4%	18.5%	9.60
2013	4,565,551	16.0%	73.4%	19.3%	7.3%	\$224,463	\$47.44	\$49.81	\$64.82	54,297,880	15.9%	79.6%	2.0%	1.2%	6.7%	10.5%	10.00
2014	4,759,892	14.8%	74.1%	18.7%	7.2%	\$243,351	\$49.38	\$51.63	\$67.70	54,113,876	15.6%	75.2%	2.1%	1.2%	7.8%	13.7%	9.11
2015	4,936,746	15.0%	74.1%	18.7%	7.2%	\$258,343	\$50.66	\$52.54	\$69.00	52,772,880	15.7%	80.0%	1.8%	0.9%	7.1%	10.2%	9.16
2016	4,706,192	15.1%	75.2%	18.1%	6.7%	\$254,526	\$52.45	\$54.32	\$71.86	57,067,983	16.3%	78.3%	1.1%	0.9%	5.9%	13.8%	9.89
2017	4,742,519	14.5%	75.3%	18.0%	6.7%	\$263,054	\$53.72	\$55.77	\$74.18	56,566,091	15.4%	78.1%	1.3%	0.9%	6.0%	13.7%	9.73

COAST SUMMARY

2012	28,791,009	100.0%	75.7%	17.6%	6.7%	\$1,374,857	\$46.12	\$49.00	\$62.97	345,884,839	100.0%	75.5%	2.3%	0.5%	6.2%	15.4%	9.57
2013	28,477,560	100.0%	75.5%	17.8%	6.7%	\$1,395,572	\$47.31	\$50.31	\$64.64	340,292,653	100.0%	78.4%	2.1%	0.7%	6.8%	12.0%	9.83
2014	32,053,353	100.0%	75.5%	17.9%	6.5%	\$1,632,053	\$49.13	\$52.28	\$67.82	346,756,204	100.0%	76.8%	2.5%	0.6%	6.9%	13.2%	8.80
2015	32,891,223	100.0%	75.3%	18.4%	6.3%	\$1,707,621	\$50.16	\$53.24	\$68.92	337,074,993	100.0%	77.3%	2.4%	0.5%	7.5%	12.3%	8.53
2016	31,126,296	100.0%	75.8%	17.9%	6.3%	\$1,683,049	\$52.36	\$55.24	\$71.51	350,314,645	100.0%	77.2%	1.8%	0.5%	7.5%	13.0%	9.12
2017	32,596,502	100.0%	76.1%	17.6%	6.3%	\$1,824,618	\$54.17	\$57.23	\$74.18	367,694,682	100.0%	76.4%	1.8%	0.5%	7.4%	13.9%	9.04

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Cargo operations at APM Terminals' Pier 400 at the Port of Los Angeles.

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MOL *Bellwether* passes under the Vincent Thomas Bridge at the Port of Los Angeles.



Pasha Hawaii's *Marjorie C* at Port of Los Angeles.



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