



Dates Set for Safety Awards Presentations

Member companies compete each year for Coast and Area Safety Awards. Companies with the fewest work-related injuries per paid man-hour of exposure within competing categories are presented awards at the Annual Safety Awards Banquets.

Special awards are also given to the top companies and ILWU Locals in recognition of significant reduction of injury incidence rates and for zero injury incidence rates. Individuals, who, in the course of their jobs, prevented other from being seriously injured are also recognized.

Awards and recognition are presented for overall coast performance and for company standings within each of the four Areas.

The Washington Area Safety Awards Banquet will be held as follows:

- Date: February 26, 1998
Location: Seattle Airport Hilton
Address: 17620 Pacific Highway S Seattle WA 98188
Time: 6:00-10:00 p.m.
Banquet Room: Summit Ballroom

The Northern California Area Safety Awards Banquet will be held as follows:

- Date: March 3, 1998
Location: Oakland - Marriott - City Center
Address: 1001 Broadway Oakland, CA 94607
Time: 6:00-7:00 p.m. Reception 7:00-10:00 p.m. Dinner
Banquet Room: Jewett Ballroom and Foyer

The Oregon Area's 50th Annual Awards Banquet will be held as follows:

- Date: Thursday, March 5, 1998
Location: Shenanigan's
Address: 4575 N. Channel, Portland, OR 97217
Time: 6:00-11:00 p.m.
Banquet room: Willamette Ballroom

The Southern California Area Safety Awards Banquet will be held as follows:

- Date: Friday, March 6, 1998
Location: Hyatt Regency Hotel
Address: 200 South Pine Avenue Long Beach, CA 90802
Time: No-Host cocktail 6:00 p.m. Dinner 7:00 p.m.
Banquet Room: The Regency Room

PMA to get Enhanced Crane Simulator by Year's End

The Crane Training Simulation System that PMA purchased in 1989 is currently being repaired and upgraded by Digitran, Inc. at their manufacturing facility in Logan, Utah.

The system served the industry well for eight years, but advancements in technology and difficulties in maintaining the system prompted PMA's Training Department to overhaul the simulator.

The 48 foot trailer housing the simulator is scheduled to move to the San Francisco Bay Area late this month for setup and testing. Once it is thoroughly tested by PMA, it will be moved to the Wilmington Training Center in Southern California.

Advancements in Technology

The crane simulator is being updated to portray the surroundings of a ship-to-shore crane both clearly and realistically. Three new computers, new monitors in cabinets, and a new operating system were added to run the latest, enhanced software package.

The simulator will now have the capability to maintain individual training records and track individual student progress, and the original ship and dock background scenes have been digitized for clarity and realism. The cab motion, hydraulic, projection and control systems remain unchanged.

The updated system will include a built-in modem to facilitate upgrading of training software remotely as newer revisions are available.

The World's First

The Digitran Crane Training Simulation System is the first full-motion ship-to-shore container crane simulator in the world. Dig-



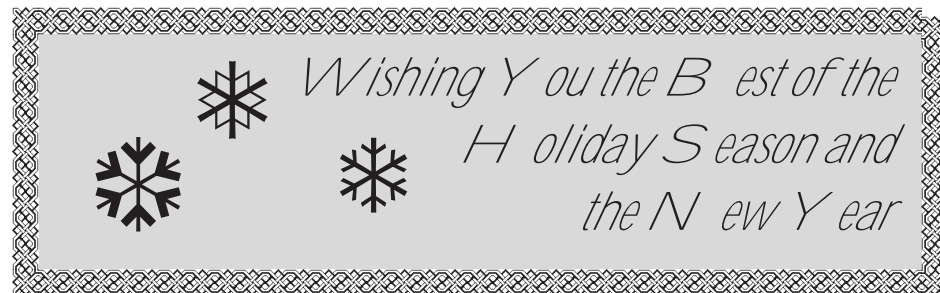
itran Inc. and PMA cooperated in the development of the device. The simulator has been used to train crane operators in Southern California, the San Francisco Bay Area and the Pacific Northwest.

The ship and dock background scenes used for the simulator were videotaped at a member company terminal in Long Beach. These scenes were then overlaid with computer-generated graphics of the spreader, containers, and chassis.

The crane simulator permits training potential crane operators in a risk-free environment. Unlike training on actual equipment, training on the simulator can be monitored, tracked, and analyzed objectively.

Operating the Crane Simulator

The crane simulator is equipped with re-



alistic controls, a hydraulic system for providing cab movement and motion sensations, a sound system for audio effects, and a graphics system that provides the visual aspect of the simulation. The movements, sounds, and surroundings experienced by a trainee sitting in the simulator's cab are almost the same as those in a real crane.

The system can also be configured so exercises can be adjusted according to the skill level of the trainee. Dangerous situations such as high winds and other emergency conditions can be added to the exercises for increased skill difficulty.

The New Crane Training Curriculum

When the upgraded crane simulator is fully operational, it will be incorporated into a new crane training curriculum which includes crane simulation exercises, scenarios, and performance objectives that were obtained from training curricula developed by members of the North American

Crane Simulator Users Group.

The user group, of which PMA is a member, includes companies that have purchased the crane simulator. The group met in February 1997 at a symposium facilitated by Digitran to better understand the industry, to aid in long term planning, to gain input on new development, and to pool user resources.

Two trainees per day will be assigned to the simulator. These trainees will take turns working each exercise with the objective that both trainees complete the exercise successfully within the allotted time.

The crane curriculum will be flexible enough to provide for continuing training when the simulator is not operational. In such situations, trainers must be able to revert back to an actual crane for demonstration of those skills covered in the simulator. The program will be staffed with PMA crane training staff and joint ILWU-PMA instructors.

October Tonnage

Although total October tonnage was down 485,482 tons from September, all categories were up except Bulk Cargo (down 752,810 tons) and Autos & Trucks (down 16,327 tons).

Coast container TEUs were up 7,612 over the previous high in August. However, the total container TEUs moving through Los Angeles and Long Beach dropped.

The table to the right shows the Coast total and the combined total for Los Ange-

les and Long Beach for the four months July through October.

The container shift away from the major Southern California port complex is attributed to the terminal congestion and subsequent ship delays caused by the Union Pacific railroad traffic problems.

	Coast TEUs	LA/LB TEUs	LA/LB as a % of Coast
July	718,510	461,481	64.23%
August	719,741	445,900	61.95
September	717,704	458,900	63.94
October	727,353	453,523	62.35

Photographs Needed for PMA Annual Report

Many of the photographs that appear in the PMA Annual Report are furnished by PMA member companies and by various West Coast port authorities.

Each year, staff members from the four PMA Area Offices ask representatives of member companies and the local ports to submit photographs. Not all of the submitted photographs will be used and unless otherwise specified, photographs *will not* be returned. Some of the photographs may also appear in future PMA publications and in the PMA website.

Photographs of general interest or of a specific type of cargo handling operation are requested. Please ensure that maritime activities in these photographs *comply with current safety code regulations*. Photos showing safety code violations will *not* be considered and should *not* be forwarded.

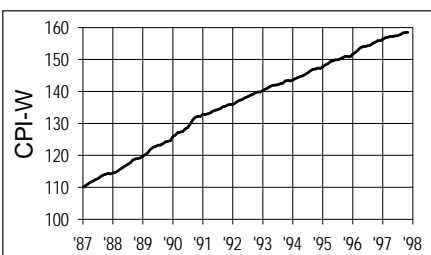
The back of each photo should be annotated with the name of the company or port which submitted the photo and how the photo should be credited. The date the photo was taken and a brief description should also be included.

Photos for the 1997 PMA Annual Report should be submitted on or before Friday, January 14, 1998. Photos may be submitted to the Area Offices or directly to PMA Research and Communication, P.O. Box 7861, San Francisco, 94120-7861.

**CONSUMER PRICE INDEX
U.S. CITY AVERAGE - ALL ITEMS
(1982-84 = 100)**

Urban Wage Earners & Clerical Workers

Month	1995	1996	1997	12 Mo.
JAN	147.8	151.7	156.3	3.03%
FEB	148.3	152.2	156.8	3.02
MAR	148.7	152.9	157.0	2.68
APR	149.3	153.6	157.2	2.34
MAY	149.6	154.0	157.2	2.08
JUN	149.9	154.1	157.4	2.14
JUL	149.9	154.3	157.5	2.07
AUG	150.2	154.5	157.8	2.14
SEP	150.6	155.1	158.3	2.06
OCT	151.0	155.5	158.5	1.93
NOV	150.9	155.9	158.5	1.67
DEC	150.9	155.9		3.31



Assessment Rates 1998/99 & 1999/2000: An Update

The rate projections for 1998/99 and 1999/2000 shown here were reviewed by the Coast Executive Committee on December 3, 1997, and represent projected assessments as of that date. The new projections for 1998/99 have not changed significantly since the September 1997 projections: total man-hour assessments have increased by 6¢; TEU rates decreased by 14¢ per TEU.

The projections for 1998/99 man-hour rates have increased 32¢ over the projections made in December 1996, and projected TEU rates have decreased by \$1.68 per TEU from the December 1996 estimates. The changes in projected rates are primarily due to changes in the estimates for man-hours and tonnage.

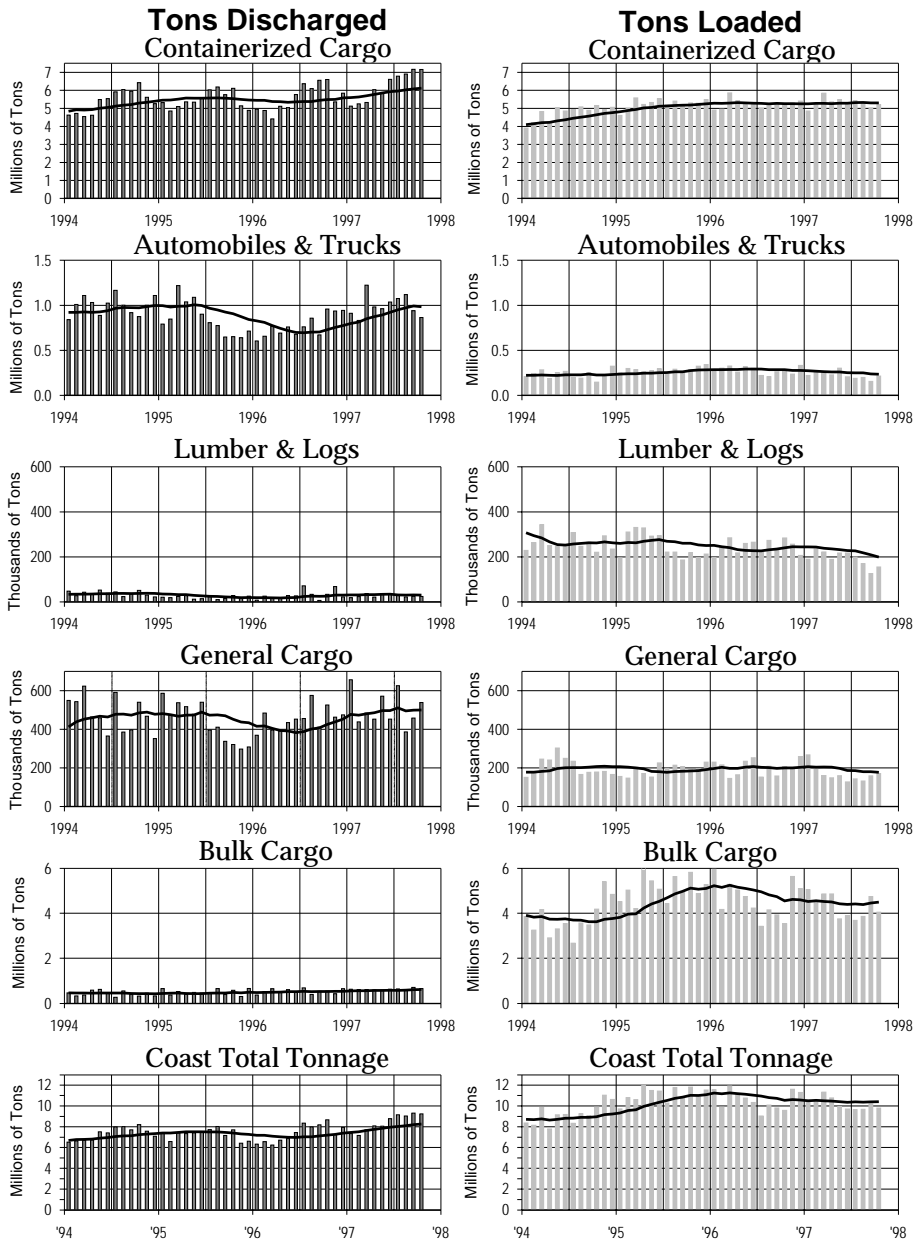
The PMA Cargo Dues rates are projected to increase next year because of higher than expected training costs in the current fiscal year.

The actual 1998/99 rates to be approved by the Coast Executive Committee in June 1998 may vary from the projected rates shown below as additional information is factored into the rate calculations.

	Man-Hours	TEU (RU)	General Cargo
1997/98 (Current)			
Benefits	\$11.53	\$9.98	\$0.587
Cargo Dues	0.32	2.99	0.176
CFS		0.10	
Total	\$11.85	\$13.07	\$0.763
1998/99 (Projected)			
Benefits	\$12.54	\$9.46	\$0.557
Cargo Dues	0.39	3.66	0.215
CFS		0.41	
Total	\$12.93	\$13.53	\$0.772
1999/2000 (Projected)			
Benefits	\$12.68	\$9.40	\$0.553
Cargo Dues	0.35	3.28	0.193
CFS		0.39	
Total	\$13.03	\$13.07	\$0.746

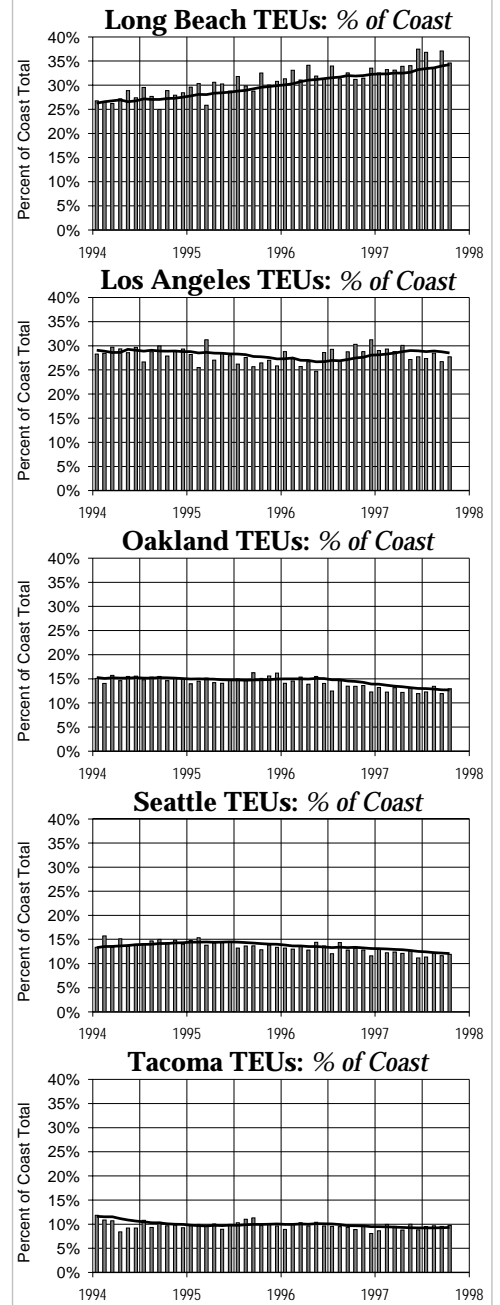
Monthly Tonnage by Reporting Category: Discharged vs. Loaded

Actual Tons Reported by Month



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

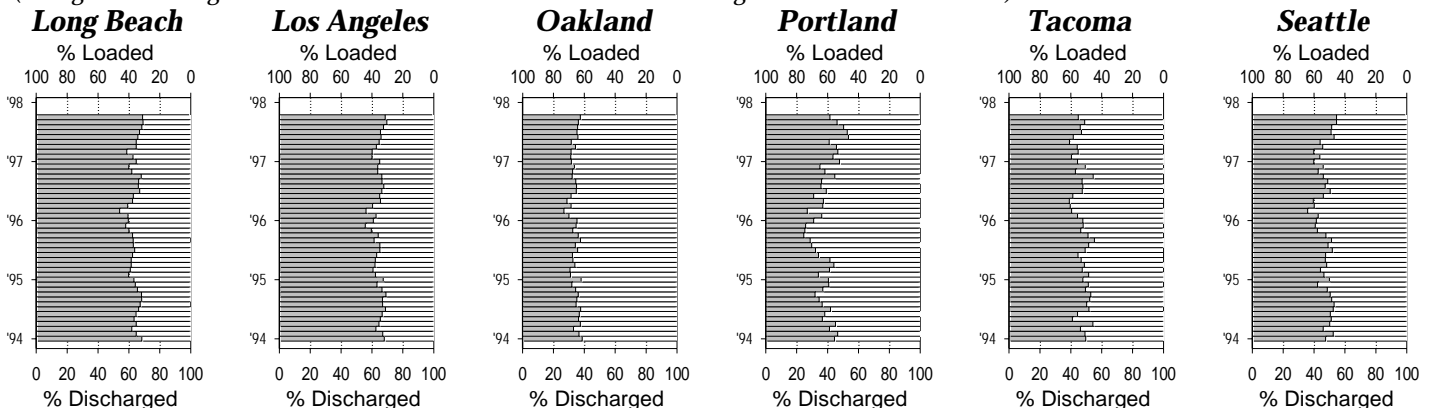
Major Container Ports: Percent of Coast Total TEUs



"Weighted" Tonnage: % Discharged vs. % Loaded

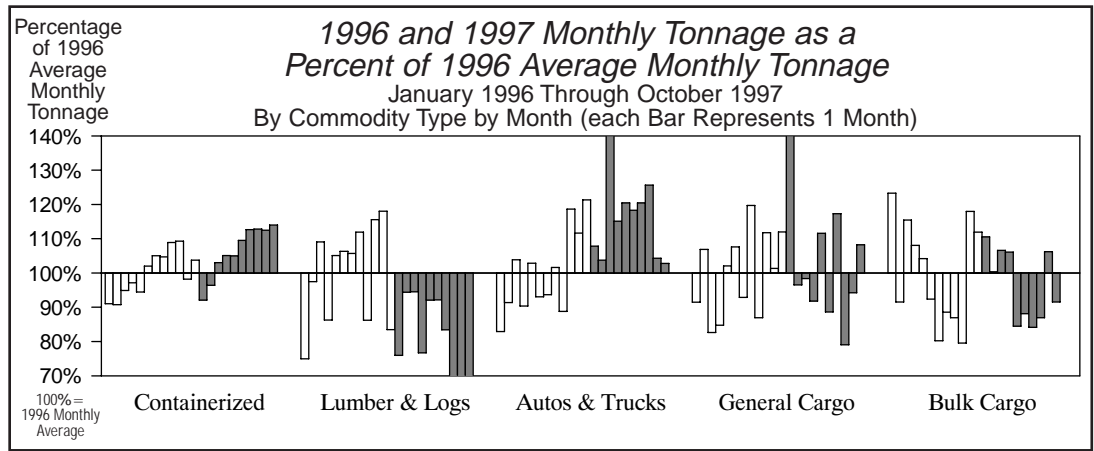
("Weighted" Tonnage = Containerized + Autos & Trucks + Lumber & Logs + General + 1/50 of Bulk)

% Discharged % Loaded



ILWU LOCAL/PORT AREA	REGISTRATION		STATS (For 52 Payroll Weeks)							PORT HOURS (Year-to-date)					TONNAGE BY PORT AREA (For 12 months-to-date & YTD)									
	(At 12/3/97)		(Ending 11/29/97)		Hours Paid:					Hours Paid at					% of Category Coast Total (12 Months-to-Date)					% of 1997 YTD				
	Class	Number	Annual	Wkly	Out of	Other	Cas-	Inac-	P/R	Wks	1-49, '97	Occ	Codes	Exp.	Cont'r	Lmbr	Autos	Other	Bulk	1997 YTD	Coast	'97 as a	Cstwise	
TOTAL	"B"	Working	Hrs Pd	PGP	Port	Local	uals	tives	Avg. Wkly	% Cst	Clk	Frm	Rates*	RU's	Logs	Trucks	Gen'l	Cargo	TOTAL	(Jan-Oct)	Total	% of '96	Loaded	
NO.	NO.	NO.	HRS	\$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS	
Longshoremen																								
<i>Southern California</i>																								
29 San Diego	55	19	54	1,760	7	9.4	5.5	29.3	2.6	2,787	0.7	10.5	12.4	31.1	0.1	2.4	9.4	1.1	1.3	1.1	2,104,475	1.1	182.1	0
13 Los Angeles/Long Beach	3,431	880	3,383	1,975	< 1	0.1	2.9	11.2	0.4	215,275	57.0	23.5	9.9	22.6	62.9	3.9	34.9	54.2	21.3	48.6	91,226,045	49.1	107.5	119,022
46 Port Hueneme	85	11	80	1,999	3	14.5	4.3	27.2	0.0	4,427	1.2	14.6	6.1	22.8	< 0.1	< 0.1	8.9	7.6	-	0.9	1,613,993	0.9	110.5	0
Southern California Total	3,571	910	3,517	1,972	< 1	0.6	3.0	11.8	0.4	222,489	58.9	23.2	9.9	22.7	63.0	6.3	53.2	62.9	22.6	50.6	94,944,513	51.1	108.5	119,022
<i>Northern California</i>																								
10 San Francisco Bay Area	961	165	880	1,653	2	2.1	0.5	2.8	1.8	42,449	11.2	26.7	8.0	9.7	13.0	0.1	8.6	6.4	1.7	9.2	17,201,164	9.3	94.7	216,772
54 Stockton	54	17	54	1,630	52	2.2	7.9	21.5	2.7	2,822	0.7	8.7	7.6	10.9	-	-	-	1.6	2.2	0.7	1,273,050	0.7	99.1	0
18 Sacramento	25	9	25	1,579	165	9.2	15.8	23.9	1.1	1,392	0.4	24.2	6.6	14.7	-	0.3	-	2.0	1.3	0.4	707,844	0.4	94.2	24,327
14 Eureka	31	0	31	931	306	40.3	3.7	7.0	0.8	442	0.1	12.6	10.7	7.7	-	1.1	-	2.8	0.6	0.3	524,365	0.3	118.7	0
Northern California Total	1,071	191	990	1,627	18	3.0	1.6	5.0	1.8	47,104	12.5	25.4	7.9	9.9	13.0	1.5	8.6	12.7	5.8	10.6	19,706,423	10.6	95.5	241,099
<i>Oregon</i>																								
12 North Bend/Coos Bay	102	20	100	1,530	57	25.6	14.2	6.0	1.7	3,219	0.9	8.6	7.2	5.4	< 0.1	7.7	-	1.0	5.8	1.7	3,192,066	1.7	104.5	8,717
53 Newport	8	0	8	833	391	85.1	50.5	1.9	0.0	47	0.0	6.4	4.9	1.8	-	0.2	-	-	-	< 0.1	5,503	0.0	50.5	0
50 Astoria	54	0	54	614	422	86.8	0.0	6.0	0.0	83	0.0	0.0	0.0	1.9	-	1.1	-	-	-	< 0.1	28,923	0.0	186.9	3,143
8 Portland	454	72	449	1,791	12	4.1	7.8	3.4	1.5	20,971	5.6	14.2	7.2	4.8	2.7	4.1	19.4	3.6	18.5	8.1	14,838,666	8.0	101.0	30,927
4 Vancouver, WA	156	54	156	1,836	7	11.8	11.0	7.2	1.0	6,961	1.8	14.1	6.3	17.7	< 0.1	2.7	2.1	4.0	8.3	2.6	4,863,064	2.6	118.1	0
21 Longview, WA	204	40	201	1,829	15	14.0	6.2	5.2	2.0	8,420	2.2	9.3	8.5	7.3	-	27.3	-	5.7	15.8	4.9	8,790,737	4.7	98.5	49,894
Oregon Total	978	186	968	1,706	43	11.6	8.6	4.7	1.5	39,701	10.5	12.7	7.3	7.7	2.7	43.1	21.5	14.3	48.4	17.3	31,718,959	17.1	102.9	92,681
<i>Washington</i>																								
24 Aberdeen	73	0	73	1,487	111	19.9	18.5	7.4	1.7	2,580	0.7	5.3	7.4	2.2	-	18.7	-	0.6	-	0.3	462,408	0.2	88.1	249,404
27 Port Angeles	56	0	56	1,091	369	60.8	11.7	2.3	0.1	574	0.2	7.4	7.0	1.7	-	3.9	-	-	0.3	0.1	222,581	0.1	64.7	56,809
51 Port Gamble	13	0	13	551	609	88.2	4.1	0.0	0.0	18	0.0	4.9	2.5	0.0	-	-	-	-	-	-	0	0.0	0.0	0
47 Olympia	25	2	25	1,312	169	15.9	23.1	32.5	0.1	1,090	0.3	12.1	14.0	24.6	< 0.1	3.7	< 0.1	0.1	-	0.1	123,815	0.1	212.4	0
23 Tacoma	451	77	444	1,922	< 1	0.9	6.0	15.9	0.5	26,714	7.1	20.8	8.6	6.8	9.3	17.2	11.1	3.2	12.3	10.1	18,853,999	10.1	103.9	0
19 Seattle	590	155	579	1,837	< 1	2.3	6.7	12.8	0.4	34,251	9.1	26.7	7.8	14.5	12.0	0.5	5.6	3.7	7.9	10.0	18,249,353	9.8	102.8	126,832
32 Everett	60	0	57	1,406	128	17.4	13.8	4.6	0.1	1,795	0.5	8.1	8.7	2.7	< 0.1	5.1	-	0.2	0.6	0.2	444,379	0.2	90.3	18,231
25 Anacortes	13	0	13	1,421	150	45.0	11.5	0.8	0.0	288	0.1	10.8	21.6	0.1	-	0.1	-	-	0.5	0.1	284,255	0.2	110.3	0
7 Bellingham	37	5	37	1,386	95	19.6	15.0	9.1	0.1	1,225	0.3	9.1	9.8	10.0	< 0.1	-	-	2.2	1.7	0.5	942,130	0.5	103.9	1,100
Washington Total	1,318	239	1,297	1,755	42	5.9	7.7	13.6	0.5	68,535	18.1	22.3	8.3	10.7	21.4	49.2	16.7	10.0	23.3	21.5	39,582,920	21.3	102.8	452,376
Total/Average	6,938	1,526	6,772	1,842	17	3.3	4.4	10.4	0.7	377,829	100.0	22.2	9.1	17.3	100.0	100.0	100.0	100.0	100.0	100.0	185,952,815	100.0	104.8	905,178
% Change from Update of 12/96	+7.4	+23.8	+7.3	-0.3	+6.3	0.0	+0.1	+2.0	-0.7	+8.3	-0.6	+0.6	-4.5	6.3%	-13.8%	20.1%	8.4%	0.7%	5.3%				131.7%	

Clerks																						
29 San Diego	5	0	5	2,156	2	14.3	34.6	8.9	1.3													
46 Port Hueneme	12	0	12	2,180	-	3.8	29.8	4.5	0.0													
63 Los Angeles/Long Beach	856	2	838	2,544	< 1	0.1	10.3	12.5	0.5													
14 Eureka	3	0	3	***	***	23.0	32.9	0.0	1.6													
34 SF Bay Area & Delta	259	6	250	2,246	5	3.6	6.8	1.5	2.2													
40 Portland	102	0	98	2,386	2	34.4	7.9	1.6	2.4													
23 Tacoma	60	0	60	2,639	-	0.2	40.9	4.6	0.6													
52 Seattle	178	0	176	2,573	2	16.9	18.4	4.8	1.2													
Total/Average	1,475	8	1,442	2,482	2	5.1	12.9	8.8	0.9													
Foremen/Walking Bosses																						
29 San Diego	2	0	2	***	***	0.7	71.3	0.9	0.3													
46 Port Hueneme	6	-	6	1,868	42	0.0	19.8	0.0	0.0													
94 Los Angeles/Long Beach	331	-	326	3,330	< 1	0.1	6.5	0.0	0.1													
91 Northern Calif. Area	73	-	73	2,414	20	0.4	9.0	0.0	1.5													
92 Portland	53	-	52	2,500	18	11.4	13.2	0.0	3.1													
98 Seattle	96	-	94	2,625	3	10.8	16.2	0.0	1.9													
Total/Average	561		553	2,992	5	2.6	9.7	0.0	0.8													



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