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PMA

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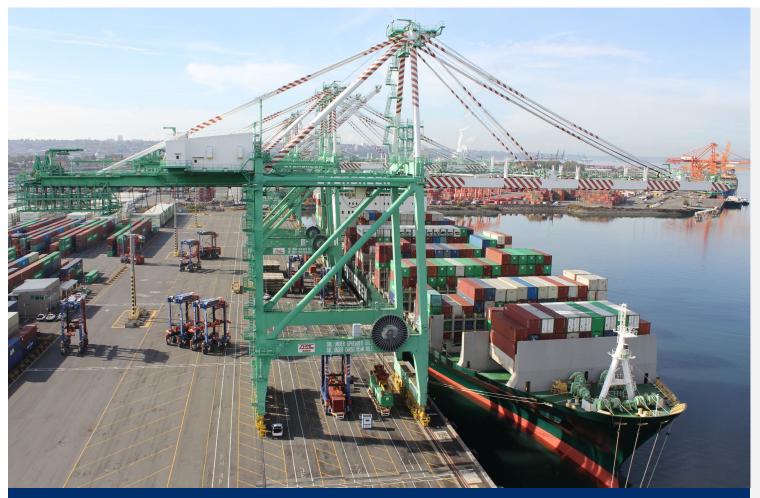
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PACIFIC MARITIME ASSOCIATION

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Evergreen's Ever Salute at Pierce County Terminal at the Port of Tacoma.



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 Annual Report and revenue cargo to fund employee benefits plans This award-winning report is written for the industry, 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.

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..."

its workforce, journalists and policy makers; it is typically published in the spring each year. Archives are available online at www.pmanet.org.

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Follow us on Twitter @WestCoastPorts for news from the West Coast waterfront.

2021

PACIFIC

ASSOCIATION

On the Cover

A record number of vessels sit at anchor in San Pedro Bay amid unprecedented supply chain congestion.

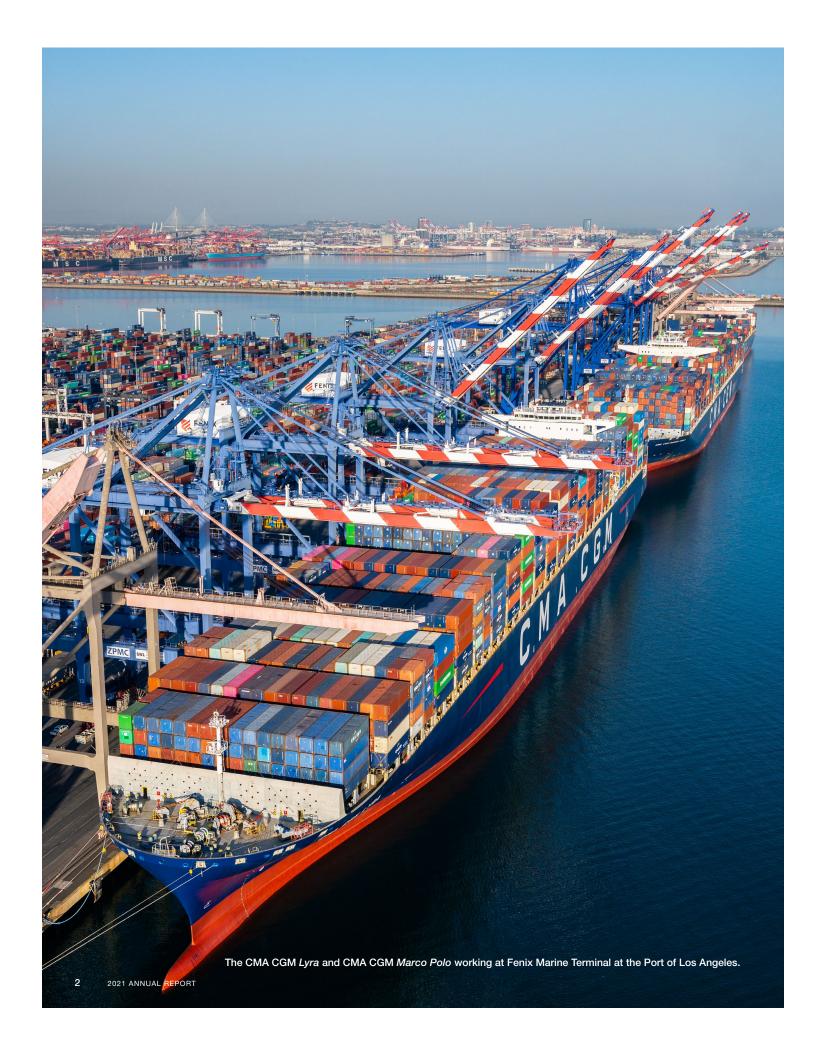
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Three Cosco vessels berth LBCT at the Port of Long Be



P_{M_A}

2021 underscored the need for broad collaboration to keep West Coast ports strong.

Historic levels of imported cargo at North American ports have placed enormous stress across the U.S. supply chain. The aerial photo covering this year's annual report, showing a record number of vessels at anchor in San Pedro Bay, became the symbol for our nation's historic supply chain challenges.

From the outset, PMA assumed a leadership role in helping address the nation's supply chain challenges. Working in partnership with the ILWU, we acted decisively to expand our workforce and provide additional training for more skilled positions. PMA participated in a White House task force to advance many solutions. We worked closely with port authorities and government officials to secure vaccinations to help keep our workforce safe.

PMA also commissioned and widely shared groundbreaking research examining how equipment shortages, warehouse capacity limits, and intermodal choke points have all combined to dramatically slow the movement of goods through America's distribution channels. In November, we helped deliver a new vessel queuing process to improve safety and air quality along the California coastline.

With supply chain challenges projected to persist throughout 2022, PMA is continuing our efforts. Keeping our ports strong is essential to supporting millions of American workers and billions of dollars in economic activity.

In 2022, the spotlight will continue to shine on West Coast ports as we enter negotiations on a new coastwise contract. We will enter those negotiations with the same spirit of cooperation with the ILWU that proved so vital in 2021.

Sincerely,

James C. McKenna President and CEO

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TO OUR STAKEHOLDERS





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MEMBERSHIP

APS Stevedoring, LLC

Hapag Lloyd AG

HMM Company Limited

"K" Line America, Inc.

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LBCT LLC

American President Lines, Ltd. Maersk, Inc. APM Terminals Pacific LLC Main Lines Inc. Marine Terminals Corporation Marine Terminals Corporation -Benicia Port Terminal Company Columbia River Ceres Terminals Incorporated Marine Terminals Corporation CMA CGM (America) LLC of Los Angeles Coast Maritime Services Marine Terminals Corporation -Consolidated Stevedoring Company LLC Puget Sound COSCO SHIPPING Lines Marko Industries, Inc. (North America) Inc. Matson Navigation Company, Inc. Crescent City Marine Ways & Mediterranean Shipping Company Drydock Company, Inc. Metro Cruise Services LLC Evergreen Marine Corp. (Taiwan) Ltd. Metropolitan Stevedore Company Everport Terminal Services, Inc. Mitsui O.S.K. Lines, Ltd. Fenix Marine Services, Ltd. NYK Line Hamburg Sud North America, Inc. Ocean Network Express (North America) Inc. Harbor Industrial Services Corporation Ocean Terminal Services, Inc. OOCL (USA) Inc. Husky Terminal & Stevedoring, Inc. Oregon Chip Terminal Inc. Innovative Terminal Services Inc. Pacific Crane Maintenance International Transportation Service, Inc. Company, LLC Jones Stevedoring Company Pacific Northwest Auto Terminals, LLC Pacific Ro-Ro Stevedoring, LLC Kinder Morgan Bulk Terminals LLC Pacific Terminal Service Company, LLC

Pasha Hawaii

Pasha Stevedoring & Terminals L.P. Portland Lines Bureau Port Maintenance Group (PMG), Inc. Port Service Group, LLC **Reliable Line Service** Sea Star Stevedore Company SSA Marine, Inc. SSA Terminals, LLC Tacoma Line Handling Company TESI. LLC Total Terminals International, LLC TransPacific Maintenance Company, LLC Transpac Terminal Services, LLC TraPac. LLC Wallenius Wilhelmsen Logistics Washington United Terminals Watermark Terminal Solutions, LLC West Coast Crane Services, LLC West Coast Terminal and Stevedore, Inc. Yangming Marine Transport Corporation Yusen Terminals, LLC Zim American Integrated Shipping Services Company, Inc.







Roy Amalfitano ** Vice Chairmar Evergreen Shipping Agency (America) Corp. International Carrier C

Ronnie Armstrong Vice President, Inland Ope Ocean Network Express, (North America) Inc.





Edward A. DeNike ** Executive Vice Presiden SSA Marine, Inc.

Thomas Engel Senior Vice P Hapag-Lloyd (America) LLC





Joseph Gregorio, Sr. Chairman and CEO Pacific Crane Maintenance Co., Inc.

Paul Nazzaro Executive Vice President COSCO SHIPPING Lines (North America)

*Assessment Committee Member *Audit Committee Member *Compensation Committee Member

Jay A. Bowden Chief Financial Office The Pasha Group

Karen Bucknell Brett Head of Finance APM Terminals North America Inc



Seagulls soar past MSC's Mia at Total Terminals International at the Port of Long Beach.

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BOARD OF DIRECTORS



W. Patrick Burgoyne Chief Operating Officer North America CMA CGM (America) LLC



Ron Forest † President Matson Navigation Company, Inc. Dom



Al Gebhardt # Head of North America Labor Relations Maersk International Carrier Class



Chris Parvin Executive Vice Pres Mediterranean Shipping Company (USA)



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

FINANCE COMMITTEE

Fina

Adam Davis ger – Container Divi SSA Marine, Inc.

Andrea Rodriguez Sanchez Regional Senior Director, Cost Control – Loc. Revenue CMA CGM

7

STEERING COMMITTEES

COAST STEERING COMMITTEE







Chairman John Ochs Chief Labor Relations Officer APM Terminals Pacific, LLC

Darrin DelConte Chief Comm ercial Office Pacific Crane Maintenance Company

Sal Ferrigno Vice President SSA Terminals, LLC



Steve Fresenius Assistant Vice President, Corporate Labor Relations TraPac, LLC



Services, Inc.

APL (America) LLC

Senior Vice President

Yang Ming

(America) Corp.



Chief Compliance Officer Total Terminals International, LLC

Capt. Syed Khoda Vice President, Marine and Consortium OOCL (USA) Inc.



George Lang President Everport Terminal



David VanWaardenburg President, Maritime Operation Pasha Stevedoring Vice Pre & Terminals

AREA SUB-STEERING COMMITTEES

Southern California Area





Chairman: Sean Marron Yusen Terminals, LLC

John Beghin LBCT LLC



Mike Outland Pacific Crane Maintenance

Pasha Stevedoring & Terminals L.P.

Northern California Area



Service, Inc.



Michael Andrews

Everport Terminal

Services, Inc.

Chairman Jacques Lira SSA Terminals, LLC

Pacific Northwest: Oregon and Columbia River Area





Chairman: Ben Thamert APS Stevedoring, LLC Keith Flagg Jones Stevedoring Company









Services Corp.

Bulk Terminals LLC







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STEERING COMMITTEES



Denis Delgado Everport Terminal Services, Inc.



Jeff O'Donnell Fenix Marine Services, Ltd.



Randy Galosic SSA Terminals, LLC



Todd Stockham Total Terminals International, LLC



Kurt Sulzbach APM Terminals Pacific, LLC



Laurie Wurzer Ports America



Lorenzo Looper Metropolitan Stevedore Company



Jaime Villanueva TraPac, LLC

Pacific Northwest: Washington and Puget Sound Area



Chairman: Clayton R. Jones, III Jones Stevedoring Company



Steve Frazier Husky Terminal & Stevedoring, LLC



Eli Bohm SSA-SSAT Seattle



Brandon Olivas Everport Terminal Services, Inc.



Alec Coleman Washington United Terminals



Greg Unterbrink Pacific Crane Maintenance Company, LLC

PACIFIC MARITIME ASSOCIATION 9

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2021 HIGHLIGHTS



THE COAST

West Coast ports are the largest maritime gateway in the United States, supporting more than 12 million jobs nationwide. Our largest ports faced great challenges in 2021 due to the effects of COVID-19 and the unprecedented cargo surges from Asia that impacted every link in the global supply chain.

Cargo volumes at the San Pedro Bay Port Complex – the nation's largest – surged throughout much of 2021, yet the supply chain outside the marine terminals experienced enormous difficulties, ranging from truck, rail and chassis shortages to warehouse capacity constraints. In many cases, the cargo had nowhere to go, placing enormous stress on West Coast marine terminals.

Despite an uncertain and challenging environment, our ports demonstrated great resilience. Longshore workers moved record amounts of cargo. PMA trained more workers for high-skilled jobs to meet the demands of the cargo surge. PMA worked with ILWU leadership to expedite early access to COVID-19 vaccines. PMA's senior leadership team participated in a working group that delivered new vessel queuing procedures to improve safety and air quality, and we worked with governmental officials and leaders throughout the supply chain to explore lasting solutions to congestion.

Economists are projecting the supply chain challenges to continue throughout 2022, putting a strain on businesses, workers, and consumers nationwide. At PMA, we recognize that continued innovation is vital to support the U.S. economy and to promote a healthy supply chain – now and into the future.

The stakes could not be higher: West Coast gateways support millions of American jobs, billions of dollars in economic activity, and the movement of goods that fuel the nation. With contract negotiations ahead, PMA continues to collaborate and adapt to sustain the future of West Coast ports.

Please read on.



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2021 | THE YEAR IN REVIEW

STOR facility at the Port of Long Beach's Pier S.

WHAT SUPPLY CHAIN CONGESTION MEANS FOR THE FUTURE OF WEST COAST PORTS

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Ports Must be Optimized to Handle Current and Future Volumes

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In many ways, the historic congestion of 2021 was a harbinger for the future. The Journal of Commerce has reported that terminals in the San Pedro Bay Port Complex – the nation's largest – are on pace to reach capacity of 23-25 million TEUs as early as 2028. That is a stunning prediction for a single port complex that handles upwards of 40% of the nation's containerized Asian imports.

West Coast ports have tremendous advantages, including proximity to Asia, terminal size, connectivity to the national supply chain, and a tremendous skilled workforce. Yet despite these strengths, West Coast ports remain focused on the need to densify terminals to enhance capacity to meet the challenges on the horizon.

Synchronizing with All Links in the Supply Chain is Vital

Rising imports and the intermodal challenges of 2021 highlighted just how interconnected the West Coast ports are with the U.S. and global supply chains. Cargo stacked up in the yards because containers had nowhere to go. Widespread shortages of truck drivers, chassis and warehouse space drove backups all the way to the marine terminals, fueling delays, shortages, and price spikes nationwide.

Looking to the future, economists and logistics experts envision a world where all links in the supply chain operate more efficiently, including similar hours of operation, increased reliance on automated operations, and more widespread information sharing.

West Coast ports will remain a powerful jobs creator so long as cargo volumes stay strong. A skilled, safe, and efficient ILWU workforce will be fundamental to that future.

The Role of Automation in the Supply Chain

Just as warehouses, retailers and other vital links in the global supply chain have increasingly embraced automation, so too have some marine terminals. Already, more than three dozen ports around the world are home to current or planned automated terminals. This trend is expected to continue.

On the West Coast, two automated terminals are in operation. During the cargo surge, these modern terminals have proven to be particularly effective, with greater throughput than conventional counterparts. Meanwhile, the physical footprint of marine terminals on the West Coast cannot expand significantly. In order to accommodate future growth, terminals will increasingly need to densify their operations, and automation is one approach to support that trend.

The Future of Automation at West Coast Ports

A contractual right since 2008, automation will likely be a key issue in negotiations for a new coastwise contract taking place in 2022. Protecting automation rights is vital to the future of the San Pedro Bay Port Complex and the myriad American jobs and economic activity it supports. The terminal operators' right to automate comes with significant protections for longshore workers. This includes additional jurisdiction for maintenance and repair work, significant training for the jobs of the future, and a guarantee of 40 hours of pay per week.



Trucks form long lines to exit the Port of Los Angeles.

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2021 | THE YEAR IN REVIEW

<figure>

Longshore Workers are Essential

The approximately 23,000 longshore workers represented by the ILWU play a crucial role in handling the enormous and sustained wave of containerized cargo volumes. Their work will continue to be essential as West Coast ports adapt to a fastevolving logistics landscape.

In 2021, PMA and the ILWU worked together to provide up-skill and re-skill opportunities to adapt to changing marine terminal operations. In 2022, we broke ground on a new training center in Southern California to expand those efforts. Research suggests that automation can have a neutral to positive impact on the workforce of the future, with near-dock and on-dock jobs created through marine terminal modernization. West Coast ports will remain a powerful jobs creator so long as cargo volumes stay strong. A skilled, safe, and efficient ILWU workforce will be fundamental to that future.

Continuing to be in the National Spotlight

Intensive worldwide focus on West Coast ports will continue through 2022 as PMA and the ILWU begin negotiations for a new coastwise contract. Maintaining efficient operations throughout the negotiations will be vital to the nation's economic health. So, too, is protecting the framework that will enable our ports to grow and thrive, along with the longshore workers and millions of other workers whose livelihoods depend on them.



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INDUSTRY BENEFITS AND WAGES HIGHLIGHTS

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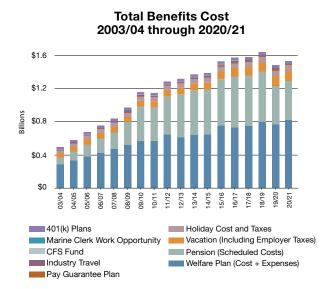
WORLD-CLASS **BENEFITS AND** WAGES FOR **ILWU MEMBERS**

The ILWU benefits package includes:

- Comprehensive healthcare coverage with no premiums for both actives and retirees: 100% in-network medical coverage, prescription drug coverage with a \$1 copay, vision, dental, alcohol and substance use disorder treatment and life insurance;
- A pension plan up to \$95,460 annually and a 401(k) savings plan with employer contributions;
- Disability benefits covering up to \$1,250 per week for up to 52 weeks;
- Up to 6 weeks paid vacation per year;
- 15 holidays (including 13 paid holidays) per year; and
- Guaranteed pay for up to 40 hours of work per week.

Stabilizing Overall Benefit Costs

Over the past decade, benefit costs increased from approximately \$93,200 per active registrant to approximately \$102,000. For 2021, overall benefit costs increased by \$21 million, to a total of nearly \$1.6 billion.



Fully Funded Pension Plan

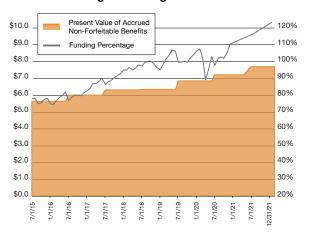
The industry pension plan – the ILWU-PMA Pension Plan – is world-class, and has seen major upgrades since the seminal technology agreement of 2002. Since 2014 asset growth outpaced liabilities and funding percentage improved from 70% to over 100%, even with nearly 20% increase in benefit levels. Currently, the 2021 maximum yearly retirement benefit is \$95,460. At the end of calendar year 2021, the Plan paid \$36.6 million per month to 9,194 benefit recipients. As of 2019, the Pension Plan became fully funded. The Plan is non-contributory for the participants and is completely funded by employer contributions. Refer to pg. 41 for more information.

Healthcare Benefits

The healthcare plan - the ILWU-PMA Welfare Plan - is among the most generous in America, with no employee premiums and low out-of-pocket costs for out-of-network services. In the 2021 fiscal year the healthcare cost per ILWU registrant was \$54,550.

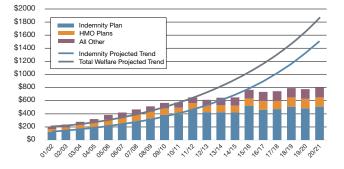
PMA Offers Sick Pay Benefits Related to COVID-19

PMA and the ILWU agreed to sick pay and workplace exclusion plans that addressed the requirements of the Families First Coronavirus Response Act (FFCRA) and subsequent state and local legislation. This sick pay benefit allowed individuals to be paid for time off related to COVID symptoms, or family care related to COVID.



ILWU-PMA Pension Plan **Funding Percentage & Contribution** Additionally it provided for individuals who had been exposed to COVID and were excluded from the workplace the right to maintain their income. Collectively PMA paid \$15.3M for these agreements.

ILWU-PMA Actual vs. Projected **Total Welfare Costs (Millions)**



Tackling Healthcare Fraud, Waste, and Abuse

Since 2013 the employers have continued intensified focus on addressing fraud, waste, and abuse of the healthcare plan. The third-party claims administrators have also continued their rigorous review of medical bills and identification of fraud and abuse. Through strong management and a clear strategy for mitigating fraud and abuse, the plan costs have stabilized despite a projected trend that showed welfare costs increasing to nearly \$1.9 billion in the 2021 fiscal year.

How does \$46.23 add up to **\$207,000** a year?

A review of annual earnings, found on pg. 61, shows that full-time registered workers (those paid 2,000 hours or more) earned, on average in 2021, over \$207,000 per year. For longshore registrants, the average was \$194,350. For clerks, it was \$217,651. And for foremen, it was \$311,656.

Unlike most workers, the wages earned by ILWU members are not solely determined by the basic longshore rate of \$46.23 per hour.

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A total of 218 providers have been excluded from billing the plan and medical care costs are nearly 58 percent below what they would have been had they grown at the rate of healthcare inflation.

Employers are committed to continuing to provide comprehensive healthcare benefits and ensuring that providers are accurately billing the plan for only covered services that have been provided in accordance with Plan terms. Going forward, we will continue to exclude providers, press investigations, and where appropriate, initiate litigation and recover losses.

Other Healthcare Benefits

In addition to health coverage, the ILWU-PMA Welfare Plan also provides the following benefits:

- Dental benefit (100% for children and 80% for adults), including dental implants;
- Vision benefit (\$300 frame allowance every 24 months);
- · Alcoholism/Drug Recovery Program (paid at 100% for the first episode of substance use disorder treatment);
- Subsequent Artificial Limbs and Eyes Benefit covering lost or damaged prostheses;
- Life and AD&D insurance;
- Hearing Aids;
- Blood Sugar Monitors; and
- Social Security Supplementation Benefit for Pensioners.

More than eighty percent of all work includes skill bonuses ranging from \$2.40 to \$5.80 per hour. Evening and nighttime work - which totals nearly 39 percent of all hours paid - is paid at rates of \$61 to \$83 per hour, not including overtime. Overtime work, including weekends and holidays, is paid at rates of \$69 to \$93 per hour and accounts for 36 percent of all hours paid. The effective average rate for all hours paid is nearly \$63 per hour. Refer to pg. 62 for more information.

SAFETY & TRAINING

Three OOCL vessels working at Long Beach Container Terminal, which was fully completed in 2021.

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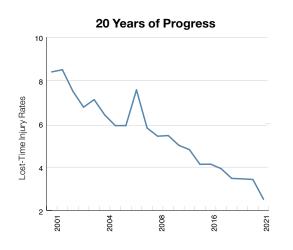
SAFETY AND TRAINING ON THE WATERFRONT

Safety and training measures helped West Coast ports meet the demands of the historic cargo surge. PMA, its members, and the ILWU joined forces to prioritize essential training and to rise to the enormous challenges of the moment.

Lost Time Injury Rate Compared to Man-Hours

Even as the workforce moved record volumes, the Coastwide Lost Time Injury Rate (LTIR) fell to yet another low. The continued downward trajectory in the face of record volumes is another impressive testament to the professionalism, collaboration, and commitment to safety by PMA and the ILWU.

On a coastwide basis, the rate fell to 2.52 in 2021, down from 3.43 the prior year. For registered longshore workers, clerks, and foremen, LTIR fell in all West Coast regions.



Expanded Online Training Pilot

A year after the pandemic paused the core General Safety Training (GST) program, PMA and the ILWU expanded an online pilot program that translated the classroom curriculum into a digital format. Made possible through cooperation between PMA and numerous locals coastwide, the pilot program has been a major success to date, with more than 7,475 workers in California, Oregon, and Washington taking the online training. The alternative format for the training program helped PMA and the ILWU catch up on requirements that were delayed due to COVID-19. A special permit was obtained to delay those deadlines until the end of the year, allowing additional time to meet the requirements.

Additional Training to Handle Increased Cargo Volumes

In all three West Coast states, PMA helped implement additional training measures to equip the ILWU workforce with the skills necessary to handle the historic cargo volumes. Those efforts included agreements in Southern California to expedite crane operator training; increased equipment training in Northern California; and the launch of a state-of-the-art training facility at the Port of Seattle.

Signaling for a crane driver at SSA Pier A Terminal at the Port of Long Beach.





Off-dock container yard storage at the Port of Seattle.

Mechanic Safety Module

PMA worked closely with member companies and the ILWU to develop a specially tailored set of mechanic safety modules for various jobs and shops. The safety team worked with power, chassis, reefer and crane shops to compile longshore workers' perspectives on the most common types of injuries and the best practices to avoid them in the workplace. The tailored insights are combined into a series of videos to train mechanics, whose hands-on work can put them at greater risk for injury.



PMA promotes three longshore safety tip bulletins.

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COVID-19 Safety Flyers

As the impacts of COVID-19 carried into another year, PMA's safety and training team promoted three longshore safety tip bulletins designed to educate workers on how to protect themselves and others from COVID-19 and other viruses. The first bulletin detailed the parameters of face-covering requirements in marine terminals, joint dispatch halls, and training sites. A second bulletin detailed how to stop the spread of the flu virus. The third bulletin informed workers on how to evaluate COVID-19 symptoms if becoming ill while on the job. The documents delivered timely, vital information to the workforce during an unprecedented chapter in maritime history.



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Regional Report:

SOUTHERN CALIFORNIA

Staying nimble amid a dynamic, fast-paced environment was the key to success in 2021. PMA helped deliver vaccines and mobile COVID-19 testing to longshore workers, implement new training systems, and update the vessel queuing process, while working with member companies, the ILWU, government leaders, and other stakeholders to address relentless waves of cargo.

West Coast Ports Expanded Workforce to Respond to Historic Cargo Volumes

Since Q2 of 2020, U.S. West Coast ports have handled extraordinarily high cargo volumes, particularly at the nation's largest maritime gateway, the ports of Los Angeles and Long Beach. Between April 2020 and August 2021, the Ports of Los Angeles and Long Beach nearly doubled their monthly TEU volumes, to 1.76 million TEUs. A strong partnership between PMA and the ILWU helped increase the number of registered



A longshoreman works at Fenix Marine Services at the Port of Los Angeles.

longshore workers (637), new mechanics (99), and marine clerks (125), providing training for high-skilled jobs to help process the record cargo levels.

Efforts to Expedite Vaccines for Longshore Workers

Working with the ports, government officials, and the ILWU, PMA joined a coordinated effort to vaccinate longshore workers in early 2021 to help keep workers safe and terminals operating. These unified efforts helped deliver longshore workers expedited access to the vaccines to help ensure safety at the ports.



Operations at Total Terminals International at the Port of Long Beach.



Containers stacked high at TraPac terminal at the Port of Los Angeles.



Delivering Expedited RTG Crane Training

Given the demands associated with the historic wave of cargo volumes, PMA negotiated agreements with Local 13 to train a total of 250 workers to operate rubber-tire gantry (RTG) cranes. Unlike larger ship-to-shore cranes that service vessels, RTG cranes service and deliver containers to trucks, a significant need throughout the supply chain backlogs. The expedited RTG crane training helped address container yard congestion, a key choke-point at the ports.

Creating, Expanding Standardized Foremen Promotion Process

PMA worked with Local 94 to create a new hiring process for foremen. Under the new process, longshoremen receiving promotions to foreman at the Ports of Los Angeles and Long Beach had to have worked full-time each year for the last 10 years, as well as pass written and oral exams. The new framework is meant to be a more consistent, streamlined process to ensure the pool of probationary foremen is consistently strong coastwide.

Exh. DL-04 Page 15 of 43 2021 | THE YEAR IN REVIEW

New Vessel Queuing Process Introduced at Ports of LA, Long Beach

In November, PMA joined a working group of maritime industry leaders to introduce plans to improve safety and air quality off the Southern California coast through a new container vessel queuing process. Developed by PMA, Pacific Merchant Shipping Association, and Marine Exchange of Southern California, the updated process called for each vessel to be assigned a place in the queue based on a calculated time of arrival that factored the ship's departure time, and distance from their last port of call. The updated system required vessels to wait for an available berth approximately 150 miles away from land. This reduced emissions near the coast and created safer conditions as vessels slowed down and spread out. Within weeks, the new process dramatically reduced the number of backlogged ships at anchorage off the Ports of Los Angeles and Long Beach.



Metro Ports welcomes a second, ultra-low emissions Tier 4 locomotive engine at the Port of Long Beach.

Regional Report:

NORTHERN CALIFORNIA

In the face of unprecedented labor demands due to the historic cargo surge, PMA's team in Northern California sprang into action to guickly expand the skilled workforce. With the help of the ILWU. PMA and its member companies, Northern California showed why it is a key anchor for West Coast trade.

Expanded Casual Hiring Meets Labor Needs

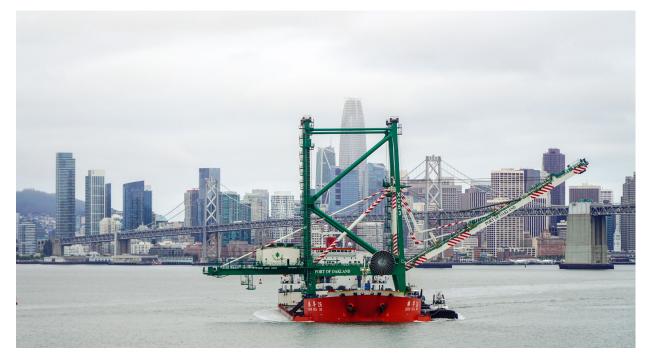
With enormous demands for labor coastwide. PMA worked with the Local 10 Joint Port Labor Relations Committee to hire 477 new casuals. To facilitate the hiring process, PMA rented a hotel ballroom in downtown Oakland, conducting medical exams, strength and agility testing, and drug screenings on-site. Northern California was the first region on the West Coast to implement the streamlined process to meet the increased labor demands.

Promotions and Equipment Training Keep Cargo Moving

At the same time as the casual hiring efforts, PMA promoted 300 casuals to Class "B" status. To train newly promoted Class "B" workers, PMA instituted both day- and night-side tractor instruction, utilizing 1.7 additional acres to the Howard Terminal training site. Promotions and equipment training helped keep longshore workers safe and cargo moving efficiently.

Top Pick Training and New Dispatch Board Helps Fill Key Jobs

As global supply chain challenges snarled the free flow of cargo along the West Coast, skilled and key-skilled jobs went unfilled because of the enormous demands. In response to challenges filling Top Pick jobs out of the Local 10 Dispatch Hall, PMA increased training for those positions by at least 150 people in 2021. In addition, PMA and the Local 10 Joint Port Labor Relations Committee successfully bargained for and instituted a Top Pick dispatch board for both day- and night-side shifts. Fifty people were put on each board, and their main obligation would be to accept Top Pick work. The adjustments helped ensure fewer situations in which key skilled Top Pick and Side Pick jobs go unfilled.



Giant ship-to-shore cranes sail past the Bay Bridge en route to the Port of Oakland.

Record-Breaking Cranes Bolster Infrastructure at the Port of Oakland

The Port of Oakland welcomed numerous recordbreaking cranes in 2021. In March, the final installment of SSA Terminals' three gigantic cranes - the tallest in North America - was completed. The ship-to-shore cranes can lift cargo up to 174 feet above the dock, providing greater flexibility in discharging and loading containers. Later in the year, Everport Terminal Services put its biggest crane into service, featuring a lift height from the dock of 170 feet. The taller cranes help facilitate the largest ships calling in North America.

Cruise Business Returns to Northern California

In 2021, the cruise business returned to the Port of San Francisco, marking a resurgence after COVID-19 effectively sidelined the industry in the U.S. the previous year. The Majestic Princess was the first cruise vessel to call in the Bay Area in 2021, with close to two dozen cruise calls through the end of the year and a record 127 calls expected in 2022. The cruise business had been projected to grow

Matson containers at SSA's Oakland Terminal.



Operations at the Port of Oakland.



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as much as 30 percent in 2020 before COVID-19 restrictions led to the cancellation of 106 calls that year. PMA worked with the ILWU to develop safety protocols to safely service the ships.



Majestic Princess, docked at Pier 27, marks the first cruise ship to return to San Francisco.

Regional Report:

PACIFIC NORTHWEST

Terminal investments and adaptability amid the cargo surge helped the Northwest Seaport Alliance continue to deliver as an important pillar of West Coast ports.

Terminal 5 Sets the Stage for Return

Nearly a decade since it was last functional as a major container terminal, SSA's Terminal 5 at the Port of Seattle made strong progress toward its reopening in early 2022. The facility features a naturally deep berth, wide footprint, and access to on-dock rail, helping it service growing cargo volumes in the Puget Sound region. In June, SSA welcomed four of the largest cranes on the West Coast to the terminal, a key milestone in the modernization project.

Oregon Ports Handle Diverted Containers, Significant Volumes in Logs and Break Bulk Cargo

After not handling cargo for nearly two years, Terminal 6 at the Port of Portland stepped up to help meet the demands of the sustained West Coast container volume surge. Through expedited registration and casual processing and increased training, Terminal 6 handled increases in diverted container cargo while also servicing a significant number of auto vessels. In addition, ports in and around the Columbia River maintained significant volumes in logs and break-bulk cargo.

State-of-the-Art Longshore Training Facility Launched for Terminal 46 in Seattle

In July, PMA announced plans to work with the NWSA and ILWU Local 19 to develop a state-ofthe-art training facility at Terminal 46 at the Port of Seattle. The new training facility will help ensure that the Port continues to serve as a leading gateway for international trade – supporting the maritime industry, creating jobs, and fueling the regional economy. With PMA's Terminal 5 training facility impacted by the <image>

Four new Super Post Panamax Cranes arrive on the Zhen Hua 36 at SSA's Terminal 5 at the Port of Seattle.



OOCL Vancouver docked at the Port of Seattle.



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2021 | THE YEAR IN REVIEW

modernization project, the Terminal 46 facility is designed to promote a skilled, safe, and efficient ILWU workforce.

ETS Raises Four Cranes at the Port of Tacoma

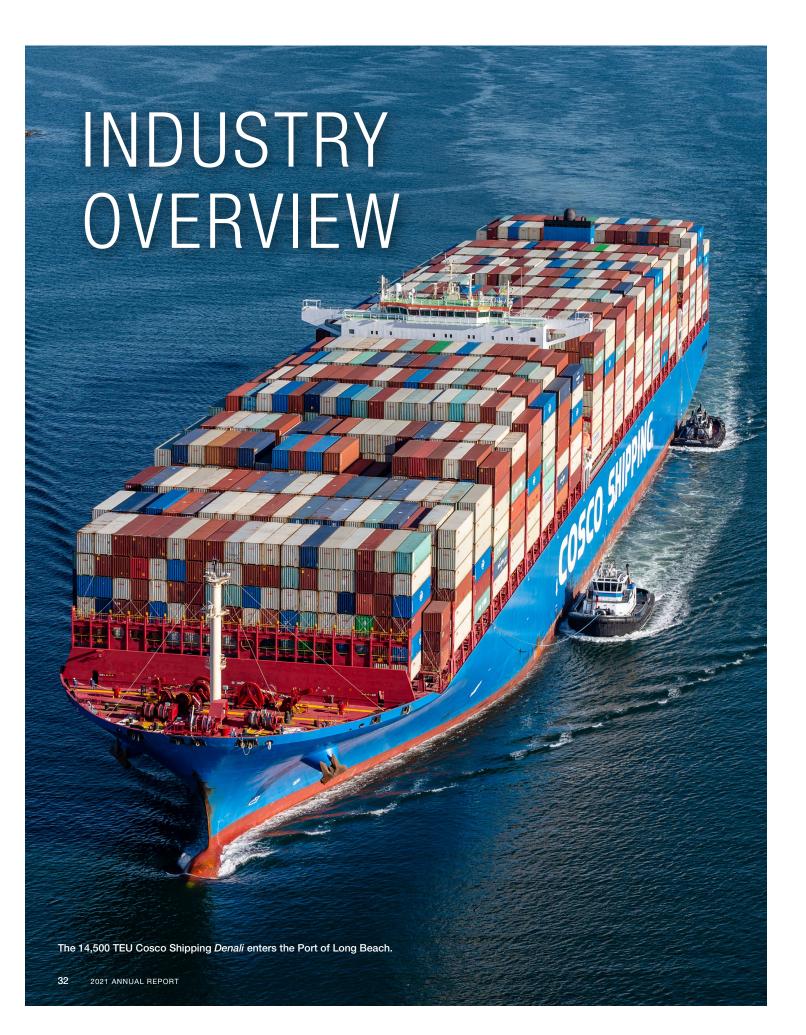
At the Port of Tacoma, Everport Terminal Services advanced efforts to raise four of its seven cranes to 130 feet above rail. The update will better position the terminal to handle larger vessels in the future. Three of the four cranes were raised during 2021, with the fourth crane slated for raising in early 2022.

Meeting Labor Demands with Additions to the Workforce

To meet the demands of cargo volumes, PMA added over 200 registered workers to the workforce and carried out numerous casual processing draws throughout the Pacific Northwest. The efforts meant working with more than 20 union locals throughout the region, from Coos Bay to Olympia. Given the demands of the cargo surge, growing the skilled workforce quickly required collaboration and efficiency across numerous ports.

Operations at Terminal 18 at the Port of Seattle.





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 17 million loaded container TEUs (twenty-foot equivalent units). With cargo ranging from medical supplies 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 more than 12 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 \$1.9 trillion annually, or 9 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 technologyincluding emissions reducing cargo-handling technology-will be essential to enabling these national assets to continue playing this vital role.

Hapag Lloyd's Colombo Express at berth at TraPac terminal at the Port of Los Angeles.



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Waterfront Work: More Than 15,500 **Registered Workers**

As of December 2021, PMA members employed more than 15,500 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 nearly 1 million tons of cargo that move through West Coast ports daily.

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 52 percent.

SUPPLEMENTARY AREA AGREEMENTS

Local I	ffective
Southern California	
13 – Sweepers' Agreement	7/1/14
13 – Lines Handling Agreement	7/1/14
13 – Gearmen's Port Supplement	7/1/14
13 - Mechanics' Port Supplement	7/1/08
13 – Bulk Loading Supplement	2/15/05
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
63 – Vessel Planner Supplement	2/12/98
94 – Foremen's Port Supplement	2/26/15
94 – Bulk Loading Supplement Northern California	4/14/05
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 1/10/09
4 & 8 – Lines Agreement 4, 8 & 21 – Shipboard Bulk	1/10/09
Grain Operators' Agreement	3/8/10
4, 8, 12, 21, 50 & 53 – Area Travel Agreemen	
4, 8, 21, 50 & 53 – Columbia River and	12/1/04
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: Washingt	
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	0/0/4
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

Labor Agreements

The ILWU-PMA coastwise agreements remain in effect until 5:00 p.m., July 1, 2022.

Coast Agreements EFFECTIVE

	* Extension signed on 5/7/2018
Walking Bosses and Foremen's Agreement	7/1/14*
Longshore and Clerks' Agreement	7/1/14*

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, are required 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.

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

At an increasing pace during the past

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.

Cargo operations on the Maersk Essex at APM Terminals Pier 400 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 Experie	ence Group		
		Effective Date	
4,001 or	Basic Straight Time	July 1 1934* February 20 1941	\$0.10 0.05
more hours:	Rate of Pay	February 4 1942	0.00
nore nours.		October 1 1944	0.05
		October 1 1945	0.22
2,001 through	Dania C/T Data y	November 17 1946 January 1 1947	0.15
	Basic S/T Rate x 0.72053526 + \$3.00	December 15	0.05 0.08
,000 Hours:	0.72033320 + \$3.00	February 10 1948	0.02
		December 6	0.15
,001 through		September 30 1950 June 18 1951	0.10 0.05
-	Basic S/T Rate x 0.72053526 + \$1.00	June 16 1952	0.13
2,000 Hours:	0.72055526 + \$1.00	June 15 1953	0.06
		December 20 1954 June 13 1955	0.05
Ale was such		June 18 1956	0.02
) through	Basic S/T Rate x	October 1	0.16
1,000 Hours:	0.72053526	June 17 1957	0.08 0.10
		June 17 1957 June 16 1958 June 15 1959	0.10
		June 13 1960 June 12 1961 July 30 1962 June 17 1963 June 15 1964	0.08
		June 12 1961	0.06
For the handling of ce	ertain specified	July 30 1962 June 17 1963	0.18 0.13
cargos, cargo conditi	ons. or working	June 15 1964	0.13
conditions, cargo per		June 14 1965	0.06
	,	July 1 1966 June 28 1969	0.50 0.20
paid. These penalty ra		June 27 1970	0.20
ange from 15¢ to \$1.	.20 per hour (the	June 27 1970 December 25 1971	0.42
explosives penalty is a	equivalent to the	July 1 1972 June 2 1973	0.40 0.25
base straight time rate	e), are also added	June 30	0.20
o the straight time ra		June 1 1974	0.30
vork under penalty co		June 29	0.30
	•	January 4 1975 June 28	0.12
It the appropriate shi		July 3 1976 July 2 1977	0.60
olus 1.333 times the o	cargo penalty rate,	July 2 1977	0.85
and all overtime and t	hird shift work	July 1 1978 June 30 1979	0.85 0.85
inder penalty condition	ons is paid at the	June 28 1980	0.85
appropriate overtime		July 4 1981 July 3 1982	1.30
	•	July 3 1982	1.30
mes the basic cargo	penalty rate.	July 2 1983 June 30 1984	1.25 0.80
Registered employee	e who aro	June 29 1985	0.85
o , ,		June 28 1986	0.85
ordered to a job and '		July 4 1987 July 2 1988	2.16 0.40
juaranteed eight hou	rs pay on the first	July 1 1989	0.50
nd second shifts and	d five hours pay	June 30 1990	0.67
on the third shift; othe		June 29 1991 July 4 1992	0.78 0.70
juaranteed four hours		July 3 1993	0.70
		June 29 1996	2.00
working as 30% Walk	-	June 28 1997	1.00
Foremen, when order	ed to a job and	July 3 1999 July 1 2000	1.00 0.50
turned to, are also pa	id their extended	June 30 2001	0.50
time in addition to the	appropriate	June 30 2001 June 28 2003	0.50
eight-hour or four-hou		July 3 2004 July 2 2005	0.50
	a guarantee.	July 2 2005	1.00 0.50
Skill rates, along with	shift and overtime	July 1 2006 June 30 2007	0.50
		June 28 2008 July 4 2009	0.50
nultipliers, all serve to		July 4 2009	0.50 1.00
straight time rate. For	details on how	July 3 2010 July 2 2011	1.00
these increases impa	ct the hourly rate of	June 30 2012	1.00

these increases impact the hourly rate of pay, please see page 62.

27 - Working and Dispatching Rules

32 - Working and Dispatching Bules

47 – Working and Dispatching Rules

47 - Olympia Mechanics' Agreement

51 - Working and Dispatching Rules 52 - Working and Dispatching Rules

98 - Foremen's Port Supplement

1/1/69

5/26/89

1/19/89

5/1/97 1/13/73

10/18/11

12/9/98

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Hourly Rate

Rate

\$0.95

 $\begin{array}{c} 1.00\\ 1.10\\ 1.15\\ 1.37\\ 1.57\\ 1.67\\ 1.82\\ 1.97\\ 2.10\\ 2.11\\ 2.27\\ 2.29\\ 2.45\\ 2.53\\ 2.74\\ 2.82\\ 2.88\\ 3.06\\ 3.19\\ 3.32\\ 3.38\\ 3.88\\ 3.88\\ 3.88\\ 3.88\\ 3.88\\ 4.20\\ 5.10\\ 5.50\\ 5.80\\ 6.10\\ 5.55\\ 5.80\\ 6.22\\ 6.92\\ 7.52\\ 8.37\\ 9.22\\ 10.07\\ \end{array}$

INDUSTRY OVERVIEW

Increase

11.8%

5.3 10.0 4.5 19.1 10.9

3.3 5.1 1.2 9.0 5.5 2.6 6.6 2.9 2.3 2.7 0.9 7.0 3.3

4.0 4.2 2.9 2.1 6.3 4.2

4.1 1.8

14.8 5.2 4.9 9.8 8.5

4.9 2.8 5.5 5.2 2.0 11.3 8.7 11.3 10.2 9.2

 $\begin{array}{c} 8.4\\ 11.9\\ 9.2\\ 5.4\\ 5.5\\ 5.2\\ **\\ 2.1\\ 2.5\\ 3.3\\ 3.7\\ 3.2\\ 0.9\\ 8.8\\ 4.1\\ 3.9\\ 1.9\end{array}$

1.8 1.8 3.5 1.7 1.7 1.6 1.6

3.2 3.1 3.0

2.9 2.8

4.1 3.3

3.8 3.1

3.1 3.1

10.92 12.22 13.52 14.77 15.57 16.42 17.27 19.43 19.83 20.33 21.00 21.78 22.48 22.68 24.68 24.68 25.68 26.68 27.18 27.68 27.68 28.18 28.68 29.68

29.08 30.18 30.68 31.18 31.68 32.68 33.68 33.68

35.68 36.68

38.18 39.43

40.93 42.18

43.49 44.84

HISTORY OF LONGSHORE STRAIGHT TIME WAGE RATES

JUIY 3 2021	1.59	3.1	40.23
* A "6 hour day, 30 hour industry agreement in 1 presidentially appointed a "6 and 2" rule, this contra and 2 hours' overtime pa the regular day shift.	934. This was the arbitration board. Co act provision called for	result of a mmonly refi or 6 hours' s	decision by a erred to as the traight time pay
** The "6 and 2" pay prov effective July 4, 1987. Th and 2 hours at the overtin at \$19.43. Other cost inc offset by other contract pr	ere was no wage inc ne rate of \$25.905 a reases inherent in the	rease; 6 hou re equivalen	urs át \$17.27 t to 8 hours

1.00 1.00 1.25 1.25 1.50 1.25 1.31 1.35

June 29 2013 June 28 2014

July 4 2015 July 2 2016

July 1 2017 June 30 2018

June 29 2019 July 4 2020

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.

Subsequent presidents include:

- David Arian (1991-1994)
- Brian McWilliams (1994-2000)
 James Spinosa (2000-2006)
- Bob McEllrath (2006-2018)

William E. Adams was elected President in 2018 and reelected in 2021. Other titled officers include Vice President (Mainland) Robert "Bobby" Olvera, Jr., Vice President (Hawaii) Paul K. Kreutz, and Secretary-Treasurer Edwin "Ed" Ferris.

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. The Clerks process the cargo

company superintendent.

information for delivery and shipment.

The Walking Bosses or Foremen are

in charge of the loading and unloading

operation and report to the stevedoring

The Longshore Division makes up about

one-fifth of the ILWU's total membership.

consists of: longshore members in Alaska,

workers in Hawaiian sugar and pineapple

plantations and processing plants; Hawaiian

Boatman's Union, the Marine Division of the

The bulk of the remaining membership

Hawaii and British Columbia, Canada;

warehousing workers; office workers;

hotel and tourism workers; the Inland

ILWU; and various other groups.

Governing Body

The ILWU Longshore Division is governed by the Division's Coast Committee, which consists of President William E. Adams, Vice President Robert Olvera, Jr. 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 un-stuff certain containers, handle lines, maintain stevedoring gear and perform many other activities.

The MSC Kanoko enters Angels Gate at the Port of Los Angeles.



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: Long Beach Container Terminal 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 Los Angeles – Long Beach – Southern California Area

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

FIRST PLACE: Washington United Terminals Tacoma – Washington Area SECOND PLACE: Husky Terminal & Stevedoring

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

Los Angeles – Long Beach – Southern California Area

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

FIRST PLACE: Sea Star Stevedore Company Tacoma - Washington Area SECOND PLACE: SSA Pacific Stockton – Northern California Area

Group C (25.000 to 99.999 man-hours)

FIRST PLACE: SSA Pacific Seattle – Tacoma – Washington Area SECOND PLACE: Metro Cruise Los Angeles – Long Beach – Southern California Area

BULK OPERATORS

(companies engaged primarily in bulk cargo operations with total man-hours exceeding 10,000) FIRST PLACE: Ceres Terminals

Stockton – Northern California Area SECOND PLACE: Oregon Chip Terminal Coos Bay – Oregon 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 4: Vancouver, WA – Oregon Area **Group C** (25 to 99 Registered Members)

Local 54: Stockton – Northern California Area

FOREMAN – WALKING BOSS GROUP Local 92: Portland – Oregon Area

CLERK GROUP Local 23: Tacoma – Washington Area

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INDUSTRY OVERVIEW

MECHANIC COMPANIES

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

Group A (200,000 or more man-hours)

FIRST PLACE: F	Pacific Crane Maintenance Company
L	os Angeles – Long Beach – Southern California Area
SECOND PLACE:	ong Beach Container Terminal
L	os Angeles – Long Beach – Southern California Area
Group B (100,00 -	199,999 man-hours)
FIRST PLACE:	Everport Terminal Services
C	Dakland - Northern California Area

Oakland - Northern California

SECOND PLACE: Total Terminals International Los Angeles – Long Beach – Southern California Area

COAST ONE-YEAR ZERO INCIDENT RATE AWARD

(companies that achieved a zero lost-time incident rate in 2021) (50,000 minimum hours)

Everport Terminal Services – Mechanic Operations Oakland – Northern California Area SSA Pacific Seattle – Tacoma – Washington Area

COAST THREE-YEAR REDUCTION AWARD

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

(50,000 minimum hours)

Long Beach Container Terminal Los Angeles – Long Beach – Southern California Area

Pacific Crane Maintenance Company – Mechanic Operations Los Angeles – Long Beach – Southern California Area

Ports America Los Angeles – Long Beach – Southern California Area

TraPac Los Angeles – Long Beach – Southern California Area

Washington United Terminals Seattle – Washington Area

Washington United Terminals- Mechanic Operations Seattle – Washington Area

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. THE COAST ACCIDENT PREVENTION AWARDS

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.

INDUSTRIA A CONTRACTOR A CONTRA

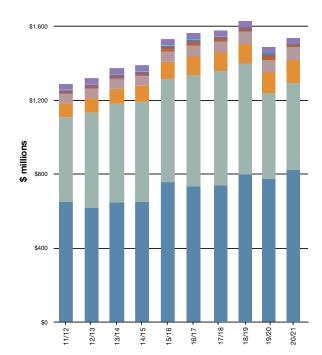
ILWU Benefits Package

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

TOTAL BENEFITS COSTS*

2011/2012 through 2020/2021 *Does not include the \$15.3M COVID-19 related sick pay.





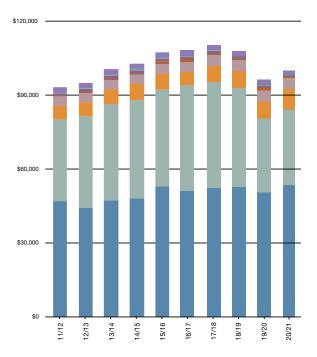
Three vessels are worked at TraPac Terminal at the Port of Los Angeles.

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BENEFITS COSTS PER ACTIVE REGISTRANT*

2011/2012 through 2020/2021 *Does not include the \$15.3M COVID-19 related sick pay.

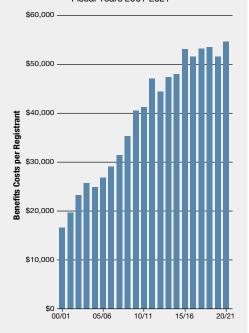




INDUSTRY BENEFITS

ILWU-PMA WELFARE PLAN BENEFITS COSTS PER ACTIVE REGISTRANT

Fiscal Years 2001-2021



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 (midpoint of the fiscal year). For example, costs for 2020/2021 are divided by the count of active registrants at the end of 2020.

RETIREES BY YEAR

Year	Normal	Early	Disability	Total
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
2018	198	110	46	354
2019	199	178	51	428
2020	262	146	37	445
2021	189	108	35	332

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.

ILWU-PMA Welfare Plan

The ILWU-PMA Welfare Plan provides health care and related benefits to qualified actives and retirees and their qualified dependents and survivors.

The Plan is administered by the Board of Trustees, which is comprised of an equal number of union and employer appointed Trustees.

For health coverage, registrants and retirees (and their eligible dependents) generally have a choice between an HMO plan and a self-insured PPO plan. As long as participants utilize in-network providers, both plans pay 100% of the cost of covered services with no out-of- pocket costs. The PPO plan also covers basic hospital, medical and surgical benefits at 100% of scheduled limits for out-ofnetwork services, followed by a \$100 deductible and up to 80% of the Maximum Allowable Charge, subject to a family out-of-pocket maximum of \$1,000. Both the HMO and the PPO provide prescription drug coverage with no copay for HMO and \$1 copay for PPO.

In addition to health coverage, the ILWU-PMA Welfare Plan also provides the following benefits:

- Dental benefit (100% for children and 80% for adults), including dental implants;
- Vision benefit (\$300 frame allowance every 24 months); Alcoholism/Drug Recovery Program
- (paid at 100% for the first episode of substance use disorder treatment);
- Subsequent Artificial Limbs and Eyes Benefit covering lost or damaged prostheses;
- Disability benefits covering up to \$1,250 per week for up to 52 weeks;
- Life and AD&D insurance;
- Hearing Aids:
- Blood Sugar Monitors; and
- Social Security Supplementation Benefit for Pensioners.

Plan Funding

The plan is primarily funded by PMA through employer assessments

The ILWU-PMA Welfare Plan generally covers the following individuals and their qualified dependent spouses and children:

- New Registrants: Covered by the HMO programs (if available) for the first 24 months of registration.
- Active Registrants: Requires a minimum of 800 hours credited in the preceding payroll year, or a minimum of 400 hours credited in the last half of the preceding payroll year.
- Pensioners: Most Welfare Plan participants who become pensioners including disability pensioners, have Welfare Plan eligibility beginning on the day they become pensioners.
- Surviving Spouses and Children of Active Registrants: The dependent spouse or child of a deceased eligible active registrant has Welfare Plan eligibility. Welfare Plan eligibility ends when the surviving dependent spouse remarries, or if the active registrant had fewer than five years of vested service under either the ILWU-PMA Pension Plan or the ILWU-PMA Watchmen Pension Plan, four years immediately following the registrant's death.
- Surviving Spouses and Children of Pensioners: A surviving spouse or child receiving a survivor pension has Welfare Plan eligibility provided that the pension is claimed through a Pensioner who had Welfare Plan

NUMBER OF PENSION BENEFIT RECIPIENTS BY YEAR					۲				
	I	PENSION	IERS			SURVIV	ING SPO	USES	
	Normal/ Early	Dis- ability	In- Service	QDRO	Sub- total	Post- Retire	Pre- Retire	Sub- total	Total
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
2018	4,327	976	12	431	5,746	2,485	652	3,137	8,883
2019	4,477	966	9	452	5,904	2,456	665	3,121	9,025
2020	4,637	960	4	482	6,083	2,457	664	3,121	9,204
2021	4,654	917	3	442	6,016	2,509	669	3,178	9,194

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.

ILWU-PMA Pension Plan

The industry Pension Plan has seen major upgrades in recent years. Currently, the maximum yearly retirement benefit is \$95,460 as of July 1, 2021.

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, 2021, the rate of pension benefit accrual for longshore employees retiring on or after July 1, 2014, was \$215 per month per year of qualifying service. This rate provides a maximum monthly pension benefit of \$7,955 (or \$95,460 annually) 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 retirees on or after July 1, 2008, maximum pension benefits are based on 37 years of service at retirement. Surviving spouses or dependent child

survivors of plan participants receive a benefit equal to 75% of the amount per month per qualifying year of service that would have been received by the participant were they still alive.

Disability pensions have no minimum age but do require a minimum of 13 years of service and the participant must have worked or been credited with at least 500 hours of service in each of the five payroll years ending with the year of retirement. 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.

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, and paid holidays.

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

Benefits are 100% vested after five qualifying years of service. If a participant leaves the plan prior to the vesting date,

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. 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 Clerk's 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.

Eligibility for ILWU-PMA Welfare Plan Benefits

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INDUSTRY BENEFITS

NUMBER OF PENSION **BENEFIT RECIPIENTS**



PENSION BENEFITS FOR NORMAL RETIREMENT

(the following benefits were effective July 1, 2020)

Retirement Date	Max Yrs. of Svc.	Rate Per Mo/Yr.	Max. Mo. Benefit
Before 7/81	25	\$102	\$2,550
7/81-6/84	30	\$102	\$3,060
7/84-6/87	33	\$102	\$3,366
7/87-6/93	35	\$102	\$3,570
7/93-6/99	35	\$102	\$3,570
7/99-6/02	35	\$112	\$3,920
7/02-6/08	35	\$153	\$5,355
7/08-6/14	37	\$180	\$6,660
7/14-6/21	37	\$210	\$7,770
7/14-6/22	37	\$215	\$7,955

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	\$215.00
1,250	\$206.73
1,200	\$198.47
1,150	\$190.19
1,100	\$181.92
1,050	\$173.66
1,000	\$165.39
950	\$157.11
900	\$148.84
850	\$140.58
800	\$132.31

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, 2021. A minimum of 800 credited hours per payroll year is required to earn a qualifying year of service for eligibility

VACATION BENEFITS, TAXES & EXPENSES

Payroll Year in which earned:

2021*	\$ 122,094,652
2020	\$ 106,076,630
2019	\$ 107,011,388
2018	\$ 102,001,566
2017	\$ 94,554,073

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 2021

*Estimated benefits.

ANNUAL HOURS REQUIREMENTS FOR VACATION ELIGIBILITY

Average Port Hours	Age	der e 60 2 wks		e 60 over 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

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.

ILWU-PMA Savings 401(k) Plan

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. 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. Participants may elect to defer any percentage, up to 90%, of their vacation paychecks into their 401(k) Plan accounts.

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.

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 he earns his vacation receives a vacation with pay.

ADDITIONAL VACATION WEEKS

Registrants who qualify for a basic one-week vacation may gualify 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

Truckers line up to return empty containers at TTI.



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INDUSTRY BENEFITS

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.

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 left.

To receive a third week of vacation, a registrant must have gualified 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.

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 Port Labor Relations Committee in each port schedules vacations.

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 which are early release days. The seven other paid holidays are normal work days,

INDUSTRY BENEFITS

HOLIDAY PLAN

2022 -

January 1 New Year's Day^{1,2}

17 Martin Luther King's Birthday

February 12 Lincoln's Birthday

- 21 Washington's Birthday
- March 31 Cesar Chavez's Birthday
- May 30 Memorial Day

July 4 Independence Day

5 Bloody Thursday¹

28 Harry Bridges' Birthday

September 5 Labor Day¹

November 11 Veterans Day

24 Thanksgiving Day¹

December 24 Christmas Eve Day^{1,2}

- 25 Christmas Day^{1,2}
- 31 New Year's Eve Day^{1,2}

2023 -

January 1 New Year's Day^{1,2}

16 Martin Luther King's Birthday

February 12 Lincoln's Birthday

- 20 Washington's Birthday
- March 31 Cesar Chavez's Birthday
- May 29 Memorial Day

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

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

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

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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 gualify for a two-week basic vacation, the availability requirement is waived for paid holidays which are normal work days—i.e., Martin Luther King's Birthday, Washington's Birthday, Cesar Chavez's Birthday, Memorial Day, Independence Day, Harry Bridges' Birthday and Veterans Day.

Those eligible for paid holidays receive pay equivalent to 8 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 2022 and for the first six months of 2023 are shown to the left.

HOLIDAY PAYMENTS **BY CONTRACT YEAR**

Contract Year Ended June 30

2021		\$67,048,171
2020)	\$68,007,356
2019		\$65,374,122
2018		\$61,042,442
2017		\$59,177,911

Includes payments for benefits, taxes, and administrative expenses. Source: Audited Financial Statemen

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" longshore or clerk who qualifies is guaranteed an income equivalent to a 40-hour week at the basic straight time hourly wage (\$46.23 per hour for Class "A" longshore, effective July 4, 2021, or \$1,849.20 per week). Class "B" registrants with 5 or more vacation qualifying years receive the same guarantee. Those

Evergreen's Ever Lucky loading at the Port of Tacoma.



Class "B" registrants with fewer than five vacation qualifying years are guaranteed income equivalent to a 32-hour week (\$1,479.36).

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 2021/2022 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 the coast in full, the payments to all are reduced proportionally. If funds remain at the end of a guarter, 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.

PAY GUARANTEE PLAN **BENEFITS AND EXPENSES**

	Contract Year Ende	d June 30
	Longshore and Clerks	Walking Bosses and Foremen
2017	\$9,811,767	\$223,621
2018	\$8,150,320	\$231,919
2019	\$6,441,846	\$232,032
2020	\$17,907,001	\$432,153
2021	\$10,518,011	\$388,949
Includes na	avments for benefits taxes and	d administrative expenses

Data obtained from Audited Financial Statements.

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 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.

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.

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INDUSTRY BENEFITS

checked into the hall on five out of seven

INDUSTRY TRAVEL PAYMENTS

Contract Year Ended June 30

2021*	\$2,160,718
2020	\$12,437,715
2019	\$14,609,685
2018	\$15,863,600
2017	\$17,492,802

* Industry travel was restricted in 2021 to help prevent the spread of COVID-19.

Automated straddle carriers at TraPac Terminal at the Port of Los Angeles.



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 or subsistence. Subsistence rates are \$120.00 per night for lodging and \$30.00 per meal.

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 foreman registrants for job assignments in designated CFS facilities.

		CFS PROC	RAM FU	ND
	Payroll Year	A-Credit (Assessment Credit)	I-Credit (Incentive Credit)	Total
	2017	\$1,660,250	\$184,736	\$1,844,986
t	2018	\$1,599,264	\$177,690	\$1,776,954
	2019	\$1,493,150	\$165,889	\$1,659,039
	2020	\$1,501,140	\$166,777	\$1,667,917
	2021	\$1,128,989	\$125,431	\$1,254,420

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.

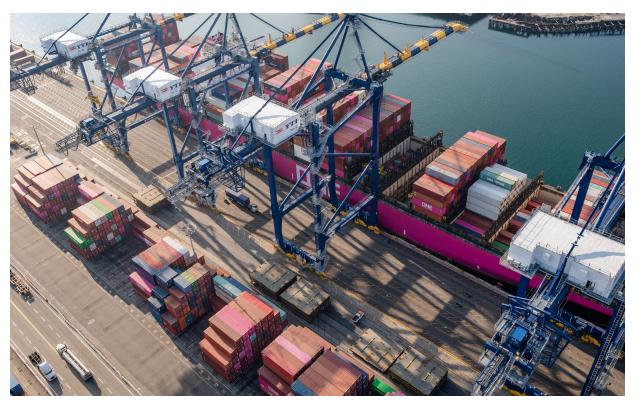
Payments for A-Credits are made on a regular basis. However, I-Credit payments are made only after the close of the payroll year. Each employer's share of I-Credits is to be the same proportion, that the employer's CFS tons are of the total CFS tons for the area; no employer's I-Credit is allowed to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

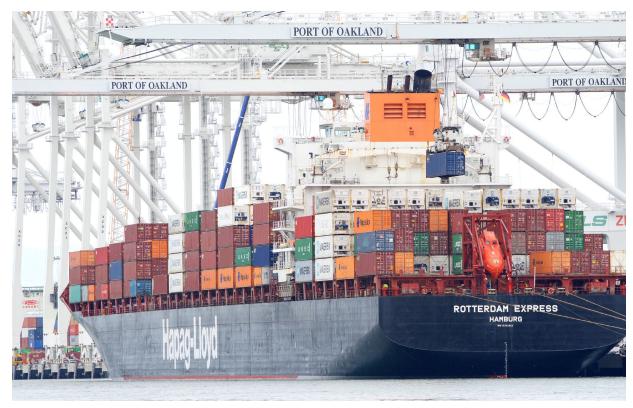
Dispatch Halls

All longshore workers 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

Cargo operations on the ONE Hanoi at Yusen Terminals at Port of Los Angeles.





Hapag-Lloyd's Rotterdam Express unloading at the Port of Oakland on a hazy Bay Area morning.

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.

The personnel for each dispatching hall, with the exception of the Dispatchers, are appointed by the Joint Port 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 PMA or the Union may inspect dispatching hall records.

The dispatching of clerks is similar to that of longshore workers 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.

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INDUSTRY BENEFITS

l	DISPATC		OSTS
Payrol Year	I ILWU Portion	PMA Portion	Total
2017	\$5,240,562	\$31,975,905	\$37,216,467
2018	\$5,285,972	\$32,615,810	\$37,901,782
2019	\$5,419,192	\$33,515,329	\$38,934,521
2020	\$6,339,140	\$40,194,195	\$46,533,335
2021	\$6,172,272	\$40,252,182	\$46,424,454

2021 is based on unaudited financial report.

SHA HAWA

Cargo is unloaded from Pasha H Terminal at the Port of Long Bea

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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

International Transportation Services Terminal at the Port of Long Beach.



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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.

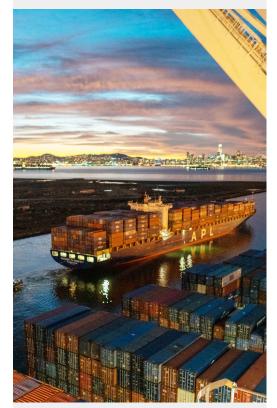
On November 9, 1983, the Board adopted a resolution recommending approval of the proposed assessment system by the PMA membership. The membership adopted the proposal on December 14, 1983. The agreement was filed with the Federal Maritime Commission on December 22, 1983 and was designated LM-84.

INDUSTRY ASSESSMENTS

Vessels at berth at SSA's Terminal at the Port of Seattle.



APL's FD Roosevelt heads to the Oakland Estuary from Oakland International Container Terminal.



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:

FISCAL YEAR	DIVISOR
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
2018/2019	47,334,592
2019/2020	47,334,592
2020/2021	41,701,081
2021/2022	45,456,755

Calculation of Assessment Rates

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

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

The payroll hourly assessment rate is calculated by dividing the sum of the plan's net to funding requirements by the divisor, 45,456,755. 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.

				Α	SSESSM	ENT RA	TE HIST	ORY				
	ŀ	lourly Asse	essment			Offsho	re and Inter	coastal As	sessment F	Rates – Bene	fits 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**
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
2018	34.17	0.78	3.17	6.18	29.100	1.712	1.712	0.139	0.034	0.080	0.140	0.070
2019	33.86	0.92	2.48	5.98	28.110	1.653	1.653	0.134	0.033	0.090	0.130	0.020
2020	35.79	1.13	3.84	6.38	30.030	1.767	1.767	0.143	0.035	0.110	0.710	0.110
2021	\$36.09	\$0.71	\$2.60	\$6.64	\$29.160	\$1.716	\$1.716	\$0.139	\$0.034	\$0.090	\$0.340	\$0.060

The chart above shows a partial 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.

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INDUSTRY ASSESSMENTS

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 Benefits Costs was approved and implemented.

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

Revenue Tonnage Reporting

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

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

An Internet-based tonnage reporting system was introduced in February 2000 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.

Effective January 1, 2020, the passenger sector is reported based on passenger counts for initial embarkation, final disembarkation and in-transit movements of revenue passengers. The purpose of this assessment is to address the absence of current tonnage assessments on this sector, and to cover labor used in passenger operations.

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.

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INDUSTRY ASSESSMENTS



A longshore member works at Terminal 91 at the Port of Seattle.

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

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

Coastwise Tonnage

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

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



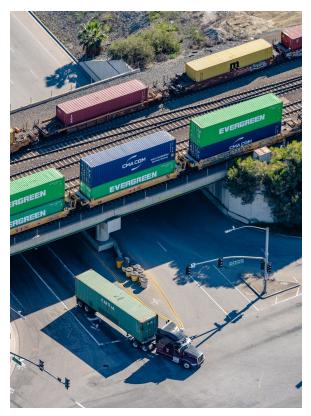
In addition to serving as the labor relations arm of the West Coast maritime industry, and processing payroll and benefits for thousands of longshore workers each week, the Pacific Maritime Association has come to be known as a leading resource for reliable information on the waterfront. The pages that 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 Business Analysis department, which analyzes trends and works to forecast industry needs and capabilities.

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

Pasha's Marjorie C simultaneously loads and discharges cargo at SSA Terminal Pier A at the Port of Long Beach.





A rail overcrossing at the Port of Los Angeles allows for trucks to move easily to adjacent terminals.

Revenue Tonnage Loaded and Discharged by Port

The data on these two pages represent the revenue tonnage reported to PMA in 2021 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.

port summaries. Ports have been ar edge of the interior		the coast. Ports along bays or rivers are listed as CONTAINERS	though the coastline followed the GENERAL CARGO	Total tonnage reported for the port.	Chng from 2020 shows the percent 2021 tonnage changed from 2020 tonnage.	% of Coast shows the percentage that the port's tonnage represents of the coast total.	the corresponding percer charged. The categories cannot be used synonym	r TEUs loaded in the port to trage of tons or TEUs dis- 'loaded' and 'discharged'' ously with "export" and ata include not only foreign intercoastal cargo, cargo a and Hawaii, and dis-
	% of % Chng % Loaded:		% of % Chng % Loaded:		% of % Chng % Loaded:		% of % Chng % Loaded:	2021
2021	Total Coast from 2020 % Discharge			l Total	Coast from 2020 % Discharged			

SOUTHERN CALIFORNIA

San Diego	4,349,564	1.2	10.3	20.9 : 79.1	86,536	0.5	11.8	7.2 : 92.8	151,022	2.8	16.9	35.9 : 64.1	-	-	-	- : -	2,472,680	11.5	4.0	30.3 : 69.7	254,750	0.6	108.5	- :100.0	San Diego
Long Beach	116,340,567	31.7	11.3	28.6 : 71.4	6,001,191	34.6	9.9	23.9 : 76.1	810,419	15.3	45.5	9.7:90.3	130,786	11.5	(8.1)	- : 100.0	3,010,619	14.0	4.2	9.2 : 90.8	10,368,496	23.5	27.7	83.1 : 16.9	Long Beach
Los Angeles	118,195,641	32.2	8.3	18.1 : 81.9	6,688,208	38.5	7.8	17.7 : 82.3	1,932,305	36.5	44.1	0.1:99.9	-	-	-	- : -	1,356,244	6.3	0.2	5.2 : 94.8	1,207,556	2.8	20.4	98.9 : 1.1	Los Angeles
Port Hueneme	6,884,972	1.9	18.2	12.6 : 87.4	144,521	0.8	40.0	22.5 : 77.5	333,112	6.3	53.9	19.0 : 81.0	-	-	-	- : -	3,934,503	18.2	6.3	6.4 : 93.6	160,500	0.4	5.4	- : 100.0	Port Hueneme
AREA TOTAL	245,770,744	67.0	10.0	23.0 : 77.0	12,920,456	74.4	9.1	20.6 : 79.4	3,226,858	60.9	43.8	6.2:93.8	130,786	11.5	(8.1)	- : 100.0	10,774,046	50.0	4.4	12.5 : 87.5	11,991,302	27.3	27.6	81.8 : 18.2	AREA TOTAL

NORTHERN CALIFORNIA

	1 000 700	0.0	(0,1,0)	100.0													750 477	0.5	(40.0)	100.0	000 500	0.0	(10.1)	100.0	0 E :
San Francisco	1,088,739	0.3	(34.6)	- :100.0	-	-	-	-: -	-	-	-	-: -	-	-	-	- : -	758,177	3.5	(40.3)	- :100.0	330,562	0.8	(16.1)	- : 100.0	San Francisco
Redwood City	1,211,150	0.3	(20.9)	- :100.0	-	-	-	-: -	-	-	-	-: -	-	-	-	- : -	-	-	-	- : -	1,211,150	2.8	(20.9)	- : 100.0	Redwood City
Oakland	32,356,145	8.8	(0.6)	44.9 : 55.1	1,896,256	10.9	(0.5)	44.8 : 55.2	19,304	0.4	27.4	82.7 : 17.3	-	-	-	- : -	100,489	0.5	(10.5)	77.9 : 22.1	-	-	-	- : -	Oakland
Richmond	1,223,120	0.3	(22.9)	- :100.0	-	-	-	-: -	633	<0.1%	100.0	- :100.0	-	-	-	- : -	616,687	2.9	(26.3)	- :100.0	605,800	1.4	(19.2)	- : 100.0	Richmond
Crockett	634,983	0.2	6.2	- :100.0	-	-	-	-: -	-	-	-	-: -	-	-	-	- : -	-	-	-	- : -	634,983	1.4	6.2	- : 100.0	Crockett
Benicia	2,241,103	0.6	(6.5)	0.2 : 99.8	-	-	-	-: -	-	-	(100.0)	-: -	-	-	-	- : -	2,241,103	10.3	(6.5)	0.2:99.8	-	-	-	- : -	Benicia
Port Chicago	31,348	<0.1%	(5.9)	40.2 : 59.8	1,844	<0.1%	(5.9)	40.2 : 59.8	-	-	-	-: -	-	-	-	- : -	-	-	-	- : -	-	-	-	- : -	Port Chicago
Stockton	3,636,390	1.0	39.3	43.5 : 56.5	-	-	-	-: -	392,015	7.3	83.5	37.7 : 62.3	-	-	-	- : -	-	-	-	- : -	3,244,375	7.4	35.4	44.2 : 55.8	Stockton
West Sacramento	1,034,015	0.3	16.0	23.3 : 76.7	-	-	-	-: -	268,296	5.1	7.6	89.7 : 10.3	-	-	-	- : -	-	-	-	- : -	765,719	1.7	19.2	- : 100.0	West Sacramento
Eureka	384,993	0.1	84.2	73.6 : 26.4	-	-	-	-: -	-	-	-	-: -	-	-	-	- : -	-	-	-	- : -	384,993	0.9	84.2	73.6 : 26.4	Eureka
AREA TOTAL	43,841,986	11.9	(0.5)	38.0 : 62.0	1,898,100	10.9	(0.5)	44.8 : 55.2	680,248	12.8	42.3	59.5 : 40.5	-	-	-	- : -	3,716,456	17.2	(19.5)	2.2: 97.8	7,177,582	16.4	10.1	23.9 : 76.1	AREA TOTAL

PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

North Bend / Coos Bay	2,251,839	0.6	61.3	94.4 :	5.6	-	-	-	-: -	5,111	0.1	100.0	58.6 : 41.4	74,840	6.6	11.8	100.0 :	-	-	-	-	- : -	2,171,888	5.0	63.4	94.3 : 5.7	North Bend / Coos Bay
Portland	12,749,004	3.5	13.4	44.6 : 5	5.4	83,201	0.5	98.7	40.9 : 59.1	1,213	<0.1%	100.0	- :100.0	-	-	-	- :	-	3,572,230	16.6	2.0	17.6 : 82.4	7,761,144	17.7	10.4	57.7 : 42.3	Portland
Vancouver	2,255,073	0.6	(14.8)	42.3 : 5	57.7	46	<0.1%	(69.5)	-: 100.0	445,910	8.4	(29.9)	5.9 : 94.1	-	-	-	- :	-	891,831	4.1	(19.6)	1.2 : 98.8	916,550	2.1	2.0	100.0 : -	Vancouver
Kalama	9,176,639	2.5	(5.0)	96.1 :	3.9	-	-	-	-: -	358,828	6.8	34.3	- :100.0	-	-	-	- :	-	-	-	-	- : -	8,817,811	20.0	(6.1)	100.0 : -	Kalama
Longview	2,938,785	0.8	21.0	85.2 : 1	4.8	204	<0.1%	26.7	-: 100.0	104,169	2.0	118.8	9.5 : 90.5	566,610	49.7	(2.1)	100.0 :	-	-	-	-	- : -	2,264,538	5.2	25.9	85.1 : 14.9	Longview
AREA TOTAL	29,371,340	8.0	7.1	68.4 : 3	81.6	83,451	0.5	91.8	40.8: 59.2	915,231	17.3	(5.2)	4.3:95.7	641,450	56.3	(2.0)	100.0 :	-	4,464,061	20.7	(3.2)	14.3 : 85.7	21,931,931	50.0	7.2	82.9 : 17.1	AREA TOTAL

PACIFIC NORTHWEST: WASHINGTON

Aberdeen/Grays Harbor	2,304,279	0.6	(25.8)	95.8 :	4.2	9	<0.1%	(96.1)	100.0 : -	82	<0.1%	(99.5)	100.0 : -	30,369	2.7	679.7	100.0 : -			(100.0)	- : -	2,273,675	5.2	(24.7)	95.7 : 4.3	Aberdeen / Grays Harbor
Olympia	261,402	0.1	35.2	99.0 :	1.0	_	-	-	-: -	8,493	0.2	53.4	68.7 : 31.3	251,379	22.1	34.1	100.0 : -	-		-	- : -	1,530	<0.1%	354.0	100.0 : -	Olympia
Tacoma	26,422,644	7.3	5.4	40.1 :	59.9	1,385,086	8.0	4.5	43.0 : 57.0	278,704	5.3	39.9	11.4 : 88.6	-	-	-	- : -	2,597,478	3 12.1	10.3	16.5 : 83.5	-	-	-	- : -	Tacoma
Seattle	17,726,751	4.8	4.6	31.6 :	68.4	1,041,009	6.0	5.1	31.7 : 68.3	13,051	0.2	(38.2)	18.0 : 82.0	-	-	-	- : -	-	- (100.0)	-	- : -	16,547	<0.1%	(7.6)	- : 100.0) Seattle
Everett	878,757	0.2	217.5	11.5 :	88.5	29,427	0.2	453.6	3.6: 96.4	176,959	3.3	99.1	47.1 : 52.9	-	-	-	- : -	-	· _	-	- : -	201,539	0.5	106.6	- : 100.0) Everett
Port Angeles	84,342	<0.1%	59.0	100.0 :	-	-	-	-	-: -	-	-	-	-: -	84,342	7.4	59.0	100.0 : -		· _	-	- : -	-	-	-	- : -	Port Angeles
Anacortes	261,764	0.1	12.9	100.0 :	-	_	-	-	-: -	_	-	-	-: -	-	-	-	- : -		· _	-	- : -	261,764	0.6	12.9	100.0 : -	Anacortes
AREA TOTAL	47,939,939	13.1	4.5	39.9:	60.1	2,455,531	14.2	5.8	37.7:62.3	477,289	9.0	44.3	25.9 : 74.1	366,090	32.2	49.8	100.0 : -	2,597,478	8 12.1	4.5	16.5 : 83.5	2,755,055	6.3	(18.2)	88.6 : 11.4	AREA TOTAL
COAST TOTAL	366,924,009	100.0	7.7	30.6 :	69.4	17,357,538	100.0	7.7	25.7:74.3	5,299,626	100.0	31.9	14.5 : 85.5	1,138,326	100.0	9.3	88.5 : 11	.5 21,552,04 ⁻	100.0	(2.2)	11.6 : 88.4	43,855,870	100.0	10.4	73.3 : 26.7	COAST TOTAL

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STATISTICAL INFORMATION

Revenue Tonnage Loaded and Discharged by Port - CONTINUED

SOUTHERN CALIFORNIA

NORTHERN CALIFORNIA

PACIFIC NORTHWEST: OREGON AND COLUMBIA RIVER

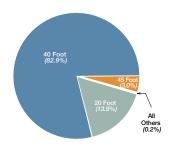
PACIFIC NORTHWEST: WASHINGTON

Container Box Counts

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.

0001										including 24, 3		f all containers re ot containers, wi imns to the left.		
2021											↓			
Box Length:		20 Feet			40 Feet			45 Feet			All Box L	engths		
Lana Daash	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	Discharged	Loaded	Total	% of Port	TEUs
Long Beach	339.255	91.036	430.291	2.044.620	616.982	2.661.602	73.964	52.753	126.717	2.458.981	760.803	3.219.784	64.4%	6.041.000
Cargo Bearing	2.510	225,993	228.503	2,044,620	1,440,345	1,488,128	19,516	39,714	59,230	70.823	1,706,376	3,219,784	35.6%	6,041,988 3,341,729
Empty TOTAL	341,765	317,029	658,794	2,092,403	2,057,327		93,480	,	185,947	2,529,804	2467179	4,996,983	100%	9,383,717
Los Angeles														
Cargo Bearing	394.574	95.279	489.853	2.468.257	537 140	3,005,397	69.624	8.135	77.759	2.940.665	640.714	3,581,379	63.1%	6,698,069
Empty	1,007	257,609	258,616	8,273	,	1,772,930	274	59,386	59,660	16,393	2,081,997	2,098,390	36.9%	3,957,938
TOTAL	395,581	352,888	748,469	2,476,530	2,301,797		69,898	,	137,419	2,957,058	2722711	5,679,769	100%	10,656,007
Oakland														
Cargo Bearing	131,828	82.217	214,045	448,269	378,140	826,409	12,183	7.044	19,227	592.280	467,401	1,059,681	78.5%	1,910,293
Empty	7,703	46,750	54,453	72,440	150,490	222.930	2,791	10.039	12.830	82.934	207,279	290.213	21.5%	529,25
TOTAL	139,531	128,967	268,498	520,709		1,049,339	14,974	17,083	32,057	675,214	674680	1,349,894	100%	2,439,550
Portland														
Cargo Bearing	5.000	367	5.367	17.994	16.833	34.827	15	1	16	26.083	17.201	43.284	77.6%	83.20
Empty	0	2,250	2,250	4.087	6,089	10,176	0	88	88	4,087	8,427	12,514	22.4%	22.799
TOTAL	5,000	2,617	7,617	22,081	22,922	45,003	15	89	104	30,170	25628	55,798	100%	106,00
Tacoma														
Cargo Bearing	61,633	20,771	82,404	361,570	274,114	635,684	14,564	17,066	31,630	437,767	311,952	749,719	72.8%	1,425,076
Empty	1,508	35,052	36,560	66,784	159,178	225,962	11,147	6,694	17,841	79,439	200,924	280,363	27.2%	528,704
TOTAL	63,141	55,823	118,964	428,354	433,292	861,646	25,711	23,760	49,471	517,206	512876	1,030,082	100%	1,953,780
Seattle														
Cargo Bearing	76,921	32,962	109,883	309,590	149,917	459,507	6,817	565	7,382	393,328	183,444	576,772	72%	1,045,569
Empty	2,063	36,888	38,951	17,681	160,262	177,943	2	7,289	7,291	19,746	204,439	224,185	28%	411,280
TOTAL	78,984	69,850	148,834	327,271	310,179	637,450	6,819	7,854	14,673	413,074	387883	800,957	100%	1,456,849
All Others														
Cargo Bearing	4,400	1,673	6,073	107,558	20,120	127,678	103	0	103	113,431	21,793	135,224	63.8%	265,297
Empty	133	131	264	54	73,713	73,767	0	49	49	2,453	74,297	76,750	36.2%	154,986
TOTAL	4,533	1,804	6,337	107,612	93,833	201,445	103	49	152	115,884	96090	211,974	100%	420,283
COAST TOT	ALS													
Cargo Bearing	1,013,611	,	1,337,916	5,757,858	,, .	7,751,104	177,270		262,834	6,962,535	2,403,308	9,365,843	66.3%	17,469,493
Empty	14,924	604,673	619,597	217,102	3,754,734		33,730	123,259		275,875	4,483,739	4,759,614	33.7%	8,946,693
TOTAL	1,028,535	,	1,957,513	5,974,960	-, ,	11,722,940	211,000	208,823	,	7,238,410		14,125,457	100%	26,416,186
% of Total	7.3%	6.6%	13.9%	42.2%	40.7%	82.9%	1.5%	1.5%	3.0%	51.2%	48.8%	100%	-	-

2021 CONTAINER COUNTS **BY LENGTH OF BOX**



OVERSTOWS AND REHANDLES 2021

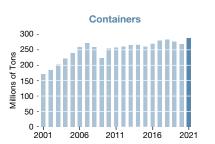
The PMA Tonnage Reporting System provides for reporting container moves that are overstows and rehandles. These are classified as cell-to-cell and cell-dock-cell lifts. A cell-to-cell lift occurs when a container is shifted from one location on a vessel to another location. A cell-dock-cell lift occurs 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.

CELL-TO-CELL CELL-DOCK-CELL

Washington Total	3	7,546
Tacoma	3	7,450
Seattle	0	96
Southern California Total	132	23,734
Port Hueneme	0	122
Los Angeles	107	13,420
Long Beach	25	10,192
Northern California Total	29	1,414
Oakland	29	1,414

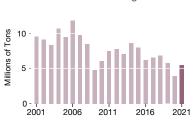
Waterborne revenue tonnage moving through California, Oregon, and Washington ports since 2001. During this time, containerized cargo has been reported as TEUs and converted to tonnage by multiplying the number of TEUs by 17, based on the supposition that each TEU contains on average 17 revenue tons. The percent that each tonnage sector represents of the total for each year is shown in the column to the right of the revenue tonnage.

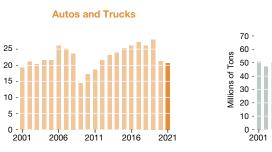
Year	Containers	Percent of Total	General Cargo	Percent of Total	Lumber and Logs	Percent of Total	Autos and Trucks	Percent of Total	Bulk Cargo	Percent of Total	Total Tonnage
2001	171,727,013	67.8%	9,596,293	3.8%	1,851,419	0.7%	19,288,262	7.6%	50,914,801	20.1%	253,377,788
2002	183,998,174	69.9%	9,136,510	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	75.5%	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	260,444,505	77.3%	8,029,054	2.4%	1,729,530	0.5%	25,293,258	7.5%	41,556,263	12.3%	337,052,610
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	281,076,742	76.4%	6,529,383	1.8%	1,693,995	0.5%	27,206,016	7.4%	51,109,495	13.9%	367,615,631
2018	288,656,685	76.0%	6,854,770	1.8%	1,509,876	0.4%	26,480,207	7.0%	56,298,737	14.8%	379,800,275
2019	278,238,677	76.9%	5,967,360	1.7%	1,141,590	0.3%	28,188,036	7.8%	48,047,898	13.3%	361,583,561
2020	273,974,754	80.3%	4,017,339	1.2%	1,041,496	0.3%	22,028,008	6.5%	39,732,079	11.7%	340,793,676
2021	295,078,146	80.4%	5,299,626	1.4%	1,138,326	0.3%	21,552,041	5.9%	43,855,870	12.0%	366,924,009



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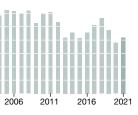
Exh. DL-04 Page 31 of 43

STATISTICAL INFORMATION

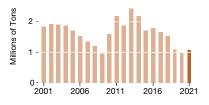
West Coast Waterborne Revenue Tonnage

General Cargo

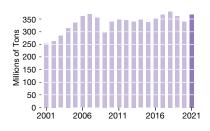
Bulk Cargo



Lumber and Logs



Total Tonnage



Coast Revenue Tonnage Market Share

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 88.3% of the total coast tonnage in 2021 and 98.5% of the containerized cargo

For each of the six major ports and for All Other Ports, the number

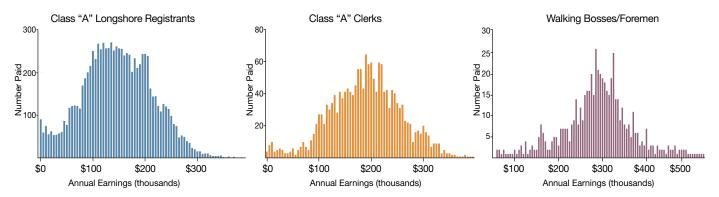
	2021		2020		2019		2018		2017	
[TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast	TEUs/Tons	Percent of Coast
LONG BEACH	1203/1013	or obust	1203/1013	or obust	1200,1010	of obust	1203/1013	of Coust	1200,1010	01 0003
Automobiles and Trucks	3,010,619	14.0%	2,888,536	13.1%	3,559,111	12.6%	3.552.704	13.4%	3,634,769	13.3%
Bulk Cargo	10,368,496	23.6%	8,117,898	20.4%	9,084,096	18.9%	9,518,648	16.9%	8,612,015	16.9%
Containerized Cargo	6,001,191	34.6%	5,460,558	33.9%	5,230,352	32.0%	5,612,597	33.1%	5,332,811	32.2%
General Cargo	810,419	15.3%	556,948	13.9%	644,890	10.8%	872,952	12.7%	806,844	12.3%
ogs and Lumber	130,786	11.5%	142,333	13.7%	155,573	13.6%	137,501	9.1%	149,649	8.8%
Port Total:	116,340,567	31.7%	104,535,201	30.7%	102,359,654	28.3%	109,495,954	28.8%	103,861,064	28.3%
OS ANGELES										
Automobiles and Trucks	1,356,244	6.3%	1,353,116	6.1%	1,761,017	6.2%	2,079,145	7.9%	3,164,764	11.6%
Bulk Cargo	1,207,556	2.8%	1,003,288	2.5%	1,081,241	2.3%	1,206,626	2.1%	1,096,611	2.2%
Containerized Cargo	6,688,208	38.5%	6,202,486	38.5%	6,523,600	39.8%	6,692,489	39.4%	6,613,784	40.0%
General Cargo	1,932,305	36.4%	1,340,758	33.4%	1,854,248	31.1%	2,397,721	35.0%	2,424,447	37.1%
Port Total:	118,195,641	32.2%	109,139,424	31.9%	115,597,706	32.0%	119,455,805	31.5%	119,120,150	32.4%
DAKLAND										
Automobiles and Trucks	100,489	0.5%	112,244	0.5%	162,572	0.6%	149,828	0.6%	169,778	0.6%
Containerized Cargo	1,896,256	10.9%	1,906,385	11.8%	1,897,377	11.6%	1,856,570	10.9%	1,835,496	11.1%
General Cargo	19,304	0.4%	15,147	0.4%	22,368	0.4%	41,352	0.6%	15,225	0.2%
Port Total:	32,356,145	8.8%	32,535,936	9.6%	32,440,349	9.0%	31,752,870	8.4%	31,388,435	8.5%
PORTLAND										
utomobiles and Trucks	3,572,230	16.6%	3,500,863	15.9%	4,357,801	15.5%	4,162,491	15.7%	4,091,938	15.0%
Bulk Cargo	7,761,144	17.7%	7,030,531	17.7%	8,292,619	17.3%	9,248,554	16.4%	8,092,539	15.8%
Containerized Cargo	83,201	0.5%	41,864	0.3%	30	0.0%	224	0.0%	0	0.0%
General Cargo	1,213	0.0%	0	0.0%	10,180	0.2%	3,371	0.1%	0	0.0%
Port Total:	12,749,004	3.5%	11,243,082	3.3%	12,661,110	3.5%	13,418,224	3.5%	12,184,477	3.3%
ACOMA										
Automobiles and Trucks	2,597,478	12.1%	2,354,048	10.7%	2,936,258	10.4%	2,327,047	8.8%	2,314,488	8.5%
Bulk Cargo	0	0.0%	0	0.0%	2,311,287	4.8%	5,173,547	9.2%	5,327,069	10.4%
Containerized Cargo	1,385,086	8.0%	1,324,891	8.2%	1,500,365	9.2%	1,501,785	8.8%	1,552,022	9.4%
General Cargo	278,704	5.3%	199,264	5.0%	764,141	12.8%	793,369	11.6%	625,293	9.5%
ogs and Lumber	0	0.0%	0	0.0%	0	0.0%	0	0.0%	49,080	2.9%
Port Total:	26,422,644	7.2%	25,076,459	7.4%	31,517,891	8.7%	33,824,308	8.9%	34,700,304	9.4%
SEATTLE										
Automobiles and Trucks	0	0.0%	69,926	0.3%	110,723	0.4%	130,494	0.5%	121,359	0.5%
Bulk Cargo	16,547	0.0%	17,911	0.1%	16,567	0.0%	30,355	0.1%	19,892	0.0%
Containerized Cargo	1,041,009	6.0%	990,198	6.1%	1,045,830	6.4%	1,151,105	6.8%	1,040,843	6.3%
General Cargo	13,051	0.3%	21,132	0.5%	12,439	0.2%	56,031	0.8%	10,143	0.2%
ort Total:	17,726,751	4.8%	16,942,335	5.0%	17,918,839	5.0%	19,785,665	5.2%	17,845,725	4.9%
LL OTHER PORTS		50 50		50.404	15 000 55 1	54.004		50.00/	10 700 000	=
utomobiles and Trucks	10,914,981	50.5%	11,749,275	53.4%	15,300,554	54.3%	14,078,498	53.2%	13,708,920	50.4%
lulk Cargo	24,502,127	55.9%	23,562,451	59.3%	27,262,088	56.7%	31,121,007	55.3%	27,961,369	54.7%
Containerized Cargo	262,587	1.5%	189,780	1.2%	169,427	1.0%	165,035	1.0%	158,970	1.0%
General Cargo	2,244,630	42.3%	1,884,090	46.8%	2,659,094	44.5%	2,689,974	39.2%	2,647,431	40.6%
ogs and Lumber Port Total:	1,007,540 43,133,257	88.5% 11.8%	899,163 41,321,239	86.3% 12.1%	986,017 49,088,012	86.4% 13.6%	1,372,375 52,067,449	90.9% 13.7%	1,495,266 48,515,476	88.3% 13.2%
				,.						
COAST TOTALS										
Automobiles and Trucks	21,552,041		22,028,008		28,188,036		26,480,207		27,206,016	
Bulk Cargo	43,855,870		39,732,079		48,047,898		56,298,737		51,109,495	
Containerized Cargo	17,357,538		16,116,162		16,366,981		16,979,805		16,533,926	
General Cargo	5,299,626		4,017,339		5,967,360		6,854,770		6,529,383	
ogs and Lumber	1,138,326		1,041,496		1,141,590		1,509,876		1,693,995	
oast Total:	366,924,009		<u>340,793,676</u>		<u>361,583,561</u>		<u>379,800,275</u>		<u>367,615,631</u>	

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.

1 or More registrants their corres	ree columns, it Hours, show t paid one or m sponding avera average annua	he number of ore hours and age annual	percent who we than the heading includes of the re	of the total num re paid hours ec number of hou g. Each succeed s an increasingly espective work f	column shows the her of registrants qual to or greater rs under the hour ing hours group / smaller percent. force as the minin incremented in 4	s sh ist rs ing pa age 2, num or	our pairs of column iowing the percen rants and average gs for those regist aid 1,600 or more I 000 or more hours more hours, and ore hours.	t of reg- earn- rants nours, s, 2,400	The Average E column shows age earnings fc registrants who paid hours equ greater than th ber of hours ur hours heading.	the aver- or those o were al to or e num- ider the	umn shows numbers of to those reg	ge Hours col s the average f hours paid gistrants who 2,800 or more
	1 0	or More H	ours	1600 or M	lore Hours	2000 or N	Nore Hours	2400 or N	lore Hours	2800 o	r More H	ours
Year	Number Paid	Average Hours	Average Earnings	✤ % of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Earnings	% of Registrants	Average Hours	Average Earnings
	S "A" I O	NGSHO		ISTRANT	e							
2012	10.198	1,919	98.806	66.7	119.723	44.8	132.946	25.9	150.067	13.0	3,173	167.64
2012	9,985	1,919	101.262	66.1	123.835	44.0	137,253	25.9	155,495	13.0	3.197	174,71
2013	9,985	2,048	112,554	70.9	134,451	52.9	146.517	33.2	162,555	12.9	3,242	174,71
2014	9,515	2,040	114,973	70.2	138,286	52.6	150.551	33.2	166,867	17.6	3,241	185,51
2015	9.347	1.999	117.029	68.3	142.589	50.6	155.591	31.9	172.986	17.2	3.235	191.58
2017	9.409	2.062	125.143	70.5	150.114	52.9	163,481	34.6	180.495	19.4	3.266	199.23
2018	9.099	2,002	132.145	71.4	157.761	54.9	171.110	36.2	189.050	20.9	3.276	209.15
2019	8.694	2.048	133.779	69.4	162,755	52.9	177,195	36.2	193,976	20.2	3.229	215,00
2020*	9,220	1,948	131,708	63.8	168,045	49.0	182,789	32.5	201,804	18.4	3,246	223,80
2021	9,210	2,166	\$149.949	72.6%	\$180.099	58.0%	\$194.350	41.5%	\$211,789	25.8%	3.309	\$231,76
	5 "A" CL	•	¢1.10,010	,.	<i><i>t</i></i> 100,000	001070	<i>4.0.,000</i>		<i>4</i>	2010/0	0,000	<i>4_01,10</i>
2012	1,637		101 000	85.7	142,815	73.2	140.900	54.4	160.446	20.0	2.045	175 40
2012	1,653	2,415	<u>131,222</u> 137,519	88.2	142,815	75.9	<u>149,800</u> 154.842	57.3	160,446 165,073	<u> </u>	3,245 3,242	<u>175,48</u> 180.11
2013	1,653	2,472	146.160	86.8	158,554	76.7	165,202	60.5	175,259	40.9	3,242	188,37
2014 2015*	1,574	2,539	140,100	84.9	165.015	75.6	171.682	59.5	182.615	40.9	3,333	196.18
2015	1,638	2,532		84.9	169,015	75.6	175,385		186,864	=	,	201,05
2016	1,639	2,564	156,054 166,449	87.5	178,943	78.9	186,461	61.4 64.9	195,889	42.0	<u>3,315</u> 3,342	201,05
2017	1,555	2,639	171.619	87.6	185,233	77.9	193,511	63.1	205,139	40.0	3,342	209,55
2018	1,019	2,042	172.632	87.4	186.834	77.0	195,311	60.7	208,449	44.0	3.396	225,23
2019	1,740	2,5397	174.864	83.5	193,957	73.0	203,533	60.3	214,202	42.1	3,390	230,70
2020 2021	1,045	2,039	\$192,011	86.6%	\$209,234	78.4%	\$217,651	65.2%	\$230,223	50.1%	3,300 3,498	\$244,65
					φ 203,23 4	70.470	φ217,031	05.270	φ 230,22 3	JU.1 /0	3,430	φ 2 44,03
			DREMEN									
2012	613	2,842	193,892	94.1	200,483	86.1	206,675	73.6	215,095	55.3	3,383	226,06
2013	598	2,883	201,633	93.5	209,293	88.8	213,120	76.3	221,722	57.4	3,404	233,72
2014	574	2,978	215,834	92.9	225,294	88.0	230,003	77.4	238,412	63.1	3,485	248,66
2015*	569	2,850	225,846	91.2	238,726	87.2	243,319	77.0	252,289	59.8	3,365	265,58
2016	551	2,787	237,686	92.2	249,602	85.3	257,557	74.4	268,155	50.3	3,376	289,19
2017	584	2,864	245,840	92.6	257,367	86.8	264,509	76.4	276,143	56.3	3,415	292,74
2018	568	2,946	263,785	94.0	273,816	87.9	281,555	78.9	290,872	61.3	3,434	304,86
2019	616	2,959	267,216	94.3	277,280	90.6	281,873	80.8	291,991	60.4	3,452	310,36
2020*	599	2,765	262,404	92.0	275,685	88.0	280,352	75.6	291,756	49.2	3,316	311,82
2021	594	3.006	\$294.052	94.3%	\$305,340	90.1%	\$311,656	80.3%	\$322,591	60.4%	3,517	\$340.68

*Data from 2015 and 2020 have been annualized to 52 weeks to allow comparison with other years. 2015 and 2020 were 53-week payroll years.

NUMBER OF REGISTRANTS PAID BY 2021 ANNUAL EARNINGS (grouped in \$5,000 increments)



STATISTICAL INFORMATION

Average Annual Earnings

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 nearly 90 percent of all hours being paid at greater than the \$46.23 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	HOUR	S†	WAGES				
	Straight Time	Overtime	TOTAL	Average Hourly Rate [‡]			
1st Shift	13,887,184	8,071,522	\$1,296,800,692	\$59.06			
2nd Shift	8,790,776	4,788,768	\$929,063,033	\$68.42			
3rd Shift	255,636	154,346	\$35,711,594	\$87.11			
TOTAL	22,933,596	13,014,636	\$2,261,575,319	\$62.91			

Straight Time			
	Overtime	TOTAL	Average Hourly Rate
4,423,874	1,855,694	\$336,539,867	\$53.59
4,625,405	2,088,874	\$382,474,845	\$56.96
629,621	289,216	\$57,023,822	\$62.06
4,284,160	2,506,374	\$448,468,967	\$66.04
2,717,871	1,557,829	\$298,367,898	\$69.78
1,232,366	935,999	\$128,586,739	\$59.30
17,913,297	9,233,986	\$1,651,462,138	\$60.83
150,330	64,526	\$11,754,850	\$54.71
121,602	69,691	\$11,175,388	\$58.42
2,543,313	1,680,312	\$267,543,972	\$63.34
909,555	880,826	\$120,947,848	\$67.55
24,095	36,149	\$4,037,884	\$67.03
3,748,895	2,731,504	\$415,459,942	\$64.11
1,257,385	1,032,091	\$192,089,690	\$83.90
14,019	17,055	\$2,563,549	\$82.50
1,271,404	1,049,146	\$194,653,239	\$83.88
22,933,596	13,014,636	\$2,261,575,319	\$62.91
	4,625,405 629,621 4,284,160 2,717,871 1,232,366 17,913,297 150,330 121,602 2,543,313 909,555 24,095 3,748,895 1,257,385 14,019 1,271,404 22,933,596	4,625,405 2,088,874 629,621 289,216 4,284,160 2,506,374 2,717,871 1,557,829 1,232,366 935,999 17,913,297 9,233,986 150,330 64,526 121,602 69,691 2,543,313 1,680,312 909,555 880,826 24,095 36,149 3,748,895 2,731,504 1,257,385 1,032,091 14,019 17,055 1,271,404 1,049,146 22,933,596 13,014,636	4,625,405 2,088,874 \$382,474,845 629,621 289,216 \$57,023,822 4,284,160 2,506,374 \$448,468,967 2,717,871 1,557,829 \$298,367,898 1,232,366 935,999 \$128,586,739 17,913,297 9,233,986 \$1,651,462,138 150,330 64,526 \$11,754,850 121,602 69,691 \$11,175,388 2,543,313 1,680,312 \$267,543,972 909,555 880,826 \$120,947,848 24,095 36,149 \$4,037,884 3,748,895 2,731,504 \$415,459,942 1,257,385 1,032,091 \$192,089,690 14,019 17,055 \$2,563,549 1,271,404 1,049,146 \$194,653,239

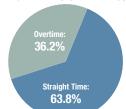
hanics occupation codes are paid at a rate 20% or 30% above the Longshore Basic Rate. †Hours paid exclude industry travel pay. ‡The longshore basic rate is \$46.23 per hour.

TYPES OF HOURS PAID

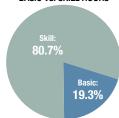
As shown in the pie charts, the vast majority of hours are paid at premium rates (overtime, shift differentials, and or/ skill rates). In fact, approximately 10 percent of all hours are paid at the basic rate of \$46.23.



STRAIGHT TIME VS. OVERTIME HOURS



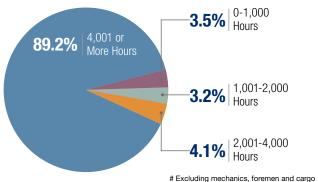
BASIC VS. SKILL HOURS



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 2021 Hours	HOURLY# Rate Range
0-1,000	1,253,552	\$33.31 - \$70.40
1,001-2,000	1,135,747	\$34.31 - \$72.20
2,001-4,000	1,474,678	\$36.31 - \$75.80
4,001 and higher	32,084,255	\$46.23 - \$93.65
TOTAL	35,948,232	



penalties, all of which would increase these totals.

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

	These are the hours paid in payroll year 2021.	These are the hours paid in payroll year 2020.	percent	nge from 2020 increase or dec the previous ye	rease	"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
	¥	¥	Percent	Percent	Percent	member of an ILWÜ longshore local being paid in a clerk job category is NOT a casual, but a
Job Category	2021	2020	Change from 2020	of Category	Paid to Casuals	member of an ILWU warehouse local (not part of the bargaining unit) being paid in a longshor job category IS a casual.
LONGSHORE CATEGORIES				^		" " " " " " " " " " " " " " " " " " "
Basic Rate - General	2,200,838	1,682,407	30.8%	8.1%	25.1%	each job category comprises of the total hours for the category group, e.g. longshore, clerk
- Lasher	1,526,766	1,338,207	14.1%	5.6%	17.7%	and foreman.
- Holdman	2,220,314	1,848,175	20.1%	8.2%	26.4%	
- Auto Driver	331,650	342,316	-3.1%	1.2%	53.9%	
Skilled Wage I	481,766	371,059	29.8%	1.8%	11.2%	
- Hatch Tender	158,918	157,679	0.8%	0.6%	7.5%	
- Lift Truck Operator	179,643	149,300	20.3%	0.7%	9.6%	
- Skilled Holdman	163,288	143,491	13.8%	0.6%	21.4%	SELECTED OCCUPATION CODES
- Tractor Driver	5,730,664	4,912,217	16.7%	21.1%	33.7%	ASSOCIATED WITH LONGSHORE
Skilled Wage II	268,379	233,328	15.0%	1.0%	3.1%	AND CLERK JOB CATEGORIES
- Crane Operator - Heavy Lift/Payloader	188,666	149,796 360,776	25.9% 28.0%	0.7% 1.7%	0.1%	AND OLENN JOB OATEGOMES
	461,792	1,537,439	28.0%	6.7%	<0.1%	
Skilled Wage III - Crane Gantry/Hammerhead	1,820,959 1,309,194	1,093,320	18.4%	4.8%	<0.1%	LONGSHORE JOB CATEGORIES
- Top Handler/UTR	2,570,309	2,152,218	19.7%	4.8% 9.5%	<0.1%	
- Transtainer	947,099	715,378	32.4%	3.5%	0.0%	0001 Auto Driver 0006 Frontman/Slingman
- Straddle Carrier	142,973	130,871	9.2%	0.5%	<0.1%	0002 Boardman 0007 Holdman
CFS Agreement Rate	0	0	0.0%	0.0%	0.0%	0005 Dockman 0009 Lasher
Miscellaneous Dock - General	30,678	37,307	-17.8%	0.1%	21.0%	Skill Wage I
- Mechanics	4,275,700	4,051,888	5.5%	15.7%	3.8%	0023 Button Pusher 0037 Utility Lift Driver
- Gear	550,019	500,051	10.0%	2.0%	0.8%	0025 Combo Lift/Jitney 0038 Winch Driver 0026 Crane Chaser 0044 Mechanical Hopper
- Lines	299,699	294,245	1.9%	1.1%	0.7%	0026 Crahe Chaser 0044 Mechanical Hopper 0028 Hatch Tender Opener
- Sweepers	238,784	201,933	18.2%	0.9%	1.8%	0029 Lift Truck Operator 0045 Monthly UTR Work –
Joint Dispatch	276,816	285,321	-3.0%	1.0%	0.0%	0030 Payloader Operator Tractor 0033 Skilled Holdman 0047 UTR Ro/Ro Ship
Member Company Agmts.	34,356	30,148	14.0%	0.1%	8.3%	0036 Tractor – Semi-Dock 0070 Bulldozer/Caterpillar
Grain/Whse/NonMember Agmts.	738,013	648,681	13.8%	2.7%	21.3%	Skill Wage II
Sub Total	27,147,283	23,367,551	16.2%	99.9%	14.7%	0053 Payloader Over 15 Tons 0087 Crane Shipboard
Travel Time	22,327	22,553	-1.0%	0.1%		0055 Lift Truck – Heavy 0088 Crane Whirley
TOTAL FOR LONGSHORE	27,169,610	23,390,104	16.2%	100%		0080 Bulkloader Operator 0092 Log Loader/Snapper 0085 Crane Mobile 0094 Switch Engine Operator
CLERK CATEGORIES						Skill Wage III
Basic Clerk	214,856	189,253	13.5%	3.3%	22.1%	Skill Wage III 0061 Top Handler 0084 Crane Container Gantry
15% Skilled Wage	191,293	143,879	33.0%	2.9%	12.4%	0062 Side Pick 0093 Straddle Carrier Operato
25% Skilled Wage	4,223,625	3,508,830	20.4%	65.0%	6.5%	0063 Reach Stacker 0095 Port Packer 0068 LA/LB Steady Transtainer 0096 LA/LB Steady
30% - Chief Supervisor	627,143	484,492	29.4%	9.6%	<0.1%	0066 LA/LB Whirley/Winch Hammerhead
- Supercargo	445,408	345,424	28.9%	6.9%	0.3%	0067 Hall Crane Rated Equipment – Yard
- Vessel Planner	275,147	224,511	22.6%	4.2%	0.0%	0083 Transtainer Operator
- Rail/Yard Planner	442,683	380,861	16.2%	6.8%	0.1%	
CFS Agreement Clerk	721	751	-4.0%	0.0%	4.2%	CLERK JOB CATEGORIES
Joint Dispatcher	59,523	60,360	-1.4%	0.9%	0.0%	Basic Clerk
Sub Total	6,480,399	5,338,361	21.4%	99.7%	5.4%	0100 Basic Clerk - Ship 0109 Basic Clerk -
Travel Time TOTAL FOR CLERK	19,904 6,500,303	15,397 5,353,758	29.3% 21.4%	0.3%		0101 Basic Clerk – Dock Dock Registered 0108 Basic Clerk –
FOREMAN CATEGORIES						Ship Registered
Foreman - 30%	2.289.476	1.942.111	17.9%	98.4%	0.1%	Clerk Supervisor 0102 Supervisor – Ship 0103 Supervisor – Dock
CFS Agreement Foreman	2,209,470	3,435	-19.8%	0.1%	0.0%	
Joint Dispatcher	28,320	27,836	1.7%	1.2%	0.0%	Kitchen/Tower/Computer Clerk
Sub Total	2,320,550	1,973,382	17.6%	99.7%	0.0%	0115 Computer Kitchen/ Tower 0117 Vessel Clerk Supervisor Supervisor (Computer)
Travel Time	6,501	6,490	0.2%	0.3%		0116 Yard Directing Supervisor 0118 Rail Clerk Supervisor
TOTAL FOR WALKING BOSS	2,327,051	1,979,872	17.5%	100.0%		(Computer) (Computer)
ALL CATEGORIES						Chief Supervisor & Supercargo 0104 Supercargo – Bulk/Ship 0120 Vessel Planner
Sub Total	35,948,232	30,679,294	17.2%	99.9%	12.1%	0105 Supercargo – Other/Ship 0106 Chief Supervisor 0123 Yard Planner
Travel Time	48,732	44,440	9.7%	0.1%	1211/0	
	10,102	,				

STATISTICAL INFORMATION

Hours by Job Categories

PACIFIC MARITIME ASSOCIATION 63

Registered Work Force by Local – 2021

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. Register is the active registration c at the end of payroll year.	tive shows the total number ion count of registrants paid for one or more hours.		Paid is the show of vac varage of all only and F occupation code.		ge Days Of the average c ation, paid hol GP (1 day = 1/ week). ↓ RAGE DAYS	idays, 5	shows vacatio PGP; a non tax meals, mileage	ge Total Income pay for hours paid; n pay; holiday pay; nd taxable and able travel-related fares, lodging, and for all Class "A" uss "B" registrants ed.	represents the age of members a end of the year.	the paid the cate	cent of Workin urs Paid shows se working regis d hours fall into egories shown. NT OF WORH BY HOU	the percenta strants whose each of the ho	ge of total ours
		Number	Number	Average Hours	Vacation	Paid	PG	P	Average Total	Average	800 or	1600 or	2000 or	2800 or
Local		Registered	Working	Paid	Paid	Holidays	Pai	-	Income	Age	More	More	More	More
		#	#	Hours	Days	Days	Day	ys	\$	Years	%	%	%	%

LONGSHORE REGISTRANTS

Southern Califor	rnia											
13 LA/LB	8,088	7,135	2,247	15.1	10.4	-	\$ 155,898	50.5	94.8%	77.1%	61.9%	26.7%
29 San Diego	185	147	1,652	11.9	9.1	2.1	113,873	51.3	86.4	53.1	29.9	8.8
46 Port Hueneme	183	136	1,953	14.5	10.1	0.2	135,202	53.8	87.5	66.2	47.1	19.1
Total	8,456	7,418	2,230	15.0	10.4	-	\$ 154,686	50.6	94.5%	76.4%	61.0%	26.2%
Northern Califor	mia											
10 SF Bay Area	1,753	1,363	1,748	12.9	9.4	1.5	\$ 120,833	53.1	84.6%	54.0%	39.4%	14.4%
14 Eureka	12	12	619	4.2	5.5	143.3	90,495	56.3	41.7	-	-	-
18 Sacramento	48	32	1,999	11.7	9.4	16.9	137,865	50.5	93.8	68.8	56.3	18.8
54 Stockton	125	98	1,725	12.1	9.9	15.2	121,209	51.5	92.9	57.1	30.6	7.1
Total	1,938	1,505	1,743	12.8	9.4	3.9	\$ 120,978	53.0	85.0%	54.1%	38.9%	13.9%
Pacific Northwe	st: Oregon	and Colum	nbia River									
4 Vancouver, WA	199	169	1,721	15.7	11.1	9.6	\$ 117,033	47.7	93.5%	56.8%	32.0%	7.1%
8 Portland	383	311	1,878	15.0	10.3	3.3	124,529	51.8	92.0	63.3	42.1	10.0
12 North Bend	25	19	1,998	17.6	10.8	13.8	139,295	59.7	100.0	78.9	52.6	5.3
21 Longview, WA	295	244	2,073	14.0	10.9	0.5	132,850	45.3	94.7	79.5	60.2	14.8
50 Astoria	20	19	624	1.6	4.0	110.1	77,205	56.2	10.5	5.3	-	-
53 Newport	10	9	390	1.1	3.6	131.1	71,557	50.8	-	-	-	-
Total	932	771	1,860	14.4	10.4	8.2	\$ 124,098	49.1	90.3%	65.2%	44.3%	10.4%
Pacific Northwe	st: Washin	gton										
7 Bellingham	10	10	1,096	14.7	5.4	78.1	\$ 95,357	53.1	90.0%	10.0%	-	-
19 Seattle	845	773	1,678	12.7	8.9	4.8	113,735	49.9	86.8	52.7	34.7	8.5
23 Tacoma	955	855	2,097	14.3	10.3	0.1	144,455	49.6	95.2	69.0	51.0	20.6
24 Aberdeen	43	39	2,149	18.3	11.5	22.5	168,680	53.2	97.4	76.9	53.8	17.9
25 Anacortes	10	10	1,616	11.5	11.8	60.3	124,273	40.9	100.0	50.0	10.0	-
27 Port Angeles	13	11	1,305	14.1	12.0	75.3	113,101	57.5	100.0	18.2	9.1	-

Total 1,968 1,779 Longshore Total 13,294 11,473

54

28

10

46

25

10

2,073 10.7

15.4

13.0

13.6

14.5

1,515

1,092

1,888

2,088

CLERKS REGISTRANTS

32 Everett

47 Olympia

51 Port Gamble

29 San Diego	25	25	2,158	21.4	10.4	-	\$ 145,434	56.8	92.0%	68.0%	44.0%	28.0%
46 Port Hueneme	20	20	2,816	27.4	11.6	-	191,272	59.3	100.0	95.0	85.0	55.0
63 LA/LB	1,167	1,148	2,846	24.2	11.2	-	202,653	56.1	98.2	89.0	81.4	54.2
14 Eureka	1	1	*	22.0	12.0	-	*	71.0	100.0	100.0	100.0	-
34 SF Bay Area	221	214	2,349	22.9	11.3	-	163,964	55.8	93.5	80.8	69.2	32.2
40 Portland	68	65	2,746	26.9	11.8	1.0	193,044	56.9	100.0	92.3	87.7	49.2
23 Tacoma	133	130	2,474	25.9	11.2	-	173,754	54.2	95.4	78.5	67.7	39.2
52 Seattle	124	121	2,716	23.6	11.2	-	197,066	56.2	95.9	87.6	81.0	52.1
Clerks Total	1,759	1,724	2,733	24.2	11.2	-	\$ 193,928	56.0	97.2%	87.0%	78.6%	49.6%

10.0

11.6

31

9.7

10.1

9.8

57.4

5.4

86.1

137,471 42.7

117.930

101.515

\$ 130,260

1.9 \$ 144,421

53.4

47.3

49.7

50.7

100.0

92.0

70.0

91.6%

76.1

32.0

20.0

47.8

12.0

20.0

60.7% 42.4% 14.4%

92.5% 70.3% 54.1% 21.7%

15.2

4.0

FOREMEN REGISTRANTS

94 LA/LB	382	378	3,078	27.1	11.7	-	\$ 309,553	55.9	98.7%	95.2%	92.3%	61.9%
91 SF Bay Area	82	79	2,617	26.7	11.6	1.3	255,673	56.7	97.5	91.1	78.5	43.0
92 Portland	45	44	2,814	30.2	12.0	5.3	262,245	55.6	100.0	95.5	90.9	54.5
98 Seattle	94	93	2,976	29.0	11.6	1.7	285,334	56.8	97.8	92.5	89.2	64.5
Foremen Total	603	594	2,981	27.6	11.7	0.8	\$ 295,091	56.1	98.5%	94.3%	89.9%	59.2%

*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.

2021 Vacations Paid and Distribution of Longshore PGP by Local

No. of Vac shows the number of inactives, and emplo over 60 w received v payments	sho f nun actives wee oyees acti ho in e vacation	I. No. of Weeks wis the average her of vacation ks paid to ve employees ach local. ↓ ↓ VACA	Average Paym shows the avera vacation payme at least 1,600 q hours. Paymen to 20 dispatche were discarded the average pay calculation.	age only t ent to direc es with Plan ualifying empl ts made inclue rs Augu from to em
	No. of	Average No.	Average	Total
	Vacations	of Weeks	Payment	Paymer

LONGSHORE REGISTRANTS

Southern California

Local

13 LA/LB	7,043	3.2	\$ 7,001	\$ 44,608,008	112	\$ 36,680	-99.0%	0.5	\$ 328
29 San Diego	135	2.7	6,952	748,158	72	98,498	-78.4	1.4	1,368
46 Port Hueneme	130	3.2	6,862	838,908	29	10,859	-88.6	0.2	374
Total	7,308	3.2	\$ 6,997	\$ 46,195,074	213	\$ 146,037	-96.6%	2.1	\$ 686
Northern California									
10 SF Bay Area	1,260	2.9	\$ 7,105	\$ 7,289,790	273	\$ 475,259	-62.9%	6.7	\$ 1,741
14 Eureka	5	2	0	19,377	12	584,015	-0.8	8.2	48,668
18 Sacramento	31	2.8	6,264	171,239	28	185,215	-52.7	2.6	6,615
54 Stockton	91	2.7	8,692	494,707	90	503,222	-71.1	7.1	5,591
Total	1,387	2.9	\$ 7,131	\$ 7,975,113	403	\$ 1,747,711	-56.3%	24.6	\$ 4,337
Pacific Northwest: Orego	on and Co	lumbia R	iver						
4 Vancouver, WA	184	3.3	\$ 7,609	\$ 1,268,706	118	\$ 554,059	96.2%	7.8	\$ 4,695
8 Portland	305	3.3	7,376	1,961,307	153	351,803	-60.6	4.9	2,299
12 North Bend	19	3.7	9,114	137,571	18	83,919	-63.5	1.2	4,662
21 Longview, WA	244	3	6,058	1,399,754	52	45,383	-91.8	0.6	873
50 Astoria	5	1.8	5,918	17,218	20	747,211	-5.4	10.6	37,361
53 Newport	3	2	*	*	9	398,678	6.4	5.6	44,298
Total	760	3.2	\$ 6,959	\$ 4,795,533	370	\$ 2,181,053	-30.2%	30.7	\$ 5,895
Pacific Northwest: Wash	ington								
7 Bellingham	7	4.1	\$ 0	\$ 55,147	10	\$ 223,614	-9.4%	3.1	\$ 22,361
19 Seattle	697	3.1	7,358	4,105,074	399	1,126,573	-73.2	15.8	2,823
23 Tacoma	833	3.1	7,164	5,083,528	45	16,255	-93.4	0.2	361
24 Aberdeen	39	3.5	8,974	348,929	37	296,728	820.7	4.2	8,020
25 Anacortes	10	2.3	6,995	46,390	10	181,248	-9.9	2.5	18,125
27 Port Angeles	12	3.1	8,889	72,295	11	269,196	-22.1	3.8	24,472
32 Everett	41	2.4	6,009	193,446	42	149,870	-80.0	2.1	3,568
47 Olympia	25	3.1	6,065	153,075	24	497,445	-24.7	7.0	20,727
51 Port Gamble	8	3.3	5,918	47,171	10	274,519	-22.4	3.9	27,452
Total	1,672	3.1	\$ 7,285	\$ 10,105,055	588	\$ 3,035,448	-56.8%	42.6	5,162
Longshore Total	11,127	3.1	\$ 7,044	\$ 69,070,775	1,574	\$ 7,110,249	-61.5%	100.0	\$ 4,517

Longs	hore Total	11,127	3.1	\$ 7,044	\$	69,070,775	1,574	\$	7,110,249	-61.5%	100.0	\$ 4,517
Tota	al	1,672	3.1	\$ 7,285	\$	10,105,055	588	\$	3,035,448	-56.8%	42.6	5,162
51	Port Gamble	8	3.3	5,918		47,171	10		274,519	-22.4	3.9	27,452
47	Olympia	25	3.1	6,065		153,075	24		497,445	-24.7	7.0	20,727
32	Everett	41	2.4	6,009		193,446	42		149,870	-80.0	2.1	3,568
27	Port Angeles	12	3.1	8,889		72,295	11		269,196	-22.1	3.8	24,472
25	Anacortes	10	2.3	6,995		46,390	10		181,248	-9.9	2.5	18,125
24	Aberdeen	39	3.5	8,974		348,929	37		296,728	820.7	4.2	8,020
23	Tacoma	833	3.1	7,164		5,083,528	45		16,255	-93.4	0.2	361
19	Seattle	697	3.1	7,358		4,105,074	399		1,126,573	-73.2	15.8	2,823
7	Bellingham	7	4.1	\$ 0	\$	55,147	10	\$	223,614	-9.4%	3.1	\$ 22,361
Paci	fic Northwest: Wash	ington										
Tota	al	760	3.2	\$ 6,959	\$	4,795,533	370	\$	2,181,053	-30.2%	30.7	\$ 5,895
53	Newport	3	2	*		*	9		398,678	6.4	5.6	44,298
50	Astoria	5	1.8	5,918		17,218	20		747,211	-5.4	10.6	37,361
21	Longview, WA	244	3	6,058		1,399,754	52		45,383	-91.8	0.6	873
12	North Bend	19	3.7	9,114		137.571	18		83.919	-63.5	1.2	4.662
	Portland	305	3.3	7,376	Ψ	1,961,307	153	Ψ	351,803	-60.6	4.9	2,299
	fic Northwest: Orego Vancouver, WA	on and Co 184	lumbia Ri 3.3	ver \$ 7,609	\$	1,268,706	118	\$	554,059	96.2%	7.8	\$ 4,695
Tota		1,387	2.9	\$ 7,131	\$	7,975,113	403	\$	1,747,711	-56.3%	24.6	\$ 4,337
54	Stockton	91	2.7	8,692	•	494,707	90	•	503,222	-71.1	7.1	5,591
18	Sacramento	31	2.8	6,264		171,239	28		185,215	-52.7	2.6	6,615
14	Eureka	5	2	0		19,377	12		584,015	-0.8	8.2	48,668
10	SF Bay Area	1,260	2.9	\$ 7,105	\$	7,289,790	273	\$	475,259	-62.9%	6.7	\$ 1,741
Nort	hern California											
Tota	al	7,308	3.2	\$ 6,997	\$	46,195,074	213	\$	146,037	-96.6%	2.1	\$ 686
46	Port Hueneme	130	3.2	6,862		838,908	29		10,859	-88.6	0.2	374
29	San Diego	135	2.7	6,952		748,158	72		98,498	-78.4	1.4	1,368
13	LA/LB	7,043	3.2	\$ 7,001	\$	44,608,008	112	\$	36,680	-99.0%	0.5	\$ 328

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29 San Diego	135	2.7	6,952	748,158	72	98,498	-78.4	1.4	1,368
46 Port Hueneme	130	3.2	6,862	838,908	29	10,859	-88.6	0.2	374
Total	7,308	3.2	\$ 6,997	\$ 46,195,074	213	\$ 146,037	-96.6%	2.1	\$ 686
orthern California									
10 SF Bay Area	1,260	2.9	\$ 7,105	\$ 7,289,790	273	\$ 475,259	-62.9%	6.7	\$ 1,741
14 Eureka	5	2	0	19,377	12	584,015	-0.8	8.2	48,668
18 Sacramento	31	2.8	6,264	171,239	28	185,215	-52.7	2.6	6,615
54 Stockton	91	2.7	8,692	494,707	90	503,222	-71.1	7.1	5,591
Total	1,387	2.9	\$ 7,131	\$ 7,975,113	403	\$ 1,747,711	-56.3%	24.6	\$ 4,337
acific Northwest: Oreg	on and Co	lumbia R	iver						
4 Vancouver, WA	184	3.3	\$ 7,609	\$ 1,268,706	118	\$ 554,059	96.2%	7.8	\$ 4,695
8 Portland	305	3.3	7,376	1,961,307	153	351,803	-60.6	4.9	2,299
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21 Longview, WA	244	3	6,058	1,399,754	52	45,383	-91.8	0.6	873
50 Astoria	5	1.8	5,918	17,218	20	747,211	-5.4	10.6	37,361
53 Newport	3	2	*	*	9	398,678	6.4	5.6	44,298
Total	760	3.2	\$ 6,959	\$ 4,795,533	370	\$ 2,181,053	-30.2%	30.7	\$ 5,895
acific Northwest: Wash	nington								
7 Bellingham	7	4.1	\$ 0	\$ 55,147	10	\$ 223,614	-9.4%	3.1	\$ 22,361
19 Seattle	697	3.1	7,358	4,105,074	399	1,126,573	-73.2	15.8	2,823
23 Tacoma	833	3.1	7,164	5,083,528	45	16,255	-93.4	0.2	361
24 Aberdeen	39	3.5	8,974	348,929	37	296,728	820.7	4.2	8,020
25 Anacortes	10	2.3	6,995	46,390	10	181,248	-9.9	2.5	18,125
27 Port Angeles	12	3.1	8,889	72,295	11	269,196	-22.1	3.8	24,472
32 Everett	41	2.4	6,009	193,446	42	149,870	-80.0	2.1	3,568
47 Olympia	25	3.1	6,065	153,075	24	497,445	-24.7	7.0	20,727
51 Port Gamble	8	3.3	5,918	47,171	10	274,519	-22.4	3.9	27,452
Total	1,672	3.1	\$ 7,285	10,105,055	588	\$ 3,035,448	-56.8%	42.6	5,162
ongshore Total	11,127	3.1	\$ 7,044	\$ 69,070,775	1,574	\$ 7,110,249	-61.5%	100.0	\$ 4,517

Longs	hore Total	11,127	3.1	\$ 7,044	\$	69,070,775	1,574	\$	7,110,249	-61.5%	100.0	\$	4,517
Tota	al	1,672	3.1	\$ 7,285	\$	10,105,055	588	\$	3,035,448	-56.8%	42.6		5,162
51	Port Gamble	8	3.3	5,918		47,171	10		274,519	-22.4	3.9		27,452
47	Olympia	25	3.1	6,065		153,075	24		497,445	-24.7	7.0		20,727
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25	Anacortes	10	2.3	6,995		46,390	10		181,248	-9.9	2.5		18,125
24	Aberdeen	39	3.5	8,974		348,929	37		296,728	820.7	4.2		8,020
23	Tacoma	833	3.1	7,164		5,083,528	45		16,255	-93.4	0.2		361
19	Seattle	697	3.1	7,358		4,105,074	399		1,126,573	-73.2	15.8		2,823
7	Bellingham	7	4.1	\$ 0	\$	55,147	10	\$	223,614	-9.4%	3.1	\$	22,361
Pacif	fic Northwest: Wash	ington											
Tota		760	3.2	\$ 6,959	\$	4,795,533	370	\$	2,181,053	-30.2%	30.7	\$	5,895
53	Newport	3	2	*		*	9		398,678	6.4	5.6		44,298
50	Astoria	5	1.8	5,918		17,218	20		747,211	-5.4	10.6		37,361
21	Longview, WA	244	3	6,058		1,399,754	52		45,383	-91.8	0.6		873
12	North Bend	19	3.7	9,114	-	137.571	18		83.919	-63.5	1.2		4.662
	Vancouver, WA Portland	305	3.3	\$ 7,609 7,376	Φ	1,268,706	153	\$	351,803	-60.6	4.9	\$	4,695
	fic Northwest: Orego	on and Co 184	lumbia R 3.3		\$	1,268,706	 118	¢	554,059	96.2%	7.8	¢	4 605
Tota	al	1,387	2.9	\$ 7,131	\$	7,975,113	403	\$	1,747,711	-56.3%	24.6	\$	4,337
54	Stockton	91	2.7	8,692		494,707	90		503,222	-71.1	7.1		5,591
18	Sacramento	31	2.8	6,264		171,239	28		185,215	-52.7	2.6		6,615
14	Eureka	5	2	0		19,377	12		584,015	-0.8	8.2		48,668
10	SF Bay Area	1,260	2.9	\$ 7,105	\$	7,289,790	273	\$	475,259	-62.9%	6.7	\$	1,741
Nort	hern California												
Tota	al	7,308	3.2	\$ 6,997	\$	46,195,074	213	\$	146,037	-96.6%	2.1	\$	686
46	Port Hueneme	130	3.2	6,862		838,908	29		10,859	-88.6	0.2		374
29	San Diego	135	2.7	6,952		748,158	72		98,498	-78.4	1.4		1,368
13	LA/LB	7,043	3.2	\$ 7,001	\$	44,608,008	112	\$	36,680	-99.0%	0.5	\$	328

CLERKS REGISTRANTS

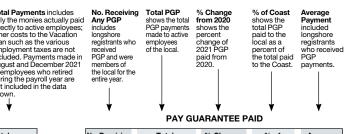
Clerk 1	Total	1,640	4.8	\$ 10,388	\$ 16,275,373
52	Seattle	110	4.8	10,621	1,108,919
23	Tacoma	124	5.2	10,728	1,338,124
40	Portland	60	5.3	11,285	644,179
34	SF Bay Area	224	4.5	9,587	2,054,342
14	Eureka	1	4	*	*
63	LA/LB	1,075	4.8	10,428	10,666,046
46	Port Hueneme	21	5.2	11,069	229,575
29	San Diego	25	4.4	\$ 9,686	\$ 225,874

FOREMEN REGISTRANTS

COAST TOTAL	13,377	3.4	\$ 7,969	\$ 93,72
Foremen Total	610	5.1	\$ 14,161	\$ 8,37
98 Seattle	99	5.4	14,896	1,38
92 Portland	41	5.6	15,404	61
91 SF Bay Area	75	5	13,932	99
94 LA/LB	395	5	\$ 13,909	\$ 5,39

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

STATISTICAL INFORMATION



otal	No. Receiving	Total	% Change	% of	Average
nents	Any PGP	PGP	From 2020	Coast	Payment

 397,464

 990,645

 610,465

 381,333

 379,907

 26,055

LO	LONGSHORE PGP PAYMENTS BY AREA AREA									
Year	Southern California	Northern California	Oregon	Washington						
2017	\$ 86,362	\$ 1,969,130	\$ 3,133,510	\$ 3,489,232						
2018	\$ 63,756	\$ 2,009,152	\$ 1,920,628	\$ 2,535,056						
2019	\$ 254,985	\$ 3,103,393	\$ 3,381,315	\$ 2,924,057						
2020	\$ 4,293,494	\$ 4,002,804	\$ 3,126,787	\$ 7,032,857						
2021	\$ 146,037	\$ 1,747,711	\$ 2,181,053	\$ 3,035,448						

Total Shoreside Payrolls Processed by PMA

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

Year	Southern California	Northern California	Oregon	Washington	Total
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
2018	1,482,684,001	237,293,257	120,919,588	320,706,674	2,161,603,520
2019	1,463,334,950	250,105,560	118,368,846	331,514,229	2,163,323,585
2020	1,478,588,464	248,328,781	123,571,959	289,211,614	2,139,700,818
2021	\$ 1,764,260,540	\$ 265,545,232	\$ 135,503,444	\$ 334,599,286	\$ 2,499,908,502

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 2021, employer FICA taxes paid were \$190,218,069 and SUI taxes paid were \$57,160,327.

Assessment Rates 2021/2022

	Other Assessments						
Descuell Harm Date	Benefits Plans	CFS Program	401(k)	Marine Clerk Work Opportunity	LA/LB Crane Board Make Whole	PMA Cargo Dues	Total
Payroll Hour Rate	#00.00		Φ0.71			¢1.17	07 07
L/S and Clerk	\$36.09		\$0.71			\$1.17	\$37.97
Walking Boss	\$36.09		\$2.60			\$1.17	\$39.86
Steady Walking Boss & Foremen	\$42.28		\$3.05			\$1.37	\$46.70
Offshore and Intercoastal Tonnage Rates							
Containers - LA/LB RUs (TEUs)	\$29.16	\$0.09		\$0.34	\$0.06	\$6.77	\$36.42
Containers - Other Ports RUs (TEUs)	\$29.16	\$0.09		\$0.34		\$6.77	\$36.36
General Cargo	\$1.716					\$0.398	\$2.114
Lumber and Logs	\$1.716					\$0.398	\$2.114
Autos and Trucks	\$0.139					\$0.398	\$0.537
Bulk Cargo	\$0.034					\$0.008	\$0.042
Coastwise and Inbound from British Columbia*							
Containers - LA/LB RUs (TEUs)	\$20.59	\$0.06		\$0.24	\$0.04	\$6.77	\$27.70
Containers - Other Ports RUs (TEUs)	\$20.59	\$0.06		\$0.24		\$6.77	\$27.66
General Cargo	\$0.707					\$0.398	\$1.105
Lumber and Logs	\$0.707					\$0.398	\$1.105
Autos and Trucks	\$0.057					\$0.398	\$0.455
Bulk Cargo	\$0.014					\$0.008	\$0.022

*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:	2021	2020	2019	2018	2017	2016
Contributions						
Employee	\$ 130,743,918	\$ 105,564,806	\$ 108,960,961	\$ 99,178,979	\$ 92,904,748	\$ 84,086,079
Employer	29,731,535	30,237,857	30,925,613	29,854,579	29,046,528	28,930,605
Total Contributions	\$ 160,475,453	\$ 135,802,663	\$ 139,886,574	\$ 129,033,558	\$ 121,951,276	\$ 113,016,684
Investment Income						
Net realized/unrealized appreciation	\$ 612,719,054	\$ 70,203,662	\$ 68,171,441	\$ 87,393,093	\$ 166,964,218	\$ (74,257,226)
Interest and Dividends	33,687,535	35,059,693	43,511,422	90,070,282	55,380,670	64,944,209
Less: Investment Expense	-	-	-	(44,141)	-	-
Total Additions	\$ 806,882,042	\$ 241,066,018	\$ 251,569,437	\$ 306,496,933	\$ 344,252,023	\$ 103,703,667
Distributions						
Distributions to participants	(209,328,853)	(223,406,450)	(119,605,065)	(98,131,823)	(92,755,798)	(82,550,668)
Net Change	\$ 597,301,005	\$ 17,515,524	\$ 131,964,372	\$ 208,365,110	\$ 251,496,225	\$ 21,152,999
Net Assets available for Benefits						
Beginning of year	2,191,684,404	2,174,168,880	2,042,204,508	1,833,839,398	1,582,343,173	1,561,190,174
End of year	\$ 2,788,985,409	\$ 2,191,684,404	\$ 2,174,168,880	\$ 2,042,204,508	\$ 1,833,839,398	\$ 1,582,343,173

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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:	2021	2020	2019	2018	2017	2016
Benefits Paid and Expenses	-					
Pensions paid	\$ 425,183,805	\$ 404,189,134	\$ 382,770,256	\$ 370,266,198	\$ 359,523,524	\$ 345,141,002
Administrative expenses	8,821,500	8,392,772	7,296,972	8,275,948	7,097,014	7,204,501
Total Deductions	\$ 434,005,305	\$ 412,581,906	\$ 390,067,228	\$ 378,542,146	\$ 366,620,538	\$ 352,345,503
Investment Income and Employer Contributions	-					
Net appreciation of fair value of investments	\$ 1,692,955,600	\$ 110,624,672	\$ 266,330,056	\$ 338,038,855	\$ 509,393,834	\$ (85,740,261)
Interest	36,912,438	26,690,074	26,922,354	21,826,028	17,954,371	16,370,129
Dividends from investments	56,169,877	92,323,875	87,657,308	74,604,281	76,394,246	58,768,496
Less investment expense	(9,694,284)	(7,887,064)	(8,048,763)	(7,982,824)	(8,174,356)	(8,345,354)
Total Income Gain (Loss)	\$ 1,776,343,631	\$ 221,751,557	\$ 372,860,955	\$ 426,486,340	\$ 595,568,095	\$ (18,946,990)
Contributions from Employers	458,786,498	423,726,011	607,723,180	609,745,037	611,279,468	557,846,818
Other Income	1,679,308	1,247,882	1,555,717	1,013,049	1,034,696	746,865
Total Additions	\$ 2,236,809,437	\$ 646,725,450	\$ 982,139,852	\$ 1,037,244,426	\$ 1,207,882,259	\$ 539,646,693
Net Increase	1,802,804,132	234,143,544	592,072,624	658,702,280	841,261,721	187,301,190
Net Assets Available for Benefits: Beg. of Year	\$ 7,087,349,301	<u>\$ 6,853,205,757</u>	<u>\$ 6,261,133,133</u>	<u>\$ 5,602,430,853</u>	<u>\$ 4,761,169,131</u>	<u>\$ 4,573,867,941</u>
End of Year	\$ 8,890,153,433	\$ 7,087,349,301	\$ 6,853,205,757	\$ 6,261,133,133	\$ 5,602,430,853	\$ 4,761,169,131

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:	2021	2020	2019	2018	2017	2016
Retired Participants & Beneficiaries	\$ 3,576,806,659	\$ 3,398,249,543	\$ 3,206,250,359	\$ 3,215,832,788	\$ 3,138,630,504	\$ 3,014,662,573
Inactive Vested	25,519,902	24,185,600	23,455,536	21,280,775	18,988,335	16,846,484
Active Vested Employees	3,067,948,122	2,906,382,164	2,661,478,024	2,567,039,982	2,375,650,390	2,167,004,834
Total Present Value Vested Liabilities	\$ 6,670,274,683	\$ 6,328,817,307	\$ 5,891,183,919	\$ 5,804,153,545	\$ 5,533,269,229	\$ 5,198,513,891
Actuarial Value of Assets	\$ 8,123,653,884	\$ 7,354,148,554	\$ 6,865,442,165	\$ 6,228,785,199	\$ 5,651,600,468	\$ 5,046,274,566
Unfunded Vested Benefits Liability	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152,239,325

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.

2021	2020	2019	2018	2017	2016
\$ 8,123,653,884	\$ 7,354,148,554	\$ 6,865,442,165	\$ 6,228,785,199	\$ 5,651,600,468	\$ 5,046,274,566
3,636,135,521	3,456,264,879	3,265,039,741	3,101,462,542	3,160,024,559	3,058,742,453
25,761,696	24,487,330	23,754,874	20,959,549	19,071,017	16,952,975
4,161,126,818	3,966,080,636	3,822,807,194	3,526,982,208	3,379,133,694	3,203,495,763
\$ 7,823,024,035	\$ 7,446,832,845	\$ 7,111,601,809	\$ 6,649,404,299	\$ 6,558,229,270	\$ 6,279,191,191
\$ (300,629,849)	\$ 92,684,291	\$ 246,159,644	\$ 420,619,100	\$ 906,628,802	\$ 1,232,916,625
	\$ 8,123,653,884 3,636,135,521 25,761,696 4,161,126,818 \$ 7,823,024,035	\$ 8,123,653,884 \$ 7,354,148,554 3,636,135,521 3,456,264,879 25,761,696 24,487,330 4,161,126,818 3,966,080,636 \$ 7,823,024,035 \$ 7,446,832,845	\$ 8,123,653,884 \$ 7,354,148,554 \$ 6,865,442,165 3,636,135,521 3,456,264,879 3,265,039,741 25,761,696 24,487,330 23,754,874 4,161,126,818 3,966,080,636 3,822,807,194 \$ 7,823,024,035 \$ 7,446,832,845 \$ 7,111,601,809	\$ 8,123,653,884 \$ 7,354,148,554 \$ 6,865,442,165 \$ 6,228,785,199 3,636,135,521 3,456,264,879 3,265,039,741 3,101,462,542 25,761,696 24,487,330 23,754,874 20,959,549 4,161,126,818 3,966,080,636 3,822,807,194 3,526,982,208 \$ 7,823,024,035 \$ 7,446,832,845 \$ 7,111,601,809 \$ 6,649,404,299	\$ 8,123,653,884 \$ 7,354,148,554 \$ 6,865,442,165 \$ 6,228,785,199 \$ 5,651,600,468 3,636,135,521 3,456,264,879 3,265,039,741 3,101,462,542 3,160,024,559 25,761,696 24,487,330 23,754,874 20,959,549 19,071,017 4,161,126,818 3,966,080,636 3,822,807,194 3,526,982,208 3,379,133,694 \$ 7,823,024,035 \$ 7,446,832,845 \$ 7,111,601,809 \$ 6,649,404,299 \$ 6,558,229,270

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STATISTICAL INFORMATION

Pension Benefits

Welfare Benefits

CHANGES IN NET ASSETS AVAILABLE FOR WELFARE BENEFITS

For Plan Year Ended June 30:	2021	2020	2019	2018	2017	2016
Investment Income	\$ 18,094	\$ 165,279	\$ 143,366	\$ 60,437	\$ 61,235	\$ 51,437
Contributions:						
Employers	785,837,659	761,387,433	790,691,376	715,778,035	675,403,215	\$ 731,709,936
Employees	10,045,017	10,043,712	12,598,166	13,076,067	13,024,859	14,066,840
COBRA/self-pay contribution	45,981	7,375	43,349	54,104	121,455	55,708
Total contributions	\$ 795,928,657	\$ 771,438,520	\$ 803,332,891	\$ 728,908,206	\$ 688,549,529	\$ 745,832,484
Other Income	6,212,074	6,209,422	6,608,483	9,607,863	49,840,791	9,259,530
Total additions	\$ 802,158,825	\$ 777,813,221	\$ 810,084,740	\$ 738,576,506	\$ 738,451,555	\$ 755,143,451
Deductions:						
Benefits paid	\$ 747,128,172	\$ 720,399,929	\$ 743,272,080	\$ 690,659,112	\$ 685,137,053	\$ 713,084,002
Administrative expenses	54,042,093	55,121,861	49,289,801	52,359,627	47,702,098	41,741,689
Total deductions	\$ 801,170,265	\$ 775,521,790	\$ 792,561,881	\$ 743,018,739	\$ 732,839,151	\$ 754,825,691
Net increase (decrease)	\$ 988,560	\$ 2,291,431	\$ 17,522,859	\$ (4,442,233)	\$ 5,612,404	\$ 317,760
Net assets available for benefits:						
Beginning of year	\$ 198,346,473	\$ 196,055,042	\$ 178,532,183	\$ 182,974,416	\$ 177,362,012	\$ 177,044,252
End of year	\$ 199,335,033	\$ 198,346,473	\$ 196,055,042	\$ 178,532,183	\$ 182,974,416	\$ 177,362,012

COSTS OF WELFARE BENEFITS PAID CATEGORIZED BY TYPE OF BENEFIT

For Plan Year Ended June 30:	2021	2020	2019	2018	2017	2016
Health Maintenance Organizations						
Hospital, medical, surgery,						
vision and prescription drugs	\$ 135,219,831	\$ 136,562,607	\$ 130,734,009	\$ 117,915,071	\$ 123,695,514	\$ 110,693,406
PPO and Indemnity Plan	-					
Hospital, medical, surgical	\$ 348,093,246	\$ 330,626,300	\$ 343,690,630	\$ 331,910,684	\$ 301,254,744	\$ 291,610,614
Prescription drug program	150,940,556	142,200,793	158,231,099	138,008,660	160,583,322	212,612,674
Vision service plan	7,937,214	7,841,506	7,521,342	7,402,889	7,317,858	6,775,156
Subtotal	\$ 506,971,016	\$ 480,668,599	\$ 509,443,071	\$ 477,322,233	\$ 469,155,924	\$ 510,998,444
Medicare Part B Reimbursements						
Medicare premiums reimbursements	\$ 18,162,700	\$ 16,728,161	\$ 15,933,804	\$ 14,771,772	\$ 12,995,647	\$ 12,440,335
Dental Programs: HMO and PPO Participants						
Dental services - adults	\$ 39,623,860	\$ 40,652,119	\$ 43,504,657	\$ 40,766,514	\$ 39,619,096	\$ 40,445,969
Dental services - children	9,535,775	9,993,822	10,913,848	10,425,968	9,564,668	11,080,053
Subtotal	\$ 49,159,635	\$ 50,645,941	\$ 54,418,505	\$ 51,192,482	\$ 49,183,764	\$ 51,526,022
Other Programs for Eligible Participants						
Life insurance, AD&D	\$ 4,924,584	\$ 3,861,196	\$ 5,005,109	\$ 4,704,263	\$ 4,644,910	\$ 3,819,313
Chiropractic	7,330,657	9,030,817	9,095,243	7,632,640	7,739,521	5,499,171
Social security supplement	177,664	162,975	469,665	574,363	432,734	378,946
Alcoholism/Drug Recovery Program Hearing aids	2,726,326 2,191,187	3,886,081 2,075,884	4,884,744 2,875,828	5,105,665 2,432,626	5,119,373 2,175,871	6,261,474 2,281,219
Subsequent prosthetic device	42,204	64,062	111,224	2,432,020	385,963	321,490
Subtotal	\$ 17,392,622	\$ 19,081,015	\$ 22,441,813	\$ 20,506,699	\$ 20,498,372	\$ 18,561,613
Non-Industrial Disability Supplement (NIDS)						
For those receiving CSDI (CA)	\$ 6,869,423	\$ 5,411,828	\$ 3,396,499	\$ 3,361,308	\$ 3,656,682	\$ 3,460,390
Weekly Indemnity & NIDS (OR & WA)	13,352,945	11,301,778	6,904,379	5,589,547	5,862,544	5,226,321
Subtotal	\$ 20,222,368	\$ 16,713,606	\$ 10,300,878	\$ 8,950,855	\$ 9,519,226	\$ 8,686,711
Subsidy Benefits for Certain Pre-7/1/75 Widows						
WILSP subsidy payments	-	-	-	-	88,606	177,471
	¢ 747 100 170	¢ 700 000 000	¢ 740.070.000	¢	¢	¢ 710.004.000
TOTAL BENEFITS	\$ 747,128,172	\$ 720,399,929	\$ 743,272,080	\$ 690,659,112	\$ 685,137,053	\$ 713,084,002
Reconciliation to Form 5500 (accrual)	9,786,689	(8,656,574)	(6,949,158)	(14,897,311)	23,221,032	(12,919,156)
TOTAL BENEFITS AFTER RECONCILIATION	\$ 756,914,861	\$ 711,743,355	\$ 736,322,922	\$ 675,761,801	\$ 708,358,085	\$ 700,164,846

THRU	UGH 12/31/2021		
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 Cour	te		
1997	2,993	2,993	
<u>1998</u> 1999	7,788	10,781	
	4,059	14,840	
GST IV – Going Hon	ne Safe		
2000	4,007	4,007	
2001	6,675	10,682	
2002	5,464	16,146	
GST V – Aware Tod	av. Evervdav		
		0.440	
2003	<u>3,443</u> 9,733	3,443	
<u>2004</u> 2005	<u>9,733</u> 12,332	<u>13,176</u> 25,508	
2005	6,966	32,474	
	,		
GST VI – Every Choi			
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 Do	oesn't Just Ha	ppen	
2013	7,693	7,693	
2013	6,775	14.468	
2015	6,111	20,579	
2016	6,338	26,917	
2017	6,843	33,760	
2018	7,002	40,762	
2019	8,850	49,612	
2020 2021	<u>4,357</u> 11,849	<u>53,969</u> 65 818	
	•	65,818	
LOST TIME 'TO	OP TENS' I	OR 2021	
Most Injured Longs Occupations	hore Cai	ise of Most Injur	ries
			0.4
Lachor			
Lasher Semi-Tractor	<u> </u>	lined	<u>84</u> 52

Mechanic, ILWU	49	Struck By	39	Fingers
Holdman	36	Trip	29	Back
Dockman	24	Pinched	21	Shoulder
Top Handler / Side Pick	16	Struck Against	21	Ankle
Auto Driver	9	Bounced in Vehicle	17	Leg
Crane, Cont. Gantry	8	Struck by Other Vehicle	16	Foot
Gearman	7	Struck by 2 Vehicles	11	Neck
Lift Truck Basic / Heavy	7	Twisted	10	Head

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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 2021.

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

STATISTICAL INFORMATION

Accident Prevention Data

OCCUPATIONAL INJURY AND ILLNESS INCIDENCE RATES

The Pacific Maritime Association processes injury and illness reports submitted

Coast	Southern California	Northern California		Northwest Washington
8.40	6.60	13.30	9.64	12.60
8.50	6.49	14.10	11.20	13.30
7.50	6.00	10.50	10.00	11.90
6.77	5.71	9.04	9.95	9.11
7.12	6.15	9.37	9.19	9.06
6.41	5.13	10.69	6.79	9.32
5.92	4.67	10.90	6.34	8.06
5.92	5.00	9.49	7.38	6.81
7.57	6.73	10.63	8.09	8.59
5.81	4.96	8.32	7.56	6.78
5.43	4.57	7.52	8.11	6.02
5.46	4.53	8.22	9.37	5.48
5.01	3.84	6.33	8.42	7.64
4.81	3.72	6.32	8.17	7.76
4.13	2.68	7.19	10.92	7.33
4.14	2.98	6.67	8.48	6.89
3.93	3.00	5.50	7.22	6.85
3.48	2.80	4.96	5.47	5.33
3.46	2.50	4.69	10.54	5.30
3.43	2.41	6.65	6.85	5.37
2.52	1.86	4.01	6.79	3.99

Most Injured Body Part

Coast Incidence Rate by Longshore Occupation

Multiple Body Parts	136
Knee	38
Fingers	32
Back	30
Shoulder	26
Ankle	20
_eg	11
Foot	10
Neck	10
Head	8

Lasher 9.99 Frontman/Hookman 6.42 5.34 3.12 Auto Driver Holdman 2.78 Gearman 2.65 Dockman Lift Truck Heavy 2.48 2.42 Linesman 2.30 Mechanic, ILWU Semi-Tractor 2.13

Coast Incidence Rate by Category

Longshore	2.61
Clerk	1.30
Foreman/Walking Boss	2.42

PMA Training Graduates

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

The number of Powered Industrial Truck (PIT) graduates does not include the 3-year re-evaluation records. Forklift graduates include Basic and Heavy Lift certification and refresher/ familiarization training.

Semi-Tractor graduates include Dock and Ro-Ro certification and refresher & familiarization training. The num-ber of graduates includes Casual applicants. CHE graduates include Top Handler, Side Pick and Reachstacker certification and refresher/familiarization training

Crane / Crane Simulator	2021	2020	2019	2018	2017
Container Gantry Crane (Sim)	223	47	181	131	81
RTG Crane – Transtainer	185	151	112	98	89
Ship Gantry Crane (Sim)	4	2	1	1	4
Ship Gantry Crane (Fam)			-	-	
Ship Pedestal Crane (Sim) (Winch)	20	3	17	20	19
Mobile Crane (Mobile Cr Light)	41	1	49	10	36
Ship Unloader, Bulk Crane	_		-	1	-
Dock Whirley Crane	_	_	_		_
Subtotal	473	204	360	261	229
Percent of Total	1.5%	1.7%	0.9%	1%	1%
Skill Equipment / PIT					
Forklift	542	325	1,462	1,218	855
Semi-Tractor	1,371	747	2,443	1,436	907
Container Handling Equipment (CHE) (Log Loader)	970	326	870	747	505
Straddle Carrier	37	8	39	28	49
Excavator	-	1	7	11	3
Bulk Loader (Bucket)	-	-	-		-
Bulldozer (Front Loader) (Loci)	11	29	18	59	2
Subtotal	2,931	1,436	4,839	3,499	2,321
Percent of Total	9.6%	11.7%	12.6%	13%	15%
	5.070	11.770	12.070	1070	1070
Job Specific / Promotions					
Basic Marine Clerk	112	56	222	134	22
Clerk Computer Gate (Yard)		146	189	94	6
Supercargo	- 7	140	3	<u>94</u> 6	(
Vessel Planner	8	3	3	7	
Walking Boss Orientation	5	21	77	19	86
Powered Gangway	19	21	32	19	00
Walking Boss Seminar	-	-			-
	460	450	480	102	462
Watchman (Security Awareness)	150	31	212	38	505
Holdman	-	-	12	-	
Cutting & Grinding	-	-	-		Ę
Watchman Reefer	60	-	79	1	76
Watchman Screener	-	-	-	-	66
Mechanic (General) (Crane) (Medium Voltage)	96	106	230	115	298
Gearman	-	-	-	-	-
Subtotal	917	813	1,539	527	1,526
Percent of Total	3%	6.6%	4%	2%	9%
Safety / Technical / Employee Development					
GST (GIT) (D&A Awareness), (Orient, Skill), (Resp Eval)	12,227	4,398	9,068	7,360	6,843
Diversity, Employee & Supervisor	736	67	2,377	1,404	16
Standard First Aid / CPR	546	89	1,225	310	21
Lashing	475	23	609	127	2
Ammo Handling Safety	789	605	940	669	839
Vessel Rigging			940		
vessei nigging	-	-	18	17	14
Basic Casual Safety (LS Entry)			18	17	14
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer)	- 314 -	- 41 -			14
Basic Casual Safety (LS Entry)			18 746 -	17	-
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer)	314 -	41 	18 746 - 14,983	17 310 -	8,10
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal	314 15,087	41 -	18 746 -	17 310 - 10,197	8,100
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total	314 15,087	41 	18 746 - 14,983	17 310 - 10,197	8,10
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing	314 - 15,087 49.3%	41 - 5,223 42.5%	18 746 - 14,983 39.2%	17 310 - 10,197 36%	8,10 50%
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice)	314 	41 - 5,223 42.5% 182	18 746 - 14,983 39.2% 557	17 310 - 10,197 36% 570	8,10 509
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive	314 - 15,087 49.3% 1,156 1,474	41 	18 746 - 14,983 39.2% 557 2,233	17 310 10,197 36% 570 1,593	8,10 509 8 8 76
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard	314 - 15,087 49.3% 1,156 1,474 1,800	41 	18 746 - 14,983 39.2% 557 2,233 2,934	17 310 10,197 36% 570 1,593 2,224	8,10 509 8 76 74
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment)	314 	41 	18 746 - 14,983 39.2% 557 2,233 2,934 4,456	17 310 10,197 36% 570 1,593 2,224 3,848	8,10 509 8 76 74 80
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment)	314 	41 	18 746 14,983 39.2% 557 2,233 2,934 4,456 4,644	17 310 10,197 36% 570 1,593 2,224 3,848 3,792	8,10 50% 8 76 74 80 77
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test	314 	41 	18 746 - 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716	17 310 10,197 36% 570 1,593 2,224 3,848 3,792 1,543	8,10 509 8 76 74 80 77 77
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test Subtotal	314 	41 5,223 42.5% 182 653 771 1,239 923 854 4,622	18 746 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716 16,540	17 310 10,197 36% 570 1,593 2,224 3,848 3,792 1,543 13,570	8,10 509 76 74 80 777 77 3,94
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test	314 	41 	18 746 - 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716	17 310 10,197 36% 570 1,593 2,224 3,848 3,792 1,543	8,100 509 760 761 800 772 772 772 3,944
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test Subtotal Percent of Total	314 - 15,087 49.3% 1,156 1,474 1,800 3,810 2,026 898 11,164 36.5%	41 	18 746 - 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716 16,540 43.2%	17 310 	8,100 509 86 760 744 800 777 777 3,944 259
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test Subtotal	314 	41 5,223 42.5% 182 653 771 1,239 923 854 4,622	18 746 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716 16,540	17 310 10,197 36% 570 1,593 2,224 3,848 3,792 1,543 13,570	14
Basic Casual Safety (LS Entry) Instructor (Train-the-Trainer) Subtotal Percent of Total Testing Strength & Agility (Schd Practice) Clerk Cognitive Clerk Keyboard Physical Exam (Pre-employment) Drug & Alcohol Screen (Pre-employment) Lashing Test Subtotal Percent of Total	314 - 15,087 49.3% 1,156 1,474 1,800 3,810 2,026 898 11,164 36.5%	41 	18 746 - 14,983 39.2% 557 2,233 2,934 4,456 4,644 1,716 16,540 43.2%	17 310 	8,100 50% 86 760 748 802 777 777 3,944 25%

2021

2020

2019

2018

2017

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

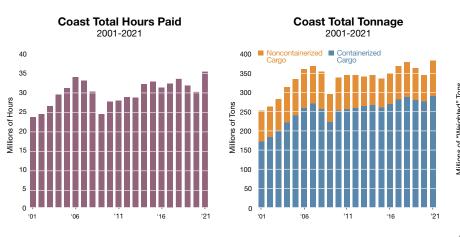
For the purpose of comparing the volume of tonnage handled in a port or group of ports to the corresponding number of hours paid, a "weighted tonnage" statistic is used. Only two of the cargo sectors are altered to "weight" the total tonnage: Autos and Bulk.

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 "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.

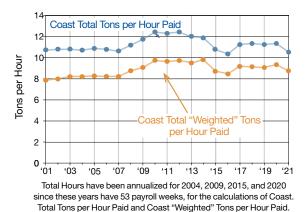


The number of General Safety Training graduates includes Casua

applicants.

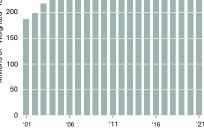
STATISTICAL INFORMATION

Coast Hours and Tonnage



300

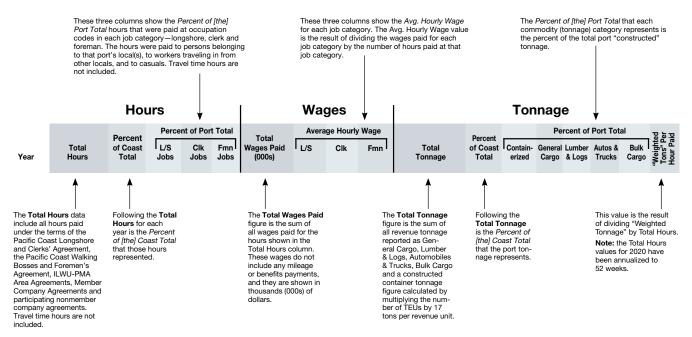
Coast Total Weighted Tons 2001-2021



"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.



Hyundai's Earth at APM Terminals at the Port of Los Angeles.



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| | Demonst | Perce | nt of Por | t Total | Tetel

 | Avera | ge Hourly | / Wage
 |
 | Demonst | | Perc | cent of F | ort Total
 | | ed
ed |
| Total
Hours | of Coast
Total | L/S
Jobs | Clk
Jobs | Fmn
Jobs | Wages Paid
(000s)

 | L/S | Clk | Fmn
 | Total
Tonnage
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erized | | | |
 | Bulk
Cargo | "Weight
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| nern Calif | ornia | | | |

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| Diego | | | | |

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 | | | | |
 | | |
| - | 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 |
| 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 |
| 451,534 | 1.3% | 73.3% | 17.0% | 9.7% | \$24,730

 | \$52.38 | \$53.38 | \$75.87
 | 5,385,919
 | 1.4% | 22.5% | 2.8% | - | 72.4%
 | 2.3% | 4.47 |
| 477,282 | 1.5% | 73.5% | 16.9% | 9.6% | \$26,796

 | \$53.52 | \$55.03 | \$78.29
 | 5,333,253
 | 1.5% | 24.2% | 3.1% | _ | 68.9%
 | 3.8% | 4.35 |
| 370,211 | 1.2% | 72.4% | 18.2% | 9.4% | \$21,466

 | \$55.65 | \$56.56 | \$78.62
 | 3,943,333
 | 1.2% | 33.3% | 3.3% | _ | 60.3%
 | 3.1% | 4.98 |
| 426,532 | 1.2% | 73.1% | 16.9% | 10.0% | \$25,356

 | \$56.77 | \$58.05 | \$81.26
 | 4,349,564
 | 1.2% | 33.8% | 3.5% | - | 56.8%
 | 5.9% | 4.80 |
| ngeles/L | ong B | each | | |

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 | | | | |
 | | |
| 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 |
| 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 |
| 22,138,666 | 65.9% | 76.1% | 18.0% | 5.9% | \$1,296,913

 | \$56.83 | \$59.92 | \$77.14
 | 228,952,303
 | 60.2% | 91.3% | 1.4% | 0.1% | 2.5%
 | 4.7% | 9.65 |
| 20,855,875 | 64.4% | 76.2% | 18.0% | 5.8% | \$1,263,940

 | \$58.98 | \$61.47 | \$79.21
 | 217,957,819
 | 60.3% | 91.7% | 1.1% | 0.1% | 2.4%
 | 4.7% | 9.76 |
| 20,402,690 | 66.5% | 76.3% | 17.9% | 5.8% | \$1,272,289

 | \$60.69 | \$63.25 | \$81.58
 | 213,642,817
 | 62.7% | 92.7% | 0.9% | 0.1% | 2.0%
 | 4.3% | 9.86 |
| 24,383,068 | 67.8% | 75.4% | 18.8% | 5.8% | \$1,551,568

 | \$61.73 | \$64.96 | \$84.01
 | 234,536,208
 | 63.9% | 91.9% | 1.2% | 0.1% | 1.9%
 | 4.9% | 9.00 |
| Hueneme | | | | |

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| 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 |
| 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 |
| 526,375 | 1.6% | 73.2% | 17.5% | 9.3% | \$28,294

 | \$51.09 | \$54.36 | \$73.60
 | 5,948,086
 | 1.6% | 21.8% | 8.4% | - | 67.0%
 | 2.8% | 4.68 |
| 535,720 | 1.7% | 73.8% | 17.1% | 9.1% | \$29,633

 | \$52.72 | \$55.68 | \$75.58
 | 6,369,662
 | 1.8% | 21.2% | 7.2% | - | 68.6%
 | 3.0% | 4.74 |
| 493,364 | 1.6% | 73.3% | 18.0% | 8.7% | \$28,068

 | \$54.38 | \$57.26 | \$77.28
 | 5,821,385
 | 1.7% | 30.2% | 3.7% | - | 63.5%
 | 2.6% | 5.25 |
| 573,946 | 1.6% | 73.9% | 17.3% | 8.8% | \$34,269

 | \$57.08 | \$59.70 | \$81.71
 | 6,884,972
 | 1.9% | 35.7% | 4.8% | - | 57.2%
 | 2.3% | 6.00 |
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| rancisco | /Oakla | and/A | lame | da/R |

 | I City/ | Rich | mond
 | /Crockett/E
 | Benici | a/Poi | rt Ch | icag | 0
 | | |
| 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 |
| 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 |
| 3,199,338 | 9.5% | 76.2% | 17.1% | 6.7% | \$184,774

 | \$56.11 | \$57.62 | \$76.89
 | 39,973,829
 | 10.5% | 79.2% | 0.2% | - | 11.3%
 | 9.3% | 10.18 |
| 3,327,061 | 10.3% | 76.3% | 16.7% | 7.0% | \$194,882

 | \$56.65 | \$58.90 | \$78.66
 | 41,461,356
 | 11.5% | 77.8% | 0.1% | - | 13.3%
 | | 10.01 |
| | | | - | |

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 | | 10.56 |
| | | 76.3% | 16.9% | 6.8% | \$204,247

 | \$60.86 | \$62.63 | \$83.84
 | 38,786,588
 | 10.5% | 83.1% | 0.1% | - | 9.6%
 | 7.2% | 10.10 |
| cton/Pitts | burg | | | |

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| 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 |
| 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 |
| 234,301 | 0.7% | 72.7% | 17.5% | 9.8% | \$12,914

 | \$52.36 | \$55.44 | \$74.99
 | 3,657,338
 | 1.0% | 0.1% | 9.3% | - | -
 | 90.6% | 1.75 |
| 227,443 | 0.7% | 72.6% | 17.5% | 9.9% | \$12,915

 | \$53.86 | \$57.52 | \$76.87
 | 3,458,744
 | 1.0% | - | 10.8% | - | -
 | 89.2% | 1.91 |
| 178,675 | 0.6% | 69.3% | 20.6% | 10.1% | \$10,677

 | \$56.61 | \$59.90 | \$81.07
 | 2,610,056
 | 0.8% | - | 8.2% | - | -
 | 91.8% | 1.46 |
| 266,501 | 0.7% | 72.7% | 16.9% | 10.4% | \$16,137

 | \$56.85 | \$62.08 | \$83.86
 | 3,636,390
 | 1.0% | - | 10.8% | - | -
 | 89.2% | 1.70 |
| Sacrame | nto | | | |

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 | | |
| 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 |
| 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 |
| 63,634 | 0.2% | 74.7% | 16.4% | 8.9% | \$4,626

 | \$52.80 | \$55.70 | \$75.60
 | 716,010
 | 0.2% | - | 30.8% | - | -
 | 69.2% | 2.75 |
| 87,450 | 0.3% | 74.7% | 16.8% | 8.5% | \$4,911

 | \$53.54 | \$57.06 | \$77.37
 | 724,985
 | 0.2% | - | 33.5% | - | -
 | 66.5% | 2.88 |
| 95,317 | 0.3% | 73.2% | 16.6% | 10.2% | \$5,677

 | \$56.20 | \$60.85 | \$81.74
 | 891,627
 | 0.3% | - | 28.0% | - | -
 | 72.0% | 2.75 |
| 120,854 | 0.3% | 72.3% | 17.4% | 10.3% | \$7,248

 | \$56.12 | \$61.39 | \$84.57
 | 1,034,015
 | 0.3% | - | 25.9% | - | -
 | 74.1% | 2.40 |
| | Hours
Pern Calif
Diego
425,046
422,327
451,534
477,282
370,211
426,532
Nngeles/L
20,337,641
21,605,771
22,138,666
20,855,875
20,402,690
24,383,068
Hueneme
475,865
518,517
526,375
535,720
493,364
573,946
Crancisco
3,018,756
3,071,605
3,327,061
3,255,869
cton/Pitts
274,305
259,239
234,301
227,443
178,675
266,501
Sacrame
91,161
86,892
63,634
87,450
95,317 | Total
Hours Percent
of Coast
Total Percent
of Coast
Total Percent
of Coast
Total Diego 425,046 1.4% 422,327 1.3% 451,534 1.3% 477,282 1.5% 370,211 1.2% 426,532 1.2% Mgeles/Long B 20,337,641 20,337,641 65.3% 21,605,771 66.3% 22,138,666 65.9% 20,855,875 64.4% 20,402,690 66.5% 24,383,068 67.8% Hueneme 475,865 1.5% 518,517 1.6% 526,375 1.6% 535,720 1.7% 493,364 1.6% 573,946 1.6% 573,946 1.6% 573,946 1.6% 3,018,756 9.7% 3,018,756 9.7% 3,018,756 9.7% 3,018,756 9.1% 4453,50,961 10.3% 3,255,869 | Total
Hours Percent
of Coast
Total L/S
Jobs Pern California Jobs Pern California Jobs 425,046 1.4% 73.2% 422,327 1.3% 73.4% 451,534 1.3% 73.3% 477,282 1.5% 73.5% 370,211 1.2% 72.4% 426,532 1.2% 73.1% Angeles/Long Beach 20,337,641 65.3% 75.7% 21,605,771 66.3% 75.8% 22,138,666 65.9% 76.1% 20,337,641 65.3% 75.4% 72.6% 518,517 1.6% 73.2% 20,402,690 66.5% 76.3% 24,383,068 67.8% 75.4% Hueneme 475,865 1.5% 72.6% 535,720 1.7% 73.8% 493,364 1.6% 73.3% 573,946 1.6% 73.9% Pern California Francisco/Oakland/A 3,018,756 9.7% 75.6% 3,018,756 9.7% 75.3% 3, | Percent
of Coast
Total Percent
of Coast
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J./s
Jobs Cik
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Jobs 1425,046 1.4% 73.2% 17.3% 422,327 1.3% 73.4% 16.8% 451,534 1.3% 73.3% 17.0% 477,282 1.5% 73.5% 16.9% 370,211 1.2% 72.4% 18.2% 426,532 1.2% 73.1% 16.9% 20,337,641 65.3% 75.7% 18.5% 21,605,771 66.3% 75.8% 18.3% 22,138,666 65.9% 76.1% 18.0% 20,402,690 66.5% 76.3% 17.9% 24,383,068 67.8% 75.4% 18.8% Hueneme 475,865 1.5% 72.6% 17.9% 518,517 1.6% 73.3% 18.0% 573,946 1.6% 73.9% 17.3% 535,720 1.7 | Percent
of Coast
Total Percent
of Coast
Total Percent
L/s Clk Fmn
Jobs A25,046 1.4% 73.2% 17.3% 9.5% 422,327 1.3% 73.4% 16.8% 9.8% 451,534 1.3% 73.3% 17.0% 9.7% 477,282 1.5% 73.5% 16.9% 9.6% 370,211 1.2% 72.4% 18.2% 9.4% 426,532 1.2% 73.1% 16.9% 10.0% MGEles/Long Beach 20,337,641 65.3% 75.7% 18.5% 5.8% 21,605,771 66.3% 75.7% 18.0% 5.9% 20,337,641 65.9% 76.1% 18.0% 5.8% 21,605,771 66.3% 75.4% 18.8% 5.8% 20,337,641 65.9% 76.1% 18.0% 5.8% 21,605,771 66.3% 75.3% 17.9% 9.5% 518,517 1.6% 73.3% 18.0% 8.7% 526,375 1.6% <t< td=""><td>Percent of Port Total
L/sTotalTotal
Wages Paid
(0009)TotalTotal
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Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Cik	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs		Bulk Cargo	"Weighted Tons" Per Hour Paid
South	nern Calif	ornia															
San D																	
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
2010	423,040	1.4%	73.4%	16.8%	9.5%	\$21,730	\$50.22	\$50.00	\$70.07	5,193,483	1.4%	20.3%	2.1%	_	74.0%	1.9%	4.91
2017	451,534	1.3%	73.3%	17.0%	9.7%	\$24,730		\$53.38	\$75.87	5,385,919	1.4%	22.1%	2.1%	_	72.4%	2.3%	4.47
2019	477,282	1.5%	73.5%	16.9%	9.6%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	_	68.9%	3.8%	4.35
2020	370,211	1.2%	72.4%	18.2%	9.4%	\$21,466	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	_	60.3%	3.1%	4.98
2021	426,532	1.2%	73.1%	16.9%		\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	_	56.8%	5.9%	4.80
	ngeles/L			10.070	10.070	φ20,000	φ00.11	ψ00.00	ψ01.20	1,010,001	1.270	00.070	0.070		00.070	0.070	1.00
	-	-		10 50	5.00/	MI 110 050	\$50.07	\$50.07	A74 70	000 574 504	50.00/	01 70/	4 50/	0.40/	0.00/	0.00/	0.07
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
2018	22,138,666	65.9%	76.1% 76.2%	18.0% 18.0%	5.9% 5.8%	\$1,296,913	\$56.83 \$58.98	\$59.92 \$61.47	\$77.14 \$79.21	228,952,303	60.2% 60.3%	91.3% 91.7%	1.4%	0.1%	2.5% 2.4%	4.7% 4.7%	9.65
2019	20,855,875 20.402.690	64.4% 66.5%	76.3%	17.9%	5.8%	\$1,263,940 \$1,272,289	\$60.69	\$63.25	\$79.21	217,957,819 213,642,817	62.7%	91.7%	0.9%	0.1%	2.4%	4.7%	9.76 9.86
2020	20,402,090	67.8%	75.4%	18.8%	5.8%	\$1,272,209	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	92.7%	1.2%	0.1%	1.9%	4.3%	9.00
	, ,		73.4%	10.070	0.0%	\$1,001,000	φ01.73	φ04.90	φ04.U1	234,330,200	03.9%	91.9%	1.270	0.1%	1.9%	4.9%	9.00
	lueneme																
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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72		\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	-	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
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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
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	-	11.3%	9.3%	10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65	\$58.90	\$78.66	41,461,356	11.5%	77.8%	0.1%	-	13.3%	8.8%	10.01
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	-	-	11.4%	8.1%	10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	-	9.6%	7.2%	10.10
Stock	ton/Pitts	burg															
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
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%	72.6%	17.5%	9.9%	\$12,915	\$53.86	\$57.52	\$76.87	3,458,744	1.0%	-	10.8%	-	-	89.2%	1.91
2020	178,675	0.6%	69.3%	20.6%		\$10,677		\$59.90	\$81.07	2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$56.85	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
West	Sacrame	nto															
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		\$53.06	\$73.04	672,152	0.2%	-	38.5%	-	_	61.5%	3.07
2018	63,634	0.2%	74.7%	16.4%		\$4,626		\$55.70	\$75.60	716,010	0.2%	-	30.8%	_	_	69.2%	2.75
2019	87,450	0.3%	74.7%	16.8%		\$4,911		\$57.06	\$77.37	724,985	0.2%	-	33.5%	-	-	66.5%	
2020	95,317	0.3%	73.2%	16.6%		\$5,677		\$60.85	\$81.74	891,627	0.3%	-	28.0%	_	_	72.0%	2.75
2020																	

		Но	urs			I	Wa	ges		I		Tor	nnag	е			
			Porce	ent of Por	t Total		Avora	ge Hourly	Wage				Par	cont of E	Port Total	1	71
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized	General			Bulk Cargo	"Weighted Tons" Per Hour Paid
South	hern Calif	ornia															
San [Diego																
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
2010	423,040	1.4%	73.4%	16.8%	9.5%	\$22,260	\$50.22	\$50.00	\$70.07	5,193,483	1.4%	20.3%	2.1%	_	74.0%	1.8%	4.91
2017	422,327	1.3%	73.3%	17.0%	9.7%	\$22,200	\$52.38		\$75.87	5,385,919	1.4%	22.1%	2.1%	_	72.4%	2.3%	4.30
2010	477,282	1.5%	73.5%	16.9%	9.6%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	-	68.9%	3.8%	4.47
2013	370,211	1.2%	72.4%	18.2%	9.4%	\$21,466	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	_	60.3%	3.1%	4.98
2020	426,532	1.2%	73.1%	16.9%	10.0%	\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	_	56.8%	5.9%	4.80
	,			10.370	10.070	ψ20,000	ψ00.77	ψ00.00	ψ01.20	4,040,004	1.2/0	00.070	0.070		50.070	0.070	4.00
	Angeles/L																
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%		4.4%	9.62
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	\$1,296,913	\$56.83	\$59.92	\$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%		4.7%	9.65
2019	20,855,875	64.4%	76.2%	18.0%	5.8%	\$1,263,940	\$58.98	\$61.47	\$79.21	217,957,819	60.3%	91.7%	1.1%	0.1%		4.7%	9.76
2020	20,402,690	66.5%	76.3%	17.9%	5.8%	\$1,272,289	\$60.69	\$63.25	\$81.58	213,642,817	62.7%	92.7%	0.9%	0.1%		4.3%	9.86
2021	24,383,068	67.8%	75.4%	18.8%	5.8%	\$1,551,568	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	91.9%	1.2%	0.1%	1.9%	4.9%	9.00
Port	Hueneme																
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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72	\$55.68	\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	-	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
North	nern Calif	ornia															
San F	rancisco	/Oakla	and/A	lame	da/F	ledwood	I City	/Rich	mond	/Crockett/I	Benici	a/Poi	rt Ch	icag	0		
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%		10.43
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	_	11.3%		10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65		\$78.66	41,461,356	11.5%	77.8%	0.1%	-	13.3%	8.8%	
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	_	-	11.4%		10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	_	9.6%		
Stock	kton/Pitts	bura				. ,				, ,							
		-	70.00/	17.00/	0.6%	¢14.007	¢40.00	ΦE1 EC	Φ 70 47	0.050.000	0.00/	_	10.00/			00.10/	0.00
2016	274,305	0.9%	72.8%	17.6%	9.6%	\$14,097	\$48.83	\$51.56 \$54.05	\$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	+	\$73.20	3,617,280	1.0%	0.6%	10.8%	-	-	88.6%	1.84
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%			9.9%	\$12,915			\$76.87	3,458,744	1.0%	_	10.8%	-	-	89.2%	
2020	178,675	0.6%	69.3%		10.1%	\$10,677	\$56.61		\$81.07	2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$00.80	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
west	Sacrame	nto															
2016	91,161	0.3%	75.5%	16.4%	8.1%	\$4,477		\$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	· · · · · · · · · · · · · · · · · · ·	\$53.06	\$73.04	672,152	0.2%	-	38.5%	-	-	61.5%	3.07
2018	63,634	0.2%	74.7%	16.4%	8.9%	\$4,626		\$55.70	\$75.60	716,010	0.2%	-	30.8%	-	-	69.2%	2.75
2019	87,450	0.3%	74.7%	16.8%	8.5%	\$4,911		\$57.06	\$77.37	724,985	0.2%	-	33.5%	-	-	66.5%	2.88
2020	95,317	0.3%	73.2%		10.2%	\$5,677		\$60.85	\$81.74	891,627	0.3%	-	28.0%	-	-	72.0%	2.75
2021	120,854	0.3%	72.3%	17.4%	10.3%	\$7,248	\$56.12	\$61.39	\$84.57	1,034,015	0.3%	-	25.9%	-	-	74.1%	2.40

		Но	urs			I	Wa	ges		l		Tor	nnag	е			
			Perce	ent of Por	t Total		Avera	ge Hourly	/ Wage				Perc	cent of F	Port Tota		סגס
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Cik	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs		Bulk Cargo	"Weighted Tons" Per Hour Paid
Sout	hern Calif	ornia															
San [Diego																
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
2018	451,534	1.3%	73.3%	17.0%	9.7%	\$24,730	\$52.38	\$53.38	\$75.87	5,385,919	1.4%	22.5%	2.8%	_	72.4%	2.3%	4.47
2019	477,282	1.5%	73.5%	16.9%	9.6%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	-	68.9%	3.8%	4.35
2020	370,211	1.2%	72.4%	18.2%	9.4%	\$21,466	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	-	60.3%	3.1%	4.98
2021	426,532	1.2%	73.1%	16.9%	10.0%	\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	-	56.8%	5.9%	4.80
Los A	Angeles/L	ona B	each														
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
2010	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%		4.4%	9.62
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	\$1,296,913	\$56.83	\$59.92	\$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%		4.7%	9.65
2019	20,855,875	64.4%	76.2%	18.0%	5.8%	\$1,263,940	\$58.98	\$61.47	\$79.21	217,957,819	60.3%	91.7%	1.1%	0.1%		4.7%	9.76
2020	20,402,690	66.5%	76.3%	17.9%	5.8%	\$1,272,289	\$60.69	\$63.25	\$81.58	213,642,817	62.7%	92.7%	0.9%	0.1%		4.3%	9.86
2021	24.383.068	67.8%	75.4%	18.8%	5.8%	\$1,551,568	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	91.9%	1.2%	0.1%		4.9%	9.00
	Hueneme					+.,				,							
			70.60/	17.00/	9.5%	¢00.001	¢ 47 41	ΦE1 1E	¢c0.00	E 280 000	1.5%	10.00/	9.0%		68.0%	0.00/	4 40
2016	475,865	1.5%	72.6%	17.9%		\$23,861	\$47.41	\$51.15	\$68.98	5,380,996		19.2%		-		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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72		\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	-	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
North	ore Calif	ornio															
	hern Calif							<u> </u>			.	(=					
					_		-			/Crockett/I			rt Ch	icag			
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
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	-	11.3%		10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65		\$78.66	41,461,356	11.5%	77.8%	0.1%	-	13.3%		10.01
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	-	-	11.4%		10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	-	9.6%	7.2%	10.10
Stocl	kton/Pitts	burg															
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
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%	72.6%	17.5%	9.9%	\$12,915	\$53.86	\$57.52	\$76.87	3,458,744	1.0%	-	10.8%	-	-	89.2%	1.91
2020	178,675	0.6%	69.3%	20.6%	10.1%	\$10,677	\$56.61	\$59.90	\$81.07	2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$56.85	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
West	Sacrame	nto															
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		\$53.06	\$73.04	672,152	0.2%	-	38.5%	_	-	61.5%	3.07
2018	63,634	0.2%	74.7%	16.4%	8.9%	\$4,626		\$55.70	\$75.60	716,010	0.2%	-	30.8%	-	-	69.2%	2.75
2019	87,450	0.3%	74.7%	16.8%	8.5%	\$4,911		\$57.06		724,985	0.2%	-	33.5%	-	-	66.5%	2.88
2020	95,317	0.3%	73.2%		10.2%	\$5,677		\$60.85		891,627	0.3%	-	28.0%	-	-	72.0%	2.75
2021	120,854	0.3%	72.3%	17.4%		\$7,248		\$61.39		1,034,015	0.3%	-	25.9%	-	-	74.1%	

		Но	urs			I	Wa	ges		I		Tor	nnag	е			
			Porce	ent of Por	t Total		Avora	ge Hourly	Wage				Par	cont of E	Port Total	1	71
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized	General			Bulk Cargo	"Weighted Tons" Per Hour Paid
South	hern Calif	ornia															
San [Diego																
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
2010	423,040	1.4%	73.4%	16.8%	9.5%	\$22,260	\$50.22	\$50.00	\$70.07	5,193,483	1.4%	20.3%	2.1%	_	74.0%	1.8%	4.91
2017	422,327	1.3%	73.3%	17.0%	9.7%	\$22,200	\$52.38		\$75.87	5,385,919	1.4%	22.1%	2.1%	_	72.4%	2.3%	4.30
2010	477,282	1.5%	73.5%	16.9%	9.6%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	-	68.9%	3.8%	4.47
2013	370,211	1.2%	72.4%	18.2%	9.4%	\$21,466	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	_	60.3%	3.1%	4.98
2020	426,532	1.2%	73.1%	16.9%	10.0%	\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	_	56.8%	5.9%	4.80
	,			10.370	10.070	ψ20,000	ψ00.77	ψ00.00	ψ01.20	4,040,004	1.2/0	00.070	0.070		50.070	0.070	4.00
	Angeles/L																
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%		4.4%	9.62
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	\$1,296,913	\$56.83	\$59.92	\$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%		4.7%	9.65
2019	20,855,875	64.4%	76.2%	18.0%	5.8%	\$1,263,940	\$58.98	\$61.47	\$79.21	217,957,819	60.3%	91.7%	1.1%	0.1%		4.7%	9.76
2020	20,402,690	66.5%	76.3%	17.9%	5.8%	\$1,272,289	\$60.69	\$63.25	\$81.58	213,642,817	62.7%	92.7%	0.9%	0.1%		4.3%	9.86
2021	24,383,068	67.8%	75.4%	18.8%	5.8%	\$1,551,568	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	91.9%	1.2%	0.1%	1.9%	4.9%	9.00
Port	Hueneme																
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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72	\$55.68	\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	-	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
North	nern Calif	ornia															
San F	rancisco	/Oakla	and/A	lame	da/F	ledwood	I City	/Rich	mond	/Crockett/I	Benici	a/Poi	rt Ch	icag	0		
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%		10.43
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	_	11.3%		10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65		\$78.66	41,461,356	11.5%	77.8%	0.1%	-	13.3%	8.8%	
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	_	-	11.4%		10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	_	9.6%		
Stock	kton/Pitts	bura				. ,				, ,							
		-	70.00/	17.00/	0.6%	¢14.007	¢40.00	ΦE1 EC	Φ 70 47	0.050.000	0.00/	_	10.00/			00.10/	0.00
2016	274,305	0.9%	72.8%	17.6%	9.6%	\$14,097	\$48.83	\$51.56 \$54.05	\$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	+	\$73.20	3,617,280	1.0%	0.6%	10.8%	-	-	88.6%	1.84
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%			9.9%	\$12,915			\$76.87	3,458,744	1.0%	_	10.8%	-	-	89.2%	
2020	178,675	0.6%	69.3%		10.1%	\$10,677	\$56.61		\$81.07	2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$00.80	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
west	Sacrame	nto															
2016	91,161	0.3%	75.5%	16.4%	8.1%	\$4,477		\$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	· · · · · · · · · · · · · · · · · · ·	\$53.06	\$73.04	672,152	0.2%	-	38.5%	-	-	61.5%	3.07
2018	63,634	0.2%	74.7%	16.4%	8.9%	\$4,626		\$55.70	\$75.60	716,010	0.2%	-	30.8%	-	-	69.2%	2.75
2019	87,450	0.3%	74.7%	16.8%	8.5%	\$4,911		\$57.06	\$77.37	724,985	0.2%	-	33.5%	-	-	66.5%	2.88
2020	95,317	0.3%	73.2%	_	10.2%	\$5,677		\$60.85	\$81.74	891,627	0.3%	-	28.0%	-	-	72.0%	2.75
2021	120,854	0.3%	72.3%	17.4%	10.3%	\$7,248	\$56.12	\$61.39	\$84.57	1,034,015	0.3%	-	25.9%	-	-	74.1%	2.40

		Но	urs			I	Wa	aes		I		Tor	nag	е			
		-			. Tatal			-	Mana			-	-		Port Total		- 1
Year	Total Hours	Percent of Coast Total	L/S Jobs	ent of Por Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	ige Hourly Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized	General		Autos &	Bulk Cargo	"Weighted Tons" Per Hour Paid
Sout	hern Calif	ornia															
San [
	-	1 40/	70.00/	17.00/	0.50/	¢01 700	¢40.00	¢50.00	¢70.07	E 000 100	1.7%	20.20/	1.8%		76.00/	1.00/	4.01
2016 2017	425,046 422,327	1.4% 1.3%	73.2% 73.4%	17.3% 16.8%	9.5% 9.8%	\$21,738 \$22,260	\$48.82 \$50.22	\$50.60 \$51.75	\$70.07 \$72.86	5,999,166 5,193,483	1.4%	20.3% 22.1%	2.1%	-	76.0% 74.0%	1.9% 1.8%	4.91 4.50
2017	422,327	1.3%	73.3%	17.0%	9.8%	\$22,260	\$52.38	\$53.38	\$75.87	5,193,483	1.4%	22.1%	2.1%	_	74.0%	2.3%	4.50
2018	451,534	1.5%	73.5%	16.9%	9.7%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	_	68.9%	3.8%	4.47
2019	370,211	1.2%	72.4%	18.2%	9.0%	\$20,790	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	_	60.3%	3.0%	4.35
2020	426,532	1.2%	73.1%	16.9%	10.0%	\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	_	56.8%	5.9%	4.90
	,			10.970	10.0 /0	φ20,000	φ30.77	φ30.03	φ01.20	4,349,304	1.2/0	55.0 /0	0.070	-	JU.0 /0	J.970	4.00
	Angeles/L	-															
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%		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%		4.4%	9.62
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	\$1,296,913	\$56.83	\$59.92	\$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%		4.7%	9.65
2019	20,855,875	64.4%	76.2%	18.0%	5.8%	\$1,263,940	\$58.98	\$61.47	\$79.21	217,957,819	60.3%	91.7%	1.1%	0.1%		4.7%	9.76
2020	20,402,690	66.5%	76.3%	17.9%	5.8%	\$1,272,289	\$60.69	\$63.25	\$81.58	213,642,817	62.7%	92.7%	0.9%	0.1%		4.3%	9.86
2021	24,383,068	67.8%	75.4%	18.8%	5.8%	\$1,551,568	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	91.9%	1.2%	0.1%	1.9%	4.9%	9.00
Port	Hueneme																
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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72	\$55.68	\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	_	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
North	nern Calif	ornia															
San F	- Francisco	/Oakla	and/A	lame	da/F	Redwood		/Rich	mond	/Crockett/I	Benici	a/Poi	rt Ch	icad	0		
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%		10.43
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	-	11.3%		10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65	\$58.90	\$78.66	41,461,356	11.5%	77.8%	0.1%	_	13.3%		10.01
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	-	_	11.4%		10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	_	9.6%		
	kton/Pitts		101070	101070	0.070	\$20 ij2 ii	<i>Q00.00</i>	QOLICO	\$0010 T	00,100,000	101070	001170	01170		0.070	11270	10110
			70.000	17.000	0.00/	* 4 4 9 9 7	* 40.00	AC4 50	ATO 17	0.050.000	0.00/		10.001			00.404	0.00
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
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%		17.5%	9.9%	\$12,915		\$57.52		3,458,744	1.0%	-	10.8%	-	-		
2020	178,675	0.6%	69.3%		10.1%	\$10,677	\$56.61		\$81.07	2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$56.85	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
West	Sacrame	nto															
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
2018	63,634	0.2%	74.7%	16.4%	8.9%	\$4,626	\$52.80	\$55.70	\$75.60	716,010	0.2%	-	30.8%	-	-	69.2%	2.75
2019	87,450	0.3%	74.7%	16.8%	8.5%	\$4,911			\$77.37	724,985	0.2%	-	33.5%	-	-	66.5%	2.88
2020	95,317	0.3%	73.2%	16.6%	10.2%	\$5,677		\$60.85	\$81.74	891,627	0.3%	-	28.0%	-	-	72.0%	2.75
2021	120,854	0.3%	72.3%	17.4%	10.3%	\$7,248	\$56.12	\$61.39	\$84.57	1,034,015	0.3%	-	25.9%	-	-	74.1%	2.40

		Но	urs			I	Wa	ges		l		Tor	nag	е			
			Perce	nt of Por	t Total		Avera	ge Hourly	Wage				Perc	cent of F	Port Total	1	o a c
Year	Total Hours	Percent of Coast Total	L/S Jobs	Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Cik	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs	Autos & Trucks	Bulk Cargo	"Weighted Tons" Per Hour Paid
South	nern Calif	ornia															
San D	Diego																
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
2018	451,534	1.3%	73.3%	17.0%	9.7%	\$24,730	\$52.38	\$53.38	\$75.87	5,385,919	1.4%	22.5%	2.8%	-	72.4%	2.3%	4.47
2019	477,282	1.5%	73.5%	16.9%	9.6%	\$26,796	\$53.52	\$55.03	\$78.29	5,333,253	1.5%	24.2%	3.1%	-	68.9%	3.8%	4.35
2020	370,211	1.2%	72.4%	18.2%	9.4%	\$21,466	\$55.65	\$56.56	\$78.62	3,943,333	1.2%	33.3%	3.3%	-	60.3%	3.1%	4.98
2021	426,532	1.2%	73.1%	16.9%	10.0%	\$25,356	\$56.77	\$58.05	\$81.26	4,349,564	1.2%	33.8%	3.5%	-	56.8%	5.9%	4.80
Los A	ngeles/L	ong B	each														
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
2018	22,138,666	65.9%	76.1%	18.0%	5.9%	\$1,296,913	\$56.83	\$59.92	\$77.14	228,952,303	60.2%	91.3%	1.4%	0.1%	2.5%	4.7%	9.65
2019	20,855,875	64.4%	76.2%	18.0%	5.8%	\$1,263,940	\$58.98	\$61.47	\$79.21	217,957,819	60.3%	91.7%	1.1%	0.1%	2.4%	4.7%	9.76
2020	20,402,690	66.5%	76.3%	17.9%	5.8%	\$1,272,289	\$60.69	\$63.25	\$81.58	213,642,817	62.7%	92.7%	0.9%	0.1%	2.0%	4.3%	9.86
2021	24,383,068	67.8%	75.4%	18.8%	5.8%	\$1,551,568	\$61.73	\$64.96	\$84.01	234,536,208	63.9%	91.9%	1.2%	0.1%	1.9%	4.9%	9.00
Port I	Hueneme																
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
2018	526,375	1.6%	73.2%	17.5%	9.3%	\$28,294	\$51.09	\$54.36	\$73.60	5,948,086	1.6%	21.8%	8.4%	-	67.0%	2.8%	4.68
2019	535,720	1.7%	73.8%	17.1%	9.1%	\$29,633	\$52.72	\$55.68	\$75.58	6,369,662	1.8%	21.2%	7.2%	-	68.6%	3.0%	4.74
2020	493,364	1.6%	73.3%	18.0%	8.7%	\$28,068	\$54.38	\$57.26	\$77.28	5,821,385	1.7%	30.2%	3.7%	-	63.5%	2.6%	5.25
2021	573,946	1.6%	73.9%	17.3%	8.8%	\$34,269	\$57.08	\$59.70	\$81.71	6,884,972	1.9%	35.7%	4.8%	-	57.2%	2.3%	6.00
	0.114																
	ern Calif																
San F	rancisco	/Oakla	and/A	lame	da/F	ledwood	I City/	/Rich	mond	/Crockett/I	Benici	a/Poi	rt Ch	icag	0		
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
2018	3,199,338	9.5%	76.2%	17.1%	6.7%	\$184,774	\$56.11	\$57.62	\$76.89	39,973,829	10.5%	79.2%	0.2%	-	11.3%		10.18
2019	3,327,061	10.3%	76.3%	16.7%	7.0%	\$194,882	\$56.65	\$58.90	\$78.66	41,461,356	11.5%	77.8%	0.1%	-	13.3%		10.01
2020	3,150,961	10.3%	75.9%	17.2%	6.9%	\$192,364	\$59.24	\$61.01	\$81.11	40,324,365	11.7%	80.5%	-	-	11.4%		10.56
2021	3,255,869	9.1%	76.3%	16.9%	6.8%	\$204,247	\$60.86	\$62.63	\$83.84	38,786,588	10.5%	83.1%	0.1%	-	9.6%	7.2%	10.10
Stock	cton/Pitts	burg				-											
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
2018	234,301	0.7%	72.7%	17.5%	9.8%	\$12,914	\$52.36	\$55.44	\$74.99	3,657,338	1.0%	0.1%	9.3%	-	-	90.6%	1.75
2019	227,443	0.7%		17.5%		\$12,915		\$57.52		3,458,744	1.0%	-	10.8%	-	-	89.2%	
2020	178,675	0.6%	69.3%	20.6%		\$10,677	\$56.61			2,610,056	0.8%	-	8.2%	-	-	91.8%	1.46
2021	266,501	0.7%	72.7%	16.9%	10.4%	\$16,137	\$56.85	\$62.08	\$83.86	3,636,390	1.0%	-	10.8%	-	-	89.2%	1.70
West	Sacrame	nto															
2016	91,161	0.3%	75.5%	16.4%	8.1%	\$4,477		\$51.00		604,012	0.2%	-	37.9%	-	-	62.1%	
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
2018	63,634	0.2%	74.7%	16.4%	8.9%	\$4,626		\$55.70		716,010	0.2%	-	30.8%	-	-	69.2%	
2019	87,450	0.3%	74.7%	16.8%	8.5%	\$4,911		\$57.06		724,985	0.2%	-	33.5%	-	-	66.5%	
2020	95,317	0.3%	73.2%	16.6%		\$5,677		\$60.85		891,627	0.3%	-	28.0%	-	-	72.0%	2.75
2021	120,854	0.3%	72.3%	17.4%	10.3%	\$7,248	\$56.12	\$61.39	\$84.57	1,034,015	0.3%	-	25.9%	-	-	74.1%	2.40

Eureka

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
2018	13,888	<0.1%	69.3%	21.2%	9.5%	\$717	\$48.33	\$52.56	\$73.76	238,892	0.1%	-	-	-	-	100.0%	0.39
2019	6,445	<0.1%	48.7%	41.8%	9.5%	\$348	\$51.58	\$52.12	\$74.42	277,097	0.1%	-	-	-	-	100.0%	0.86
2020	5,989	<0.1%	44.0%	47.9%	8.1%	\$334	\$54.39	\$53.39	\$76.49	209,017	0.1%	-	-	-	-	100.0%	0.70
2021	6,911	<0.1%	45.3%	42.0%	12.7%	\$410	\$56.68	\$56.22	\$79.07	384,993	0.1%	-	-	-	-	100.0%	1.10

STATISTICAL INFORMATION

Port Hours, Wages and Tonnage Data

Port Hours, Wages and Tonnage Data

		Ηοι	urs			Wa	ges				Ton	nag	e		
Year	Total Hours	Percent of Coast Total	Percer L/S Jobs	nt of Port Clk Jobs	 Total Wages Paid (000s)	Avera	ige Hourly Clk	Wage Fmn	Total Tonnage	Percent of Coast Total	Contain- erized	General		Bulk Cargo	Weighted Tons" Per Hour Paid

Pacific Northwest: Oregon and Columbia River

North Bend/Coos Bay

11010		00 D	~ y														
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
2018	58,726	0.2%	85.9%	5.8%	8.3%	\$3,082	\$49.87	\$60.28	\$74.06	1,913,013	0.5%	-	0.8%	6.4%	-	92.3%	2.97
2019	51,207	0.2%	85.4%	6.2%	8.4%	\$2,808	\$51.92	\$63.68	\$77.97	1,743,372	0.5%	-	0.1%	6.1%	-	93.8%	2.77
2020	42,785	0.1%	83.7%	7.9%	8.4%	\$2,429	\$53.92	\$63.16	\$79.37	1,395,725	0.4%	-	-	4.8%	-	95.2%	2.19
2021	56,953	0.2%	82.2%	8.7%	9.1%	\$3,393	\$56.55	\$64.83	\$82.06	2,251,839	0.6%	-	0.2%	3.3%	-	96.5%	2.20
Newp	oort																
2016	576	<0.1%	100.0%	-	-	\$28	\$48.88	-	-	-	-	-	-	-	-	-	-
2017	562	<0.1%	100.0%	-	-	\$28	\$50.46	-	-	-	-	-	-	-	-	-	-
2018	551	<0.1%	100.0%	-	-	\$29	\$52.56	-	-	-	-	-	-	-	-	-	-
2019	582	<0.1%	100.0%	-	-	\$32	\$54.37	-	-	-	-	-	-	-	-	-	-
2020	548	<0.1%	100.0%	-	1	\$31	\$57.32	-	-	-	-	-	-	-	-	-	-
2021	792	<0.1%	100.0%	-	-	\$43	\$53.92	-	-	-	-	-	-	-	-	-	-
Astor	ria																
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
2018	29,681	0.1%	84.7%	4.8%	10.5%	\$1,477	\$46.90	\$55.08	\$70.58	79,338	<0.1%	-	-	100.0%	-	-	2.67
2019	12,539	<0.1%	90.1%	2.8%	7.1%	\$641	\$49.53	\$53.69	\$70.34	19,268	<0.1%	-	-	100.0%	-	-	1.54
2020	4,281	<0.1%	96.8%	1.6%	1.6%	\$236	\$54.90	\$58.09	\$72.61	-	-	-	-	-	-	-	-
2021	5,652	<0.1%	93.2%	2.9%	3.9%	\$320	\$55.63	\$60.16	\$75.66	-	-	-	-	-	-	-	-
Portla	and/St. He	elens															
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
2018	753,108	2.2%	79.3%	12.6%	8.1%	\$41,220	\$52.21	\$57.35	\$75.27	13,418,224	3.5%	-	-	-	31.0%	69.0%	1.18
2019	645,931	2.0%	76.1%	15.4%	8.5%	\$36,620	\$54.03	\$58.66	\$76.87	12,661,110	3.5%	_	0.1%	-	34.4%	65.5%	1.40
2020	703,031	2.3%	76.2%	15.9%	7.9%	\$41,273	\$56.14	\$60.38	\$80.09	11,111,876	3.3%	5.2%	-	-	31.5%	63.3%	1.86
2021	833.814	2.3%	77.9%	14.6%	7.5%	\$49.516	¢56.65	\$61.51	\$83.50	12,749,004	3.5%	11.1%			20 00/	60.9%	2.60

Vancouver

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
2018	429,414	1.3%	80.8%	11.7%	7.5%	\$23,218	\$52.19	\$53.58	\$75.16	3,085,683	0.8%	-	31.2%	-	35.3%	33.5%	2.72
2019	481,786	1.5%	80.6%	11.0%	8.4%	\$27,005	\$53.80	\$56.22	\$77.44	2,959,865	0.8%	-	32.3%	_	35.8%	31.9%	2.39
2020	486,079	1.6%	80.3%	10.8%	8.9%	\$28,138	\$55.43	\$57.99	\$79.78	2,645,309	0.8%	0.1%	24.0%	-	41.9%	34.0%	1.73
2021	433,963	1.2%	80.0%	11.5%	8.5%	\$25,160	\$55.35	\$58.65	\$81.75	2,255,073	0.6%	-	19.8%	-	39.5%	40.7%	1.40

Longview/Kalama

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
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
657,764	2.0%	86.6%	4.8%	8.6%	\$35,169	\$50.86	\$58.78	\$76.76	18,459,594	4.9%	0.6%	2.2%	4.2%	-	93.0%	2.47
600,723	1.9%	87.0%	4.7%	8.3%	\$33,169	\$52.67	\$60.38	\$78.92	14,629,218	4.0%	0.6%	2.5%	4.0%	-	92.9%	2.19
615,475	2.0%	87.3%	4.2%	8.5%	\$34,895	\$54.01	\$61.96	\$81.69	12,134,725	3.6%	0.2%	2.7%	4.8%	-	92.3%	1.90
726,462	2.0%	85.4%	6.2%	8.4%	\$42,148	\$55.05	\$63.20	\$84.29	12,115,424	3.3%	-	3.8%	4.7%	-	91.5%	1.70
	650,781 657,764 600,723 615,475	650,781 2.0% 657,764 2.0% 600,723 1.9% 615,475 2.0%	650,781 2.0% 86.2% 657,764 2.0% 86.6% 600,723 1.9% 87.0% 615,475 2.0% 87.3%	650,781 2.0% 86.2% 5.2% 657,764 2.0% 86.6% 4.8% 600,723 1.9% 87.0% 4.7% 615,475 2.0% 87.3% 4.2%	650,781 2.0% 86.2% 5.2% 8.6% 657,764 2.0% 86.6% 4.8% 8.6% 600,723 1.9% 87.0% 4.7% 8.3% 615,475 2.0% 87.3% 4.2% 8.5%	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 615,475 2.0% 87.3% 4.2% 8.5% \$34,895	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 \$49.41 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 615,475 2.0% 87.3% 4.2% 8.5% \$34,895 \$54.01	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 \$49.41 \$57.08 657,764 2.0% 86.6% 4.8% 8.6% \$33,169 \$50.86 \$58.78 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 \$60.38 615,475 2.0% 87.3% 4.2% 8.5% \$34,895 \$54.01 \$61.96	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 \$49.41 \$57.08 \$74.43 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 \$60.38 \$78.92 615,475 2.0% 87.3% 4.2% 8.5% \$34,895 \$54.01 \$61.96 \$81.69	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 \$49.41 \$57.08 \$74.43 17,083,152 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 18,459,594 600,723 1.9% 87.0% 4.7% 8.3% \$\$33,169 \$52.67 \$60.38 \$78.92 14,629,218 615,475 2.0% 87.3% 4.2% 8.5% \$\$34,895 \$54.01 \$61.96 \$81.69 12,134,725	650,781 2.0% 86.2% 5.2% 8.6% \$33,823 \$49.41 \$57.08 \$74.43 17,083,152 4.6% 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 615,475 2.0% 87.3% 4.2% 8.5% \$34,895 \$54.01 \$61.96 \$81.69 12,134,725 3.6%	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% 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 0.6% 600,723 1.9% 87.0% 4.7% 8.3% \$\$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 0.6% 615,475 2.0% 87.3% 4.2% 8.5% \$\$34,895 \$\$54.01 \$61.96 \$81.69 12,134,725 3.6% 0.2%	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% 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 0.6% 2.2% 600,723 1.9% 87.0% 4.7% 8.3% \$\$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 0.6% 2.5% 615,475 2.0% 87.3% 4.2% 8.5% \$\$34,895 \$54.01 \$61.96 \$81.69 12,134,725 3.6% 0.2% 2.7%	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% 657,764 2.0% 86.6% 4.8% 8.6% \$33,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 0.6% 2.5% 4.2% 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 0.6% 2.5% 4.0% 615,475 2.0% 87.3% 4.2% 8.5% \$34,895 \$54.01 \$61.96 \$81.69 12,134,725 3.6% 0.2% 2.7% 4.8%	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% - 657,764 2.0% 86.6% 4.8% 8.6% \$\$35,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 0.6% 2.2% 4.2% - 600,723 1.9% 87.0% 4.7% 8.3% \$\$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 0.6% 2.5% 4.0% - 615,475 2.0% 87.3% 4.2% \$54.01 \$61.96 \$81.69 12,134,725 3.6% 0.2% 2.7% 4.8% -	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% 657,764 2.0% 86.6% 4.8% 8.6% \$35,169 \$50.86 \$58.78 \$76.76 18,459,594 4.9% 0.6% 2.5% 4.2% - 93.0% 600,723 1.9% 87.0% 4.7% 8.3% \$33,169 \$52.67 \$60.38 \$78.92 14,629,218 4.0% 0.6% 2.5% 4.0% - 92.9% 615,475 2.0% 87.3% 4.2% 8.5% \$\$34,895 \$\$4.1 \$61.96 \$81.69 12,134,725 3.6% 0.2% 4.8% - 92.9%

Pacific Northwest: Washington

Aberdeen/Grays Harbor

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
2018	156,953	0.5%	86.5%	8.1%	5.4%	\$9,176	\$57.15	\$59.50	\$77.83	3,287,406	0.9%	-	1.2%	1.0%	22.8%	75.0%	1.57
2019	156,711	0.5%	75.5%	8.3%	16.2%	\$9,557	\$56.79	\$60.43	\$80.86	3,572,987	1.0%	-	1.1%	0.4%	23.4%	75.1%	1.58
2020	141,035	0.5%	71.2%	5.9%	22.9%	\$9,294	\$59.91	\$65.95	\$84.49	3,103,600	0.9%	0.1%	0.5%	0.1%	2.0%	97.3%	0.67
2021	117,989	0.3%	71.0%	5.0%	24.0%	\$7,922	\$60.53	\$69.04	\$86.29	2,304,279	0.6%	-	-	1.3%	-	98.7%	0.60

		Но	ours				Wa	ges				Tor	nnag	е			
		Deveent		ent of Po	rt Total	Tatal	Avera	ge Hourly	/ Wage		Deveent		Per	cent of P	ort Tota	d	ed er
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st Wa	shina	ton (c	ontinu	ed)											
	Angeles	001 110	oning	.011 (0	onuna	ouy											
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
2010	41,551	0.1%	89.0%	3.7%	7.3%	\$2,044	\$47.20	\$56.33	\$69.97	162,228	<0.1%		_	100.0%	_	_	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	_	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	_	_	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	_	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	_	-	\$52	\$44.99	-	-	-	-	-	-	-	-	-	_
2017	832	<0.1%	100.0%	_	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	_	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olym	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%	4.0%	10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Tacor	na																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%		10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seatt	le																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511		\$61.72	\$82.07	16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere		0.00/	70.000	10.00	44.004	* 0.000	* 10.00	* 50.05	***	007.000	0.494	50.004	0.001	1 = 101		17.00	0.47
2016	78,986	0.3%	76.2%	12.6%		\$3,936		\$52.85	\$66.34	207,992	0.1%	56.9%		15.4%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044		\$54.59	\$68.34	306,065	0.1%		13.5%		9.4%	24.3%	2.67
2018	87,666	0.3%	73.8%		11.9%	\$4,673		\$56.22	\$70.80	267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2%	_	\$6,022		\$58.09	\$73.24	305,849	0.1%		15.5% 32.1%	-	-	45.7%	1.54
2020	79,650 169,388	0.3%	72.0% 69.4%	15.3%	12.7%	\$4,566 \$10,156		\$59.27 \$63.17		276,799 878,757	0.1%		20.1%	-	_	35.3% 22.9%	2.27 4.00
Anac		0.070	03.470	10.0 /0	12.0 /0	ψ10,100	ψυυ.υΤ	ψυυ.17	ψ00.00	010,131	0.2 /0	07.070	20.1/0		-	22.3/0	4.00
		0.10/	70.00/	0.00/	17.00/	¢1 470	ØE1 01	¢50.00	\$70.0F	405 000	0.40/					100.00/	0.07
2016	26,656	0.1%	73.9%		17.2%	\$1,470	\$51.31		\$70.65	485,699	0.1%	-	-	-	-	100.0%	0.37
2017	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70 \$59.72	\$71.83 \$74.56	253,097	0.1%	-	0.3%	-	-	99.7%	0.38
2018	21,549 19,253	<0.1%	73.3% 72.9%		16.8% 17.5%	\$1,244 \$1,151		\$59.72 \$61.66	\$74.56 \$76.93	379,344 368,171	0.1%	-	- 0.1%	-	_	100.0% 99.9%	0.37
2019	11,600	<0.1%	72.9%		16.8%	\$698		\$62.79	\$78.90	231,849	0.1%	_	-	-		99.9% 100.0%	0.40
2020	14,345	<0.1%	72.0%		18.5%	\$917		\$65.90		261,764	0.1%	_	_	_		100.0%	0.40
2021	17,040	20.170	12.070	0.070	10.070	ψυτη	Q00.01	φ00.00	Ψ0 <u>2</u> .00	201,704	0.170						0.10

		Но	ours				Wa	ges				Tor	nnag	е			
				ent of Po	rt Total		Avera	ge Hourly	/ Wage		- ·		Per	cent of P	ort Tota	ıl	ed id
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Cik	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st: Wa	shing	ton (c	ontinu	ed)											
Port /	Angeles																
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%	_	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	-	_	-	-	-	_	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	_	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	_	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olym	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%	4.0%	10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Tacor	na																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10		\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seatt	le																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97		\$82.07	16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere	ett		_		_												
2016	78,986	0.3%	76.2%	12.6%		\$3,936	· · · · · · · · · · · · · · · · · · ·	\$52.85	\$66.34	207,992	0.1%	56.9%		15.4%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044		\$54.59	\$68.34	306,065	0.1%		13.5%		9.4%		2.67
2018	87,666	0.3%	73.8%	14.8%		\$4,673		\$56.22	\$70.80	267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2%	_	\$6,022		\$58.09	\$73.24	305,849	0.1%		15.5%	-	_	45.7%	1.54
2020	79,650	0.3%	72.0%	15.3%		\$4,566	\$53.81			276,799	0.1%		32.1%	-	-	35.3%	2.27
2021	169,388	0.5%	69.4%	10.0%	12.0%	\$10,156	\$55.51	\$63.17	\$80.68	878,757	0.2%	57.0%	20.1%	-	-	22.9%	4.00
Anaco		0.494	70.00	0.001	17.00/	* (170	A 54.04	*50.00	A70.05	105 000	0.494					100.001	0.07
2016	26,656	0.1%	73.9%		17.2%	\$1,470		\$56.93	\$70.65	485,699	0.1%	-	-	-		100.0%	0.37
2017	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70	\$71.83	253,097	0.1%	-	0.3%	-	-	99.7%	0.38
2018 2019	21,549 19,253	<0.1%	73.3% 72.9%		16.8%	\$1,244 \$1,151		\$59.72 \$61.66	\$74.56 \$76.93	379,344 368,171	0.1%	-	- 0.1%	-		100.0% 99.9%	0.37
2019	19,253	<0.1%	72.9%		17.5% 16.8%	\$698		\$62.79	\$76.93 \$78.90	231,849	0.1%	-	0.1%	-	-	99.9% 100.0%	0.40
2020	14,345	<0.1%	72.0%		18.5%		\$58.97			261,764	0.1%		_	_		100.0%	0.40
2021	14,040	×0.170	12.070	0.070	10.070	ψυτη	ψ00.01	ψ00.00	ψυ2.00	201,704	0.170					100.070	0.40

		Но	urs				Wa	ges				Tor	nnag	е			
		Develop		ent of Po	rt Total	Tabl	Avera	ge Hourly	Wage		Demonst		Per	cent of P	ort Tota	ıl	ed ed
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	ic Northwe	st: Wa	shina	ton (c	ontinu	ed)											
_	Angeles		0														
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%	_	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	-	-	-	-	-	-	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	-	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olyn	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%	4.0%	10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Taco	ma																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seat	tle																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97	\$61.72		16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere	ett																
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%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044	\$48.36	\$54.59	\$68.34	306,065	0.1%			11.5%	9.4%	24.3%	2.67
2018	87,666	0.3%	73.8%	14.8%		\$4,673	\$49.87			267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2%		\$6,022		\$58.09		305,849	0.1%	38.8%		-	-	45.7%	1.54
2020	79,650	0.3%	72.0%	15.3%		\$4,566	\$53.81	\$59.27		276,799	0.1%	32.6%	_	-	-	35.3%	2.27
2021	169,388	0.5%	69.4%	18.6%	12.0%	\$10,156	\$55.51	\$63.17	\$80.68	878,757	0.2%	57.0%	20.1%	-	-	22.9%	4.00
Anac	ortes																
2016	26,656	0.1%	73.9%	8.9%	17.2%	\$1,470	\$51.31	\$56.93		485,699	0.1%	-	-	-	-	100.0%	0.37
2017	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70		253,097	0.1%	-	0.3%	-	-	99.7%	
2018	21,549	<0.1%	73.3%		16.8%	\$1,244	\$53.60	\$59.72	\$74.56	379,344	0.1%	-	-	-	-	100.0%	0.37
2019	19,253	0.1%	72.9%		17.5%	\$1,151			\$76.93	368,171	0.1%	-	0.1%	-	-	99.9%	0.40
2020	11,600	<0.1%	73.9%		16.8%	\$698		\$62.79		231,849	0.1%	-	-	-		100.0%	0.40
2021	14,345	<0.1%	72.0%	9.5%	18.5%	\$917	\$58.97	\$65.90	\$82.33	261,764	0.1%	-	-	-	-	100.0%	0.40

		Но	ours				Wa	ges				Tor	nnag	е			
				ent of Po	rt Total		Avera	ge Hourly	/ Wage		- ·		Per	cent of P	ort Tota	ıl	ed id
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Cik	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st: Wa	shing	ton (c	ontinu	ed)											
Port /	Angeles																
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%	_	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	-	_	-	-	-	_	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	_	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olym	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%	4.0%	10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Tacor	na																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10		\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seatt	le																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97		\$82.07	16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere	ett		_		_												
2016	78,986	0.3%	76.2%	12.6%		\$3,936	· · · · · · · · · · · · · · · · · · ·	\$52.85	\$66.34	207,992	0.1%	56.9%		15.4%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044		\$54.59	\$68.34	306,065	0.1%		13.5%		9.4%		2.67
2018	87,666	0.3%	73.8%	14.8%		\$4,673		\$56.22	\$70.80	267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2%	_	\$6,022		\$58.09	\$73.24	305,849	0.1%		15.5%	-	_	45.7%	1.54
2020	79,650	0.3%	72.0%	15.3%		\$4,566	\$53.81			276,799	0.1%		32.1%	-	-	35.3%	2.27
2021	169,388	0.5%	69.4%	10.0%	12.0%	\$10,156	\$55.51	\$63.17	\$80.68	878,757	0.2%	57.0%	20.1%	-	-	22.9%	4.00
Anaco		0.494	70.00	0.001	17.00/	* (170	A 54.04	*50.00	A70.05	105 000	0.494					100.001	0.07
2016	26,656	0.1%	73.9%		17.2%	\$1,470		\$56.93	\$70.65	485,699	0.1%	-	-	-		100.0%	0.37
2017	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70	\$71.83	253,097	0.1%	-	0.3%	-	-	99.7%	0.38
2018 2019	21,549 19,253	<0.1%	73.3% 72.9%		16.8%	\$1,244 \$1,151		\$59.72 \$61.66	\$74.56 \$76.93	379,344 368,171	0.1%	-	- 0.1%	-		100.0% 99.9%	0.37
2019	19,253	<0.1%	72.9%		17.5% 16.8%	\$698		\$62.79	\$76.93 \$78.90	231,849	0.1%	-	0.1%	-	-	99.9% 100.0%	0.40
2020	14,345	<0.1%	72.0%		18.5%		\$58.97			261,764	0.1%		_	_		100.0%	0.40
2021	14,040	×0.170	12.070	0.070	10.070	ψυτη	ψ00.01	ψ00.00	ψυ2.00	201,704	0.170					100.070	0.40

		Ho	ours				Wa	ges				Tor	nnag	е			
		Devee		ent of Po	rt Total	Tetel	Avera	ge Hourly	/ Wage		D		Per	cent of P	ort Tota	ıl	ed ed
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st: Wa	shina	t on (c	ontinu	ed)											
_	Angeles		0														
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%	-	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	_	-	-	-	-	-	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	_	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	-	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olyn	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%		10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Taco	ma																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seatt	le																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97	\$61.72		16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere							*		*** * *								
2016	78,986	0.3%	76.2%	12.6%		\$3,936	\$46.89		\$66.34	207,992	0.1%	56.9%		15.4%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044	\$48.36			306,065	0.1%		13.5%		9.4%		2.67
2018	87,666	0.3%	73.8%	14.8%		\$4,673	\$49.87			267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2% 15.3%		\$6,022		\$58.09		305,849	0.1%	38.8%		-	-	45.7%	1.54
2020	79,650 169,388	0.3%	72.0% 69.4%	18.6%		\$4,566 \$10,156	\$53.81	\$59.27 \$63.17		276,799 878,757	0.1%	32.6% 57.0%		-	_	35.3% 22.9%	2.27 4.00
-	ortes	0.070	00.770	10.070	12.070	φ10,100	ψ00.01	φ00.17	φ00.00	575,757	0.2/0	01.070	20.170			22.070	1.00
		0.40/	70.00/	0.00/	17.00/	¢1.470	¢E1.01	¢50.00	¢70.05	405 000	0.40/					100.00/	0.07
2016	26,656	0.1%	73.9%		17.2%	\$1,470	\$51.31	\$56.93 \$57.70		485,699	0.1%	-	- 0.2%	-	-	100.0%	0.37
2017 2018	15,075 21,549	<0.1% <0.1%	76.7% 73.3%		15.2% 16.8%	\$826 \$1,244	\$53.60	\$57.70		253,097 379,344	0.1%	_	0.3%	-		99.7% 100.0%	0.38
2018	19,253	0.1%	72.9%		17.5%	\$1,244		\$61.66		368,171	0.1%	-	0.1%	-	_	99.9%	0.37
2019	11,600	<0.1%	73.9%		16.8%	\$698		\$62.79		231,849	0.1%	_	-	_		100.0%	0.40
2020	14,345	<0.1%	72.0%		18.5%	\$917		\$65.90		261,764	0.1%	_	_	_		100.0%	0.40
2021	14,040	Q.170	12.070	0.070	10.070	ψ317	ψ00.01	ψ00.00	ψυ2.00	201,704	0.170					100.070	0.40

		Но	urs				Wa	ges				Tor	nnag	е			
		Develop		ent of Po	rt Total	Tabl	Avera	ge Hourly	Wage		Demonst		Per	cent of P	ort Tota	ıl	ed ed
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	ic Northwe	st: Wa	shina	ton (c	ontinu	ed)											
_	Angeles		0														
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%	_	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	-	-	-	-	-	-	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	-	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olyn	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%	4.0%	10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Taco	ma																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seat	tle																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97	\$61.72		16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere	ett																
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%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044	\$48.36	\$54.59	\$68.34	306,065	0.1%			11.5%	9.4%	24.3%	2.67
2018	87,666	0.3%	73.8%	14.8%		\$4,673	\$49.87			267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2%		\$6,022		\$58.09		305,849	0.1%	38.8%		-	-	45.7%	1.54
2020	79,650	0.3%	72.0%	15.3%		\$4,566	\$53.81	\$59.27		276,799	0.1%	32.6%	_	-	-	35.3%	2.27
2021	169,388	0.5%	69.4%	18.6%	12.0%	\$10,156	\$55.51	\$63.17	\$80.68	878,757	0.2%	57.0%	20.1%	-	-	22.9%	4.00
Anac	ortes																
2016	26,656	0.1%	73.9%	8.9%	17.2%	\$1,470	\$51.31	\$56.93		485,699	0.1%	-	-	-	-	100.0%	0.37
2017	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70		253,097	0.1%	-	0.3%	-	-	99.7%	
2018	21,549	<0.1%	73.3%		16.8%	\$1,244	\$53.60	\$59.72	\$74.56	379,344	0.1%	-	-	-	-	100.0%	0.37
2019	19,253	0.1%	72.9%		17.5%	\$1,151			\$76.93	368,171	0.1%	-	0.1%	-	-	99.9%	0.40
2020	11,600	<0.1%	73.9%		16.8%	\$698		\$62.79		231,849	0.1%	-	-	-		100.0%	0.40
2021	14,345	<0.1%	72.0%	9.5%	18.5%	\$917	\$58.97	\$65.90	\$82.33	261,764	0.1%	-	-	-	-	100.0%	0.40

							Wa	900				101	nag	C			
			Perce	ent of Po	rt Total		Avera	ge Hourly	/ Wage				Pere	cent of P	ort Tota	I	id ed
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs		Bulk Cargo	"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st: Wa	shing	ton (co	ontinue	ed)											
Port /	Angeles																
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%	-	-	100.0%	-	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	-	-	-	-	-	-	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	-	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	-	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olym	npia																
2016	53,244	0.2%	83.1%		11.7%	\$2,487	\$43.80	\$51.31	\$65.34	283,358	0.1%	-	2.9%		-	13.0%	4.64
2017	49,185	0.2%	82.1%		12.1%	\$2,366	\$44.94	\$52.37	\$67.53	222,618	0.1%	-	0.5%	88.8%	-	10.7%	4.05
2018	42,798	0.1%	85.7%		10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%		10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%		10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Tacor																	
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222 2,687,612	7.5% 7.5%	74.7% 74.8%	18.9% 18.7%	6.4% 6.5%	\$141,052 \$167,654	\$59.33 \$60.52	\$60.72 \$62.24	\$80.90 \$84.20	25,074,951 26,422,644	7.3%	89.8% 89.1%	0.8%	_	9.4% 9.8%	_	9.99 9.00
		1.570	74.070	10.7 /0	0.570	ψ107,034	ψ00.02	ψυ2.24	ψ04.20	20,422,044	1.570	03.170	1.170		3.070		3.00
Seatt		1.00/	75.00/	10.001	0.50	***	450.00	AFF 00	A70.45	15 100 000	1.00/	00.004	0.00/		0.00/	0.404	
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% 16.4%	6.7% 7.2%	\$97,789	\$54.45	\$55.92	\$75.47 \$78.27	17,847,731	4.9% 5.2%	99.1%	0.1%	-	0.7%	0.1% 0.2%	10.17
2018 2019	2,036,838 2,023,512	6.1% 6.3%	76.4% 77.0%	15.8%	7.2%	\$117,240 \$118,531	\$55.50 \$56.28	\$58.05 \$59.84	\$80.52	19,785,648 17,918,518	5.0%	98.8% 99.2%	0.3%	-	0.7%	0.2%	9.65 8.80
2019	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97		\$82.07	16,942,369	5.0%	99.4%	0.1%	_	0.0%		11.14
2020	1,773,603	4.9%	73.0%			\$109,932	1.1	1.1		17,726,751	4.8%	99.8%		-	-		10.00
Evere		110 / 0	101070	101170	11070	\$100,00 <u>2</u>	\$001 <u>2</u> 0	φ02.0 0	¢01100		11070	001070	01170			01170	10.00
2016	78,986	0.3%	76.2%	12.6%	11 00/	\$3,936	\$46.89	\$52.85	\$66.34	207,992	0.10/	56.9%	0.0%	15.4%		17.8%	2.17
2010	78,466	0.3%	75.1%	13.1%		\$3,930	\$48.36		\$68.34	306,065	0.1%		9.9% 13.5%		- 9.4%	24.3%	2.17
2017	87,666	0.2%	73.8%	14.8%		\$4,673	\$49.87			267,074	0.1%	41.6%		4.5%	9.4 /0	43.0%	1.76
2010	109,313	0.3%	73.8%	14.0%		\$6,022		\$58.09		305,849	0.1%	38.8%		-	_	45.7%	1.54
2020	79,650	0.3%	72.0%	15.3%		\$4,566	\$53.81			276,799	0.1%	32.6%		-	_	35.3%	2.27
2020	169,388	0.5%	69.4%	18.6%		\$10,156		\$63.17		878,757	0.2%	57.0%		-	-	22.9%	4.00
Anac										,							
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
2010	15,075	<0.1%	76.7%		15.2%	\$826		\$57.70		253,099	0.1%	_	0.3%	_	_	99.7%	0.37
2017	21,549	<0.1%	73.3%		16.8%	\$1,244	\$53.60		\$74.56	379,344	0.1%	-	-	-	-	100.0%	0.37
2019	19,253	0.1%	72.9%		17.5%	\$1,151		\$61.66	\$76.93	368,171	0.1%	-	0.1%	-	-	99.9%	0.40
							\$55.56		\$78.90	231,849	0.1%	-	_	_	_	100.0%	0.40
2020	11,600	<0.1%	73.9%	9.3%	16.8%	\$698	φ00.00	φ02.19	φ/0.90	201,049	0.170		_	_		100.070	0.40

		Ho	ours				Wa	ges				Tor	nnag	е			
		Devee		ent of Po	rt Total	Tetel	Avera	ge Hourly	/ Wage		D		Per	cent of P	ort Tota	ıl	ed ed
Year	Total Hours	Percent of Coast Total		Clk Jobs	Fmn Jobs	Total Wages Paid (000s)	L/S	Clk	Fmn	Total Tonnage	Percent of Coast Total	Contain- erized		Lumber & Logs			"Weighted Tons" Per Hour Paid
Pacifi	c Northwe	st: Wa	shina	t on (c	ontinu	ed)											
_	Angeles		0														
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%	-	_	100.0%	_	-	3.90
2018	42,225	0.1%	87.6%	4.1%	8.3%	\$2,141	\$48.27	\$58.87	\$72.48	188,331	<0.1%	-	-	76.9%	-	23.1%	3.45
2019	23,376	0.1%	89.2%	3.4%	7.4%	\$1,210	\$49.70	\$59.43	\$73.15	68,208	<0.1%	-	-	100.0%	-	-	2.92
2020	19,114	0.1%	89.6%	3.8%	6.6%	\$1,037	\$52.29	\$61.65	\$76.57	53,060	<0.1%	-	-	100.0%	-	-	2.78
2021	29,511	0.1%	88.1%	4.1%	7.8%	\$1,669	\$54.18	\$64.39	\$79.52	84,342	-	-	-	100.0%	-	-	2.90
Port	Gamble																
2016	1,164	<0.1%	100.0%	-	-	\$52	\$44.99	-	-	_	-	-	-	-	-	-	-
2017	832	<0.1%	100.0%	-	-	\$44	\$52.44	-	-	-	-	-	-	-	-	-	-
2018	832	<0.1%	100.0%	-	-	\$45	\$54.25	-	-	-	-	-	-	-	-	-	-
2019	913	<0.1%	100.0%	-	-	\$50	\$55.23	-	-	_	-	-	-	-	-	-	-
2020	864	<0.1%	100.0%	-	-	\$50	\$57.66	-	-	-	-	-	-	-	-	-	-
2021	1,000	<0.1%	100.0%	-	-	\$56	\$55.97	-	-	-	-	-	-	-	-	-	-
Olyn	npia																
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
2018	42,798	0.1%	85.7%	3.6%	10.7%	\$2,168	\$47.75	\$57.64	\$71.49	194,074	0.1%	-	0.4%	99.5%	-	0.1%	4.53
2019	39,730	0.1%	85.3%	4.2%	10.5%	\$2,082	\$49.39	\$60.11	\$73.74	192,409	0.1%	-	0.4%	99.5%	-	0.1%	4.84
2020	45,922	0.1%	85.6%		10.4%	\$2,454	\$50.50	\$60.34	\$75.10	193,281	0.1%	-	2.9%	96.9%	-	0.2%	4.20
2021	58,476	0.2%	84.6%	4.4%	11.0%	\$3,176	\$51.06	\$61.21	\$76.49	261,402	0.1%	-	3.2%	96.2%	-	0.6%	4.40
Taco	ma																
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
2018	2,636,625	7.8%	74.3%	19.3%	6.4%	\$151,475	\$55.77	\$57.50	\$76.82	33,829,605	8.9%	75.5%	2.3%	-	6.9%	15.3%	10.16
2019	2,679,400	8.3%	73.9%	19.5%	6.6%	\$157,835	\$57.10	\$59.10	\$78.55	31,517,916	8.7%	81.0%	2.4%	-	9.3%	7.3%	10.00
2020	2,313,222	7.5%	74.7%	18.9%	6.4%	\$141,052	\$59.33	\$60.72	\$80.90	25,074,951	7.3%	89.8%	0.8%	-	9.4%	-	9.99
2021	2,687,612	7.5%	74.8%	18.7%	6.5%	\$167,654	\$60.52	\$62.24	\$84.20	26,422,644	7.3%	89.1%	1.1%	-	9.8%	-	9.00
Seatt	le																
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
2018	2,036,838	6.1%	76.4%	16.4%	7.2%	\$117,240	\$55.50	\$58.05	\$78.27	19,785,648	5.2%	98.8%	0.3%	-	0.7%	0.2%	9.65
2019	2,023,512	6.3%	77.0%	15.8%	7.2%	\$118,531	\$56.28	\$59.84	\$80.52	17,918,518	5.0%	99.2%	0.1%	-	0.6%	0.1%	8.80
2020	1,514,271	4.9%	74.3%	18.3%	7.4%	\$91,511	\$57.97	\$61.72		16,942,369	5.0%	99.4%	0.1%	-	0.4%		11.14
2021	1,773,603	4.9%	73.0%	19.1%	7.9%	\$109,932	\$59.29	\$62.73	\$84.89	17,726,751	4.8%	99.8%	0.1%	-	-	0.1%	10.00
Evere							*		*** * *								
2016	78,986	0.3%	76.2%	12.6%		\$3,936	\$46.89		\$66.34	207,992	0.1%	56.9%		15.4%	-	17.8%	2.17
2017	78,466	0.2%	75.1%	13.1%		\$4,044	\$48.36			306,065	0.1%		13.5%		9.4%		2.67
2018	87,666	0.3%	73.8%	14.8%	_	\$4,673	\$49.87			267,074	0.1%		10.9%	4.5%	-	43.0%	1.76
2019	109,313	0.3%	73.8%	14.2% 15.3%		\$6,022		\$58.09		305,849	0.1%	38.8%		-	-	45.7%	1.54
2020	79,650 169,388	0.3%	72.0% 69.4%	18.6%		\$4,566 \$10,156	\$53.81	\$59.27 \$63.17		276,799 878,757	0.1%	32.6% 57.0%	_	-	_	35.3% 22.9%	2.27 4.00
-	ortes	0.070	00.770	10.070	12.070	φ10,100	ψ00.01	φ00.17	φ00.00	575,757	0.2/0	01.070	20.170			22.070	1.00
		0.40/	70.00/	0.00/	17.00/	¢1.470	¢E1.01	¢50.00	¢70.05	105 000	0.40/					100.00/	0.07
2016	26,656	0.1%	73.9%		17.2%	\$1,470	\$51.31	\$56.93 \$57.70		485,699	0.1%	-	- 0.2%	-	-	100.0%	0.37
2017 2018	15,075 21,549	<0.1% <0.1%	76.7% 73.3%		15.2% 16.8%	\$826 \$1,244	\$53.60	\$57.70		253,097 379,344	0.1%	_	0.3%	-		99.7% 100.0%	0.38
2018	19,253	0.1%	72.9%		17.5%	\$1,244		\$61.66		368,171	0.1%	-	0.1%	-	_	99.9%	0.37
2019	11,600	<0.1%	73.9%		16.8%	\$698		\$62.79		231,849	0.1%	_	-	_		100.0%	0.40
2020	14,345	<0.1%	72.0%		18.5%	\$917		\$65.90		261,764	0.1%	_	_	_		100.0%	0.40
2021	14,040	Q.170	12.070	0.070	10.070	ψ317	ψ00.01	ψ00.00	ψυ2.00	201,704	0.170					100.070	0.40

STATISTICAL INFORMATION

Port Hours, Wages and Tonnage Data

Port Hours, Wages and Tonnage Data

		Ηοι	Jrs				Wa	ges				Ton	nag	e		
		Percent	Perce	nt of Por	t Total	Total	Avera	ge Hourl	y Wage		Percent		Perce	nt of Po	rt Total	 Per
Year	Total Hours	of Coast Total	l _{L/S} Jobs	Clk Jobs	Fmn Jobs	Wages Paid (000s)	I _{L/S}	Clk	Fmn I	Total Tonnage	of Coast Total	Contain- erized			Autos & Trucks	"Weigh Tons" Hour P

Pacific Northwest: Washington (continued)

Bellingham

	0																
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
2018	6,263	<0.1%	87.8%	7.6%	4.6%	\$315	\$49.76	\$43.71	\$70.01	8,747	<0.1%	-	100.0%	-	-	-	1.40
2019	5,315	<0.1%	87.2%	12.8%	-	\$271	\$52.29	\$42.42	-	-	-	-	-	-	-	-	-
2020	4,212	<0.1%	88.1%	11.9%	-	\$232	\$56.49	\$44.63	-	-	-	-	-	-	-	-	-
2021	4,991	<0.1%	90.9%	8.3%	0.8%	\$280	\$56.85	\$45.60	\$72.47	-	-	-	-	-	-	-	-

Area Summaries

SOUTHERN CALIFORNIA SUMMARY

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
2018	23,116,575	68.8%	76.0%	18.0%	6.0%	\$1,349,926	\$56.62	\$59.68	\$76.98	240,286,308	63.3%	88.1%	1.6%	0.1%	5.6%	4.6%	9.44
2019	21,868,877	67.6%	76.1%	17.9%	6.0%	\$1,320,372	\$58.72	\$61.20	\$79.04	229,660,734	63.5%	88.1%	1.4%	0.1%	5.8%	4.6%	9.52
2020	21,266,265	69.3%	76.2%	17.9%	5.9%	\$1,321,823	\$60.46	\$62.99	\$81.35	223,407,535	65.6%	90.1%	1.0%	0.1%	4.6%	4.2%	9.67
2021	25,383,546	70.6%	75.3%	18.7%	6.0%	\$1,611,193	\$61.54	\$64.75	\$83.85	245,770,744	67.0%	89.3%	1.3%	0.1%	4.4%	4.9%	8.90

NORTHERN CALIFORNIA SUMMARY

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
2018	3,531,161	10.5%	75.9%	17.1%	7.0%	\$203,032	\$55.77	\$57.40	\$76.66	44,616,069	11.8%	71.0%	1.4%	-	10.1%	17.5%	9.40
2019	3,648,399	11.3%	75.9%	16.8%	7.3%	\$213,055	\$56.40	\$58.74	\$78.46	45,922,182	12.7%	70.3%	1.4%	-	12.0%	16.3%	9.32
2020	3,430,942	11.2%	75.4%	17.4%	7.2%	\$209,052	\$59.02	\$60.90	\$81.12	44,035,065	12.9%	73.7%	1.1%	-	10.4%	14.8%	9.86
2021	3,650,135	10.2%	75.9%	16.9%	7.2%	\$228,042	\$60.43	\$62.51	\$83.86	43,841,986	11.9%	73.5%	1.6%	-	8.5%	16.4%	9.20

PACIFIC NORTHWEST: OREGON & COLUMBIA RIVER SUMMARY

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
2018	1,929,244	5.7%	82.4%	9.4%	8.2%	\$104,196	\$51.56	\$56.59	\$75.65	36,955,852	9.6%	0.3%	3.7%	2.6%	14.2%	79.2%	2.04
2019	1,792,768	5.5%	81.3%	10.3%	8.4%	\$100,274	\$53.38	\$58.30	\$77.69	32,012,833	8.9%	0.3%	4.2%	2.2%	16.9%	76.4%	1.97
2020	1,852,199	6.0%	81.2%	10.4%	8.4%	\$107,002	\$55.14	\$59.99	\$80.52	27,287,635	8.0%	2.2%	3.5%	2.4%	16.9%	75.0%	1.84
2021	2,057,636	5.7%	81.1%	10.8%	8.1%	\$120,580	\$55.78	\$61.28	\$83.35	29,371,340	8.0%	4.8%	3.1%	2.2%	15.2%	74.7%	2.00

PACIFIC NORTHWEST: WASHINGTON SUMMARY

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
2018	5,031,749	15.0%	75.7%	17.4%	6.9%	\$288,476	\$55.44	\$57.72	\$77.13	57,940,229	15.3%	77.9%	1.6%	0.7%	5.6%	14.2%	9.38
2019	5,057,523	15.6%	75.4%	17.3%	7.3%	\$296,708	\$56.51	\$59.37	\$79.19	53,944,058	14.9%	80.5%	1.6%	0.5%	7.2%	10.2%	8.96
2020	4,129,890	13.5%	74.6%	17.9%	7.5%	\$250,894	\$58.58	\$61.13	\$81.38	45,875,909	13.5%	86.1%	0.7%	0.5%	5.4%	7.3%	9.81
2021	4,856,915	13.5%	74.1%	18.2%	7.7%	\$301,762	\$59.73	\$62.50	\$84.25	47,939,939	13.1%	87.1%	1.0%	0.8%	5.4%	5.7%	8.90

COAST SUMMARY

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
2018	33,608,729	100.0%	76.3%	17.3%	6.4%	\$1,945,640	\$56.04	\$59.05	\$76.87	379,798,458	100.0%	76.0%	1.8%	0.4%	7.0%	14.8%	9.00
2019	32,367,567	100.0%	76.2%	17.3%	6.5%	\$1,930,409	\$57.80	\$60.55	\$78.90	361,539,807	100.0%	76.9%	1.7%	0.3%	7.8%	13.3%	8.99
2020	30,679,294	100.0%	76.2%	17.4%	6.4%	\$1,888,771	\$59.71	\$62.39	\$81.26	340,606,144	100.0%	80.4%	1.2%	0.3%	6.4%	11.7%	9.24
2021	35,948,232	100.0%	75.5%	18.0%	6.5%	\$2,261,577	\$60.83	\$64.11	\$83.88	366,924,009	100.0%	80.4%	1.4%	0.3%	5.9%	12.0%	8.50





James C. McKenna President & CEO



William H. Alverson Vice President Accident Prevention and Training Strategy

William Bartelson Vice President Contract Administration and Arbitration





Todd Amidon Deputy General Counsel

John Rooney Controller





Jeremy Bridges Area Managing Director Southern California

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PMA STAFF

Management

Senior Vice President General Counsel and Secretary



Labor Relations and Chief Operating Officer



Parin Jhaveri Vice President Information Technology



Chad Lindsay Vice President Labor Relations



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Tammy France Director Human Resources



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Jennife

Quan





Victor Venasky



Wayne Venasky



Jaci Briscoe Tracy Legacy



Bob Roedel







Powers







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Gary Hanks

Liz Singleterry

Dodd

Pacific Northwest - Seattle

Fred Gordon

Audry Rose

Lizama

Margado

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Purvi

Jani

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Forsberg

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Lee

David Choi

Fabiola

Lopez



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PMA STAFF



Virgilio De La Vega Elizabeth Cooper





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Ajay Mehta

Jim Yanak





Judith De Leon



Elana Diestel

Jordan Moncrief



Samantha Fennell



.

Daisy Ruvalcaba



Julia Perez

Mark Langner Director, Longshore Payroll, retires after 37 years of service



Rachael Withers





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Everport Terminal Services Front inside cover Evergreen Pg. 16

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Containers are loaded onto a CMA CGM vessel at Fenix Marine Services Terminal.



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Containers stacked high at Yusen Container Terminal at the Port of Los Angeles.



2021 Annual Report

Pacific Maritime Association

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