

Transportation

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Great distances and geography make it a major industry in Alaska

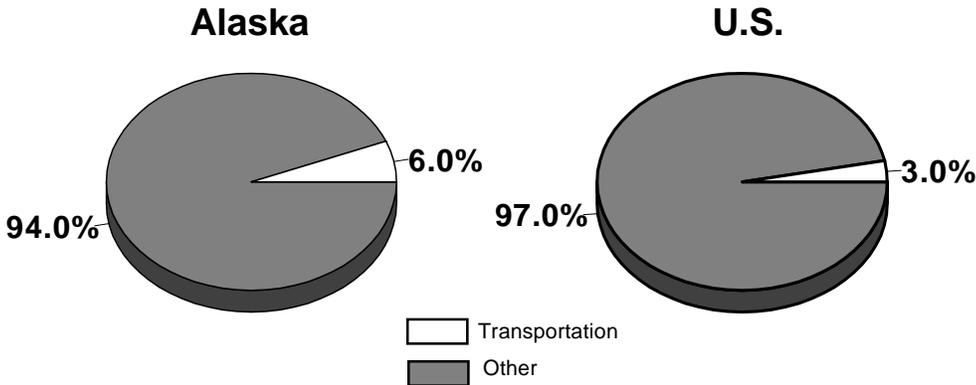
Nearly 22,000 people work in Alaska's transportation industry, making it one of the state's larger employers. Employment in transportation is greater than in the state's timber, oil, and construction industries. In fact, it employs about the same number of people as state government. While the size of transportation's workforce is significant, the broad role it plays in Alaska's economy is critical. Without transportation, few of Alaska's industries could operate.

Much bigger in Alaska

For a variety of reasons, transportation plays a much bigger role in Alaska's economy than it does in the rest of the nation. Nationally, only three percent of all private wage and salary employment is tied to transportation, versus six percent in Alaska. (See Exhibit 1.) This should not come as a big surprise since it takes considerably more effort to move someone or something in this state. What might be a simple drive in a car elsewhere in the nation, in Alaska could involve a boat, a truck, a plane and a four wheeler. Or, as one local logistics expert pointed out, "In Alaska there are lots of starts and stops before anything gets where it has to go."

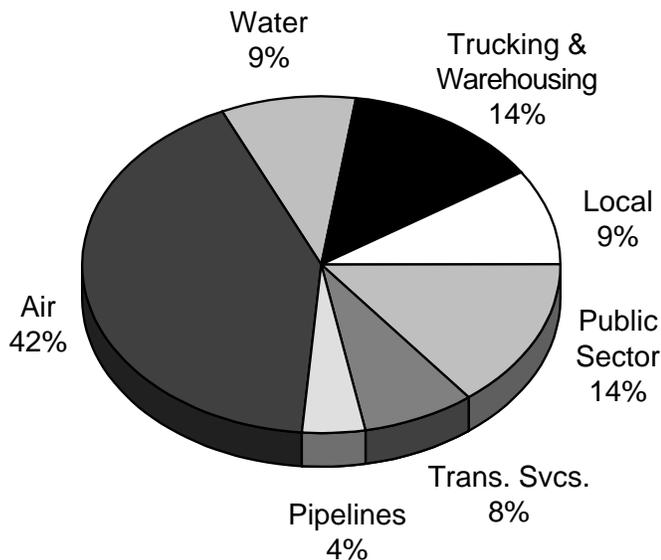
Alaska's size, the stretch of its peninsular appendages, its mountains and glaciers, its isolation from the rest of the nation, and its weather help explain some of this difference. A number of historical events between World War I and the beginning of World War II also helped put a unique stamp on Alaska's transportation system. Prior to this period, transportation in the territory was largely limited to dog sled, foot and water transportation. Then, during the next 30 years, the arrival of the airplane, the building of the Alaska Railroad, the construction of the Alaska Highway and major federal support for mail carriers shaped Alaska's distinctive transportation network. The most important single event was the introduction of the airplane. As one historian wrote, "Alaskans jumped from river traffic and dog sleds to the air, bypassing the automobile entirely."

Transportation Employment Twice as big in Alaska as in U.S. (private sector only) **1**



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

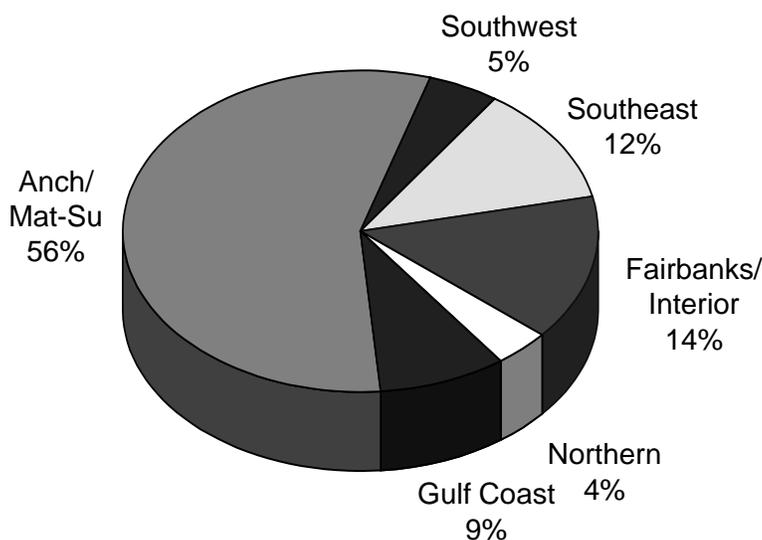
2 Employment Distribution In Transportation—Alaska 1998



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

3 Transportation Jobs are Found All around the State

Private sector only



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

An eclectic collection of industries

Alaska's transportation industry is unusually diverse. It encompasses the very large air transportation sector, trucking and warehousing, and local transportation, including school and tour buses. Pipelines, although not often thought of as part of the transportation grid, are indeed an important transportation employer in the state. Alaska is also home to the only railroad owned by state government. Water transportation, which for a long time dominated the transportation scene, now shares the limelight with air. There are also transportation niches such as freight forwarders and travel agencies.

While diverse, the transportation players in Alaska operate in close collaboration with each other. (See Exhibit 2.) Because of this interdependence, the divisions between the various modes of transportation such as trucking, air cargo, waterborne freight and railroads are often blurred. For example, Lynden Transport, one of Alaska's largest transportation firms, is involved in almost all segments of the industry.

Transportation is everywhere

Unlike oil, logging and so many other industries that are geographically specific to an area, transportation jobs exist in every part of the state. (See Exhibits 3 and 4.) In nearly every community in the state there are jobs in the trucking, airline, charter boat and school bussing industries. Even the relatively small pipeline industry employs people in communities all along the 800-mile Trans-Alaska Pipeline.

The industry is large and growing fast

With the exception of the Alaska Railroad and the Alaska Marine Highway, nearly all the transportation employment is counted in the private sector. (See Exhibit 5.) In some cases, the Federal Aviation Administration's (FAA) workforce of 1,683 is included. However, there is another

large workforce providing support to this industry that is not accounted for in this report. This would include the State Department of Transportation's 1,964 employees not in Marine Highways, the U.S. Postal Service's 2,217 employees, and others providing direct support to the industry, such as caterers, customs people, some tour operators, local governments that run harbors and airports, training schools, and fuelers.

Not only is the size of this industry impressive, but so is its rate of growth. (See Exhibits 6 and 7.) The 11,344 jobs in Alaska's transportation industry in 1980 grew to 18,600 in 1998. During the 1990s, transportation employment expanded by 26 percent versus 16 percent for overall employment. Its growth should not be surprising because of the strong link between overall economic growth and the transportation industry. What gave this industry its extra boost beyond accommodating economic and population growth is the phenomenal expansion in air transportation.

Air—Alaska's biggest transporter

As of August 1999, more than 10,000 jobs existed in the state's air transportation industry. Counted in these numbers is employment for all private sector firms that provide scheduled and nonscheduled passenger and cargo services, flight-seeing, charters and airport services such as repair and maintenance. Eight of the state's 100 largest employers belong to the air transportation industry. (See Exhibit 8.) In 1990, there were 6,662 jobs in air transportation; in 1998 there were over 9,100. (See Exhibit 9.) The addition of 2,500 workers between 1990 and 1998 spelled a 37 percent increase for air transportation. The number of employers grew by a third or 85 for the same period. This growth came in all segments of the industry.

Ever since Roy Jones of Ketchikan set up the state's first commercial airline in 1922, air transportation has left its mark on the state's economy. It was nothing short of a dream fit for Alaska. With only 100 of the state's 300 communities served by road, flying quickly became the way to go. There are over 1,100 airstrips and airports in Alaska, more than 9,700 registered aircraft and 10,605 pilots. The "average" American flies twice a year compared to the "average" Alaskan, who flies nine times. A relatively recent study undertaken by the University of Alaska illustrates air transportation's economic impact. It found that nearly one in every 10 jobs in Anchorage exists because of the Anchorage airport. Corollary data show that the air transportation sector accounts for 48 percent of all transportation employment in Alaska versus 28

percent nationally. (See Exhibit 10.)

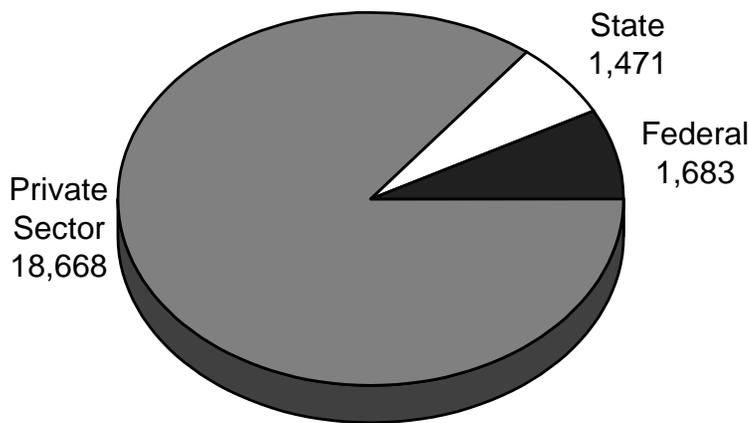
A big air transportation presence is ensured when so many communities in this state are dependent on air transportation for their very existence.

Employment In transportation—1998 **4** Private sector only

Area	Average Employment	Percent of State
Anchorage	10,109	54.8%
Mat-Su Borough	243	1.3
Kenai Peninsula Borough	647	3.5
Kodiak Island Borough	195	1.1
Valdez-Cordova	756	4.1
Denali Borough	312	1.7
Fairbanks North Star Bor.	2,159	11.7
Southeast Fairbanks	119	0.6
Yukon-Koyukuk	66	0.4
Nome	260	1.4
North Slope Borough	257	1.4
Northwest Arctic Borough	198	1.1
Haines Borough	86	0.5
Juneau Borough	906	4.9
Ketchikan Gateway Bor.	536	2.9
Prince of Wales-Outer Ketchikan	146	0.8
Sitka Borough	280	1.5
Skagway-Hoonah-Angoon	125	0.7
Wrangell-Petersburg	126	0.7
Yakutat Borough	24	0.1
Aleutian East Borough	13	0.1
Aleutian West	205	1.1
Bethel	284	1.5
Bristol Bay Borough	98	0.5
Dillingham	132	0.7
Lake & Peninsula Borough	31	0.2
Wade Hampton	130	0.7
Total	18,443	

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

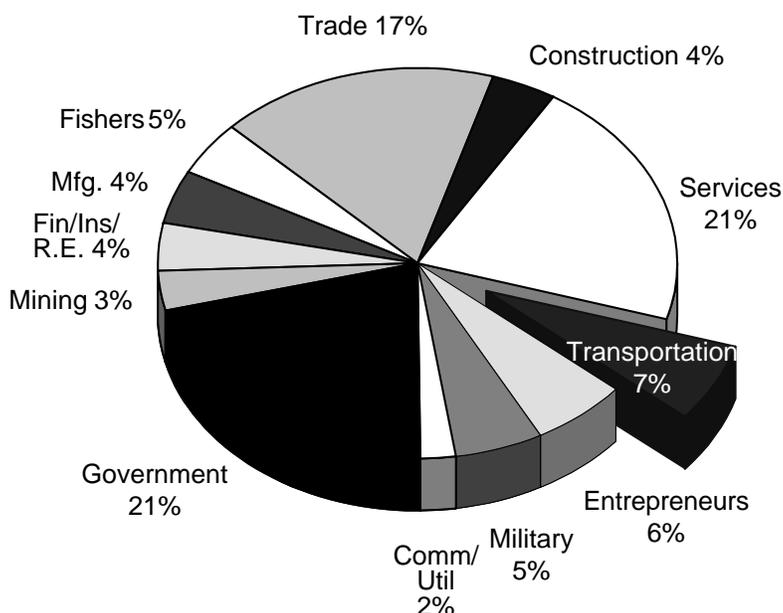
5 Private Sector has Most of the transportation jobs



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

One manifestation of this dependence is the U.S. Postal system and its operations. Unlike anywhere else in the nation, nearly all of Alaska's mail finds its way onto an airplane. For many of the state's intra-state air carriers, both large and small, carrying mail represents the biggest piece of their business. The U.S. Postal Service is mandated to provide "uniform and universal services" to all locations in the country. In Alaska, this means airmail for most communities. In FY1998, the U.S. Postal Service paid Alaska air carriers \$114 million to ship mail around the state and \$49 million of this went to carriers serving the rural villages. Because the U.S. mail provides the lowest rates to move all kinds of goods to roadless communities, including groceries and other staples, nearly all rural residents and businesses utilize this service for most of their freight needs. This is reflected by the fact that historically 75 to 80 percent of all regular parcel mail in Alaska is delivered to these communities, even though they represent only a small percentage of the population.

6 Transportation—A Sizable Slice of Alaska's workforce



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

As the major hub for this activity, the Anchorage airport handles a volume of mail 520 times the national average. If Bethel and communities of similar size were compared to other places in the nation, the difference in mail volume would be much greater. Without the U.S. mail, Alaska's intra-state air transportation system would be very different and much smaller than it is today. Not only does this service improve the daily lives of Alaska's rural residents, it helps to insure a far-flung passenger carrier network. This also means that in many of Alaska's smaller rural communities, where job opportunities are often scarce, there are usually at least a few individuals earning their livelihoods, solely or in part, from the airline industry.

International air cargo and tourism are two more reasons for air transport's large role in the Alaska economy. Because Alaska lies equidistant between Europe and Asia, Anchorage International Airport now lands more freight than any other airport in the nation, and Fairbanks

International Airport has become a player in the cargo arena. According to a University of Alaska report, approximately 36 percent of all of the jobs generated at the Anchorage airport comes from international cargo. Air transportation per capita payroll in Anchorage is seven times the national average.

In addition to the boost from international cargo, air transportation also gets a big helping hand from one of the state's other fast growing industries—tourism. Over 1.2 million visitors come to the state each year and most arrive by air. Once they arrive, many of these visitors fly within the state, go flight-seeing or charter aircraft to some remote location. The air transportation industry provides not only essential infrastructure support but it is also a magnet for millions of new dollars, dollars which help generate thousands of jobs.

Trucking and warehousing

Trucking's share of the transportation industry in Alaska is considerably smaller than in the nation as a whole. Nationwide, the trucking industry employs more workers than any other segment of transportation. (See Exhibit 10.) The rest of the nation enjoys a vast network of interstate highways, connecting almost every community and hamlet to the road system. While Alaska is the largest state in the union, it ranks 47th in miles of highway. In Alaska, 30 percent of the state's population cannot be reached by road without using some other mode of transportation to make the connection. Although Alaska is connected to the rest of the nation via the Alcan Highway, it is not part of the vast grid of the interstate highway system.

In spite of this smaller infrastructure to support road transportation, trucking and warehousing represents the second largest segment of the transportation workforce. There are nearly 3,000 trucking and warehousing jobs, and this is a very conservative count. Conservative, because a

large number of independent truckers are not included in these numbers and many businesses which belong to other industries employ truck drivers. For example, Sea-Land's employment is counted in water transportation, but it employs approximately 46 truck drivers. Most of this employment exists in local and longer hauling services. Trucking moves much of the freight throughout Railbelt Alaska and to Prudhoe Bay via the Dalton Highway. Although only a small percent of the freight brought into Alaska comes by truck (some have estimated three to five percent), there is strong evidence that trucking traffic via the Alcan Highway is increasing its share of interstate freight traffic. (See Exhibit 11.) Lower fuel prices, better technology, improved conditions on the Alcan Highway, more reliable trucks, and a doubling in fuel efficiency have improved this industry's competitiveness.

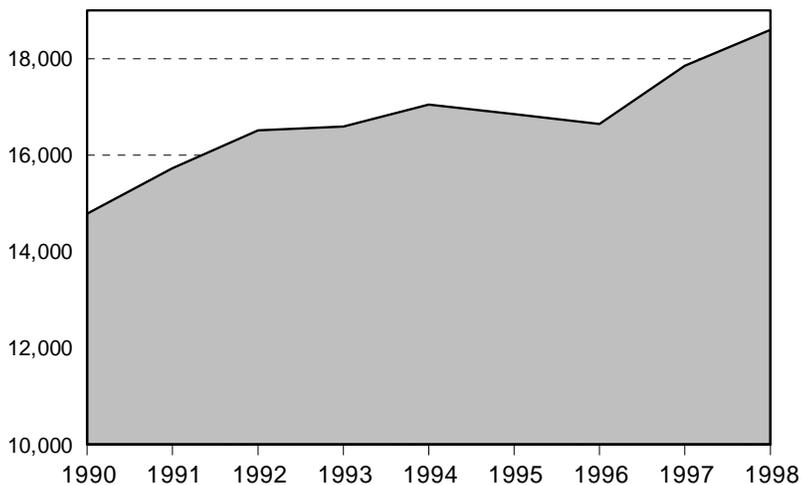
During the past decade, employment in trucking has grown moderately, along with the economy. (See Exhibits 9 and 12.) And because the fate of trucking is connected to the overall level of

Transportation Employment

It grew by nearly 4,000 jobs in the 1990s



Private sector



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

economic activity, its future will remain closely tied to overall economic trends.

Water transportation— Alaska's big freighter

No state in the continental U.S. depends on water transportation as Alaska does. Water transpor-

tation may be one of the smaller transportation sectors, but it handles the greatest tonnage of freight coming into the state. During Alaska's recent past, access to water has been a critical link to the development of the state and often dictated where communities would locate. Even the Interior community of Fairbanks owes its existence to the Chena River. There are no exact figures for the number of miles of navigable waters in Alaska since definitions differ, but the state does have 33,900 miles of coastline, more coastline than the entire Lower 48. Commercial shippers serve this extensive coastline as far north as Prudhoe Bay. The Yukon, Tanana and Kuskokwim rivers and some of their tributaries are also important shipping routes for communities along these rivers.

Included in the employment figures for water transportation are stevedoring companies, boat charters, barges, tug boat operators, shipyards, freighters, water taxis, lighterage and other services. In 1998, there were about 1,937 jobs in Alaska's private water transportation industry. This does not include the state's Marine Highway System, which serves 33 different ports, moves 350,000 passengers per year and has an estimated workforce of 861. The single largest segment of water transportation is stevedoring, the sector which loads and unloads cargo and passengers from vessels. For example, Southeast Stevedoring is the state's 23rd largest transportation employer. (See Exhibit 8.) Other big players are charter boat services (4,581 were registered in 1999) and deep sea freight transportation. The latter are dominated by Sea-Land and Totem Ocean Trailer Express, which transport most of Alaska's inbound freight.

Geographically, employment is almost equally divided among Anchorage, Southeast and the Gulf Coast (which includes Kodiak, the Kenai Peninsula and Valdez-Cordova). Anchorage is home to the largest port in the state, which handles 90 percent of all consumer goods sold in the Railbelt and serves approximately 80 percent of the state's population. All of Southeast's communities are directly served by water transportation. The region's very large cruiseship industry is also a big plus for this industry's employment. The Gulf Coast is home to the nation's seventh largest port in terms of tonnage—Valdez—with oil the commodity. And since the 1989 oil spill, most members of the larger oil spill response group, such as Crowley Maritime, are also accounted for in water transportation. Over the past five years, employment has remained relatively stable in water transportation and no

8 Alaska's Top 25 Transportation employers

Rank	Firm Name	1998 Employment
1	Federal Aviation Administration	1,683
2	Alaska Airlines	1,556
3	Federal Express	1,035
4	Alyeska Pipeline Company	872
5	Alaska Marine Highway System	861
6	Laidlaw Transit	736
7	Era Aviation	644
8	Alaska Railroad	610
9	United Parcel Services (UPS)	412
10	Sea Land	377
11	Peninsula Airways	354
12	Northwest Airlines	350
13	Reeve Aleutian Airlines	342
14	Royal Highway Tours	291
15	Dynair Service	285
16	Carlile Enterprises	275
17	Westours Motorcoaches	268
18	Northern Air Cargo	242
19	United Airlines	229
20	Taquan Air Service	208
21	Fritz Companies	204
22	Crowley Marine Services	164
23	Southeast Stevedoring	154
24	Evergreen Aviation	145
25	Sea Star Stevedore Co.	144

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

significant change in the level of employment is forecast for the near future.

Railroads carry freight and people

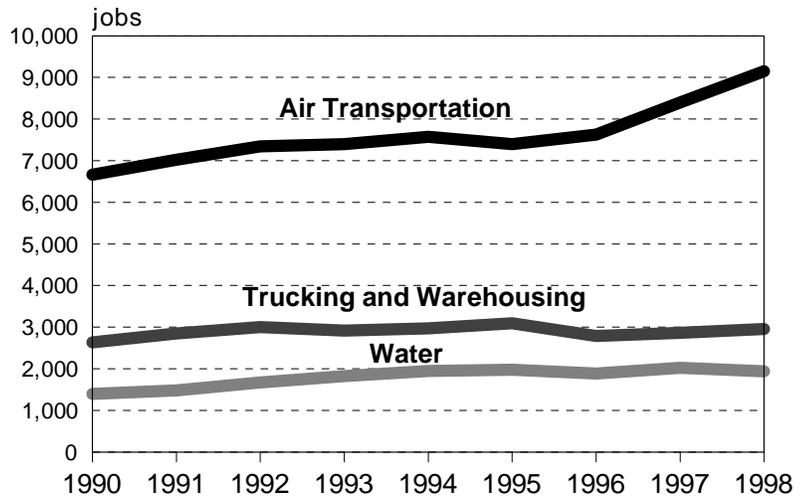
During the past 100 years, more than 20 different railroads have operated in Alaska. Today, there are two operating railroads in the state: the White Pass and Yukon Railroad, which currently hauls visitors between Skagway and Lake Bennett or Fraser, British Columbia, during the summer months only, and the full-service Alaska Railroad that operates year-round. Together, these railroads are responsible for three percent of all transportation employment in the state—a smaller share than railroads enjoy nationally.

In 1998, White Pass generated 68 jobs on an annual basis and peak employment reached 120 in July. White Pass was built at the turn of the century to carry goods into the Klondike and Interior gold fields. In the late 1960s, it began to haul ore from the Cyprus-Anvil lead-zinc mine in Canada to Skagway. The mine closed in 1982 and the railroad was forced to close down the same year. Then in 1988, the railroad reopened strictly as a tourist attraction and it has enjoyed steady growth over the past decade.

The Alaska Railroad's impact on the state's economy has been more far reaching. In 1914, Congress passed legislation to buy or build a railroad in Alaska to connect its Interior to an ice-free port to facilitate the exploitation of coal and mineral deposits. It took nearly 10 years to build a line running from Seward to Fairbanks. A byproduct of this transportation project was the establishment of Anchorage. In its early years the railroad was neglected, but it prospered during World War II. The federal government considered abandoning it after the war, but instead it invested a sizeable amount of money. Two big positives that increased its viability were the development of a railcar barge service between Alaska and the Lower 48 and the development of a year-round container ship service at the Port of Anchorage. In 1985, the state bought the railroad from the

Air Transportation Is the Star **9**

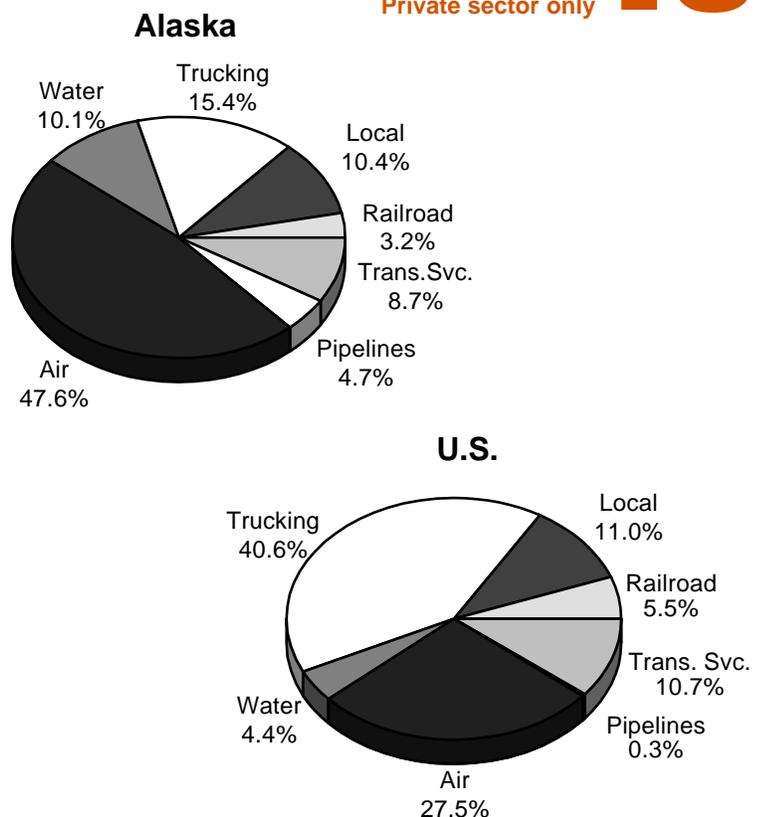
Private sector only



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

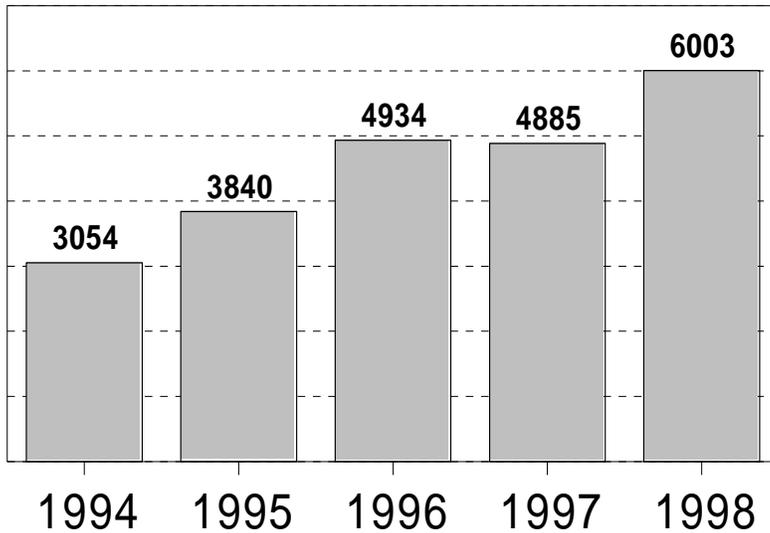
Transportation Employment A Comparison **10**

Private sector only



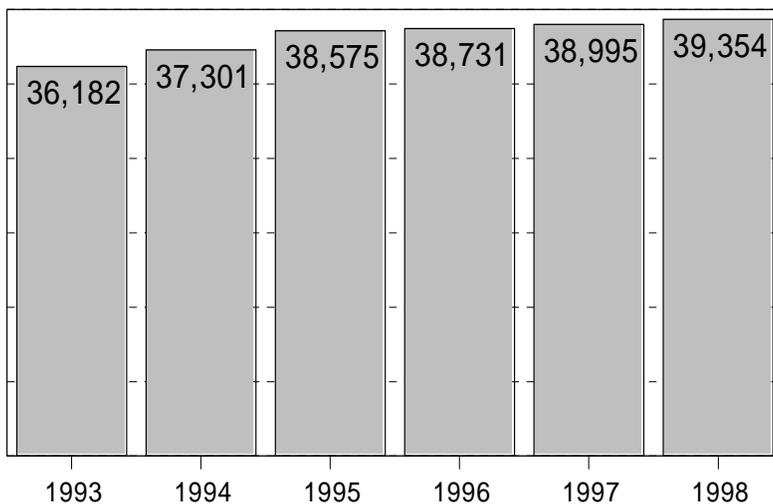
Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

11 More Trucks are Crossing Border into Alaska



Source: U.S. Customs Service

12 Trucks on the Road The number climbs



Source: Alaska Department of Public Safety, Division of Motor Vehicles

federal government and the Alaska Railroad Corporation was formed. During the 1990s, the Alaska Railroad has posted profits in seven of nine years. Revenues, freight service and passenger counts have grown steadily. (See Exhibit 13.) Today, the railroad employs 610 people, making it the eighth largest transportation employer in the state. The largest number of employees live in Anchorage, Fairbanks and Seward but employees also live in Wasilla, Talkeetna, Healy and elsewhere.

The railroad has some very ambitious plans for the future. These include a commuter passenger service between the Matanuska Valley and Anchorage and possibly between Girdwood and Anchorage. The railroad also just began to build a \$28 million rail passenger terminal at Anchorage International Airport so that passengers can access different land-based adventures directly from the airport. New passenger depots are also planned for Denali National Park and Fairbanks and new port facilities in Seward and Whittier.

Pipelines—big in Alaska

Employment is defined largely by one player in the state—Alyeska Pipeline Service Company. It is the 14th largest employer in the state and the fourth largest transportation company. Unlike most other sectors of transportation, employment has been falling since 1994. Steep production declines and improvements in technology have led to this downsizing. This trend is unlikely to be reversed unless plans such as the construction of a gas pipeline get underway. Nevertheless, these jobs represent some of the highest paying jobs in Alaska's economy and their impact is particularly felt in Valdez, Fairbanks and Anchorage.

Other transportation

The rest of the state's transportation workforce employs approximately 19 percent of the total

industry workforce. The biggest players here are local transportation companies that include school bus drivers, tour bus operators and others. This has been a dynamic sector given the growth in the visitor industry and school populations. Among transportation services, travel agencies are the largest employers but other logistic support players are also included. For example, Fritz Services, which employs a workforce of more than 200, does the custom clearance work for Federal Express and also provides export and import customs work for other companies. Large travel agency employment has remained relatively flat in the 1990s, even with the spectacular growth in the visitor industry, because airlines have been cutting commissions and the Internet is also effectively cutting into this market. This trend is expected to continue.

The next century begins with some big investments in transportation

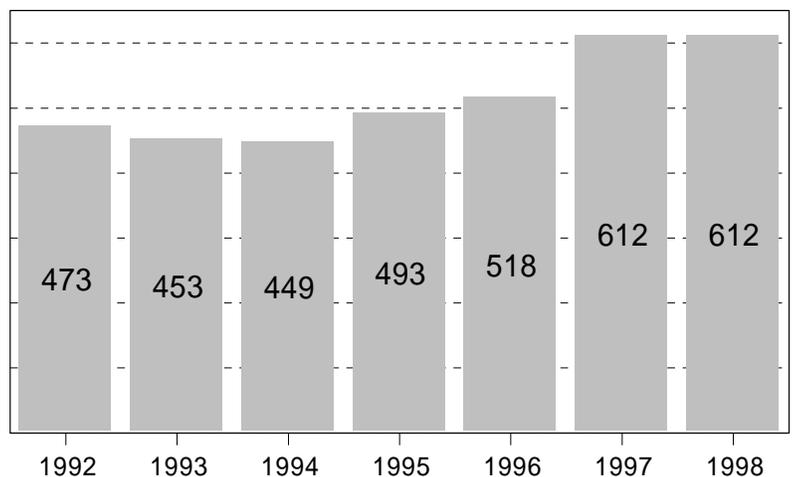
By all accounts, transportation infrastructure is currently getting a big infusion in new investments in air, road, water and rail. For example, the Alaska Railroad received \$65.5 million from the federal government this past year to provide a variety of new services and upgrade its infrastructure. The Corps of Engineers, which spends a tremendous amount of money on various transportation projects, such as dredging rivers and ports and building harbors, is engaged in a relatively ambitious program. The Mat-Su Borough was given \$6.8 million this year to begin work on building a new port at Point Mackenzie.

Possibly the biggest increases will come in highway construction and reconstruction. Last year, Congress passed a new highway appropriation bill that will ratchet up highway funds for Alaska by at least 47 percent or \$100 million a year. During the next three years, reconstruction and expansion of Anchorage International Airport are being undertaken. The total price tag of approximately \$200 million could represent the single largest construction project in the state.

Even the private sector is getting into the act. Williams company and its partners are building a \$25 million facility at the Anchorage airport to transload air cargo. And on the education investment side, the University of Alaska has recognized the potential of the transportation industry and in response has created a college degree program in global logistics management. None of these investments guarantees future growth in the state's transportation industry, but it is a strong sign that many believe opportunities are plentiful.

Alaska Railroad Passenger Tally grows **13**

Number of Railroad Passengers in Thousands



Source: Alaska Railroad Corporation

What types of workers will be needed and how many?

Recent employment projections from AKDOL Research and Analysis show that between 1996 and 2006, employment in the transportation industry is expected to increase by nearly 31 percent, or 5,190 jobs. Employment in transportation occupations is projected to grow at all levels of education and training. Jobs requiring less education than an associate degree, however, will grow faster than average and experience the most growth.

Exhibit 14 organizes the occupations commonly found in the transportation industry by the minimum level of education/training required for entry into these fields. The table includes the 1996 estimated occupational employment, projected 2006 employment, the forecast period growth rate, and the average wage. Employment estimates for occupations that occur in multiple industries, such as financial managers, include only the transportation industry portion of employment.

14 Outlook for Occupations in the Transportation Industry

By training level—Alaska 1996-2006

Private sector and Alaska Railroad only

Occupational Title	1996 Employment	2006 Projected Employ.	Percent Growth 1996-2006	1997 Avg. Annual Wage
Occupations Requiring a Bachelor's Degree or Higher & Work Experience	1,096	1,485	35.5	\$52,163
General Business Managers	517	703	36.0	\$57,270
Communication/Transportation/Utility Mgr ¹	364	507	39.3	\$50,880
Marketing, Advertising & P R Managers	32	47	46.9	\$49,780
Administrative Services Managers	35	43	22.9	\$44,030
Financial Managers	26	34	30.8	\$54,340
Occupations Requiring a Bachelor's Degree	356	388	9.0	\$49,557
Accountants & Auditors	62	84	35.5	\$46,740
Systems Analysts	40	58	45.0	\$50,590
Personnel/Labor Relations Specialists	42	49	16.7	\$45,610
Petroleum Engineers ²	34	30	-11.8	\$67,680
Occupations Requiring Postsecondary Vocational Training	1,979	2,570	29.9	\$35,614
Mechanics: Aircraft ^{1 2}	963	1,284	34.2	\$38,680
Travel Agents ¹	594	766	29.0	\$24,840
Secretaries: General	173	181	4.6	\$29,430
Data Entry Keyers	105	128	21.9	\$24,000
Electrical Repairers: Transportation Equip ¹	63	87	38.1	\$47,270
EMTs ²	49	76	55.1	\$42,260
Welders	32	48	50.0	\$42,820
Occupations Requiring Work Experience in a Related Occupation	1,180	1,622	37.5	\$43,426
Captains: Water Vessel ^{1 2}	205	302	47.3	\$50,920
Supervisors: Administrative Support	191	265	38.7	\$38,460
Mates: Ship/Boat ¹	167	258	54.5	\$37,630
Supervisors: Mechanics	122	145	18.9	\$49,760 ³
Supervisors & Managers: Sales	85	123	44.7	\$35,750
Supervisors: Drivers/Material Moving Equip Operators	81	107	32.1	\$47,710
Ship Engineers ^{1 2}	63	86	36.5	\$46,710
Supervisors: Helpers/Laborers	57	74	29.8	\$39,250

Average annual wages are calculated from data for all industries in which the occupation is found.

Shading denotes occupations with higher average wage and higher growth rate.

14

Outlook for Occupations in the Transportation Industry
By training level—Alaska 1996-2006 (continued)
Private sector and Alaska Railroad

Occupational Title	1996 Employment	2006 Projected Employ.	Percent Growth 1996-2006	1997 Avg. Annual Wage
Locomotive Engineers ¹	50	71	42.0	\$42,140 ³
Railroad Conductors & Yardmasters ¹	55	70	27.3	\$42,245 ³
Transportation Inspectors ¹	28	35	25.0	\$47,940
Supervisors: Construction/Extraction Workers	28	29	3.6	\$60,310
Occupations Requiring More Than 12 Months of On-the-Job Training	2,200	2,835	28.9	\$44,323
Aircraft Pilots ^{1 2}	1,451	1,828	26.0	\$63,820
Flight Attendants ¹	171	262	53.2	\$16,140 ³
Mechanics: Bus/Truck/Diesel	198	231	16.7	\$40,030
Maintenance Repairers: General Utility	152	201	32.2	\$34,920
Air Traffic Controllers	92	134	45.7	\$46,850
Mechanics: Automotive	77	104	35.1	\$37,910
Rail Car Repairers ¹	32	37	15.6	\$34,840 ³
Occupations Requiring 1-12 Months of On-the-Job Training	1,684	1,904	13.1	\$31,120
Bookkeeping/Accounting Clerks	372	418	12.4	\$28,540
Main Line Station Engineers ¹	382	323	-15.4	\$41,163 ³
Bus Drivers	192	246	28.1	\$23,480
Sales Agents: Selected Business Services ¹	154	203	31.8	\$34,540
Dispatchers, Except Police/Fire/Ambulance	150	190	26.7	\$32,310
Longshore Equipment Operators ¹	107	155	44.9	\$46,675 ³
Rail-Track Laying/Maintenance Equip Workers ¹	61	70	14.8	\$32,947 ³
Occupations Requiring Less Than 1 Month of On-the-job Training	8,484	11,329	33.5	\$26,306
Bus Drivers: School ¹	866	1,357	56.7	\$22,810
Reservation/Transportation Ticket Agents ¹	1,267	1,330	5.0	\$22,060
Truck Drivers: Heavy	791	1,025	29.6	\$36,730
Transportation Agents ¹	723	1,009	39.6	\$22,170
General Office Clerks	506	567	12.1	\$24,550
Stevedores, Ex Equipment Operators ¹	348	498	43.1	\$55,000
Truck Drivers: Light	377	490	30.0	\$25,180
Hand Packers & Packagers	275	420	52.7	\$18,660
Ordinary Seamen & Marine Oilers ¹	291	420	44.3	\$34,790
Traffic, Shipping & Receiving Clerks	172	256	48.8	\$28,050
Billing, Cost & Rate Clerks	166	215	29.5	\$28,540
Taxi Drivers & Chauffeurs	142	156	9.9	\$16,390
Messengers	113	141	24.8	\$22,250
Stock Clerk: Stock/Warehouse/Storage Yard	94	128	36.2	\$27,580
Industrial Truck & Tractor Operators	74	106	43.2	\$32,020
Able Seamen ¹	75	103	37.3	\$29,890
Vehicle Washers & Equipment Cleaners	76	99	30.3	\$15,340
Adjustment Clerks	47	94	100.0	\$23,930
Refuse Collectors	62	71	14.5	\$30,930
Receptionists	46	64	39.1	\$22,400
Mechanics & Repairers Helpers	41	59	43.9	\$27,860
Baggage Porters & Bellhops	35	39	11.4	\$17,290
Production Clerks	25	37	48.0	\$40,600
File Clerks	27	27	0.0	\$19,250

Note: Nonspecific occupations such as "All Other Clerical" and "Administrative Support Workers" are excluded. As a result, figures do not sum to totals.

Average annual wages are calculated from data for all industries in which the occupation is found.

Shading denotes occupations with higher average wage and higher growth rate, and projected 2006 employment in all industries of at least 100.

¹ Occupation with the majority of employment in the transportation industry.

² In general, these occupations require a license, certification, or registration.

³ National data; Alaska data not available.

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section