

Transportation and Material Moving (53-0000)

EEO Tabulation 2006-2010 Wages by Occupations (5 year ACS data)

The EEO Tabulation is sponsored by four Federal agencies consisting of the Equal Employment Opportunity Commission (EEOC), the Employment Litigation Section of the Civil Rights Division at the Department of Justice (DOJ), the Office of Federal Contract Compliance Programs (OFCCP) at the Department of Labor, and the Office of Personnel Management (OPM).

Transportation and Material Moving (53-0000)

| SOC | Occupation Gender | No earnings \$14,999 or less | \$1 to \$15,000 to \$24,999 | \$15,000 to \$25,000 to \$34,999 | \$25,000 to \$35,000 to \$49,999 | \$35,000 to \$50,000 to \$74,999 | \$50,000 to \$75,000 to \$99,999 | \$75,000 to \$100,000 to \$124,999 | \$100,000 to \$125,000 or more | |
|----------------|--|---------------------------------------|--------------------------------------|--|--|--|--|--|---|-----|
| 53-1000 | Supervisors of transportation and material moving workers 9000 | | | | | | | | | |
| | Total, both sexes | 0 | 40 | 55 | 175 | 135 | 200 | 85 | 4 | 0 |
| | Male | 0 | 25 | 50 | 95 | 115 | 180 | 75 | 4 | 0 |
| | Female | 0 | 15 | 10 | 75 | 20 | 20 | 10 | 0 | 0 |
| 53-2010 | Aircraft pilots and flight engineers 9030 | | | | | | | | | |
| | Total, both sexes | 0 | 40 | 0 | 50 | 45 | 50 | 10 | 40 | 105 |
| | Male | 0 | 40 | 0 | 40 | 45 | 50 | 10 | 40 | 105 |
| | Female | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 53-2020 | Air traffic controllers and airfield operations specialists 9040 | | | | | | | | | |
| | Total, both sexes | 0 | 4 | 10 | 45 | 15 | 55 | 20 | 20 | 310 |
| | Male | 0 | 4 | 10 | 45 | 15 | 55 | 20 | 0 | 300 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 10 |
| 53-2031 | Flight attendants 9050 | | | | | | | | | |
| | Total, both sexes | 0 | 45 | 0 | 4 | 15 | 45 | 10 | 0 | 0 |
| | Male | 0 | 25 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| | Female | 0 | 20 | 0 | 4 | 15 | 10 | 10 | 0 | 0 |
| 53-3011 | Ambulance drivers and attendants, except emergency medical technicians 9110 | | | | | | | | | |
| | Total, both sexes | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Male | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-3020 | Bus drivers 9120 | | | | | | | | | |
| | Total, both sexes | 0 | 980 | 935 | 445 | 185 | 50 | 0 | 0 | 4 |
| | Male | 0 | 415 | 355 | 210 | 165 | 35 | 0 | 0 | 0 |
| | Female | 0 | 570 | 580 | 235 | 25 | 15 | 0 | 0 | 4 |
| 53-3030 | Driver/sales workers and truck drivers 9130 | | | | | | | | | |
| | Total, both sexes | 0 | 1,465 | 1,330 | 2,370 | 3,175 | 2,785 | 530 | 75 | 120 |
| | Male | 0 | 1,275 | 1,205 | 2,250 | 3,145 | 2,755 | 530 | 60 | 120 |
| | Female | 0 | 190 | 125 | 120 | 30 | 25 | 0 | 15 | 0 |

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|----------------|--|----------------|-------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|----------------------|
| 53-3041 | Taxi drivers and chauffeurs 9140 | | | | | | | | | |
| | Total, both sexes | 0 | 430 | 135 | 120 | 70 | 55 | 10 | 0 | 0 |
| | Male | 0 | 275 | 95 | 120 | 70 | 55 | 10 | 0 | 0 |
| | Female | 0 | 150 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-3099 | Motor vehicle operators, all other 9150 | | | | | | | | | |
| | Total, both sexes | 0 | 155 | 20 | 10 | 0 | 0 | 30 | 0 | 0 |
| | Male | 0 | 130 | 20 | 10 | 0 | 0 | 30 | 0 | 0 |
| | Female | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-4010 | Locomotive engineers and operators 9200 | | | | | | | | | |
| | Total, both sexes | 0 | 10 | 0 | 0 | 40 | 0 | 0 | 0 | 0 |
| | Male | 0 | 10 | 0 | 0 | 40 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-4031 | Railroad conductors and yardmasters 9240 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 45 | 50 | 0 | 0 | 0 | 0 | 0 |
| | Male | 0 | 0 | 45 | 50 | 0 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-40XX | Subway, streetcar, and other rail transportation workers 9260 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | Male | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-5020 | Ship and boat captains and operators 9310 | | | | | | | | | |
| | Total, both sexes | 0 | 25 | 4 | 20 | 55 | 25 | 0 | 4 | 0 |
| | Male | 0 | 25 | 4 | 0 | 55 | 25 | 0 | 4 | 0 |
| | Female | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| 53-50XX | Sailors and marine oilers, and ship engineers 9300 | | | | | | | | | |
| | Total, both sexes | 0 | 10 | 0 | 0 | 0 | 0 | 15 | 20 | 20 |
| | Male | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 20 |
| | Female | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-6021 | Parking lot attendants 9350 | | | | | | | | | |
| | Total, both sexes | 0 | 100 | 4 | 10 | 0 | 15 | 0 | 0 | 0 |
| | Male | 0 | 100 | 4 | 10 | 0 | 15 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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|----------------|---|----------------|-------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|----------------------|
| 53-6031 | Automotive and watercraft service attendants 9360 | | | | | | | | | |
| | Total, both sexes | 0 | 235 | 180 | 95 | 4 | 20 | 50 | 0 | 0 |
| | Male | 0 | 165 | 140 | 95 | 4 | 20 | 50 | 0 | 0 |
| | Female | 0 | 70 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-6051 | Transportation inspectors 9410 | | | | | | | | | |
| | Total, both sexes | 0 | 15 | 0 | 45 | 20 | 15 | 15 | 4 | 0 |
| | Male | 0 | 15 | 0 | 0 | 4 | 0 | 15 | 4 | 0 |
| | Female | 0 | 0 | 0 | 45 | 15 | 15 | 0 | 0 | 0 |
| 53-6061 | Transportation attendants, except flight attendants 9415 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | Male | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-60XX | Miscellaneous transportation workers, including bridge and lock tenders and traffic technicians 9420 | | | | | | | | | |
| | Total, both sexes | 0 | 10 | 0 | 30 | 20 | 15 | 0 | 0 | 0 |
| | Male | 0 | 10 | 0 | 30 | 20 | 15 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-7021 | Crane and tower operators 9510 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 40 | 30 | 85 | 35 | 0 | 40 | 0 |
| | Male | 0 | 0 | 40 | 30 | 85 | 35 | 0 | 40 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-7030 | Dredge, excavating, and loading machine operators 9520 | | | | | | | | | |
| | Total, both sexes | 0 | 25 | 20 | 75 | 35 | 60 | 15 | 60 | 35 |
| | Male | 0 | 25 | 20 | 75 | 35 | 60 | 15 | 60 | 35 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-7051 | Industrial truck and tractor operators 9600 | | | | | | | | | |
| | Total, both sexes | 0 | 90 | 295 | 430 | 230 | 60 | 0 | 4 | 0 |
| | Male | 0 | 60 | 140 | 425 | 230 | 45 | 0 | 4 | 0 |
| | Female | 0 | 30 | 155 | 4 | 0 | 15 | 0 | 0 | 0 |
| 53-7061 | Cleaners of vehicles and equipment 9610 | | | | | | | | | |
| | Total, both sexes | 0 | 445 | 165 | 175 | 70 | 25 | 0 | 4 | 0 |
| | Male | 0 | 400 | 75 | 115 | 70 | 25 | 0 | 4 | 0 |
| | Female | 0 | 50 | 90 | 60 | 0 | 0 | 0 | 0 | 0 |

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|----------------|--|----------------|-------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|----------------------|
| 53-7062 | Laborers and freight, stock, and material movers, hand 9620 | | | | | | | | | |
| | Total, both sexes | 0 | 3,120 | 1,640 | 1,265 | 975 | 280 | 4 | 20 | 35 |
| | Male | 0 | 2,525 | 1,060 | 1,060 | 875 | 260 | 4 | 20 | 35 |
| | Female | 0 | 595 | 585 | 200 | 100 | 15 | 0 | 0 | 0 |
| 53-7063 | Machine feeders and offbearers 9630 | | | | | | | | | |
| | Total, both sexes | 0 | 15 | 25 | 75 | 50 | 10 | 0 | 0 | 0 |
| | Male | 0 | 15 | 0 | 60 | 4 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 25 | 20 | 45 | 10 | 0 | 0 | 0 |
| 53-7064 | Packers and packagers, hand 9640 | | | | | | | | | |
| | Total, both sexes | 0 | 420 | 350 | 195 | 75 | 95 | 15 | 0 | 10 |
| | Male | 0 | 150 | 150 | 75 | 30 | 95 | 15 | 0 | 10 |
| | Female | 0 | 265 | 200 | 115 | 45 | 0 | 0 | 0 | 0 |
| 53-7070 | Pumping station operators 9650 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | Male | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-7081 | Refuse and recyclable material collectors 9720 | | | | | | | | | |
| | Total, both sexes | 0 | 65 | 45 | 0 | 40 | 0 | 0 | 0 | 0 |
| | Male | 0 | 60 | 35 | 0 | 40 | 0 | 0 | 0 | 0 |
| | Female | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53-70XX | Conveyor operators and tenders, and hoist and winch operators 9560 | | | | | | | | | |
| | Total, both sexes | 0 | 0 | 0 | 40 | 15 | 0 | 0 | 0 | 0 |
| | Male | 0 | 0 | 0 | 35 | 15 | 0 | 0 | 0 | 0 |
| | Female | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 53-71XX | Miscellaneous material moving workers, including mine shuttle car operators, and tank car, truck, and ship loaders 9750 | | | | | | | | | |
| | Total, both sexes | 0 | 15 | 35 | 25 | 55 | 20 | 0 | 0 | 0 |
| | Male | 0 | 15 | 30 | 25 | 55 | 20 | 0 | 0 | 0 |
| | Female | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |

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|-----|----------------------|-------------|-------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|-------------------|
|-----|----------------------|-------------|-------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|-------------------|

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Earnings are defined as the sum of wage or salary income and net income from self-employment. An individual with earnings is one who has either wage/salary income or self-employment income, or both. Respondents who "break even" in self-employment income and therefore have zero self-employment earnings also are considered "individuals with earnings." Respondents with a net loss are also considered "individuals with earnings." For more information, see the Subject Definitions at http://www.census.gov/acs/www/data_documentation/documentation_main/.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Source: U.S. Census Bureau, 2006-2010 American Community Survey