

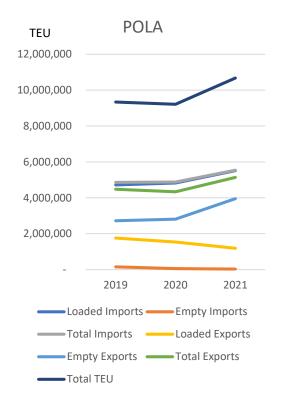


Special Board Meeting

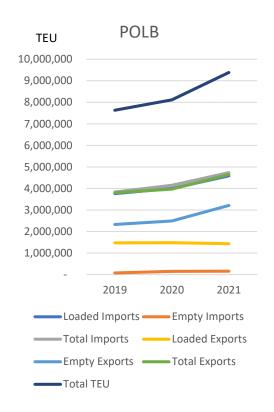
July 28, 2022



Recap of West Coast Volume



Port of LA	Prior Year Change
2020	-1.33%
2021	15.89
2022 YTD May	-0.31%



Port of LB	Prior Year Change
2020	6.31%
2021	15.67%
2022 YTD May	0.03%

TEU	NV	VSA	
4,000,000			
3,500,000		<u></u>	
3,000,000			
2,500,000			
2,000,000			
1,500,000	_		
1,000,000			
500,000			
-			
	2019	2020	2021
Lo	aded Import	s —— Dome	stic
—то	tal Imports	——Loade	d Exports
—_То	tal Empties	— Total	Exports
To	tal TEU		

NWSA	Prior Year Change
2020	-12.05%
2021	12.52%
2022 YTD May	-2.50%

^{*}NWSA combines their import and export empty numbers

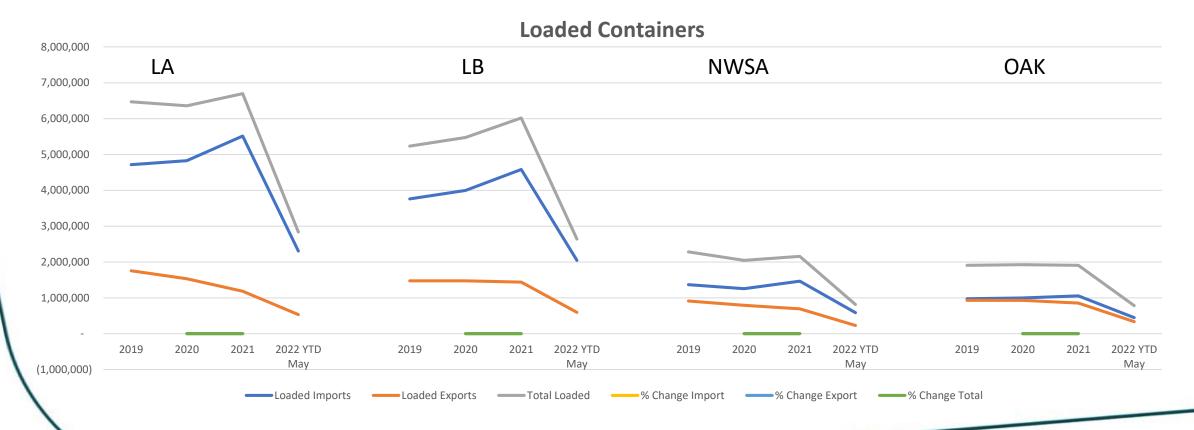
OAK		
3,000,000		
2,500,000		
2,000,000		
1,500,000		
1,000,000		
500,000		
-		
	2019 2020 2021	L
Loa	ded Imports —— Empty Import	ĊS
To	al Imports ——Loaded Expor	ts
——Em	pty Exports ——Total Exports	
— To	al TEU	

Oakland	Prior Year Change
2020	-1.57%
2021	-0.53%
2022 YTD May	-0.9%



Loaded Container Movement

YTD 2022 May		
Los Angeles	-3.30%	
Long Beach	-1.80%	
NWSA	-8.70%	
Oakland	3.90%	





Reduction in Cargo Velocity

- Long Dwell Imports
- Terminal Congestion
 - Empty Containers
 - Closed Areas
 - Rail Congestion
 - Unreliable Vessel Schedules
- Chassis shortage
 - Empty Containers on Chassis
- Labor shortages
 - Warehouses
 - Distribution Centers
 - Trucking



Port Initiatives vs. Congestion

- Temporary Pop-Up Yard
 - Free up chassis
 - Take empties off the terminal
 - Additional reefer pre-trip capacity
 - Reefer monitoring to free up capacity in the terminal
- Shorten tariff free time from 7 to 4 days
- Start demurrage clock after container discharge instead of vessel departure
- Long Term Dwell Fee

