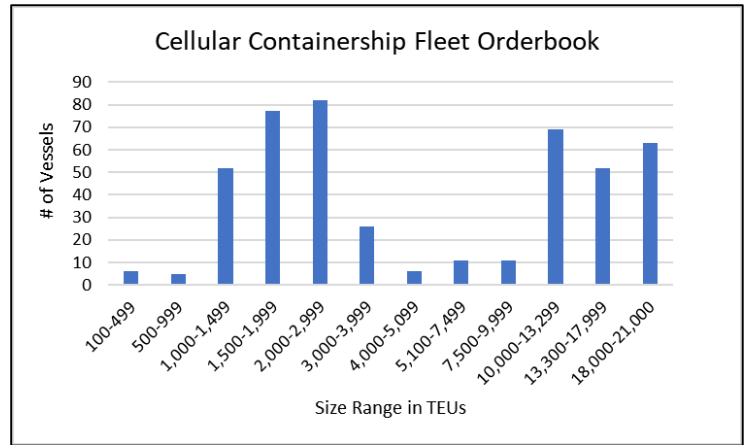
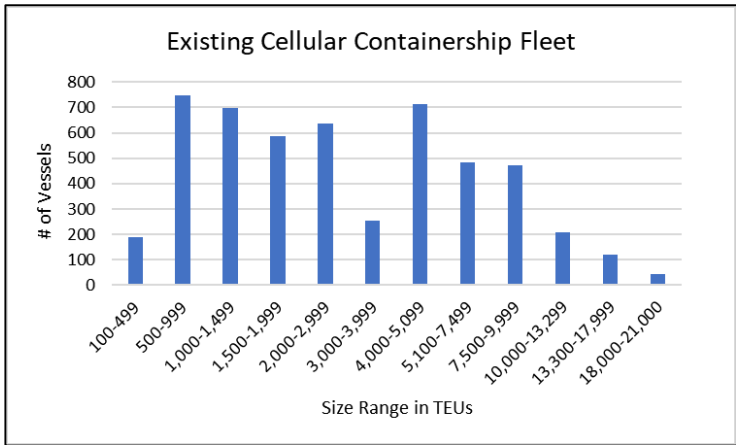




**TERMINAL 6 INDUSTRY LEADER COMMITTEE
MEETING #2 FOLLOW-UP INFORMATION**

Full Fleet (New Orders and Existing Fleet) and Vessels in 3,500-5,500 TEU Range Suitable for Portland Terminal 6 (Requested by Amer Badawi/Mike Stanton)

As of 2016, there were 5,150 container vessels in the world container ship fleet and 460 container vessels on order.¹ The chart below shows how these container vessels, both existing and on order, were distributed by TEU size.



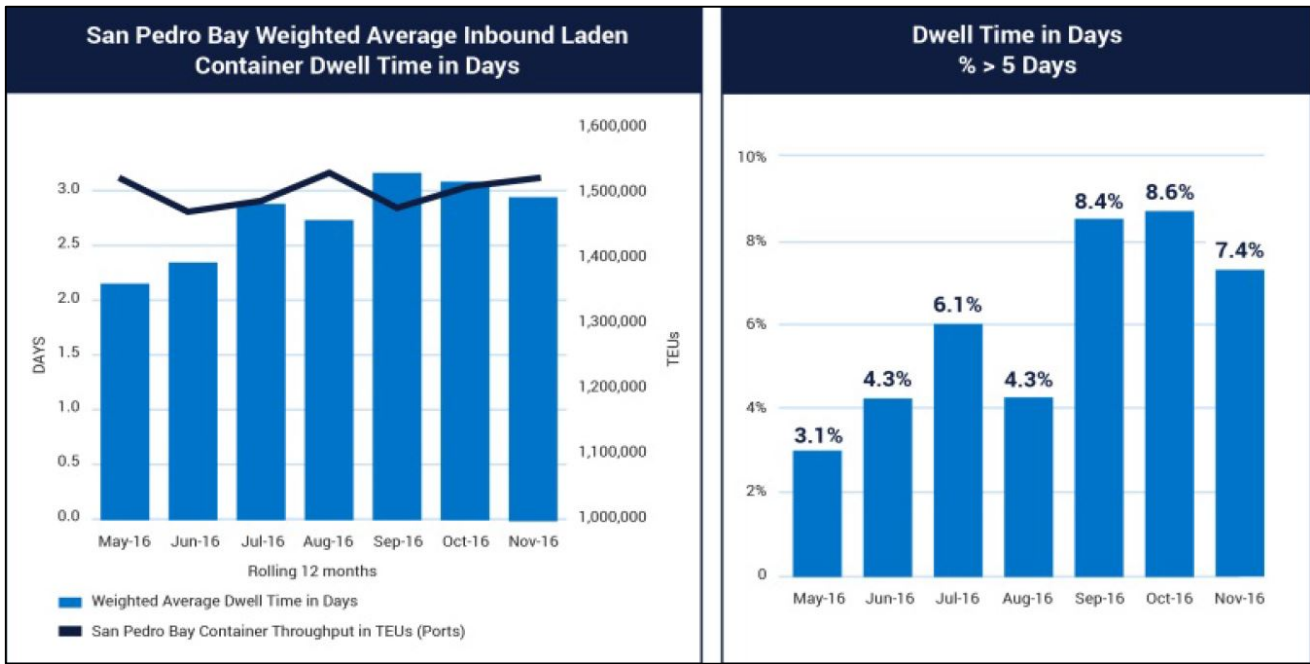
In the existing fleet, there were 713 vessels in the 4,000-5,099 TEU range (which most closely approximates the 3,500-5,500 TEU range). However, the number of vessels in this size range deployed in the West Coast North America – Asia trade has been declining. Today, the average vessel size in this trade route exceeds 7,000 TEUs.

There were only 6 vessels on order in the 4,000-5,099 TEU range. By comparison, there were 184 vessels on order with capacities of 10,000 TEUs or larger.

Data on Turnaround of Containers to Shippers at Other West Coast Ports (Requested by Amer Badawi)

Generally, containers imported to West Coast terminals are available for pick up one or two days after they are discharged from vessels. There are data available for the time from when a container is discharged from the vessel to the time it is picked up by the importer (“dwell time”). As shown below, the average dwell time for a container imported to San Pedro Bay ports is about three days. Ports in California typically allow four days of free storage before demurrage fees are charged. By comparison, data provided by the Port of Portland shows that, during normal operations, the average dwell time for full containers imported to Terminal 6 was about five days. The longer average dwell time for Portland was likely due to different demurrage rules, cargo mix, and the preference of shippers.

¹ Source of container fleet data is Alpaliner as of September 1, 2016.



Source: Journal of Commerce, January 3, 2017.

Unfortunately, there is little or no West Coast port data available on the time it takes to make a container available for pickup once a vessel arrives at berth. As noted above, this is typically one or two days, but for first port of calls for ultra large container ships, additional time may be required.

Another component of container turnaround is truck turn time, which is the amount of time a truck waits in line entering the terminal plus the amount of time the truck spends in the terminal. Recent data show that the truck turn time at Seattle and Tacoma terminals range from two to four hours.² The congestion at these terminals are a potential advantage for Terminal 6.

Average Dwell Times By Terminal

	8/25 - 8/31	9/1 - 9/7	Two Week Avg.
ECT	1.705	2.810	2.258
Husky	1.790	2.723	2.204
PCT	2.890	4.100	3.428
Tacoma Area	3.222	4.878	3.958
T18	2.376	4.355	3.256
Husky & EST	3.150	3.425	3.260

Does not include weekends | All units are hours

Other Niche Port Case Studies (Philadelphia and Savannah) (Requested by Guy Stephenson)

The study will include an analysis of niche and similarly-situated ports.

Add 8/3 Discussion Comments to SWOT Summary (Requested in Meeting Evaluation)

The final SWOT will include 8/3/17 committee discussion comments.

² Based on GPS data for a two-week period ending September 7, 2017, from Portland Container.