



Port
of Seattle

A tour of Seattle's working waterfront

The Port of Seattle...A working waterfront

As the 8th largest port in the United States, the Port of Seattle performs a critical function in U.S international trade. Seventy percent of inbound cargo crossing Seattle's docks is bound for destinations in the Midwest and East Coast, and it is a top export gateway.

Why a working waterfront is important

A strong working port is vital to the economic health of King County and Washington state. The Port of Seattle seaport generates 21,695 direct jobs with \$1.6 billion of personal income, 7,845 indirect jobs and 26,716 induced jobs resulting in \$2.5 billion of business revenue and \$457.5 million state and local taxes. In addition, the port is a critical link connecting Washington businesses with global markets, and supports the 40 percent of jobs in our state that depend on trade.

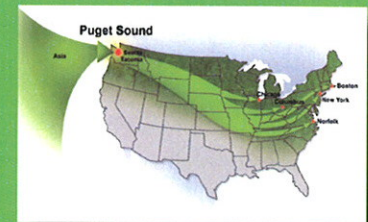
Investing in Economic Development

Our region's top tier freight infrastructure represents billions in federal, state, local and private investment. The Port of Seattle has spent around \$1 billion on our container terminals since the late 90's. In the past five years we have committed over \$340 million more to road and rail projects to enhance the regional freight system.

The Port of Seattle, the Green Gateway to Asia

Seattle is the closest U.S. port to Asia. We have the lowest carbon footprint for cargo shipped by sea from Asia to major markets in the Midwest and East Coast.

The port is raising the bar of environmental sustainability through a number of industry-leading programs. The At-Berth Clean (ABC) Fuels program encourages voluntary reduction of vessel emissions and has eliminated 790 metric tons of sulfur dioxide emissions since 2009. Other programs include shore power, the Clean Truck Program, the Northwest Ports Clean Air Strategy, Green Gateway Partners, and joint efforts with marine terminal operators to use cleaner fuels, exhaust controls and new equipment.



THE GREEN GATEWAY: *The Port of Seattle aims to be the greenest and most energy efficient port in North America*

Port of Seattle Seaport Priorities:

Develop and maintain outstanding cargo facilities to compete in the global marketplace

Strengthen local, regional and state transportation infrastructure to speed the movement of cargo



Create a positive industrial business environment to support trade-related industries and family-wage jobs

Foster expansion of export industries regionally and throughout the state



Protect and enhance air and water quality

www.portseattle.org

A world-class port in action

What is happening on the terminal?

Container ships from around the world are being loaded and unloaded by ILWU local 19.

- The largest ships calling the West Coast carry up to 9,000-10,000 TEUs. Seattle sees ships from 1,600-8,600 TEUs right now, and can handle ships 12,000 TEUs and larger.
- The amount of time a ship is in port depends on how much cargo is being loaded/unloaded. Most ships in Seattle stay for 24-48 hours.
- In 2012, 727 container vessels called at the port, and we handled 1.9 million TEUs. (TEU = 20' equivalent unit (one 20' container)).

Trucks are picking up and dropping off containers.

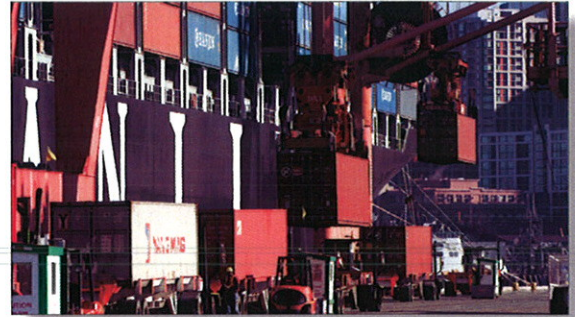
- Hundreds of trucks transit port facilities every day.
- Drivers entering through automated-gate systems receive instructions about pick up or drop off locations for their container.
- Containers are moved to/from Eastern Washington, nearby warehouse and distribution centers, and rail yards near the container terminals.
- Most import containers carry consumer items like clothing, electronics, toys and auto parts.
- Export containers are filled with cargo such as fruits, hay and grains, machinery, fish, chemicals and forest products.

Terminal operations are complex.

- Orange and white gantry cranes load and unload containers from ships.
- Top picks, rubber-tired gantry cranes and yard hostlers are operated by longshoremen to move containers around the terminal.
- Local import containers are mounted on chassis (wheels) when they come off the ship, or stacked to wait for delivery to local warehouses.
- Export containers are stacked to wait for loading to a specific vessel. Many containers move from vessel to on-dock or near-dock rail, then speed quickly to consumer markets in the Midwest or East Coast.

Customs and Border Protection (CBP) has offices at each terminal and inspects containers.

- All containers pass through Radiation Portal Monitors (RPMs) before leaving the terminal.
- Targeted containers are also inspected by x-ray Vehicle and Cargo Inspection System (VACIS) machines on the terminal.
- CBP also performs some "tailgate" exams at the terminal; intensive exams are performed off site.



Containers being loaded from a ship onto yard equipment.



Trucks delivering containers to rail yards, distribution centers or to Eastern Washington.



A longshoreman supervises terminal operations.



A Customs and Border Patrol agent examines containers going through Radiation Portal Monitors.



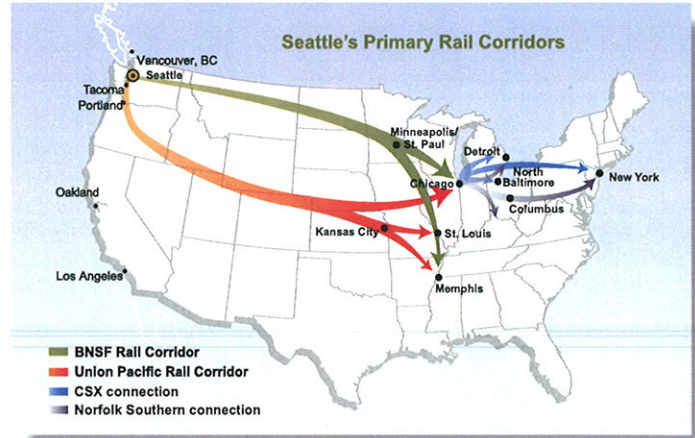
Port of Seattle container business overview

The Port of Seattle is one of the nation's largest container ports and a critical US international trade gateway.

	2008	2009	2010	2011	2012
TEUs	1.70	1.58m	2.15m	2.05m	1.89m
Rank	9th	8th	6th	6th	8th

Seattle's competitive advantages:

- Naturally deep-water port
- Eighteen ocean carriers with direct service to Asia, Europe, Latin America, and domestic markets
- Less than two miles from two Class I rail yards and efficient connections to the I-5 and I-90 corridors
- 4th largest distribution center network in the U.S.
- One of fastest rail transits to Chicago of any West Coast port.
- Green Gateway: Lowest carbon emissions for cargo moving through Seattle between Asia and the eastern U.S.



About 70% of import cargo moving through the Port of Seattle travels by rail to the Midwest and beyond.

Terminal 5

Major carriers: APL, Hamburg Süd, Hyundai, MOL, Westwood
On-dock rail

Terminal 30

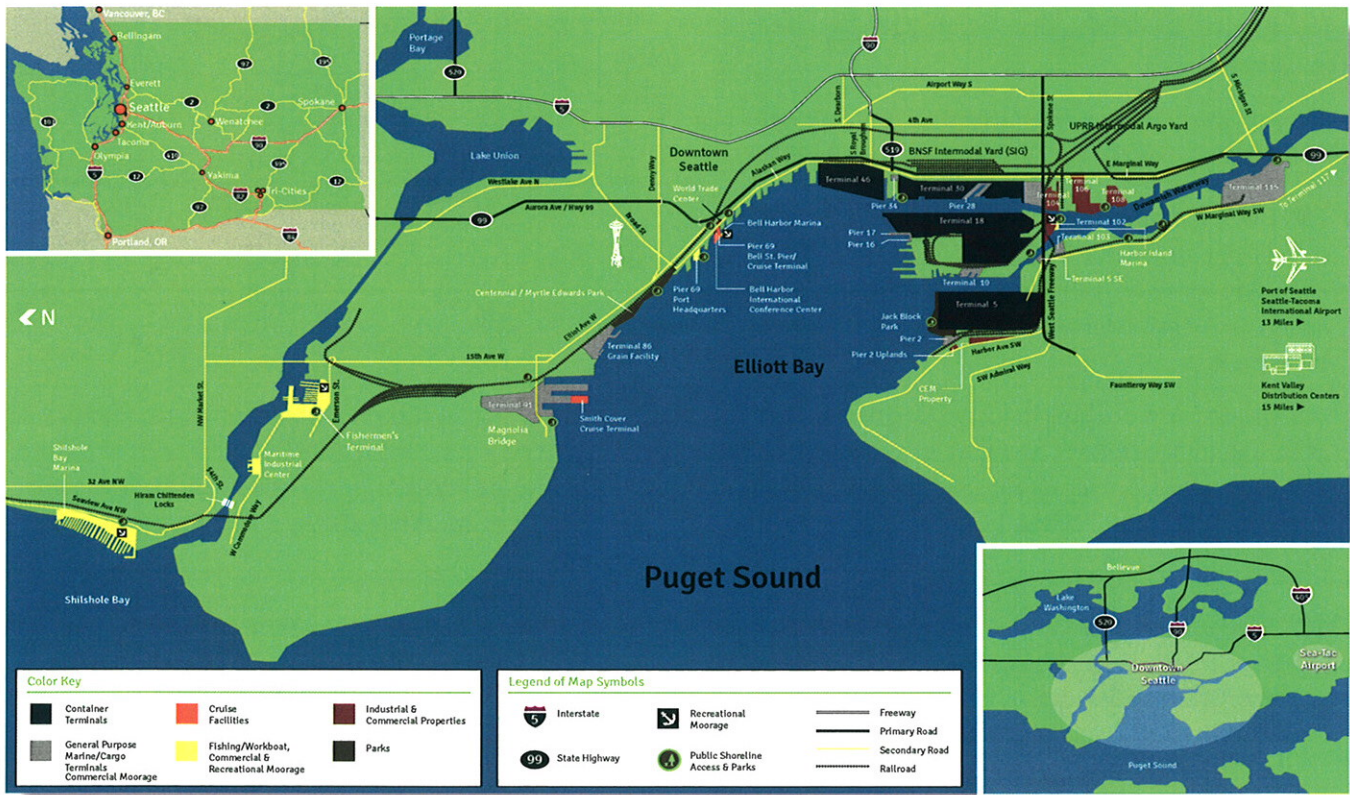
Major carriers: China Shipping
Near-dock rail (less than 2 miles to BNSF and UP yards)

Terminal 18

Major carriers: ANL-US Lines, CMA CGM, Maersk Line, Matson Navigation, Safmarine
On-dock rail

Terminal 46

Major carriers: COSCO, Hanjin, "K"-Line, MSC, Yang Ming
Near-dock rail (less than 2 miles to BNSF and UP yards)





40%

of jobs in Washington state are tied to international trade

Washington depends on world markets

Washington state exports the most on a per capita basis, with shipments totaling \$64.6 billion in 2011. Exports are a key driver of job growth and economic prosperity, with 8,000 Washington companies in the export business. The Port of Seattle is Washington's export gateway to the world.

Competitive threats to the Port of Seattle's container business

Our region's container ports generate 22,892 jobs associated with the transportation and logistics sector, and are critical to Pacific Northwest exporters.

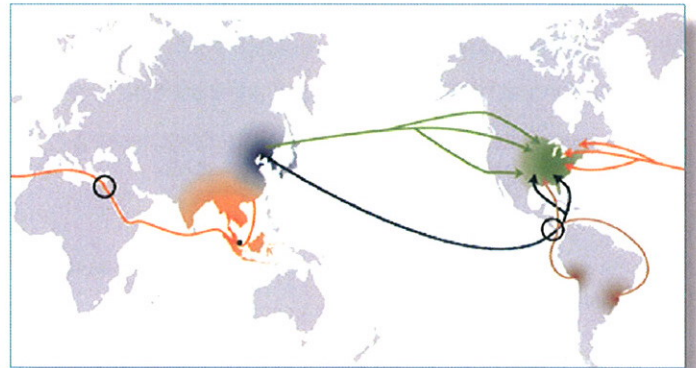
Competitive ports and imports give Northwest exporters an edge in international trade by providing:

- Greater vessel capacity and container availability
- Lower shipping costs due to greater efficiency and supply of equipment
- More frequent calls by ocean carriers serving more export markets
- Shorter time to market

The competition over discretionary cargo is intensifying. About 70 percent of Seattle's import volume is discretionary cargo headed inland and could be shipped through any number of ports.

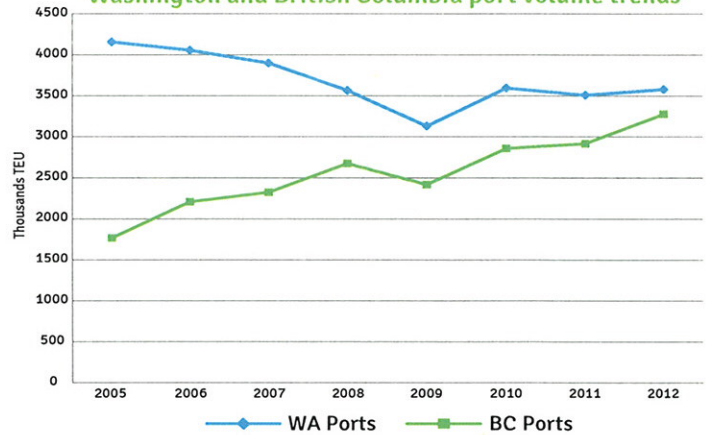
Canadian and East Coast ports increasingly target cargo that traditionally has passed through American West Coast ports.

- East Coast ports have rapidly expanded market share in the Asian trade lane, from 15% in 2000 to 30% in 2012, and have obtained hundreds of millions of federal dollars to deepen their waterways and build new port infrastructure.
- U.S.-bound cargo accounts for a growing percentage of Port Metro Vancouver's overall volumes. The Port of Prince Rupert has grown quickly and plans a two-stage expansion that would handle 2 million TEUs by 2020



Puget Sound ports face intense competition for Midwest cargo.

Washington and British Columbia port volume trends



and 4-5 million TEUs in subsequent years—significantly larger than the current volumes of the ports of Seattle, Tacoma and Portland combined. About 10,000 Puget Sound jobs are at risk of diversion to Canadian ports.

Port of Seattle Commissioners:

Tom Albro, Stephanie Bowman, Bill Bryant, John Creighton, Courtney Gregoire

Chief Executive Officer:

Tay Yoshitani



Where a sustainable world is headed.™

www.portseattle.org