



Q2 2021 Financial Results

As of June 30, 2021

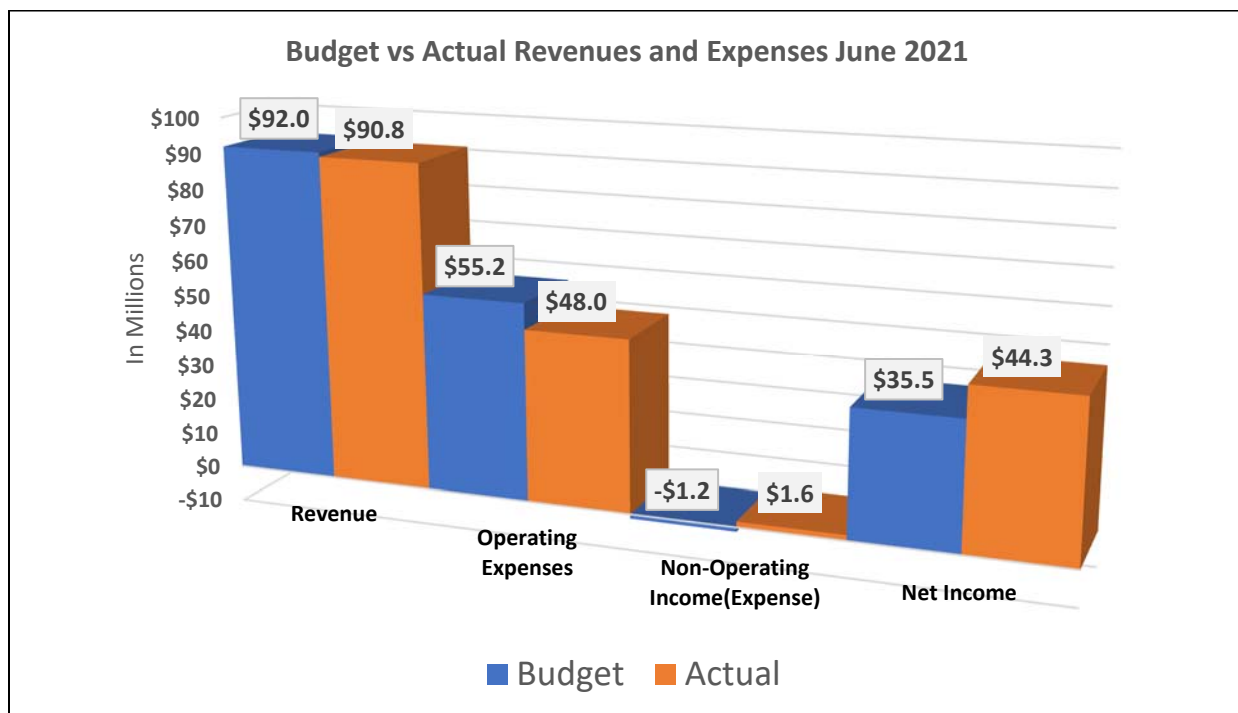
July 20, 2021

June 2021 Financial Summary

Note: In 2021, the NWSA adopted the new lease accounting standard, GASB 87, which reduced operating revenues and increased interest for the same amount, resulting in no overall impact on net income. Therefore, our internal statements of revenue and expenses will exclude the impact of GASB 87.

Executive Summary

Actual vs Budget



Total revenue through June of \$90.8 million was \$1.2 million under budget. Container revenue of \$74.4 million was below budget by \$1.9 million primarily due to negotiations to restructure the APL agreement that reduced revenue by \$4.5 million, offset by higher TEU volume (year over year increase of 19%) that drove increases in intermodal revenue of \$1.8 million and crane and straddle revenue of \$0.8 million. On July 13, the remaining balance of \$7.0 million and interest of \$1.0 million on the APL agreement was received (\$2 million was received in April for a total of \$10 million) of which \$5.25 million will be recorded as revenue in July offsetting the negative \$4.5 million variance through June and the remaining amount of \$4.75 million will be recorded as non-operating income (as it relates to prior year revenue). Non-container revenues were \$0.8 million above budget as breakbulk revenue and auto revenue were above budget by \$0.5 million (tonnage up 2%) and \$0.3 million (units 3% above budget), respectively. Real Estate revenues were slightly under budget by \$0.1 million.

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Operating expense before depreciation of \$40.7 million was \$5.6 million, 12% less than budget due to lower maintenance costs of \$2.0 million and timing on maintenance project spending of \$1.6 million (paving at PCT and main breaker repair at T46, T5 reefer plugs capitalized, contingency placeholder), timing on operations spending of \$0.8 million (SH customs lease, conditions assessments, tribal payments), lower administrative support services costs and consulting totaling \$1.4 million. Significant expenses recorded through June were rail incentives of \$2.0 million and generator rentals at T30 were \$0.4 million.

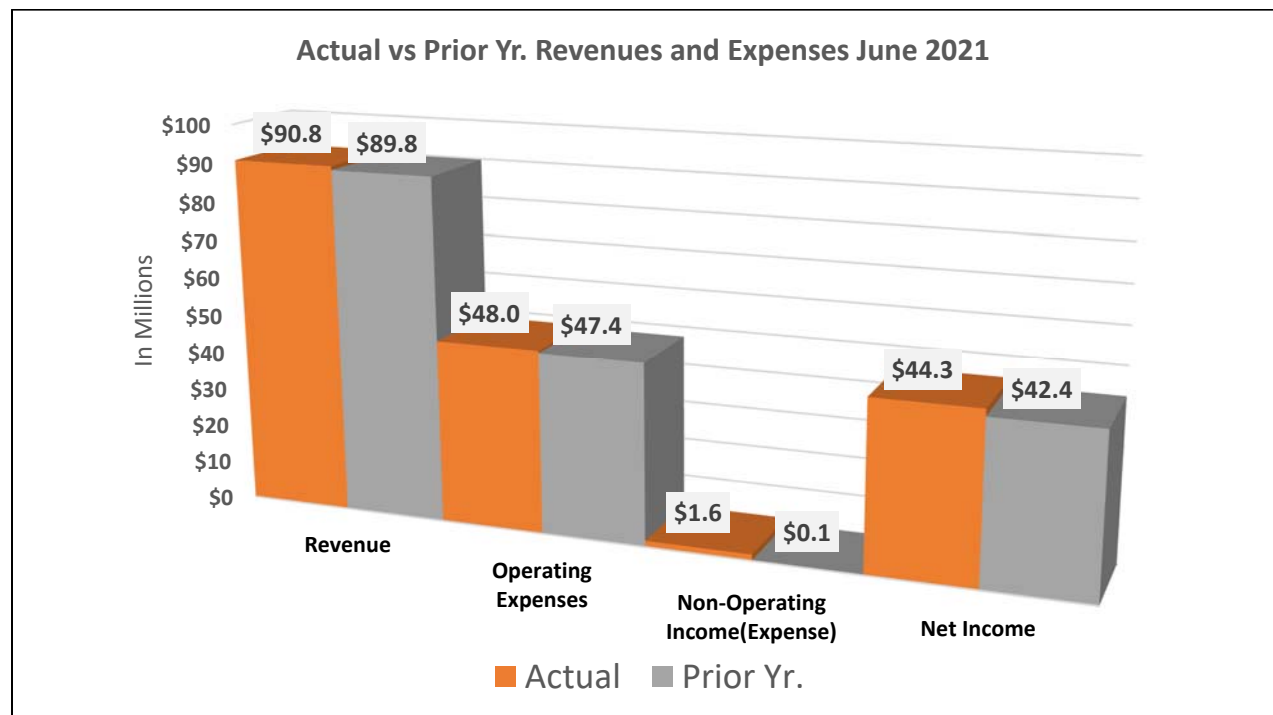
Depreciation of \$7.3 million was \$1.5 million below budget due to timing of capital spending at Terminal 5 and lower asset capitalizations at Terminal 46.

As a result, operating income of \$42.7 million was \$5.9 million, 16%, above budget.

Net non-operating income was \$1.6 million above budget, primarily due to timing on T5 public expenses. Grant income of \$1.5 million was \$0.7 million above budget, with \$0.9 million from Pierce County Flood District for the Wapato Creek culvert project (unbudgeted) and TIGER grant proceeds of \$0.5 million at T46 offset by timing on Husky Terminal shore power grants of \$0.8 million.

As a result, net income of \$44.3 million was \$8.8 million, 25%, above budget and will be split 50/50. Each homeport recorded income from the NWSA JV of \$22.2 million (rounded).

Current Year Actual (YTD) vs Prior Year Actual (YTD)



Revenue through June of \$90.8 million was \$1.0 million above the prior year. Container revenue decreased \$0.7 million as the reduction in APL revenue of \$4.5 million was offset by higher intermodal



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revenue of \$2.9 million (overall volume up 13%). Non-container business revenue of \$10.0 million increased by \$1.9 million over the prior year driven by higher breakbulk revenue of \$1.1 million (tonnage up 32%), and auto revenue increased by \$0.8 to the prior year (units up 26%). Real estate revenues of \$6.4 million were \$0.2 million lower than prior year.

Operating expense before depreciation of \$40.7 million was \$0.2 million less than the prior year as maintenance costs were down \$1.1 million due to lower crane and straddle maintenance of \$0.4 million and lower project spending of \$0.5 million (2020 had PCT pavement repairs). Lower homeport allocation rates for administrative and security support services compared to the prior year decreased administrative and security expenses by \$1.0 million. Operations expenses increased due to the rail incentives of \$2.0 million and generator rentals of \$0.4 million at T30, offset lower consulting (due to timing) and timing of the tribal payments.

Depreciation of \$7.3 million increased \$0.4 million over the prior year from new asset additions.

As a result, operating income was \$42.7 million and \$0.4 million, 1% above the prior year.

Net non-operating income increased by \$1.5 million over the prior year as grant income was \$1.5 million higher than the prior year from receipts of \$0.9 million from Pierce County Flood District for the Wapato Creek culvert project and TIGER grant proceeds of \$0.5 million. Interest income declined by \$0.7 million due to lower interest rates and a reduction in the non-cash market value on investments.

This resulted in net income of \$44.3 million, which was \$1.9 million, 4%, above the prior year.

Balance Sheet and Cashflow: Cash and investments totaled \$50.2 million at the end of the second quarter, compared to \$45.6 million at the beginning of the year. The increase of \$4.6 million is primarily due to the current month's cash distributions to homeports of \$12.1 million which will be paid in July and changes in other payables and receivables balances. Cash distributions to homeports were \$65.3 million compared to \$80.4 million at the end of the second quarter in 2020, the decrease is due to the distribution of accumulated grant and investment income in the prior year of \$10.2 million. Homeport capital contributions through June were \$53.6 million of which \$6.5 million will be received in July.

NOTE: An objective of operating statements would be to associate and reflect periodic depreciation expense with the related revenue generation, when calculating the Net Income earned by the NWSA (and subsequently distributed to the homeports). In accordance with the NWSA Charter, capital assets of the homeports existing at the start of the Alliance remain with the homeports. Thus, the depreciation expense for these capital assets, now licensed to the NWSA and relevant toward generating NWSA revenues, is not reflected in the NWSA Statement of Revenue and Expenses. Rather, the depreciation expense is recorded in the respective homeports' financial statements. Capital assets completed by the NWSA since the start of the Alliance and the related depreciation expense, however, are reflected in the NWSA operating statements.

Q2 2021 Financial Results

	2021					2020			
	BUDGET	ACTUAL	VARIANCE FAV/(UNFAV)		%	ACTUAL	VARIANCE FAV/(UNFAV)		%
Operating Revenue	\$ 91,963	\$ 90,756	\$ (1,207)		-1%	\$ 89,755	\$ 1,001		1%
Operating Expenses	46,376	40,749	5,627		12%	40,502	(247)		-1%
Depreciation	8,782	7,295	1,487		17%	6,913	(382)		-6%
Total Operating Expenses	55,158	48,044	7,114		13%	47,415	(629)		-1%
Operating Income	36,805	42,712	5,907		16%	42,340	372		1%
Non-Operating Income(Expense)									
Interest Income	218	182	(36)		-17%	891	(709)		-80%
Non-Operating Income(Expense)	(2,352)	(97)	2,255		96%	(842)	745		88%
Grant income	852	1,536	684		80%	47	1,489		0%
Total Non-Operating Income(Expense)	(1,282)	1,621	2,903		226%	96	1,525		1589%
Net Income	\$ 35,523	\$ 44,333	\$ 8,810		25%	\$ 42,435	\$ 1,898		4%

NOTE: Operating revenue and non-operating expenses excludes G87 lease interest.

NOTE: Operating revenue and non-operating expenses excludes G87 lease interest.

(Dollars in Thousands)		2021				2020			
DESCRIPTION	BUDGET	ACTUAL	FAV/(UNFAV)			ACTUAL	FAV/(UNFAV)		
			\$	%			\$	%	
Container									
Operating Revenue	\$76,284	\$74,417	(\$1,867)	-2%		\$75,110	(\$693)	-1%	
Operations	11,797	13,529	(1,732)	-15%		10,621	(2,908)	-27%	
Maintenance	6,609	4,547	2,062	31%		5,315	768	14%	
Depreciation	7,994	6,582	1,412	18%		6,295	(287)	-5%	
Total Operating Expense	26,400	24,658	1,742	7%		22,231	(2,427)	-11%	
Operating Income - Container	49,884	49,759	(125)	0%		52,879	(3,120)	-6%	
Non- Container									
Operating Revenue	9,178	9,969	791	9%		8,087	1,882	23%	
Operations	4,539	4,356	183	4%		4,241	(115)	-3%	
Maintenance	963	783	180	19%		782	(1)	0%	
Depreciation	492	473	19	4%		409	(64)	-16%	
Total Operating Expense	5,994	5,612	382	6%		5,432	(180)	-3%	
Operating Income - Non-Container	3,184	4,357	1,173	37%		2,655	1,702	64%	
Real Estate									
Operating Revenue	6,501	6,371	(130)	-2%		6,558	(187)	-3%	
Operations	101	138	(37)	-37%		118	(20)	-17%	
Maintenance	374	75	299	80%		64	(11)	-17%	
Depreciation	58	50	8	14%		50	0	0%	
Total Operating Expense	533	263	270	51%		232	(31)	-13%	
Operating Income - Real Estate	5,968	6,108	140	2%		6,326	(218)	-3%	
Other Expenses									
Commercial Administration	6,409	4,875	1,534	24%		5,488	613	11%	
Infrastructure and Administration Expense	15,823	12,636	3,187	20%		14,031	1,395	10%	
Total Operating Income	\$36,805	\$42,712	\$5,907	16%		\$42,340	\$372	1%	

* This table excludes lease interest.

Operating Income by Line of Business

Actual vs Budget

1) Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenues of \$74.4 million were below budget by \$1.9 million primarily due to the APL agreement restructuring negotiations that reduced revenue by \$4.5 million (Note: payment was received on July 13, and \$4.5 million of revenue will be recorded in July), offset by intermodal, crane and straddle revenues that were above budget by \$1.7 million and \$0.7 million respectively, and revenue increases from short-term leases at Husky and at E. Sitcum. June year-over-year TEU volumes increased by 20% resulting in year to date volume increase of 19%.

Operating expenses of \$24.7 million were below budget by \$1.7 million mostly due to timing of maintenance spending and lower depreciation, offset by the IPI customer incentive of \$2.0 million.

This resulted in container business operating income of \$49.8 million that was on budget.

Operating revenues of \$74.4 million were below budget \$1.9 million.

- T-5 revenue was below budget by \$4.4 million primarily due to the restructuring negotiations of the APL agreement.
- Husky crane and straddle rents were up \$0.8 million driven by higher TEU's than expected.
- Total intermodal revenue was up \$1.8 million – NIM lift revenue up \$1.9 million (volumes up 27%). SIM revenue increased by \$0.3 million (volume up 9%). PIM and HIM lift revenues were down \$0.4 million and \$0.1 million, respectively (volumes down 52% and 2%, respectively).

Operating expenses of \$24.7 million were \$1.7 million and 7% below budget.

- Depreciation down \$1.4 million versus budget due to timing of asset additions at Terminal 5 and asset capitalizations at Terminal 46.
- Maintenance was under budget \$2.0 million due to the timing of expenses including, main breaker repair at T46 for \$0.1 million, the reefer-plug repair project at T5 for \$0.4 million that will be capitalized, timing of paving at PCT of \$0.2 million and lower crane maintenance.
- Operations expense was \$1.7 million over budget, driven by the IPI incentive of \$2.0 million and higher revenue related intermodal operating costs of \$0.5 million to support the revenue increases, offset by lower operating expenses at Terminal 18 and 46 (T46 paving was completed in the prior year) of \$0.7 million.

2) Non-Container Business (Autos and Breakbulk)

Non-Container (autos and breakbulk) revenues of \$10.0 million were above budget \$0.8 million, made up of the increase in both breakbulk and auto revenues of \$0.5 million and \$0.3 million respectively. Operating expenses were down \$0.4 million mainly due to lower auto drayage and longshore costs associated with storage yards that were not used as autos were immediately moved to retailers, as well as lower maintenance costs due to timing. This resulted in Non-Container operating income of \$4.4 million to be \$1.2 million higher than budget.

Operating Revenues of \$10.0 million were above budget \$0.8 million.

- Breakbulk revenues of \$5.4 million were above budget \$0.5 million, with volumes above budget 2% from military revenue at Pier 7, as well as lay berth revenue at the Log Yard and unbudgeted storage revenue (new tariff charged in 2021).
- Auto revenues of \$4.6 million were above budget \$0.3 million (units up 3%), mainly due to higher dockage and security revenues tied to the higher vessel count as well as vessels taking multiple days to discharge.

Operating Expenses of \$5.6 million were \$0.4 million and 6% below budget.

- Breakbulk expenses of \$4.3 million were on budget.
- Auto expenses of \$1.3 million were below budget \$0.4 million mainly driven by lower drayage as units were discharged off vessels and moved directly to retailers, and longshore costs.

3) Real Estate

Operating revenues of \$6.4 million were below budget \$0.1 million and operating expenses of \$0.3 million were \$0.3 million below budget due to timing of maintenance expenses

4) Other (not LOB-specific) Operating Expenses

- Commercial Administrative expenses (Commercial and Operations teams costs) of \$4.9 million were below budget by \$1.5 million, primarily due to timing of the tribal payments of \$0.5 million, the inception of SH customs lease of \$0.3 million and timing on consulting costs of \$0.2 million. Travel and hosting were below budget by of \$0.2 million and lower headcount drove labor costs below budget by \$0.2 million.
- Infrastructure and Other Administration expenses of \$12.7 million were below budget by \$3.2 million as administration costs were below plan \$1.4 million due to lower homeport support service agreement allocations (driven by consulting services, IT data services and hardware/software maintenance spending below plan). Environmental costs were below budget by \$0.4 million primarily due to timing on stormwater compliance spending and the maintenance contingency was below budget by \$0.9 million.

Current Year YTD vs. Prior Year YTD

1) Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenue of \$74.4 million decreased by \$0.7 million from the prior year driven by the APL agreement restructuring negotiations, offset by higher intermodal revenue. Operating expenses of \$24.7 million increased \$0.2 million, primarily due to the 2021 IPI Rail incentive, higher volume related operating expenses, offset by prior year paving at PCT and higher prior year crane maintenance. This resulted in container business operating income of \$50.0 million which was \$3.1 million lower than the prior year.

Operating Revenues of \$74.4 million decreased \$0.7 million and 1% versus the prior year.

- T-5 revenue declined by \$5.3 million due to the restructuring of the APL lease and prior year interim use revenue.
- Husky crane and strad revenue increased \$0.5 million due to higher TEU volume (year over year TEU volume increased 19%). West Sitcum revenue increased \$1.2 million from SSA's expanded lease area (effective date September 2020).
- Total intermodal lift revenue increased \$2.9 million, NIM revenue increased by \$1.2 million, SIM revenue increased \$0.6 million and HIM revenue increased by \$0.6 million (volumes up 11%, 12% and 45%, respectively), and PIM was up \$0.5 million due to the lift minimum of \$0.7 million offset by lower lift revenue of \$0.2 million, volume down 32%).

Operating Expenses of \$26.6 million increased \$2.4 million and 11% from the prior year.

- The IPI Rail Incentive expense through June was \$2.0 million and was offset by lower rent at the SIM of \$0.3 million which contractually funded part of the incentive.
- Revenue related operating expenses for labor and equipment at the NIM, SIMUP increased by \$0.9 million and revenue related strad expenses increased by \$0.2 million at Husky.
- T-30 expenses increased \$0.4 million for the rental of generator and related power equipment.
- PCT maintenance down \$0.5 million due to 2020 paving expenses (current year paving repairs are under way).
- Crane maintenance down \$0.4 million due to fewer repairs at East Sitcum.

2) Non-Container Business (Autos and Breakbulk)

Non-container business (autos and breakbulk) revenue of \$10.0 million increased by \$1.9 million over the prior year from increases in breakbulk revenue of \$1.1 million and auto revenue of \$0.8 million. Operating expenses increased \$0.2 million due to higher labor costs of \$0.2 million tied to the increased breakbulk volume and revenue. This resulted in Non-container business operating income of \$4.4 million, which was \$1.7 million higher than the prior year.

Q2 2021 Financial Results

Operating Revenues of \$10.0 million were \$1.9 million more than the prior year.

- Breakbulk revenues increased by \$1.1 million as volumes increased by 32%.
- Auto revenues increased by \$0.8 million as units increased by 26%.

Operating Expenses of \$5.6 million were up \$0.2 million compared with the prior year.

- Longshore and Indirect/Utility Labor expenses were up \$0.2 million due to higher breakbulk volume.

3) Real Estate

Operating Revenues of \$6.4 million decreased \$0.2 million and 3% compared to the prior year, primarily from terminated leases that offset rent escalations.

- Revenue at the T18 bulk facilities for petroleum and molasses were \$0.1 million lower than prior year with petroleum and molasses volume decreasing by 22% and 42%, respectively.

Operating Expenses of \$0.3 million were comparable with the prior year.

Operating Income of \$6.1 million was \$0.2 million below the prior year.

4) Other (not LOB-specific) Operating Expenses

Commercial Administration of \$4.9 million decreased by \$0.6 million, primarily for timing of tribal payment and NH container administrative expenses of \$0.7 million.

Infrastructure and Other Administration expenses of \$12.6 million decreased by \$1.4 million due to revisions of support services agreements that decreased administrative and security overhead allocations by \$0.4 million and \$0.6 million, respectively, and spend timing on consulting.

NOTE: An objective of operating statements would be to associate and reflect periodic depreciation expense with the related revenue generation, when calculating the Net Income earned by the NWSA (and subsequently distributed to the homeports). In accordance with the NWSA Charter, capital assets of the homeports existing at the start of the Alliance remain with the homeports. Thus, the depreciation expense for these capital assets, now licensed to the NWSA and relevant toward generating NWSA revenues, is not reflected in the NWSA Statement of Revenue and Expenses. Rather, the depreciation expense is recorded in the respective homeports' financial statements. Capital assets completed by the NWSA since the start of the Alliance and the related depreciation expense, however, are reflected in the NWSA operating statements.

NW Seaport Alliance Scorecard 2021 vs 2020



CARGO VOLUME

	2021 YTD Actuals	2021 YTD Budget	2020 Total	2021 Budget
<u>Containers (TEUs)</u>				
International	1.5M	1.5M	2.6M	2.9M
Domestic	367k	353k	685k	698k
Break Bulk (Metric Tons)	177k	143K	292k	263k
Autos (Units) <small>NWSA/POT</small>	92K	91k	156k	183k



JOB CREATION

	2020 Total	2020 YTD Actuals	2021 YTD Actuals
ILWU Hours	3.8M	1.8M	2.1M



MARKET SHARE

	2020 YTD May	2021 YTD May
Trans-Pacific Trade	7.9%	7.3%
West Coast Ports	13.0%	11.3%



FINANCIAL RETURNS

\$ in millions

	2021 YTD Actuals	2021 YTD Budget	2020 Total Actuals	2021 Total Budget
Distributable Cash	\$65.3	\$55.4	\$115.2	\$114.7
Return on Revenue	41%	38%	42%	41%



ENVIRONMENTAL STEWARDSHIP

	2020 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	79 Acres	79 acres	100 acres
Air Quality (Diesel Particulate Matter - reduced)	0.23 Tons	0.34 Tons	1.7 Tons
Greenhouse Gas Emissions - (reduced)	0 Ton	0 Ton	250 Tons



OPERATIONS

	2021 Q2 Actuals	2020 Q2 Actuals	2020 Results	2021 Target
Avg Crane Production	28.7	28.9	29.3	32
Net moves per hour (mph)				
Truck Turn Time	77.4	67.5	66.4	< 90 Minute Turn Time
Avg total experience in minutes				

NW Seaport Alliance Scorecard 2021 vs 2019



CARGO VOLUME

	2021 YTD Actuals	2019 YTD Actuals	2019 Total	2021 Budget
<u>Containers (TEUs)</u>				
International	1.5M	1.6M	3.1M	2.9M
Domestic	367k	400k	776k	698k
Break Bulk (Metric Tons)	177k	143K	246k	263k
Autos (Units) <small>NWSA/POT</small>	92K	91k	155k	183k



JOB CREATION

	2019 Total	2019 YTD Actuals	2021 YTD Actuals
ILWU Hours	4.7M	2.4M	2.1M



MARKET SHARE

	2019 YTD May	2021 YTD May
Trans-Pacific Trade	8.5%	7.3%
West Coast Ports	13.9%	11.3%



FINANCIAL RETURNS

\$ in millions

	2021 YTD Actuals	2019 YTD Actuals	2019 Total Actuals	2021 Total Budget
Distributable Cash	\$65.3	\$52.6	\$115.2	\$114.7
Return on Revenue	41%	50%	48%	41%



ENVIRONMENTAL STEWARDSHIP

	2019 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	195 Acres	79 acres	100 acres
Air Quality (Diesel Particulate Matter - reduced)	N/A	0.34 Tons	1.7 Tons
Greenhouse Gas Emissions - (reduced)		0 Ton	250 Tons



OPERATIONS

	2021 Q2 Actuals	2019 Q2 Actuals	2019 Results	2021 Target
Avg Crane Production <small>Net moves per hour (mph)</small>	28.7	N/A	27.2	32
Truck Turn Time <small>Avg total experience in minutes</small>	77.4	N/A	65.7	< 60

NORTHWEST SEAPORT ALLIANCE
Statement of Revenue and Expense
North & South Harbor
June 30, 2021

CURRENT MONTH					YEAR TO DATE				
BUDGET	ACTUAL	VARIANCE	%	DESCRIPTION	BUDGET	ACTUAL	VARIANCE	%	PRIOR YEAR
15,414,775	16,292,268	877,493	5.7%	Operating Revenues	91,963,302	90,756,322	(1,206,980)	-1.3%	89,754,633
15,414,775	16,292,268	877,493	5.7%	Total Revenue	91,963,302	90,756,322	(1,206,980)	-1.3%	89,754,633
3,441,797	5,084,526	(1,642,729)	-47.7%	Operations	20,687,176	21,530,773	(843,597)	-4.1%	19,458,512
3,201,276	1,370,834	1,830,442	57.2%	Maintenance	11,731,958	7,529,921	4,202,037	35.8%	8,372,667
1,953,198	1,632,254	320,944	16.4%	Administration	10,755,202	8,917,259	1,837,943	17.1%	9,512,729
335,217	386,371	(51,154)	-15.3%	Security	1,998,864	1,966,773	32,091	1.6%	2,567,130
1,725,558	1,232,591	492,967	28.6%	Depreciation	8,782,262	7,294,737	1,487,525	16.9%	6,912,792
606,779	183,462	423,317	69.8%	Environmental	1,202,764	804,920	397,844	33.1%	590,722
11,263,825	9,890,038	1,373,787	12.2%	Total Operating Expense	55,158,226	48,044,383	7,113,843	12.9%	47,414,552
4,150,950	6,402,230	2,251,280	54.2%	Operating Income	36,805,076	42,711,939	5,906,863	16.0%	42,340,081
42,500	81,302	38,802	91.3%	Interest Income	255,000	276,894	21,894	8.6%	775,158
-	(12,611)	(12,611)	0.0%	Market Value Adjustment	-	(70,316)	(70,316)	0.0%	115,764
(6,079)	(6,314)	(235)	-3.9%	Interest Expense	(36,993)	(24,952)	12,041	32.5%	-
-	226,718	226,718	0.0%	Grant Income	852,000	1,535,964	683,964	80.3%	46,570
(855,000)	(124,203)	730,797	85.5%	Misc. Non Op Income(Expense)	(2,341,000)	(86,456)	2,254,544	96.3%	(830,780)
(2,416)	(1,488)	928	38.4%	Other Non Operating	(11,495)	(10,557)	938	8.2%	(11,374)
(820,995)	163,404	984,399	119.9%	Non-Operating Revenue (Expense)	(1,282,488)	1,620,577	2,903,065	226.4%	95,338
3,329,955	6,565,634	3,235,679	97.2%	Income Before Levy & Expense	35,522,588	44,332,516	8,809,928	24.8%	42,435,419
<u>3,329,955</u>	<u>6,565,634</u>	<u>3,235,679</u>	<u>97.2%</u>	Net Income/(Loss)	<u>35,522,588</u>	<u>44,332,516</u>	<u>8,809,928</u>	<u>24.8%</u>	<u>42,435,419</u>

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Trended Statement of Revenue and Expense
June 30, 2021
(Dollars in Thousands)

	<u>Jun-20</u>	<u>Jul-20</u>	<u>Aug-20</u>	<u>Sep-20</u>	<u>Oct-20</u>	<u>Nov-20</u>	<u>Dec-20</u>	<u>Jan-21</u>	<u>Feb-21</u>	<u>Mar-21</u>	<u>Apr-21</u>	<u>May-21</u>	<u>Jun-21</u>
Operating Revenue	15,093	14,503	15,394	16,949	15,844	16,976	14,907	15,451	13,656	14,740	14,763	15,852	16,292
Total Operating Revenue	15,093	14,503	15,394	16,949	15,844	16,976	14,907	15,451	13,656	14,740	14,763	15,852	16,292
Operations	3,283	3,446	3,868	6,746	4,124	3,425	12,025	2,692	2,924	3,271	4,211	3,348	5,085
Maintenance	1,197	1,498	1,686	1,267	1,513	1,153	447	1,001	1,160	1,291	1,422	1,284	1,371
Administration	1,669	1,483	1,551	1,508	1,559	1,593	1,008	1,369	1,354	1,520	1,540	1,502	1,632
Security	430	453	440	483	438	441	319	324	315	262	368	311	386
Depreciation	1,158	1,151	1,163	1,166	1,191	1,192	1,034	1,195	1,200	1,213	1,225	1,230	1,233
Environmental	138	160	79	81	99	83	317	67	139	120	168	127	183
Total Operating Expense	7,876	8,191	8,787	11,251	8,925	7,887	15,150	6,649	7,091	7,678	8,934	7,802	9,890
Operating Income	7,218	6,312	6,607	5,698	6,919	9,089	(243)	8,802	6,565	7,062	5,829	8,050	6,402
Interest Income	41	40	37	213	111	116	113	113	105	(199)	93	84	81
Market Value Adjustment	39	80	(42)	(33)	(24)	76	28	43	(173)	(103)	97	78	(13)
Interest Expense	-	-	-	-	-	-	-	-	-	(6)	(6)	(6)	(6)
Grant Income	27	55	-	-	776	216	1,035	-	-	300	1,007	1	227
Misc. Non Op Income/(Expense)	221	(210)	(96)	(6)	11	(24)	(1,726)	(3)	(33)	212	(139)	(8)	(126)
Non-Operating Revenue (Expense)	329	(35)	(101)	174	874	384	(549)	152	(101)	205	1,052	149	163
Net Income/(Loss)	<u>7,546</u>	<u>6,277</u>	<u>6,506</u>	<u>5,873</u>	<u>7,793</u>	<u>9,473</u>	<u>(793)</u>	<u>8,955</u>	<u>6,464</u>	<u>7,267</u>	<u>6,882</u>	<u>8,199</u>	<u>6,566</u>

NORTHWEST SEAPORT ALLIANCE
Statement of Net Position
North & South Harbor
June 30, 2021
(Dollars in Thousands)

	<u>Current Year</u>	<u>6/30/2020</u>
ASSETS		
CURRENT ASSETS		
Cash	\$12,452	\$4,780
Investments, at fair value	37,779	39,247
Net Trade A/R	4,476	5,356
Grants Receivable	2	20
Lease Receivable - Current	0	8
Prepayments and other current assets	331	1,062
Related Party Receivable - JV	0	777
Total Current Assets	55,040	51,250
NON-CURRENT ASSETS		
Capital Assets	289,069	268,377
Construction in Process	216,398	112,243
Total cost	505,467	380,620
Less: Accumulated Depreciation	39,866	27,173
Capital Assets, Net	465,601	353,447
Lease Receivable - GASB 87	1,184,832	102
Total Non-Current Assets	1,184,832	102
Total Assets	\$1,705,473	\$404,799
Deferred Outflows of Resources		
Pension Deferred Outflow	1,377	1,488
Total Assets and Deferred Outflows	\$1,706,850	\$406,287
LIABILITIES AND EQUITY		
CURRENT LIABILITIES		
Accounts Payable and accrued liabilities	\$7,611	\$5,732
Related Party Payable - JV	3,091	2,952
Payroll and Benefits Liabilities	1,763	1,580
Total Current Liabilities	12,465	10,264
NON-CURRENT LIABILITIES		
Rent Deposits	2,651	1,371
Net Pension Liability	2,232	2,316
Other Noncurrent Liabilities	5,656	4,259
Total Non-Current Liabilities	10,539	7,946
Total Liabilities	23,004	18,210
Deferred Inflows of Resources		
Lease Deferred Inflows - GASB 87	1,184,832	0
Pension Deferred Inflow	758	1,395
Total Equity	498,256	386,682
Total Liabilities, Deferred Inflows & Equity	\$1,706,850	\$406,287

NORTHWEST SEAPORT ALLIANCE
Summary of Cash Activities
June 30, 2021
(Dollars in Thousands)

	2021	2020
Operating Income	\$ 42,698	\$ 43,619
Less: Non-cash income/expense items		
Depreciation	7,250	6,778
Cash earned in the current year	49,948	50,397
Adjustments		
Return of SSA Deposit	-	(13,321)
Increases/decreases in payables and receivables	1,031	5,295
Net cash provided by operating activities	50,979	42,371
Membership interest affirmation payment rec'd from Port of Seattle	11,000	11,000
Distribution of membership interest affirmation payment	(11,000)	(11,000)
Current year distributable cash	(54,327)	(58,218)
Timing on current year distributions	12,099	8,380
Prior Year distributable cash paid in current year	(10,340)	(18,270)
Distribution of accumulated interest and grants 2016-2019		(10,228)
Cash received from federal and state grants	-	9
Net cash provided by non-capital & related financing activities	(52,568)	(78,327)
Cash received from Homeports for Capital Construction Fund	59,513	64,991
Cash received from federal grants	2,207	1,753
Acquisition and construction of capital assets (net)	(55,741)	(64,920)
Net cash provided/(used) from Capital & Financing Activities	5,979	1,824
Cash from/(to) investments	2,766	37,829
Net cash from/(to) investments	2,766	37,829
Total Increase(Decrease) in Cash	7,156	3,697
Plus: Beginning Cash Balance	5,295	1,083
Ending Cash	\$ 12,452	\$ 4,780

The Northwest Seaport Alliance
Statement of Managing Members' Equity
June 30, 2021
(Dollars in Thousands)

Description	12/31/2020	2021 Changes	Ending Balance 6/30/21
Working capital contributions	\$ 62,000	\$ -	\$ 62,000
Capital construction contributions	426,815	46,859	473,674
Non-cash capital work-in-process	16,792	-	16,792
Affirmation Payment	11,000	11,000	22,000
Total Contributions	<u>\$ 516,608</u>	<u>\$ 57,859</u>	<u>\$ 574,466</u>
 Affirmation Distribution	 \$ (11,000)	 \$ -	 \$ (11,000)
GASB 87 Adjustment		\$ (110)	\$ (110)
Net income from JV	518,524	44,333	562,857
Cash distributions	(574,730)	(53,228)	(627,958)
End Balance	<u><u>\$ 449,401</u></u>	<u><u>\$ 48,853</u></u>	<u><u>\$ 498,255</u></u>



Northwest Seaport Alliance
Managing Members Cash Distribution Report
June 30, 2021

The cash distributions per Article IV of the Charter are shared 50/50 by each homeport. Homeports will receive 50% of the \$12,099,141 or \$6,049,571 each.

Distribution Date*	Fiscal Month/Yr.	Amount	YTD Distributions
<u>7/30/21</u>	<u>June 2021</u>	<u>\$12,099,141</u>	<u>\$65,327,141</u>

*Distribution date is approximate, actual cash transfer date is determined by NWSA Treasurer and is typically one week prior to month-end.

Note:

-This report is per Article IV cash distributions, reserves and member bond obligations, section 4.1(a)
-The PDA through the CEO will make distributions of all Distributable Cash to the Managing Members as soon as practicable after each Calculation Period. Prior to executing any distribution, the CEO shall provide a report of planned distributions to Managing Members.”

NORTHWEST SEAPORT ALLIANCE
Capital Investment Plan Actual vs Original Budget by LOB
Year-to-Date Spending through June 30, 2021

LOB	Actual YTD	Budget 2021	Variance (over)/under
Automobiles	\$305,103	\$300,000	(\$5,103)
Container Business	\$35,821,879	\$130,969,000	\$95,147,121
Industrial-Commercial Real Estate			
Intermodal		\$492,000	\$492,000
Port-Operated Facilities	\$250,774	\$826,000	\$575,226
Port-Wide Infrastructure		\$3,000,000	\$3,000,000
Grand Total	\$36,377,756	\$135,587,000	\$99,209,244

Project Breakdown by LOB - Material Projects (Projects \$300k and up)

LOB	Actual YTD
Automobiles →	
201104.01 Blair Dock Fender Replacement	305,103
Other Automobiles	
Total	<u>\$305,103</u>
Container Business →	
U00100 T5 Berth Construction	23,786,556
U00572 T5 Stormwater Treatment System	2,781,913
U00568 T5 Marine Building North	1,879,818
104827 T46 Dock Rehabilitation	1,713,970
201112.01 SH CBP Office Improvements	1,354,672
U00347 T46 Stormwater Improvements	1,063,347
U00347 T46 Stormwater Improvements	1,063,347
201070.01 Wapato Creek Bridge & Culvert Removal	618,024
201029.07 Husky Tenant Improvements	569,312
201090.01 WUT Utility Vault Upgrades	479,446
201107.01 WUT Fender System Replacement	458,746
Other Container Business	52,728
Total	<u>\$35,821,879</u>
Industrial-Commercial Real Estate →	
Other Industrial-Commercial Real Estate	
Total	
Intermodal →	
Other Container Business	
Total	
Port-Operated Facilities →	
Other Port-Operated Facilities	250,774
Total	<u>\$250,774</u>
Port-Wide Infrastructure →	
Other Port-Wide Infrastructure	
Total	
Grand Total	\$36,377,756



**THE NORTHWEST
SEAPORT ALLIANCE**

The Northwest Seaport Alliance 5-Year Cargo Volume History:

CONTAINERIZED VOLUME (TEUs)									
	2015	2016	2017	2018	2019	2020	Jun 20 YTD	Jun 21 YTD	% Change Y-O-Y
Int'l Import full TEUs	1,308,214	1,391,590	1,380,785	1,452,623	1,369,251	1,253,818	565,808	741,849	31.1%
Int'l Export full TEUs	871,522	984,274	964,067	953,495	913,332	790,620	411,340	365,278	-11.2%
Int'l Empty TEUs	581,072	482,951	650,459	705,114	775,763	591,197	256,169	386,495	50.9%
Total International TEUs	2,760,808	2,858,815	2,995,311	3,111,232	3,058,346	2,635,635	1,233,316	1,493,621	21.1%
Total Domestic TEUs	768,633	756,938	706,863	686,394	716,957	684,744	330,947	366,553	10.8%
Grand Total TEUs	3,529,441	3,615,752	3,702,174	3,797,626	3,775,303	3,320,379	1,564,263	1,860,174	18.9%
CARGO VOLUME (METRIC TONS)									
Container Cargo	24,965,859	26,766,258	26,105,730	28,868,125	28,671,813	25,508,550	12,426,146	13,529,212	8.9%
Breakbulk	235,476	181,372	210,725	249,055	246,412	291,623	139,662	177,009	26.7%
Autos	270,744	246,421	224,864	228,295	305,816	244,612	104,324	148,578	42.4%
Logs	236,557	176,928	278,078	116,790	75,757	0	0	0	0.0%
Petroleum	815,380	612,224	715,546	665,670	636,150	677,469	340,250	265,390	-22.0%
Molasses	43,731	43,666	35,980	45,686	46,661	42,400	26,577	15,333	-42.3%
Grand Total (Metric Tons)	26,567,747	28,026,869	27,570,924	30,173,621	29,982,608	26,764,655	13,036,960	14,135,522	8.4%
Vessel Calls	2,043	1,995	1,946	1,930	1,870	1,684	847	832	-1.7%
Autos (Units)	183,305	165,687	146,885	141,143	155,930	156,205	66,934	91,590	36.8%

Notes:

Auto unit count includes units handled at Port of Tacoma (POT) facilities

Includes volume from a privately-operated domestic container facility

NORTHWEST SEAPORT ALLIANCE
SOUTH HARBOR
Intermodal Lifts, Crane & Strad Hours
June 30, 2021

Volume Activity	Year to Date				Prior Year		
	Budget	Actual	Fav/ (Unfav)	%	Prior Yr.	Fav/ (Unfav)	%
CRANE HOURS							
Husky	5,915	6,516	601	10.2%	6,031	485	8.0%
East Sitcum	-	-	-	0.0%	548	(548)	-100.0%
CRANE HOURS	5,915	6,516	601	10%	6,578	(63)	-1%
STRAD HOURS							
Husky	3,359	4,802	1,443	43.0%	3,359	1,443	43.0%
East Sitcum	-	-	-	0.0%	2,305	(2,305)	-100.0%
NIM	4,990	6,588	1,598	32.0%	5,527	1,061	19.2%
STRAD HOURS	8,349	11,390	3,041	36%	11,191	199	2%
INTERMODAL LIFTS (South Harbor only)							
NIM	67,220	85,026	17,806	26.5%	76,582	8,444	11.0%
SIM/SIM-UP	42,403	46,230	3,827	9.0%	41,383	4,847	11.7%
HIM	62,545	61,030	(1,515)	-2.4%	42,079	18,951	45.0%
PIM	34,380	16,625	(17,755)	-51.6%	24,575	(7,950)	-32.3%
INTERMODAL LIFTS (South Harbor only)	206,548	208,911	2,363	1%	184,619	24,292	13%