



Q4 2021 Financial Results

As of December 31, 2021

UNAUDITED - WILL FINALIZE AFTER COMPLETION OF YEAR END AUDIT

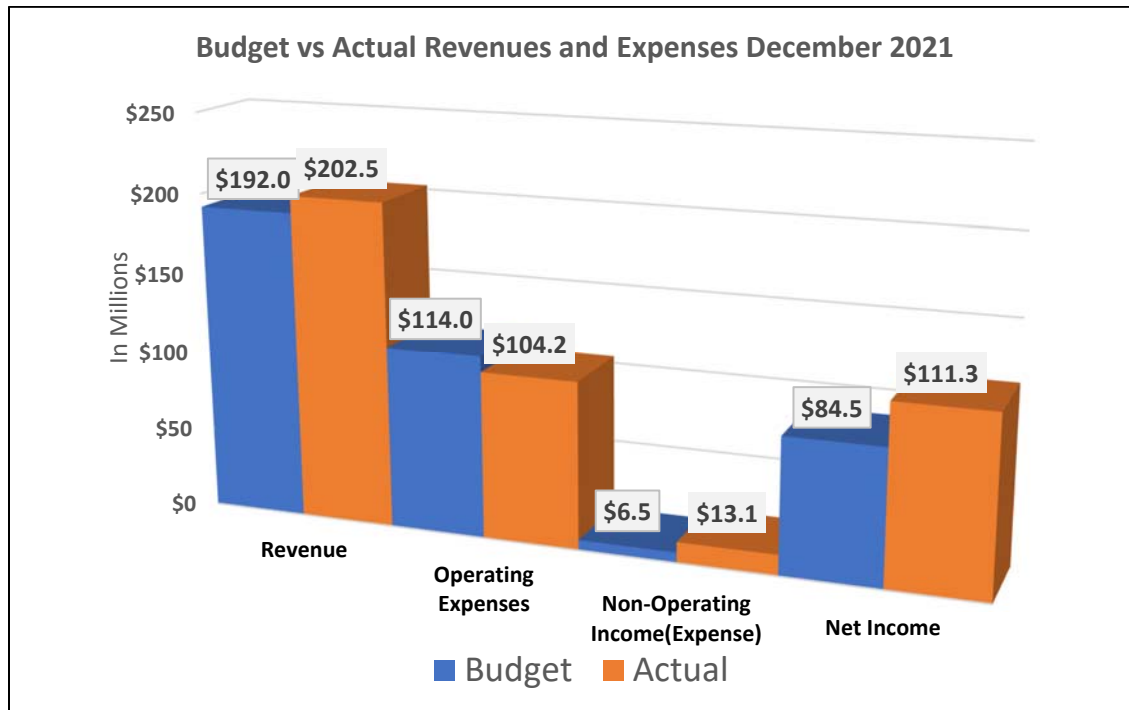
February 17, 2022

December 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



Year to date revenue of \$202.5 million was \$10.5 million and 5% above budget. Container (containers and intermodal) revenue increase of \$6.2 million was driven by higher intermodal and equipment revenue of \$3.1 million, rent over MAG at T18 and the APL/CMA CGM Modification Agreement payment which were offset by the delay in T5 opening which was budgeted for July 2021. Overall container volume of 3.7 million increased by 4.6% and overall intermodal volume in the South Harbor increased by 6% with domestic intermodal volume above budget by 24%. Non-Container (autos and breakbulk) revenues of \$21.0 million were above budget \$3.8 million, with breakbulk revenue above budget \$4.2 million on 29% higher tonnage and military cargoes, offset by auto revenue below budget with volume down 3%. Real Estate revenues of \$13.7 million were above budget \$0.5 million from new leases.

Total Operating expense before depreciation of \$89.2 million was \$5.6 million, 6% below budget.

Maintenance expenses were under budget \$5.6 million due to lower spending on paving at PCT, dredging at WUT and Husky, capitalization of budgeted expense for T-5 reefer-plugs, and major repairs



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that have been pushed to 2022 (T5 operational repairs, W. Sitcum pier repairs and PCT dredging and WUT paving) and maintenance contingency of \$2.5 million.

Administrative costs were below plan by \$3.6 million driven by lower homeport support service agreement allocations (driven by consulting services, IT data services and hardware/software maintenance spending below plan), lower headcount drove labor costs below budget and travel, hosting were below budget. Pension expense was \$1.9 million below budget due to strong investment returns on the state's pension plan investments. Environmental costs were below budget by \$1.0 million primarily due to timing on stormwater compliance spending and lower legal spending.

Offsetting the positive budget variances were revenue related operating costs to support container, intermodal and non-containers were above budget by \$4.5 million. In addition, T5 expenses were above budget by \$2.0 million (BNSF switch upgrade, Gate Complex pavement repairs, and higher utilities), T-30 incurred generator rentals and portable switchgear lease expenses of \$1.0 million.

Depreciation of \$15.0 million was \$4.2 million below budget due to delay in asset capitalizations at T5 and lower asset capitalizations at T46 of \$2.9 million and \$1.2 million, respectively.

As a result of the higher revenue and lower expenses, operating income of \$98.3 million was \$20.2 million, 26%, above budget.

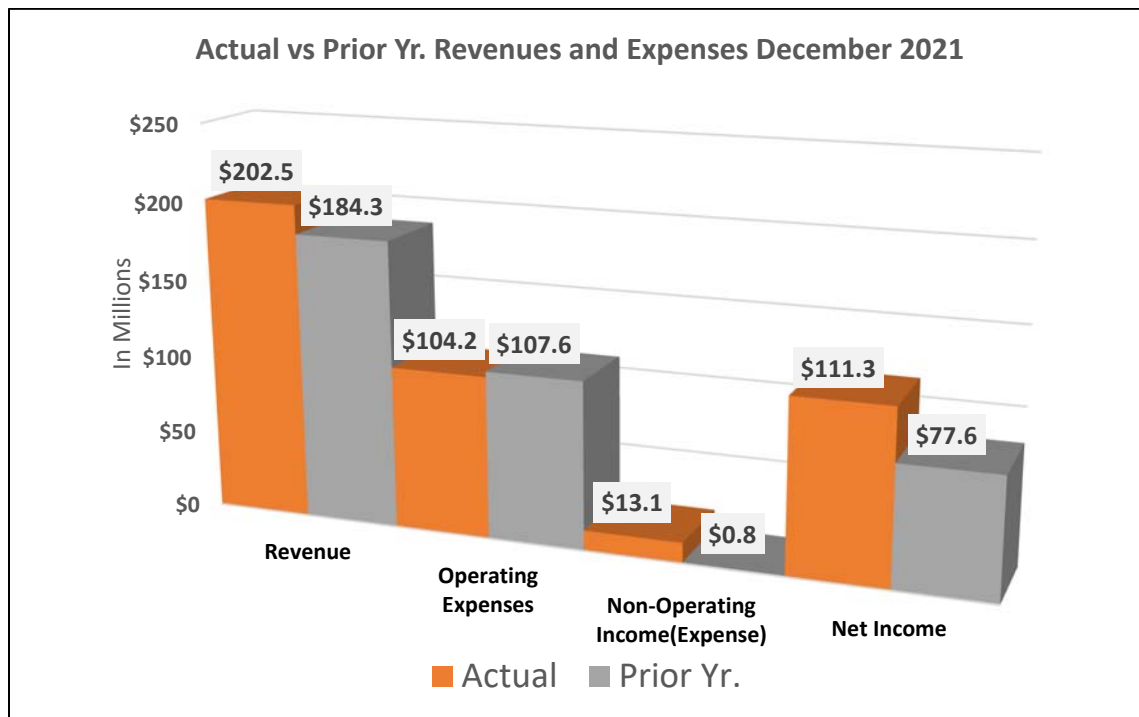
Total net non-operating income of \$7.4 million was above budget by \$10.1 million. Non-operating income included \$5.5 million for the T18 stormwater asset constructed by SSA, reversal of prior year bad debt reserve for APL termination agreement of \$4.2 million. Non-operating expense was under budget by \$0.5 million from timing on T5 public expenses (rail quiet zone).

Grant income of \$5.3 million was \$3.5 million below budget as the following projects were pushed to 2022: Ecology stormwater grant at T5 of \$4.0 million, shore power grants at Husky of \$2.1 million, SIM charging stations and electric trucks of \$0.9 million. Offsetting these were unbudgeted grant income from the Commerce grant for T5 shore power of \$2.4 million and \$1.1 million for the TIGER grant at T46.

As a result, net income of \$111.3 million was \$26.7 million, 32%, above budget and will be split 50/50. Each homeport recorded income from the NWSA JV of \$51.3 million (rounded).

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



Revenue for 2021 of \$202.5 million was \$18.2 million, 10% above the prior year.

Container revenue of \$167.8 million increased \$15.3 million due to the APL/CMA CGM settlement of \$10.1 million, higher crane and straddle revenue, offset by T5 interim revenue in the prior year. Intermodal revenue increased by \$4.6 million due to 13% higher volumes. Non-container business revenue of \$21.0 million increased by \$2.0 million over the prior year driven by higher breakbulk revenue of \$2.7 million (tonnage up 43%), offset by a decrease in auto revenue of \$0.7 million over the prior year (units down 1%). Real estate revenues of \$13.7 million were \$0.8 million higher than the prior year from new leases.

Operating expense before depreciation of \$89.2 million was \$4.6 million, and 5% below the prior year as prior year expenses included crane removal costs of \$5.2 million at T5 and Husky, paving at T46 of \$2.4 million, and the bad debt reserve for the APL/CMA CGM of \$5.5 million. Offsetting current year expenses were for revenue related operating costs of \$8.3 million (cranes, labor for intermodal and breakbulk) and maintenance and major repair costs of \$3.4 million (dredging, paving, T5 gate complex, T30 generator rentals, CanAm warehouse structural repairs). Security and administrative declined by \$2.4 million due to revisions to the support services agreements and the PERS pension adjustment reduced expenses by \$1.3 million over the prior year.

Depreciation of \$15.0 million increased \$1.1 million over the prior year from new asset additions in the South Harbor (Lot F Gate Complex, CBP facility)

As a result, operating income was \$98.3 million and \$21.6 million, 28% above the prior year.

Interest income declined by \$1.2 million due to lower interest rates and a reduction in the non-cash market value on investments.



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Total net non-operating income was \$7.4 million in 2021, compared to non-operating expense of \$2.9 million in 2020. Significant items in 2021 included \$5.5 million for the T18 stormwater asset constructed by SSA and the reversal of prior year bad debt reserve for APL termination agreement of \$4.2 million. Significant items in 2020 were public expenses for City of Seattle power infrastructure, rail and road improvements related to the T5 development.

Grant income of \$5.3 million increased by \$3.1 million (current year receipts of \$2.4 million for T5 shore power – Commerce grant, \$0.9 million from Pierce County Flood District for the Wapato Creek culvert project, TIGER grant proceeds of \$1.1 million and \$0.8 million for T5 stormwater project - Ecology). TIGER grant income of \$2.1 million was received in the prior year.

This resulted in net income of \$111.3 million, which was \$33.7 million, 43%, above the prior year.

Balance Sheet and Cashflow: Cash and investments totaled \$53.7 million, compared to \$45.6 million at the beginning of the year. The increase of \$8.1 million is primarily attributable to the receipt of Harbor Maintenance Tax funds in the amount of \$5.5 million and changes in other payables and receivables balances. Cash earned from operations is distributed back to the homeports and any increase/decrease in total cash is generally due to the timing of payments and collections of cash and the receipt of interest and grants. Cash distributions to homeports in the current year were \$128.6 million which are comparable to \$122.2 million in the prior year. Homeport capital contributions throughout the year were \$91.0 million of which \$6.3 million will be received in January 2022 and distributions to homeports were \$128.6 million, of which \$5.9 million will be distributed in 2022.

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.

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	2021					2020			
			VARIANCE					VARIANCE	
	BUDGET	ACTUAL	FAV/(UNFAV)	%		ACTUAL	FAV/(UNFAV)	%	
Operating Revenue	\$ 192,042	\$ 202,466	\$ 10,424	5%		\$ 184,327	\$ 18,139	10%	
Operating Expenses	94,782	89,221	5,561	6%		93,795	4,574	5%	
Depreciation	19,188	14,970	4,218	22%		13,810	(1,160)	-8%	
Total Operating Expenses	113,970	104,191	9,779	9%		107,605	3,414	3%	
Operating Income	78,072	98,275	20,203	26%		76,723	21,552	28%	
Non-Operating Income(Expense)									
Interest Income	437	372	(65)	-15%		1,605	(1,233)	-77%	
Non-Operating Income(Expense)	(2,775)	7,361	10,136	365%		(2,893)	10,254	354%	
Grant income	8,812	5,277	(3,535)	-40%		2,129	3,148	0%	
Total Non-Operating Income(Expense)	6,474	13,010	6,536	101%		841	12,169	1447%	
Net Income	\$ 84,546	\$ 111,285	\$ 26,739	32%		\$ 77,563	\$ 33,722	43%	
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	\$161,630	\$167,812	\$6,182	4%		\$152,527	\$15,285	10%	
Operations	23,479	29,146	(5,667)	-24%		32,317	3,171	10%	
Maintenance	15,426	12,301	3,125	20%		10,119	(2,182)	-22%	
Depreciation	17,571	13,296	4,275	24%		12,563	(733)	-6%	
Total Operating Expense	56,476	54,743	1,733	3%		54,999	256	0%	
Operating Income - Container	105,154	113,069	7,915	8%		97,528	15,541	16%	
Non- Container									
Operating Revenue	17,209	20,995	3,786	22%		18,948	2,047	11%	
Operations	8,712	9,862	(1,150)	-13%		9,107	(755)	-8%	
Maintenance	2,258	1,788	470	21%		1,365	(423)	-31%	
Depreciation	1,023	976	47	5%		828	(148)	-18%	
Total Operating Expense	11,993	12,625	(632)	-5%		11,300	(1,325)	-12%	
Operating Income - Non-Container	5,216	8,370	3,154	60%		7,648	722	9%	
Real Estate									
Operating Revenue	13,203	13,659	456	3%		12,851	808	6%	
Operations	202	287	(85)	-42%		253	(34)	-13%	
Maintenance	611	969	(358)	-59%		148	(821)	-555%	
Depreciation	116	101	15	13%		101	0	0%	
Total Operating Expense	929	1,357	(428)	-46%		502	(855)	-170%	
Operating Income - Real Estate	12,274	12,303	29	0%		12,349	(46)	0%	
Other Expenses									
Commercial Administration	12,516	10,951	1,565	13%		13,570	2,619	19%	
Infrastructure and Administration Expense	32,056	24,516	7,540	24%		27,234	2,718	10%	
Total Operating Income	\$78,072	\$98,275	\$20,203	26%		\$76,723	\$21,552	28%	

* This table excludes lease interest.

Operating Income by Line of Business

Actual vs Budget

Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenues of \$167.8 million were above budget by \$6.2 million, and 4%. Operating expenses of \$54.7 million were below budget by \$1.7 million, and 3%. This resulted in container business operating income of \$113.1 million that was \$7.9 million above budget.

Operating revenues of \$167.8 million were above budget \$6.2 million.

- T-5 revenue was above budget by \$1.5 million as incremental revenue from the CMA CGM/APL settlement of \$6.3 million was offset by lower lease revenue of \$4.8 million due to the delay in commencement of the T5 lease.
- T-18 revenue was above budget by \$0.8 million as lift minimum annual guarantee of \$2.3 million was \$0.8 above budget.
- T-46 revenue increased by \$0.1 million new leases: PMA, Pacific Crane.
- Husky crane and straddlers were above budget by \$1.2 million driven by a 65% increase in straddler hours due to yard congestion (TEUs up 2% over PY). Revenue up \$0.5 million at E. Sitcum for Husky and Military short-term leases.
- Total intermodal revenue was above budget by \$1.9 million – SIM domestic revenue increased by \$1.6 million (volume up 24%). NIM revenue was above budget by \$0.7 million as lift revenue was up \$1.7 million (volumes up 11%) offset by lift minimum guarantee down \$1.0 million. HIM lift revenues were up \$0.4 million (volume up 24%), PIM revenue down \$0.7 million as lift revenues were down \$0.9 million (volumes down 52%) and were offset by lift minimum guarantee up \$0.2 million.

Operating expenses of \$54.7 million were \$1.7 million and 3% below budget.

- Depreciation down \$4.2 million versus budget due to timing of asset additions at Terminal 5 and lower asset capitalization at Terminal 46.
- Maintenance was under budget \$3.1 million due lower paving expense at PCT of \$0.7 million, T-5 below budget by \$1.6 million due to the reefer-plug repair project that will be capitalized and \$0.9 million for operational repairs that were not incurred. W. Sitcum pier repairs for \$1.1 million and WUT dredging and paving of \$0.4 million have been pushed 2022.
- Operations expense was \$5.7 million over budget, driven by T-5 expense up \$2.0 million (for BNSF switch upgrade \$0.6 million and for the T-5 Gate Complex repairs of \$1.0 million, higher utilities of \$0.3 million). Due to T-30 substation failure, unbudgeted T-30 generator rentals and portable switchgear lease expenses were \$1.0 million, offset by T-18 operations expense down \$0.3 million and T-46 down \$0.4 million due to lower paving expenses. Revenue related intermodal operating costs of \$1.5 million to support the revenue increases and the IPI incentive was \$0.3 million above (rail incentives paid were \$1.9 million).

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Non-Container Business (Autos and Breakbulk)

Non-Container (autos and breakbulk) revenues of \$21.0 million were above budget \$3.8 million, resulting from a positive breakbulk variance of \$4.3 million, offset by a negative auto variance of \$0.5 million. Operating expenses were above budget by \$0.6 million as higher breakbulk labor costs were offset by lower auto drayage and longshore costs associated, as autos were immediately moved to retailers. This resulted in Non-Container operating income of \$8.4 million to be \$3.1 million higher than budget.

Operating Revenues of \$21.0 million were above budget \$3.8 million.

- Breakbulk revenues of \$13.2 million were above budget by \$4.3 million due to 29% higher tonnage volume, more military cargoes, an increase lay berth revenue at the Log Yard, and unbudgeted storage revenue (new tariff charged in 2021).
- Auto revenues of \$7.8 million were below budget \$0.5 million (unit volumes below budget 3%) mainly due to higher revenue sharing of \$0.7 million, offset by increased dockage and security revenues tied to the higher vessel counts as well as vessels in port longer when discharging units due to longshore labor shortages.

Operating Expenses of \$12.6 million were \$0.6 million and 5% above budget.

- Breakbulk expenses of \$9.9 million were \$1.6 million above budget from higher longshore labor of \$1.6 million to support the higher volume, higher equipment rental costs of \$0.1 million due to the higher volumes, offset by timing on pier maintenance.
- Auto expenses of \$2.7 million were below budget \$1.0 million mainly driven by lower longshore costs of \$0.2 million for the E. Sitcum Yard that is not in use, lower drayage costs of \$0.3 million as units were discharged off vessels and moved directly to retailers, and lower Maintenance costs due to timing of projects for paving at E. Sitcum and Marshall Avenue terminal, pushed to 2022.

Real Estate

Operating revenues of \$13.7 million were \$0.5 million and 3% above budget and operating expenses of \$1.4 million were \$0.4 million above budget due to unbudgeted structural repairs at the CanAm warehouse offset by timing of maintenance spending at terminals in the north harbor.

- New leases and escalations contributed \$0.6 million.
- Revenue at the T18 bulk facilities for petroleum and molasses were \$0.1 million lower than budget with petroleum and molasses volume decreasing by 18% and 29%, respectively.

Other (not LOB-specific) Operating Expenses

Commercial Administrative expenses (Commercial and Operations teams costs) were below budget by \$1.6 million, primarily due to timing on the inception of SH customs lease of \$0.5 million and lower legal



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and consulting costs of \$0.2 million. Travel and hosting were below budget by \$0.3 million and lower headcount drove labor costs below budget by \$0.6 million.

Infrastructure and Other Administration expenses were below budget by \$7.5 million as administration costs were below plan \$2.1 million due to lower homeport support service agreement allocations (driven by consulting services, IT data services and hardware/software maintenance spending below plan). PERS pension expense was below budget by \$1.9 million due to strong investment returns on the state's pension plan investments. Environmental costs were below budget by \$1.0 million primarily due to timing on stormwater compliance spending and the maintenance contingency was below budget by \$2.5 million.

Year to Date vs. Prior Year

Container Business (Container Terminals and Intermodal)

Container business (containers and intermodal) revenue of \$167.8 million increased by \$15.3 million, and 10% from the prior year. Operating expenses of \$54.8 million decreased by \$0.3 million over the prior year. This resulted in container business operating income of \$113.1 million which was \$15.5 million, 16% higher than the prior year.

Operating Revenues of \$167.8 million increased \$15.3 million and 10% versus the prior year.

- T-5 revenue increased by \$5.0 million due to the CMA CGM/APL settlement, offset by prior year interim use revenue of \$1.3 million.
- T-18 revenue up \$0.3 million from container lift volume over MAG of \$2.0 million.
- Husky crane and strad revenue increased \$1.1 million, with the crane and strad hours up 10% and 78%, respectively - increase in strad revenue driven by yard congestion. West Sitcum revenue increased \$1.8 million from SSA's expanded lease area (effective date September 2020).
- Total intermodal lift revenue of \$32.8 million increased \$4.5 million. NIM revenue increased by \$2.0 million, SIM domestic revenue increased \$1.1 million, HIM revenue increased by \$1.2 million (volumes up 8%, 14% and 47%, respectively), and PIM revenue was decreased by \$0.2 million due to the lift minimum up \$0.7 million offset by lower lift revenue of \$0.5 million, volume down 39%.

Operating Expenses of \$54.7 million decreased \$0.3 million and 1% from the prior year.

- T-46 operations expense down \$2.4 million for 2020 pavement rehabilitation.
- Husky operations expenses down \$1.9 million due to 2020 crane disposal costs of \$2.7 million, offset by higher volume/revenue related strad operating costs of \$0.8 million.
- Prior year expenses included APL/CMA CGM bad debt expense of \$5.5 million.
- The IPI Rail Incentive expense was \$1.9 million an increase of \$1.3 million over the prior year's rail incentive.

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- Revenue related intermodal operating expenses increased by \$1.2 million at NIM, \$1.4 million at SIM (volume increased 8% and 14%, respectively) and straddled rental expense up \$0.4 million at the NIM to support increase in revenue.
- T-5 expense up \$2.0 million: BNSF switch upgrade \$0.6 million, T-5 Gate Complex repair \$1.0 million, storm sewer utility expenses increased \$0.3 million.
- T-30 generator rentals and portable switchgear lease expenses increased by \$1.0 million due to unexpected substation repair.
- Maintenance increased by \$2.2 million with Husky crane maintenance increased \$0.9 million on 10% higher usage. Fender and paving projects increased Washington United Terminal maintenance by \$0.4 million and facility increased at all terminals.

Non-Container Business (Autos and Breakbulk)

Non-container business (autos and breakbulk) revenue of \$21.0 million increased by \$2.0 million over the prior year from increases in breakbulk revenue of \$2.7 million, offset by a decrease in auto revenue of \$0.7 million. Revenue related operating expenses increased \$1.3 million over the prior year. This resulted in Non-Container business operating income of \$8.4 million, which was \$0.7 million higher than the prior year.

Operating Revenues of \$21.0 million were \$2.0 million more than the prior year.

- Breakbulk revenues increased by \$2.7 million as volumes increased by 43%.
- Auto revenues decreased by \$0.7 million with units decreasing by 1%, as higher revenue from longer stays at berth were offset by a \$0.2 million increase in revenue sharing.

Operating Expenses of \$12.6 million were up \$1.3 million compared with the prior year.

- Longshore labor and vessel related operating expenses were up \$0.9 million due to higher breakbulk volume. This was offset by lower longshore labor tied to autos of \$0.1 million for the E. Sitcum Yard that is not in use.
- Facility maintenance costs increased by \$0.4 million
- Depreciation expense was higher than the prior year by \$0.1 million due to new assets being placed into service.
- Breakbulk Equipment Rentals decreased \$0.2 million over the prior year due to more efficient planning of equipment.

Real Estate

Operating Revenues of \$13.7 million increased \$0.8 million and 6% compared to the prior year.

- Revenue at W. Hylebos log dock increased by \$0.4 million for a new lease
- Revenue at T115 increased by \$0.3 million from a rent abatement agreement that ended.
- 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 23% and 23%, respectively.



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Operating Expenses of \$1.4 million were \$0.9 million higher than the prior year primarily due to the unexpected structural repairs at the CanAm warehouse

Operating Income of \$12.3 million was flat compared to the prior year.

Other (not LOB-specific) Operating Expenses

Commercial Administration decreased by \$2.6 million, primarily due T5 crane removal costs in the prior year of \$2.5 million.

Infrastructure and Other Administration expenses decreased by \$2.7 million due to revisions of support services agreements that decreased administrative and security overhead allocations by \$0.6 million and \$1.0 million, respectively, offset by consulting and legal expenses that increased by \$0.4 million. PERS pension expense was below budget by \$1.3 million due to strong investment returns on the state's pension investments.

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 Total	2020 Total	2021 Budget
<u>Containers (TEUs)</u>			
International	3.0M	2.6M	2.9M
Domestic	744k	685k	698k
Break Bulk (Metric Tons)	366K	292k	263k
Autos (Units) <small>NWSA/POT</small>	162k	156k	183k



JOB CREATION

	2021 Target	2020 YTD Actuals	2021 YTD Actuals
ILWU Hours	4.7M	3.8M	4.5M



MARKET SHARE

	2020 YTD	2021 YTD
Trans-Pacific Trade	7.3%	7.1%
West Coast Ports	12.0%	12.0%



FINANCIAL RETURNS

<i>\$ in millions</i>	2021 Total Actuals	2020 Total Actuals	2021 Total Budget
Distributable Cash	\$128.6	\$122.2	\$114.7
Return on Revenue	46%	42%	41%



ENVIRONMENTAL STEWARDSHIP

	2020 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	79 Acres	114 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 Q4 Actuals	2020 Q4 Actuals	2020 Results	2021 Target
Avg Crane Production <small>Net moves per hour (mph)</small>	28.0	28.5	29.3	28.5
Truck Turn Time <small>Avg total experience in minutes</small>	77.5	68.6	80.3	< 90 Minute Turn Time



NW Seaport Alliance Scorecard 2021 vs 2019



CARGO VOLUME

	2021 Total	2019 Total	2021 Budget
<u>Containers (TEUs)</u>			
International	3.0M	3.1M	2.9M
Domestic	744k	717k	698k
Break Bulk (Metric Tons)	366K	246k	263k
Autos (Units) <small>NWSA/POT</small>	162k	156k	183k



JOB CREATION

	2019 Total	2020 YTD Actuals	2021 YTD Actuals
ILWU Hours	4.7M	3.8M	4.5M



MARKET SHARE

	2019 YTD	2021 YTD
Trans-Pacific Trade	8.3%	7.1%
West Coast Ports	13.6%	12.0%



FINANCIAL RETURNS

<i>\$ in millions</i>	2021 Total Actuals	2019 Total Actuals	2021 Total Budget
Distributable Cash	\$128.6	\$115.2	\$114.7
Return on Revenue	46%	48%	41%



ENVIRONMENTAL STEWARDSHIP

	2019 Results	2021 Actuals	2021 Target
Water Quality (Acres of Improve Source Control)	195 Acres	114 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 Q4 Actuals	2019 Q4 Actuals	2021 Total	2021 Target
Avg Crane Production <small>Net moves per hour (mph)</small>	28.0	28.3	28.7	28.5
Truck Turn Time <small>Avg total experience in minutes</small>	77.5	59.2	80.3	< 90 Minute Turn Time



NORTHWEST SEAPORT ALLIANCE
Statement of Revenue and Expense
North & South Harbor
December 31, 2021

CURRENT MONTH					YEAR TO DATE				
BUDGET	ACTUAL	VARIANCE	%	DESCRIPTION	BUDGET	ACTUAL	VARIANCE	%	PRIOR YEAR
16,896,229	13,727,101	(3,169,128)	-18.8%	Operating Revenues	192,041,719	202,466,441	10,424,722	5.4%	184,326,912
16,896,229	13,727,101	(3,169,128)	-18.8%	Total Revenue	192,041,719	202,466,441	10,424,722	5.4%	184,326,912
3,202,194	4,929,583	(1,727,389)	-53.9%	Operations	40,518,684	46,132,522	(5,613,838)	-13.9%	53,092,799
3,906,297	3,773,346	132,951	3.4%	Maintenance	26,559,138	19,652,092	6,907,046	26.0%	15,937,046
1,728,876	1,328,447	400,429	23.2%	Administration	21,224,247	17,954,651	3,269,596	15.4%	18,214,072
341,727	373,954	(32,227)	-9.4%	Security	4,029,043	3,992,652	36,391	0.9%	5,141,793
1,720,740	1,413,832	306,908	17.8%	Depreciation	19,187,743	14,969,489	4,218,254	22.0%	13,809,899
672,869	21,717	651,152	96.8%	Environmental	2,450,799	1,489,797	961,002	39.2%	1,409,284
11,572,703	11,840,879	(268,176)	-2.3%	Total Operating Expense	113,969,654	104,191,203	9,778,451	8.6%	107,604,893
5,323,526	1,886,222	(3,437,304)	-64.6%	Operating Income	78,072,065	98,275,238	20,203,173	25.9%	76,722,019
42,500	21,125	(21,375)	-50.3%	Interest Income	510,000	832,099	322,099	63.2%	1,404,683
-	(40,159)	(40,159)	0.0%	Market Value Adjustment	-	(398,118)	(398,118)	0.0%	200,615
(5,864)	(6,030)	(166)	-2.8%	Interest Expense	(72,717)	(61,846)	10,871	14.9%	-
1,800,000	3,167,000	1,367,000	75.9%	Grant Income	8,812,482	5,277,149	(3,535,333)	-40.1%	2,129,195
2,436,000	3,591,974	1,155,974	47.5%	Misc. Non Op Income(Expense)	(2,752,000)	7,383,512	10,135,512	368.3%	(2,870,901)
(2,416)	(3,145)	(729)	-30.2%	Other Non Operating	(22,990)	(22,762)	228	1.0%	(22,031)
4,270,220	6,730,765	2,460,545	57.6%	Non-Operating Revenue (Expense)	6,474,775	13,010,034	6,535,259	100.9%	841,561
9,593,746	8,616,987	(976,759)	-10.2%	Income Before Levy & Expense	84,546,840	111,285,272	26,738,432	31.6%	77,563,580
9,593,746	8,616,987	(976,759)	-10.2%	Net Income/(Loss)	84,546,840	111,285,272	26,738,432	31.6%	77,563,580

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Trended Statement of Revenue and Expense
December 31, 2021
(Dollars in Thousands)

	<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>	<u>Jul-21</u>	<u>Aug-21</u>	<u>Sep-21</u>	<u>Oct-21</u>	<u>Nov-21</u>	<u>Dec-21</u>
Operating Revenue	14,907	15,451	13,656	14,740	14,763	15,852	16,292	20,932	19,118	24,570	14,999	18,364	13,727
Total Operating Revenue	14,907	15,451	13,656	14,740	14,763	15,852	16,292	20,932	19,118	24,570	14,999	18,364	13,727
Operations	12,025	2,692	2,924	3,271	4,211	3,348	5,085	3,302	4,119	4,610	4,044	3,597	6,090
Maintenance	447	1,001	1,160	1,291	1,422	1,284	1,371	1,288	1,405	1,610	1,708	2,338	3,773
Administration	1,008	1,369	1,354	1,520	1,540	1,502	1,632	1,578	1,461	1,666	1,461	1,543	168
Security	319	324	315	262	368	311	386	338	353	337	305	320	374
Depreciation	1,034	1,195	1,200	1,213	1,225	1,230	1,233	1,235	1,256	1,258	1,249	1,263	1,414
Environmental	317	67	139	120	168	127	183	188	71	125	151	127	22
Total Operating Expense	15,150	6,649	7,091	7,678	8,934	7,802	9,890	7,928	8,665	9,606	8,918	9,189	11,841
Operating Income	(243)	8,802	6,565	7,062	5,829	8,050	6,402	13,004	10,453	14,964	6,081	9,176	1,886
Interest Income	113	113	105	(199)	93	84	81	254	102	-	1	176	21
Market Value Adjustment	28	43	(173)	(103)	97	78	(13)	156	(17)	(98)	(101)	(229)	(40)
Interest Expense	-	-	-	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)
Grant Income	1,035	-	-	300	1,007	1	227	-	573	-	-	1	3,167
Misc. Non Op Income/(Expense)	(1,726)	(3)	(33)	212	(139)	(8)	(126)	4,059	(35)	(51)	299	(403)	3,589
Non-Operating Revenue (Expense)	(549)	152	(101)	205	1,052	149	163	4,463	618	(154)	193	(461)	6,731
Net Income/(Loss)	<u>(793)</u>	<u>8,955</u>	<u>6,464</u>	<u>7,266</u>	<u>6,882</u>	<u>8,199</u>	<u>6,566</u>	<u>17,467</u>	<u>11,070</u>	<u>14,810</u>	<u>6,274</u>	<u>8,715</u>	<u>8,617</u>

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Commercial Team
Statement of Revenue - Operating Income
Year to Date December 31, 2021 Actual to Budget
(Dollars in Thousands)

Description	Containers			Non-Containers			Real Estate	Other Admin	Total
	Container Terminals	Intermodal	Total Containers	Autos	Breakbulk	Total Non-Containers			Commercial Team
ACTUAL									
Operating Revenues	\$130,501	\$37,311	\$167,812	\$7,756	\$13,239	\$20,995	\$13,659	-	\$202,466
Operating Expenses	11,458	17,688	29,146	1,343	8,552	9,895	287	-	39,328
Maintenance	11,735	566	12,301	679	1,109	1,788	969	-	15,058
Depreciation	12,806	490	13,296	727	215	942	101	-	14,339
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	35,998	18,745	54,743	2,749	9,876	12,625	1,357	-	68,725
Contribution Margin	94,503	18,566	113,069	5,007	3,363	8,370	12,303	-	133,741
Commercial Administration	3,299	858	4,157	-	2,470	2,470	1,250	3,074	10,951
Commercial Operating Income	91,204	17,708	108,912	5,007	893	5,900	11,053	(3,074)	122,791
Infrastructure and Other Administration	-	-	-	-	-	-	-	24,516	24,516
Operating Income	91,204	17,708	108,912	5,007	893	5,900	11,053	(27,590)	98,275
BUDGET									
Operating Revenues	\$126,257	\$35,372	\$161,630	\$8,238	\$8,971	\$17,209	\$13,203	-	\$192,042
Operating Expenses	8,723	14,756	23,479	1,955	6,757	8,712	202	-	32,393
Maintenance	14,683	744	15,426	977	1,281	2,258	611	-	18,295
Depreciation	17,062	510	17,571	784	238	1,023	116	-	18,709
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	40,467	16,009	56,477	3,716	8,277	11,993	928	-	69,398
Contribution Margin	85,790	19,363	105,153	4,522	694	5,216	12,275	-	122,644
Commercial Administration	3,180	966	4,145	-	2,529	2,529	1,389	4,452	12,516
Commercial Operating Income	82,610	18,397	101,007	4,522	(1,836)	2,687	10,886	(4,452)	110,128
Infrastructure and Other Administration	-	-	-	-	-	-	-	32,056	32,056
Operating Income	82,610	18,397	101,007	4,522	(1,836)	2,687	10,886	(36,508)	78,072
VARIANCE									
Operating Revenues	\$4,244	\$1,938	\$6,182	(\$482)	\$4,268	\$3,786	\$456	-	\$10,425
Operating Expenses	(2,734)	(2,932)	(5,666)	611	(1,795)	(1,183)	(85)	-	(6,935)
Maintenance	2,948	177	3,125	298	172	470	(358)	-	3,237
Depreciation	4,256	19	4,275	57	23	80	15	-	4,371
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	4,469	(2,735)	1,734	966	(1,599)	(633)	(428)	-	673
Contribution Margin	8,713	(797)	7,916	484	2,669	3,153	28	-	11,098
Commercial Administration	(119)	108	(11)	-	60	60	139	1,377	1,565
Commercial Operating Income	8,594	(689)	7,905	484	2,729	3,213	167	1,377	12,663
Infrastructure and Other Administration	-	-	-	-	-	-	-	7,541	7,541
Operating Income	8,594	(689)	7,905	484	2,729	3,213	167	8,918	20,203

NORTHWEST SEAPORT ALLIANCE
North & South Harbor
Commercial Team
Statement of Revenue - Operating Income
Year to Date December 31, 2021 Actual to Prior Year
(Dollars in Thousands)

Description	Containers			Non-Containers			Real Estate	Other Admin	Total
	Container Terminals	Intermodal	Total Containers	Autos	Breakbulk	Total Non-Containers			Commercial Team
ACTUAL									
Operating Revenues	\$130,501	\$37,311	\$167,812	\$7,756	\$13,239	\$20,995	\$13,659	-	\$202,466
Operating Expenses	11,458	17,688	29,146	1,343	8,552	9,895	287	-	39,328
Maintenance	11,735	566	12,301	679	1,109	1,788	969	-	15,058
Depreciation	12,806	490	13,296	727	215	942	101	-	14,339
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	35,998	18,745	54,743	2,749	9,876	12,625	1,357	-	68,725
Contribution Margin	94,503	18,566	113,069	5,007	3,363	8,370	12,303	-	133,741
Commercial Administration	3,299	858	4,157	-	2,470	2,470	1,250	3,074	10,951
Commercial Operating Income	91,204	17,708	108,912	5,007	893	5,900	11,053	(3,074)	122,791
Infrastructure and Other Administration	-	-	-	-	-	-	-	24,516	24,516
Operating Income	91,204	17,708	108,912	5,007	893	5,900	11,053	(27,590)	98,275
PRIOR YEAR									
Operating Revenues	\$119,747	\$32,780	\$152,527	\$8,410	\$10,538	\$18,948	\$12,851	-	\$184,327
Operating Expenses	18,707	13,609	32,317	1,339	7,768	9,107	253	-	41,677
Maintenance	9,368	751	10,119	482	883	1,365	148	-	11,632
Depreciation	12,067	496	12,563	682	147	828	101	-	13,492
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	40,143	14,856	54,998	2,503	8,798	11,301	502	-	66,801
Contribution Margin	79,604	17,924	97,529	5,908	1,740	7,647	12,350	-	117,526
Commercial Administration	5,682	821	6,503	-	2,259	2,259	1,703	3,105	13,570
Commercial Operating Income	73,922	17,103	91,026	5,908	(520)	5,388	10,646	(3,105)	103,956
Infrastructure and Other Administration	-	-	-	-	-	-	-	27,234	27,234
Operating Income	73,922	17,103	91,026	5,908	(520)	5,388	10,646	(30,338)	76,722
VARIANCE									
Operating Revenues	\$10,754	\$4,530	\$15,285	(\$654)	\$2,701	\$2,047	\$808	-	\$18,140
Operating Expenses	7,250	(4,079)	3,171	(5)	(784)	(788)	(34)	-	2,349
Maintenance	(2,367)	185	(2,182)	(197)	(226)	(423)	(821)	-	(3,426)
Depreciation	(739)	5	(733)	(45)	(68)	(114)	0	-	(847)
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	4,144	(3,889)	256	(247)	(1,078)	(1,325)	(855)	-	(1,924)
Contribution Margin	14,899	642	15,540	(901)	1,623	722	(47)	-	16,216
Commercial Administration	2,383	(36)	2,347	-	(210)	(210)	453	30	2,620
Commercial Operating Income	17,281	605	17,887	(901)	1,413	512	407	30	18,835
Infrastructure and Other Administration	-	-	-	-	-	-	-	2,718	2,718
Operating Income	17,281	605	17,887	(901)	1,413	512	407	2,748	21,553

NORTHWEST SEAPORT ALLIANCE
Statement of Net Position
North & South Harbor
December 31, 2021
(Dollars in Thousands)

	Current Year	12/31/2020
ASSETS		
CURRENT ASSETS		
Cash	\$7,140	\$5,295
Investments, at fair value	46,589	40,340
Net Trade A/R	11,716	8,649
Grants Receivable	0	1,035
Lease Receivable - Current	54,736	8
Prepayments and other current assets	1,410	1,050
Related Party Receivable - JV	5,683	12,654
Total Current Assets	127,276	69,031
NON-CURRENT ASSETS		
Capital Assets	457,119	293,109
Construction in Process	105,033	173,957
Total cost	562,152	467,066
Less: Accumulated Depreciation	47,540	32,571
Capital Assets, Net	514,612	434,495
Other Deferred Assets	92	0
Lease Receivable - GASB 87	1,206,296	102
Pension Asset	4,978	0
Total Non-Current Assets	1,211,366	102
Total Assets	\$1,853,254	\$503,628
Deferred Outflows of Resources		
Pension Deferred Outflow	1,085	1,377
Total Assets and Deferred Outflows	\$1,854,339	\$505,005
LIABILITIES AND EQUITY		
CURRENT LIABILITIES		
Accounts Payable and accrued liabilities	\$30,552	\$34,950
Related Party Payable - JV	9,158	11,922
Payroll and Benefits Liabilities	1,628	1,627
Lease Liability - Current	190	0
Total Current Liabilities	41,528	48,499
NON-CURRENT LIABILITIES		
Rent Deposits	5,096	1,276
Net Pension Liability	0	2,232
Other Noncurrent Liabilities	4,009	2,838
Total Non-Current Liabilities	9,105	6,346
Total Liabilities	50,633	54,845
Deferred Inflows of Resources		
Lease Deferred Inflows - GASB 87	1,261,033	0
Pension Deferred Inflow	5,755	758
Total Equity	536,918	449,402
Total Liabilities, Deferred Inflows & Equity	\$1,854,339	\$505,005

NORTHWEST SEAPORT ALLIANCE
Summary of Cash Activities
December 31, 2021
(Dollars in Thousands)

	2021	2020
Operating Income	\$ 98,281	\$ 76,722
Less: Non-cash income/expense items		
Depreciation	14,969	13,810
APL revenue earned	-	(9,000)
Cash earned in the current year	<u>113,250</u>	<u>81,531</u>
Adjustments		
Collection of APL lease term fee billed in prior year		9,000
Return of SSA Deposit	-	(13,321)
Increases/decreases in payables and receivables	1,213	8,766
Net cash provided by operating activities	<u>114,463</u>	<u>85,976</u>
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	(117,578)	(100,928)
Timing on current year distributions	5,876	10,340
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	-	-
Net cash provided by non-capital & related financing activities	<u>(122,042)</u>	<u>(119,086)</u>
Cash received from Homeports for Capital Construction Fund	95,365	131,018
Cash received from federal grants	5,951	2,219
Acquisition and construction of capital assets (net)	(91,603)	(133,427)
Cash received from Capital HMT Funds	5,526	-
Net cash provided/(used) from Capital & Financing Activities	<u>15,239</u>	<u>(190)</u>
Cash from/(to) investments	(5,815)	37,512
Net cash from/(to) investments	<u>(5,815)</u>	<u>37,512</u>
Total Increase(Decrease) in Cash	<u>1,845</u>	<u>4,212</u>
Plus: Beginning Cash Balance	5,295	1,083
Ending Cash	<u>\$ 7,140</u>	<u>\$ 5,295</u>

The Northwest Seaport Alliance
Statement of Managing Members' Equity
December 31, 2021
(Dollars in Thousands)

Description	12/31/2020	2021 Changes	Ending Balance 12/31/21
Working capital contributions	\$ 62,000	\$ -	\$ 62,000
Capital construction contributions	426,815	88,394	515,209
Non-cash capital work-in-process	16,792	-	16,792
HMT Contributions	-	5,526	5,526
Affirmation Payment	11,000	11,000	22,000
Total Contributions	<u>\$ 516,608</u>	<u>\$ 104,920</u>	<u>\$ 621,528</u>
 Affirmation Distribution	 \$ (11,000)	 \$ -	 \$ (11,000)
GASB 87 Adjustment		\$ (110)	\$ (110)
Net income from JV	518,524	111,285	629,809
Cash distributions	(574,730)	(128,578)	(703,308)
End Balance	<u><u>\$ 449,401</u></u>	<u><u>\$ 87,517</u></u>	<u><u>\$ 536,918</u></u>



Northwest Seaport Alliance
Managing Members Cash Distribution Report
December 31, 2021

The cash distributions per Article IV of the Charter are shared 50/50 by each homeport. Homeports will receive 50% of the \$5,876,000 or \$2,938,000 each.

Distribution Date*	Fiscal Month/Yr.	Amount	YTD Distributions
2/25/21	December 2021	\$5,876,000	\$128,578,000

*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 December 31, 2021

LOB	Actual YTD	Budget 2021	Variance (over)/under
Automobiles	\$305,103	\$300,000	(\$5,103)
Container Business	\$87,164,229	\$130,969,000	\$43,804,771
Industrial-Commercial Real Estate			
Intermodal	\$322,125	\$492,000	\$169,875
Port-Operated Facilities	\$238,210	\$826,000	\$587,790
Port-Wide Infrastructure		\$3,000,000	\$3,000,000
Grand Total	\$88,029,667	\$135,587,000	\$47,557,333

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	52,057,086
U00572/U00654 T5 Stormwater Treatment System	8,840,443
U00303 T18 Stormwater Utility Upgrade	4,700,025
U00694 T5 Rail Tenant Reimbursable Improvements	2,160,000
U00568 T5 Marine Building North	3,863,333
201029.07 Husky Tenant Improvements	2,138,451
104827 T46 Dock Rehabilitation	1,828,950
201107.01 WUT Fender System Replacement	1,759,093
U00347 T46 Stormwater Improvements	1,693,803
U00673 T5 Gate Complex	1,366,303
201112.01 SH CBP Office Improvements	1,354,672
201070.01 Wapato Creek Bridge & Culvert Removal	954,333
201090.01 WUT Utility Vault Upgrades	617,292
106159 T5 South Reefer Plug Restoration	593,542
U00649 T5 Reefer Design & Construction North	425,586
101100.01 Terminal 3/4 Shore Power	370,186
U00660 T30 Central Substation Replacement	368,730
U00684 T5 IY NWSA Switch Upgrades	302,000
Other Container Business	1,770,401
Total	<u>\$87,164,229</u>
Industrial-Commercial Real Estate →	
Other Industrial-Commercial Real Estate	
Total	
Intermodal →	
2011127.01 NIM LED Lighting Retrofit	322,125
Other Container Business	
Total	<u>\$322,125</u>
Port-Operated Facilities →	
Other Port-Operated Facilities	238,210
Total	<u>\$238,210</u>
Port-Wide Infrastructure →	
Other Port-Wide Infrastructure	
Total	
Grand Total	\$88,029,667



The Northwest Seaport Alliance 5-Year Cargo Volume History:

CONTAINERIZED VOLUME (TEUs)											
	2015	2016	2017	2018	2019	2020	YTD Dec 2019	YTD Dec 2020	YTD Dec 2021	% Change (2019 vs 2021)	% Change (2020 vs 2021)
Int'l Import full TEUs	1,308,214	1,391,590	1,380,785	1,452,623	1,369,251	1,253,818	1,369,251	1,253,818	1,464,662	7.0%	16.8%
Int'l Export full TEUs	871,522	984,274	964,067	953,495	913,332	790,620	913,332	790,620	691,446	-24.3%	-12.5%
Int'l Empty TEUs	581,072	482,951	650,459	705,114	775,763	591,197	775,763	591,197	836,012	7.8%	41.4%
Total International TEUs	2,760,808	2,858,815	2,995,311	3,111,232	3,058,346	2,635,635	3,058,346	2,635,635	2,992,120	-2.2%	13.5%
Total Domestic TEUs	768,633	756,938	706,863	686,394	716,957	684,744	716,957	684,744	744,086	3.8%	8.7%
Grand Total TEUs	3,529,441	3,615,752	3,702,174	3,797,626	3,775,303	3,320,379	3,775,303	3,320,379	3,736,206	-1.0%	12.5%
CARGO VOLUME (METRIC TONS)											
Container Cargo	24,965,859	26,766,258	26,105,730	28,868,125	28,671,813	25,508,550	28,671,813	25,508,550	26,141,258	-8.8%	2.5%
Breakbulk	235,476	181,372	210,725	249,055	246,412	291,623	246,412	291,623	366,184	48.6%	25.6%
Autos	270,744	246,421	224,864	228,295	305,816	244,612	305,816	244,612	262,289	-14.2%	7.2%
Grain	6,344,796	8,615,691	9,027,128	9,000,753	6,460,563	9,197,211	6,460,563	9,197,211	10,106,512	56.4%	9.9%
Gypsum	223,436	186,626	229,084	221,054	251,342	153,858	251,342	153,858	220,172	-12.4%	43.1%
Logs	236,557	176,928	278,078	116,790	75,757	0	75,757	0	0	-100.0%	0.0%
Petroleum	815,380	612,224	715,546	665,670	636,150	677,469	636,150	677,469	524,332	-17.6%	-22.6%
Molasses	43,731	43,666	35,980	45,686	46,661	42,400	46,661	42,400	32,729	-29.9%	-22.8%
Grand Total (Metric Tons)	33,135,978	36,829,186	36,827,135	39,395,428	36,694,513	36,115,724	36,694,513	36,115,724	37,653,477	2.6%	4.3%
Autos (Units)	183,305	165,687	146,885	141,143	155,930	156,205	155,930	156,205	162,484	4.2%	4.0%
Market Share Nov YTD (most recent data available for competing ports) for columns marked YTD, all other full-year*	14.1%	14.3%	13.6%	13.4%	13.6%	12.0%	13.6%	12.0%	12.1%	-1.5%	0.1%

*Los Angeles, Long Beach, Oakland, Vancouver, Prince Rupert, NWSA
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
December 31, 2021

Volume Activity	Year to Date				Prior Year		
	Budget	Actual	Fav/ (Unfav)	%	Prior Yr.	Fav/ (Unfav)	%
CRANE HOURS							
Husky	13,030	13,201	171	1.3%	11,954	1,247	10.4%
East Sitcum	-	-	-	0.0%	548	(548)	-100.0%
CRANE HOURS	13,030	13,201	171	1%	12,501	700	6%
STRAD HOURS							
Husky	7,400	12,211	4,811	65.0%	6,845	5,366	78.4%
East Sitcum	-	-	-	0.0%	2,305	(2,305)	-100.0%
NIM	10,650	12,315	1,665	15.6%	11,135	1,180	10.6%
STRAD HOURS	18,050	24,526	6,476	36%	20,285	4,241	21%
INTERMODAL LIFTS (South Harbor only)							
NIM	143,465	159,023	15,558	10.8%	147,271	11,752	8.0%
SIM/SIM-UP	82,167	101,968	19,801	24.1%	89,521	12,447	13.9%
HIM	106,827	125,228	18,401	17.2%	85,401	39,827	46.6%
PIM	57,901	27,856	(30,045)	-51.9%	45,684	(17,828)	-39.0%
INTERMODAL LIFTS (South Harbor only)	390,360	414,075	23,715	6%	367,877	46,198	13%