



# Q3 2022 Financial Results

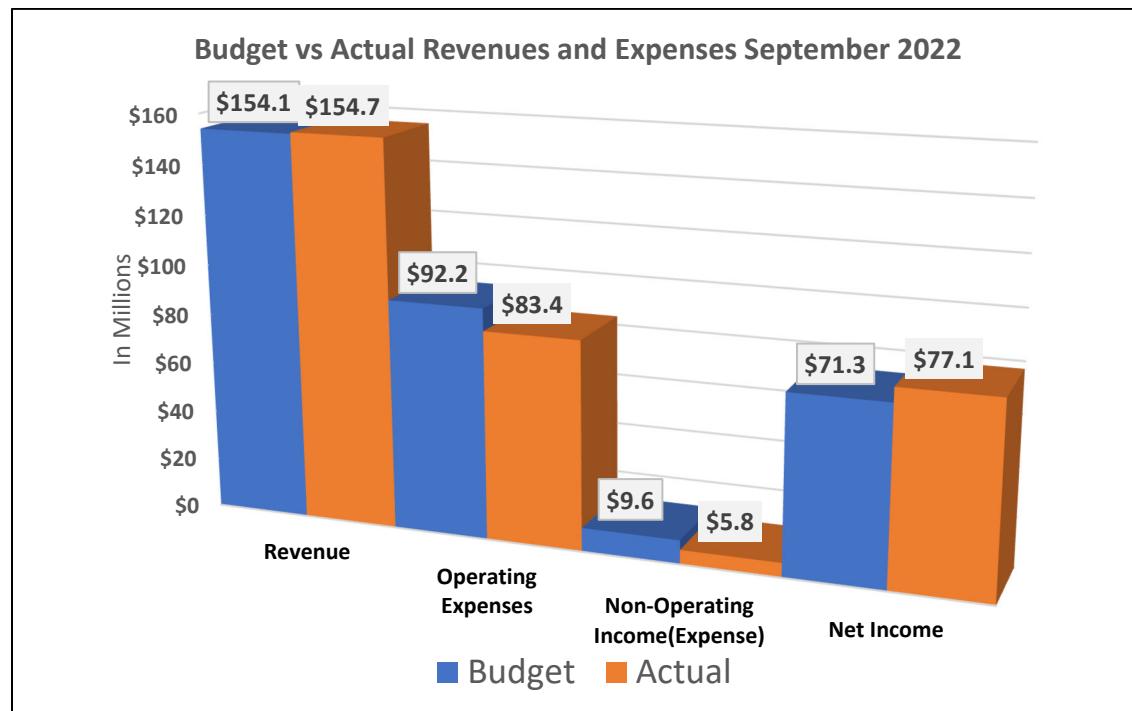
As of September 30, 2022

September 18, 2022

## September 2022 Financial Summary - NWSA

**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, beginning in 2021, our internal financial reports will exclude the impact of GASB 87.

### Actuals vs. Budget



Revenue through September of \$154.7 million was \$0.6 million above budget. Non-container revenue was \$4.5 million and 29% above budget driven by breakbulk revenue that was \$5.6 million above budget (tonnage above budget by 34% and military cargo revenue), offset by lower auto revenue of \$1.1 million on 24% lower volume. Container revenue was \$4.5 million below budget from lower intermodal revenue of \$4.5 million due to lower lift volumes (NIM -24%, SIM -11%, HIM -29%, PIM -18% and T5 -26%). In February, the MSC service shifted from Husky to T5 resulting in lower crane, strad, and intermodal revenue at Husky beginning in April (after the congestion was relieved); however in August, Husky terminal began receiving increased cargo flows that have been anticipated from the new vessel deployments from the Alliance (Husky TEU volume increased by 290% in August and September, respectively compared to July with a corresponding increase in revenue at Husky and the NIM). Also of significance were offsetting revenue variances at T46 that was above budget by \$2.0 million from the Pacific Crane Maintenance and U.S. Coast Guard leases that were not budgeted, offset by timing on the T18 budgeted MAG revenue and T5 revenue that was below budget by \$1.7 million as the budget assumed 85 lease acres but current lease is for 65 acres. Overall, September total TEU volumes

increased by 15.5% and YTD volumes decreased by 7.3% compared to the previous year. Real Estate revenue of \$11.9 million was above budget by \$0.6 million and 5% for new leases and rent escalations.

Operating expense of \$83.4 million was \$8.9 million and 10% under budget. Operating expense before depreciation was \$7.1 million and 9% below budget primarily due lower maintenance expenses of \$8.8 million from timing on repairs (for T5 gate complex repairs, maintenance dredging at T18 and T30, T46 bulkhead repairs, W. Sitcum terminal repairs, and contingency placeholder). Administrative expense was under budget by \$1.1 million from lower support services cost, and environmental expense was below budget by \$1.0 million primarily due to permanent savings of \$0.5 million in legal fees for the W. Sitcum Soundkeepers lawsuit that was settled in 2021 and timing of air quality projects. Offsetting higher operations costs of \$3.8 million were for unbudgeted T5 longshore shuttle costs of \$1.7 million and higher revenue related breakbulk operating expenses of \$3.7 million to support the revenue increase, offset by lower auto drayage and intermodal operating costs due to lower auto imports and lower intermodal volume of \$1.6 million.

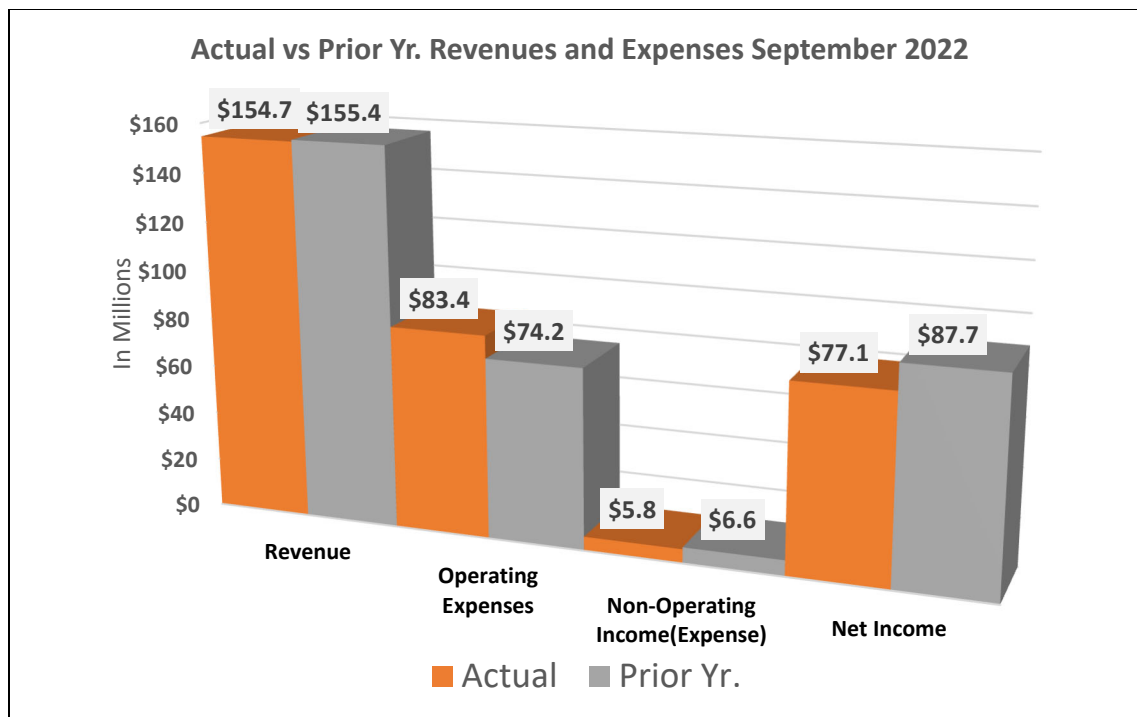
Depreciation of \$15.7 million was \$1.8 million under budget primarily due to timing of asset capitalizations at T5.

Operating income of \$71.3 million was \$9.5 million and 15% above budget.

Net non-operating income of \$5.8 million was \$3.8 million below budget. Interest income was below budget by \$1.8 million due to the non-cash loss on the market value of investments of \$2.1 million offset by higher interest income of \$0.3 million. Non-operating income was \$4.3 million above budget primarily from tenant stormwater asset contribution at T18 for \$2.6 million, settlement proceeds of \$1.7 million from the former West Sitcum terminal operator APM Terminals, \$0.1 million from the Tacoma Public Utilities for the SIMUP electric truck program. Grant income was below budget by \$6.2 million primarily due to timing of \$2.7 million on the T5 stormwater and \$1.3 million on the T5 shore power (recorded in 2021) projects and \$1.6 million for Husky shore power.

As a result, net income was \$77.1 million and \$5.7 million above budget.

## Current Year Actuals (YTD) vs. Prior Year Actuals (YTD)



Year to date revenue of \$154.7 million was \$0.7 million below the prior year. Container revenue of \$122.7 million was \$7.8 million below the prior year that included the CMA/APL termination payments of \$10.6 million, offset by the increase in current year revenue from the opening of Terminal 5, unbudgeted T46 revenue from the U.S. Coast Guard lease and additional expansion acres on the PCMC lease and higher crane and straddle revenue at Husky. Non-Container revenue increased by \$5.1 million over the prior year with breakbulk revenue up \$6.0 million (tonnage up 53%), offset by a decrease in auto revenue of \$0.9 million (units down 7%) due to a new revenue sharing agreement. Real estate revenue increased over the prior year by \$2.0 million and 20%.

Operating expense of \$83.4 million was \$9.1 million higher than the prior year; operating expenses before depreciation were above the prior year by \$4.5 million and depreciation was above the prior by \$4.6 million from new asset additions at T5. The increase in operating expense before depreciation were driven by revenue related longshore labor and operating costs that support the increase in breakbulk revenue totaling \$3.7 million, T5 longshore shuttle costs of \$1.7 million, PCT paving repairs of \$0.9 million, BNSF domestic terminal improvements of \$0.4 million and other terminal repairs of \$0.6 million. West Sitcum outsourced maintenance expense was increased by \$1.0 million for the West Sitcum crane rail repair commitment. The increases were offset by decreased operating expenses of \$1.2 million due to lower intermodal and auto volumes, the 2021 rail incentives of \$1.8 million and T30 generator rentals in the prior year of \$0.8 million.

Operating income of \$71.3 million was \$9.8 million and 12% below the prior year.

Net non-operating income of \$5.7 million was \$0.8 million below the prior year. Interest income was below the prior year by \$2.2 million due to the non-cash loss on the market value of investments of \$2.1 million and lower interest income of \$0.1 million. Non-operating income was \$3.7 million compared to \$3.9 million in the prior year. Significant current year items are primarily from tenant stormwater asset contribution at T18 for \$2.6 million, settlement proceeds of \$1.7 million (from former West Sitcum terminal operator APM Terminals), offset by legal costs related to the Soundkeepers lawsuit of \$0.2 million and T5 public expenses of \$0.5 million. Prior year significant items were \$4.2 million from the CMA/APL termination agreement, offset by SIM UP charging stations and CBP facility costs of \$0.4 million. Grant income was \$1.6 million above prior year, with current grant income of \$3.7 million (T5 stormwater system of \$2.6 million, T5 shore power infrastructure of \$1.1 million). Prior year grant income of \$2.1 million (Pierce County Flood District for the Wapato Creek culvert project \$0.9 million and T46 TIGER grant proceeds of \$1.1 million.)

This resulted in net income of \$77.1 million, which was \$10.6 million and 12% below the prior year.

**Balance Sheet and Cashflow:** Cash and investments totaled \$55.9 million at the end of September, compared to \$53.7 million at the beginning of the year. Cash distributions to homeports were \$92.0 million compared to \$88.8 million in the prior year, the increase of \$3.2 million is primarily due to higher grant income and customer deposits held in 2022 offset by lower cash net operating cashflow. NWSA Capital spending through September was \$39.3 million of which \$4.4 million will be received in September.



**THE NORTHWEST  
SEAPORT ALLIANCE**

	2022					2021		
	VARIANCE				VARIANCE			
	BUDGET	ACTUAL	FAV/(UNFAV)	%	ACTUAL	FAV/(UNFAV)	%	
Operating Revenue	\$ 154,090	\$ 154,680	\$ 591	0%	\$ 155,376	\$ (696)	0%	
Operating Expenses	74,787	67,689	7,098	9%	63,199	(4,490)	-7%	
Depreciation	17,459	15,666	1,793	10%	11,044	(4,622)	-42%	
<b>Total Operating Expenses</b>	<b>92,246</b>	<b>83,355</b>	<b>8,891</b>	<b>10%</b>	<b>74,243</b>	<b>(9,112)</b>	<b>-12%</b>	
<b>Operating Income</b>	<b>61,844</b>	<b>71,325</b>	<b>9,481</b>	<b>15%</b>	<b>81,133</b>	<b>(9,808)</b>	<b>-12%</b>	
<b>Non-Operating Income(Expense)</b>								
Interest Income (expense)	127	(1,690)	(1,817)	-1431%	561	(2,251)	-401%	
Non-Operating Income(Expense)	(584)	3,680	4,264	730%	3,877	(197)	-5%	
Grant income	9,958	3,749	(6,209)	-62%	2,109	1,640	78%	
<b>Total Non-Operating Income(Expense)</b>	<b>9,501</b>	<b>5,739</b>	<b>(3,762)</b>	<b>-40%</b>	<b>6,547</b>	<b>(808)</b>	<b>-12%</b>	
<b>Net Income</b>	<b>\$ 71,346</b>	<b>\$ 77,064</b>	<b>\$ 5,718</b>	<b>8%</b>	<b>\$ 87,680</b>	<b>\$ (10,616)</b>	<b>-12%</b>	

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

(Dollars in Thousands)		2022				2021			
DESCRIPTION	BUDGET	ACTUAL	FAV/(UNFAV)		ACTUAL	FAV/(UNFAV)			
			\$	%		\$	%		
<b>Container</b>									
Operating Revenue	\$127,165	\$122,701	(\$4,464)	-4%	\$130,484	(\$7,783)	-6%		
Operations	16,586	18,092	(1,506)	-9%	20,354	2,262	11%		
Maintenance	15,376	9,117	6,259	41%	7,133	(1,984)	-28%		
Depreciation	16,120	14,370	1,750	11%	9,930	(4,440)	-45%		
Total Operating Expense	48,082	41,579	6,503	14%	37,417	(4,162)	-11%		
Operating Income - Container	79,083	81,122	2,039	3%	93,067	(11,945)	-13%		
<b>Non- Container</b>									
Operating Revenue	15,612	20,079	4,467	29%	14,951	5,128	34%		
Operations	8,548	10,685	(2,137)	-25%	6,996	(3,689)	-53%		
Maintenance	1,674	1,690	(16)	-1%	1,216	(474)	-39%		
Depreciation	754	747	7	1%	723	(24)	-3%		
Total Operating Expense	10,976	13,122	(2,146)	-20%	8,935	(4,187)	-47%		
Operating Income - Non-Container	4,636	6,957	2,321	50%	6,016	941	16%		
<b>Real Estate</b>									
Operating Revenue	11,312	11,901	589	5%	9,941	1,960	20%		
Operations	237	263	(26)	-11%	222	(41)	-18%		
Maintenance	535	487	48	9%	134	(353)	-263%		
Depreciation	81	75	6	7%	75	0	0%		
Total Operating Expense	853	825	28	3%	431	(394)	-91%		
Operating Income - Real Estate	10,459	11,076	617	6%	9,510	1,566	16%		
<b>Other Expenses</b>									
Commercial Administration	10,015	8,808	1,207	12%	8,099	(709)	-9%		
Infrastructure and Administration Expense	22,319	19,020	3,299	15%	19,361	341	2%		
<b>Total Operating Income</b>	<b>\$61,844</b>	<b>\$71,325</b>	<b>\$9,481</b>	<b>15%</b>	<b>\$81,133</b>	<b>(\$9,808)</b>	<b>-12%</b>		

\* 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 \$122.7 million were below budget by \$4.5 million, 4%. Operating expenses of \$41.6 million were below budget by \$6.5 million, 14%. This resulted in container business operating income of \$81.1 million that was \$2.0 million above budget.

Operating revenues of \$122.7 million were below budget \$4.5 million.

- Husky crane revenue was above budget \$0.6 million (crane hours up 7%) and strad rent was above budget by \$0.4 million (strad hours up 36%), Husky TEUs down 18% over prior year.
- T46 revenue was above budget by \$2.0 million due to unbudgeted U.S. Coast Guard lease (17 acres of wharf/yard started in July 2022) and a new Pacific Crane Maintenance lease.
- T5 revenue was below budget by \$1.5 million as the budget assumed 85 lease acres but current lease is for 65 acres.
- East Sitcum revenue was above budget \$0.4 million for Husky and Military short-term leases. (Husky Terminal and Stevedoring, one started in January 2022 and terminated in March 2022. A new one commenced in April 2022)
- PCT rent above budget \$0.3 million from annual increase, T18 was below budget by \$2.3 million as budget assumed collection of incremental over MAG revenue (permanent variance as new SSA agreement waived this).
- Total intermodal revenue was below budget by \$3.9 million:
  - NIM lift revenue was below budget \$2.4 million (volume down 24%); offset by lift minimum guarantee above budget \$0.9 million.
  - SIM UP lift revenue was below budget by \$1.3 million (volume down 13%).
  - SIM BNSF lift revenue above budget \$0.2 million (volumes up 26%) offset by rent down \$0.7 million.
  - HIM lift revenue was below budget by \$0.9 million (volumes down 29%).
  - T5 intermodal lift revenue was below budget \$0.5 million (volume below budget by 26%).
  - PIM revenue above budget by \$0.1 million, as lift revenues were down \$0.1 million (volumes down 18%) and were offset by lift minimum guarantee up \$0.2 million.

Operating expenses of \$41.6 million were \$6.5 million and 14% below budget.

- Maintenance was under budget \$6.3 million due to T5 maintenance below budget by \$1.7 million for the gate complex repair and operational readiness projects; W. Sitcum maintenance below budget \$0.6 million (permanent variance of \$0.9 million for pier repairs that are now tenant responsibility; offset by crane rail rehab over budget \$0.3 million); T18 maintenance below budget by \$1.0 million for dredging and electrical assessments; PCT maintenance below budget \$0.6 million for timing of paving and dredging; T30 down \$0.3 million for maintenance dredging; Husky maintenance below budget by \$1.1 million due to less planned crane maintenance and repairs and dredging; and WUT maintenance below budget \$0.3 million for timing of cap repairs.
- Operations expense was \$1.5 million above budget, driven primarily by T5 operational costs of \$2.2 million (\$1.7 million for shuttle costs and \$0.4 million for utility costs) and \$0.2 million for substation work and right of way occupation fee at T30.
- Depreciation was below budget by \$1.8 million primarily due to timing of asset additions of \$1.4 million at T5 and \$0.2 million at T46.

Operating Income was \$81.1 million and 3% above budget.

#### **Non-Container Business (Autos and Breakbulk)**

Non-Container (autos and breakbulk) revenues of \$20.1 million were above budget \$4.5 million as the positive breakbulk variance of \$5.6 million was offset by the negative auto variance of \$1.1 million. Operating expenses were above budget \$2.1 million due to increased longshore labor. This resulted in Non-Container operating income of \$7.0 million which was \$2.3 million higher than budget.

Operating Revenues of \$20.1 million were above budget \$4.5 million.

- Breakbulk revenues of \$14.4 million were above budget by \$5.6 million due to 34% higher tonnage volume, more military cargoes, and higher storage revenue.
- Auto revenues of \$5.6 million were below budget by \$1.1 million due to 24% lower unit volume, offset by higher dockage and security revenues from the increased number of vessels, with longer vessel discharge periods due to lower availability of longshore labor.

Operating Expenses of \$13.1 million were above budget \$2.1 million.

- Breakbulk expenses of \$10.9 million were \$4.0 million above budget from higher longshore labor of \$2.9 million and higher operating expenses of \$0.9 million to support the higher volume. In addition, there were unbudgeted paving repairs of \$0.2 million at T7.
- Auto expenses of \$2.3 million were below budget \$1.9 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 \$1.5 million



as units were discharged off vessels and moved directly to retailers. In addition, Maintenance costs below budget \$0.2 million due to AWC paving repairs at Marshall Ave.

Operating Income of \$7.0 million was \$2.3 million above budget.

## **Real Estate**

Operating revenues of \$11.9 million were \$0.6 million and 5% above budget.

- New leases and escalations contributed \$0.7 million, offset by \$0.2 million for existing lease with reduced footprint.
- Revenue at the T18 bulk facilities for petroleum and molasses were \$0.1 million above budget with petroleum volume increasing by 27% and molasses volume increasing by 46%.

Operating expenses of \$0.8 million were flat to budget and operating income of \$11.1 million was \$0.6 million above budget.

## **Other (not LOB-specific) Operating Expenses**

Commercial Administrative expenses (Commercial and Operations teams) of \$8.8 million were below budget by \$1.2 million, primarily due to lower headcount that drove labor costs below budget by \$0.7 million, and lower maintenance contingency spending in the NH.

Infrastructure and Other Administration expenses of \$19.0 million were below budget by \$3.3 million as administration costs were below plan \$1.0 million due to lower homeport support service agreement allocations (driven by IT spending below plan). Environmental costs were below budget by \$1.0 million primarily due to permanent savings in legal fees for the W. Sitcum Soundkeepers lawsuit that was settled in 2021 for \$0.5 million and lower spending on air quality projects. And maintenance contingency spending was under budget by \$1.0 million.

Total Operating Income was \$71.3 million and \$9.5 million (15%) above budget.

## **Year to Date vs. Prior Year**

### **Container Business (Container Terminals and Intermodal)**

Container business (containers and intermodal) revenue of \$122.7 million decreased by \$7.8 million, 6% from the prior year. Operating expenses of \$41.6 million increased by \$4.2 million over the prior year. This resulted in container business operating income of \$81.1 million which was \$11.9 million, 13% lower than the prior year.

Operating Revenues of \$122.7 million decreased \$7.8 million and 6% versus the prior year.

- T5 revenue increased by \$1.0 million. Revenue from new SSA lease, commenced January 2022 (\$7.8 million, was offset by APL termination payment in the prior year (\$6.8 million).

- T46 revenue increased \$2.4 million due to Pacific Crane Maintenance, U.S. Coast Guard and PNW Pacific Maritime leases.
- T18 revenue decreased \$9.9 million as the prior year SSA met their minimum annual guarantee making their remaining rent became due (\$6.6 million) and prior year APL termination payment (\$3.3 million).
- Lease escalations increased revenue \$0.5 million at PCT and \$0.4 million at West Sitcum.
- Total intermodal lift revenue of \$26.5 million decreased by \$2.4 million.
  - NIM revenue decreased by \$4.4 million (volumes down 47%).
  - HIM revenue decreased by \$0.7 million (volumes down 28%).
  - SIM UP revenue increased by \$1.5 million (volumes up 18%).
  - SIM BNSF lift revenue of \$0.5 million was above the prior year as lease commenced August 2022.
  - T5 intermodal revenue increased \$1.5 million due to the new SSA lease now including lift revenue.
  - PIM revenue increased \$0.7 million due to an increase in the lift minimum of \$0.6 million and higher lift revenue, volume up 2%.
- Husky revenue decreased \$1.6 million as crane revenue decreased \$1.8 million (hours down 23%) and strad revenue decreased \$0.3 million which was offset by an increase in rent revenue of \$0.5 million for additional acreage.

Operating Expenses of \$41.6 million increased \$4.2 million and 11% from the prior year.

- Depreciation expense increased \$4.2 million due to terminal improvements at T5.
- Maintenance expense increased \$2.0 million due to PCT maintenance that was \$1.0 million above the prior year for culvert assessment/repairs and higher facility repairs and West Sitcum was \$1.0 million above the prior year for a lease amendment allows for reimbursement of up to \$1.0 million to SSA for repair of crane rails joints.
- Operations expense decreased \$2.2 million over the prior year mostly due to a decrease of intermodal operations expense of \$3.0 million due to 2021 incentives and decreased labor expense. T30 operations expense down \$0.7 million for 2021 rental of generators and related equipment. This was offset by an increase in T5 operations expense of \$1.3 million for shuttle costs of \$1.7 million which was offset by prior year costs for generator rentals and pavement repairs of \$0.4 million. Indirect utility labor increased \$0.2 million over the prior year at Husky for pier support.

### **Non-Container Business (Autos and Breakbulk)**

Non-Container business (autos and breakbulk) revenue of \$20.1 million increased by \$5.1 million over the prior year from increases in breakbulk revenue of \$6.0 million, offset by a decrease in auto revenue of \$0.9 million. Operating expenses of \$13.1 million increased by \$4.2 million over the previous year. This resulted in Non-Container business operating income of \$7.0 million, which was \$0.9 million higher than the prior year.

Operating Revenues of \$20.1 million were \$5.1 million more than the prior year.

- Breakbulk revenues increased by \$6.0 million as volumes increased by 53%.
- Auto revenues decreased by \$0.9 million compared to the prior year as auto units decreased by 7% with volume related revenues comparable to prior year, but revenue sharing increased by \$0.9 million.

Operating Expenses of \$13.1 million increased \$4.2 million over the prior year.

- Longshore labor and vessel related operating expenses were up \$2.9 million due to higher breakbulk and military volume.
- Security expense increased by \$0.3 million due to vessels staying at port longer to discharge the higher military and breakbulk volumes.
- Equipment rental costs increased \$0.3 million related to higher breakbulk volumes.
- Maintenance increased due to paving repairs of \$0.2 million at T7, and paving repairs of \$0.2 million at Marshall Ave.

### **Real Estate**

Operating Revenues of \$11.9 million increased \$2.0 million and 20% compared to the prior year.

- Revenue increased by \$1.2 million for new leases and rent escalations and \$0.4 million for new long-term leases with existing tenants, offset by \$0.2 million for existing lease with reduced footprint.
- 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 \$0.3 million higher than prior year with petroleum volume increasing 49% and molasses volume increasing by 38%.

Operating Expenses of \$0.8 million increased \$0.4 million over the prior year.

Operating Income of \$11.1 million was \$1.6 million and 16% above the prior year.

**Other (not LOB-specific) Operating Expenses**

Commercial Administration increased by \$0.7 million, primarily due NH facilities maintenance overhead allocations and an increase in depreciation on the SH customs improvements (first full year).

Infrastructure and Other Administration expenses decreased by \$0.3 million due to revisions of support services agreements that decreased administrative and security overhead allocations and lower environmental spending.

Total Operating Income was \$71.3 million and \$9.8 million (12%) below the prior year.

**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 2022 vs 2021



## CARGO VOLUME

	2022 YTD Total	2021 Total	2022 Budget
<u>Containers (TEUs)</u>			
International	2.1M	3.0M	3.3M
Domestic	571k	744k	0.7M
Break Bulk (Metric Tons)	356k	366K	370k
Autos (Units) <small>NWSA/POT</small>	112k	162k	206k



## JOB CREATION

	2022 YTD Actuals	2021 YTD Actuals (Full year shown)	2022 Budget
ILWU Hours	3.6M	4.5M	4.7M



## MARKET SHARE

	2022 YTD Actuals (Aug. 2022)*	2021 YTD (full year shown)
Trans-Pacific Trade	6.2%	7.1%
West Coast Ports	11.2%	12.0%



## FINANCIAL RETURNS

<i>\$ in millions</i>	2022 YTD Actuals	2021 Total Actuals (Full year shown)	2022 Total Budget
Distributable Cash	\$92.0	\$128.6	\$122.1
Return on Revenue	44%	46%	41%



## ENVIRONMENTAL STEWARDSHIP

	2022 YTD Actuals	2021 Results	2022 Budget
Water Quality (Acres of Improve Source Control)	60.2 acres	114 acres	150 acres
Air Quality (Diesel Particulate Matter - reduced)**	0.6 Ton	0.34 Ton	1.1 Tons
Greenhouse Gas Emissions - (reduced)**	260 Tons	0 Ton	660 Tons



## OPERATIONS

	2022 Q3 Actuals	2021 Q3 Actuals	2021 Results	2022 Target
Avg Crane Production <small>Net moves per hour (mph)</small>	28.2	28.5	28.0	28.5
Truck Turn Time <small>Avg total experience in minutes</small>	80.0	81.4	77.5	< 90 Minute Turn Time

\*West coast port and Trans-Pacific Trade volumes through Sept were not available by the time of the distribution of this report; therefore, presented data through Aug 2022

\*\*Expected higher jump in Q4 as the ships are expected to start plugging into shore power at T-5



NORTHWEST SEAPORT ALLIANCE  
Statement of Revenue and Expense  
North & South Harbor  
September 30, 2022

CURRENT MONTH					YEAR TO DATE				
BUDGET	ACTUAL	VARIANCE	%	DESCRIPTION	BUDGET	ACTUAL	VARIANCE	%	PRIOR YEAR
17,827,955	18,458,151	630,196	3.5%	Operating Revenues	154,089,829	154,680,362	590,533	0.4%	155,376,097
<b>17,827,955</b>	<b>18,458,151</b>	<b>630,196</b>	<b>3.5%</b>	<b>Total Revenue</b>	<b>154,089,829</b>	<b>154,680,362</b>	<b>590,533</b>	<b>0.4%</b>	<b>155,376,097</b>
3,579,993	4,082,879	(502,886)	-14.0%	Operations	31,315,023	35,115,937	(3,800,914)	-12.1%	33,459,511
6,027,514	1,240,248	4,787,266	79.4%	Maintenance	23,385,337	14,629,623	8,755,714	37.4%	11,832,411
1,655,298	1,687,496	(32,198)	-1.9%	Administration	14,651,037	13,577,059	1,073,978	7.3%	13,724,371
365,906	376,803	(10,897)	-3.0%	Security	3,266,680	3,189,949	76,731	2.3%	2,994,181
1,926,123	1,725,203	200,920	10.4%	Depreciation	17,317,055	15,398,405	1,918,650	11.1%	10,961,130
16,108	30,068	(13,960)	-86.7%	Amortization of Lease Asset	141,688	267,306	(125,618)	-88.7%	82,395
462,064	174,371	287,693	62.3%	Environmental	2,168,873	1,176,952	991,921	45.7%	1,189,288
14,033,006	9,317,068	4,715,938	33.6%	Total Operating Expense	92,245,693	83,355,231	8,890,462	9.6%	74,243,287
3,794,949	9,141,083	5,346,134	140.9%	Operating Income	61,844,136	71,325,131	9,480,995	15.3%	81,132,810
19,941	114,209	94,268	472.7%	Interest Income	179,469	508,501	329,032	183.3%	633,675
-	(462,285)	(462,285)	0.0%	Market Value Adjustment	-	(2,142,954)	(2,142,954)	0.0%	(28,406)
(5,587)	(5,817)	(230)	-4.1%	Lease Interest Expense	(52,082)	(55,593)	(3,511)	-6.7%	(43,612)
600,000	581,600	(18,400)	-3.1%	Grant Income	9,958,097	3,749,115	(6,208,982)	-62.4%	2,108,721
(122,000)	2,607,717	2,729,717	2237.5%	Misc. Non Op Income(Expense)	(566,000)	3,697,408	4,263,408	753.3%	3,892,991
(1,720)	(1,756)	(36)	-2.1%	Other Non Operating	(17,728)	(17,206)	522	2.9%	(16,452)
490,634	2,833,668	2,343,034	477.6%	Non-Operating Revenue (Expense)	9,501,756	5,739,271	(3,762,485)	-39.6%	6,546,917
4,285,583	11,974,751	7,689,168	179.4%	Income Before Levy & Expense	71,345,892	77,064,402	5,718,510	8.0%	87,679,727
<b>4,285,583</b>	<b>11,974,751</b>	<b>7,689,168</b>	<b>179.4%</b>	<b>Net Income/(Loss)</b>	<b>71,345,892</b>	<b>77,064,402</b>	<b>5,718,510</b>	<b>8.0%</b>	<b>87,679,727</b>

NORTHWEST SEAPORT ALLIANCE  
North & South Harbor  
Trended Statement of Revenue and Expense  
September 30, 2022  
(Dollars in Thousands)

	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22
Operating Revenue	24,570	14,999	18,364	13,727	18,865	17,273	16,911	16,366	15,422	16,285	15,816	19,284	18,458
<b>Total Operating Revenue</b>	<b>24,570</b>	<b>14,999</b>	<b>18,364</b>	<b>13,727</b>	<b>18,865</b>	<b>17,273</b>	<b>16,911</b>	<b>16,366</b>	<b>15,422</b>	<b>16,285</b>	<b>15,816</b>	<b>19,284</b>	<b>18,458</b>
Operations	4,593	4,027	3,581	4,383	3,375	4,224	4,123	4,311	3,228	4,240	3,645	3,888	4,083
Maintenance	1,610	1,708	2,338	3,773	1,219	1,223	1,332	1,377	1,559	1,379	1,716	3,585	1,240
Administration	1,683	1,477	1,560	1,345	1,227	1,399	1,664	1,523	1,442	1,589	1,546	1,500	1,687
Security	337	305	320	374	339	296	342	373	389	371	351	352	377
Depreciation	1,243	1,234	1,248	1,399	1,700	1,699	1,696	1,697	1,717	1,716	1,716	1,732	1,725
Amortization of Lease Asset	15	15	15	15	15	15	15	16	16	16	16	127	30
Environmental	125	151	127	22	96	109	147	118	136	110	141	146	174
<b>Total Operating Expense</b>	<b>9,606</b>	<b>8,918</b>	<b>9,189</b>	<b>11,310</b>	<b>7,972</b>	<b>8,965</b>	<b>9,319</b>	<b>9,414</b>	<b>8,485</b>	<b>9,421</b>	<b>9,131</b>	<b>11,330</b>	<b>9,317</b>
<b>Operating Income</b>	<b>14,964</b>	<b>6,081</b>	<b>9,176</b>	<b>2,417</b>	<b>10,893</b>	<b>8,308</b>	<b>7,592</b>	<b>6,952</b>	<b>6,937</b>	<b>6,864</b>	<b>6,685</b>	<b>7,954</b>	<b>9,141</b>
Interest Income	-	1	176	21	21	22	27	35	47	54	80	107	114
Market Value Adjustment	(98)	(101)	(229)	(40)	(291)	(174)	(558)	(327)	68	(221)	263	(440)	(462)
Lease Interest Expense	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(9)	(6)
Grant Income	-	-	1	3,347	(179)	180	519	1,058	-	-	1,587	3	582
Misc. Non Op Income/(Expense)	(51)	299	(403)	3,589	1,711	41	(33)	(257)	(221)	23	(21)	(169)	2,606
<b>Non-Operating Revenue (Expense)</b>	<b>(154)</b>	<b>193</b>	<b>(461)</b>	<b>6,910</b>	<b>1,255</b>	<b>62</b>	<b>(50)</b>	<b>503</b>	<b>(111)</b>	<b>(150)</b>	<b>1,904</b>	<b>(507)</b>	<b>2,834</b>
<b>Net Income/(Loss)</b>	<b>14,810</b>	<b>6,274</b>	<b>8,715</b>	<b>9,327</b>	<b>12,148</b>	<b>8,370</b>	<b>7,542</b>	<b>7,455</b>	<b>6,825</b>	<b>6,714</b>	<b>8,589</b>	<b>7,447</b>	<b>11,975</b>

NORTHWEST SEAPORT ALLIANCE  
North & South Harbor  
Commercial Team  
Statement of Revenue - Operating Income  
Year to Date September 30, 2022 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	\$94,694	\$28,007	\$122,701	\$5,630	\$14,449	\$20,079	\$11,901	-	\$154,680
Operating Expenses	7,969	10,248	18,217	980	9,744	10,725	263	-	29,205
Maintenance	8,217	900	9,117	730	960	1,690	487	-	11,294
Depreciation	13,882	363	14,245	540	167	707	75	-	15,028
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	30,069	11,510	41,579	2,251	10,872	13,122	826	-	55,527
Contribution Margin	64,625	16,497	81,122	3,379	3,578	6,957	11,075	-	99,153
Commercial Administration	2,941	660	3,601	-	2,103	2,103	889	2,214	8,808
Commercial Operating Income	61,684	15,837	77,521	3,379	1,474	4,853	10,185	(2,214)	90,345
Infrastructure and Other Administration	-	-	-	-	-	-	-	19,020	19,020
Operating Income	61,684	15,837	77,521	3,379	1,474	4,853	10,185	(21,234)	71,325
BUDGET									
Operating Revenues	\$94,650	\$32,515	\$127,165	\$6,726	\$8,886	\$15,612	\$11,312	-	\$154,090
Operating Expenses	5,601	10,984	16,586	2,747	5,840	8,587	237	-	25,410
Maintenance	14,288	1,088	15,376	858	816	1,674	535	-	17,585
Depreciation	15,732	388	16,120	546	169	715	81	-	16,916
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	35,621	12,461	48,082	4,151	6,825	10,976	853	-	59,911
Contribution Margin	59,029	20,055	79,083	2,575	2,061	4,636	10,459	-	94,179
Commercial Administration	3,193	751	3,944	-	1,939	1,939	1,001	3,132	10,015
Commercial Operating Income	55,835	19,304	75,139	2,575	123	2,697	9,459	(3,132)	84,163
Infrastructure and Other Administration	-	-	-	-	-	-	-	22,319	22,319
Operating Income	55,835	19,304	75,139	2,575	123	2,697	9,459	(25,451)	61,844
VARIANCE									
Operating Revenues	\$43	(\$4,508)	(\$4,465)	(\$1,096)	\$5,563	\$4,467	\$588	-	\$591
Operating Expenses	(2,368)	737	(1,631)	1,767	(3,904)	(2,137)	(26)	-	(3,795)
Maintenance	6,071	188	6,259	128	(144)	(16)	47	-	6,291
Depreciation	1,849	25	1,875	6	1	7	6	-	1,888
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	5,553	950	6,503	1,901	(4,047)	(2,146)	27	-	4,384
Contribution Margin	5,596	(3,558)	2,038	804	1,516	2,321	615	-	4,974
Commercial Administration	253	91	343	-	(165)	(165)	111	918	1,207
Commercial Operating Income	5,848	(3,467)	2,382	804	1,352	2,156	726	918	6,182
Infrastructure and Other Administration	-	-	-	-	-	-	-	3,299	3,299
Operating Income	5,848	(3,467)	2,382	804	1,352	2,156	726	4,217	9,481



NORTHWEST SEAPORT ALLIANCE  
North & South Harbor  
Commercial Team  
Statement of Revenue - Operating Income  
Year to Date September 30, 2022 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	\$94,694	\$28,007	\$122,701	\$5,630	\$14,449	\$20,079	\$11,901	-	\$154,680
Operating Expenses	7,969	10,248	18,217	980	9,744	10,725	263	-	29,205
Maintenance	8,217	900	9,117	730	960	1,690	487	-	11,294
Depreciation	13,882	363	14,245	540	167	707	75	-	15,028
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	30,069	11,510	41,579	2,251	10,872	13,122	826	-	55,527
Contribution Margin	64,625	16,497	81,122	3,379	3,578	6,957	11,075	-	99,153
Commercial Administration	2,941	660	3,601	-	2,103	2,103	889	2,214	8,808
Commercial Operating Income	61,684	15,837	77,521	3,379	1,474	4,853	10,185	(2,214)	90,345
Infrastructure and Other Administration	-	-	-	-	-	-	-	19,020	19,020
Operating Income	61,684	15,837	77,521	3,379	1,474	4,853	10,185	(21,234)	71,325
PRIOR YEAR									
Operating Revenues	\$101,499	\$28,985	\$130,484	\$6,502	\$8,449	\$14,951	\$9,941	-	\$155,376
Operating Expenses	7,127	13,227	20,354	948	6,069	7,016	222	-	27,593
Maintenance	6,690	443	7,133	476	740	1,216	134	-	8,484
Depreciation	9,557	373	9,930	544	158	702	75	-	10,707
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	23,374	14,043	37,417	1,967	6,967	8,934	432	-	46,784
Contribution Margin	78,124	14,942	93,066	4,535	1,482	6,017	9,510	-	108,592
Commercial Administration	2,262	666	2,928	-	1,851	1,851	1,033	2,287	8,099
Commercial Operating Income	75,862	14,276	90,138	4,535	(369)	4,166	8,477	(2,287)	100,494
Infrastructure and Other Administration	-	-	-	-	-	-	-	19,361	19,361
Operating Income	75,862	14,276	90,138	4,535	(369)	4,166	8,477	(21,648)	81,133
VARIANCE									
Operating Revenues	(\$6,805)	(\$977)	(\$7,783)	(\$872)	\$6,000	\$5,128	\$1,959	-	(\$696)
Operating Expenses	(843)	2,979	2,137	(33)	(3,675)	(3,708)	(41)	-	(1,612)
Maintenance	(1,527)	(457)	(1,984)	(254)	(220)	(474)	(353)	-	(2,811)
Depreciation	(4,325)	10	(4,315)	4	(9)	(6)	-	-	(4,321)
Environmental	-	-	-	-	-	-	-	-	-
Total Expenses	(6,694)	2,532	(4,162)	(283)	(3,904)	(4,188)	(394)	-	(8,744)
Contribution Margin	(13,499)	1,555	(11,944)	(1,156)	2,096	940	1,565	-	(9,439)
Commercial Administration	(679)	6	(673)	-	(252)	(252)	143	73	(709)
Commercial Operating Income	(14,178)	1,561	(12,617)	(1,156)	1,844	688	1,708	73	(10,149)
Infrastructure and Other Administration	-	-	-	-	-	-	-	341	341
Operating Income	(14,178)	1,561	(12,617)	(1,156)	1,844	688	1,708	414	(9,808)

NORTHWEST SEAPORT ALLIANCE  
Statement of Net Position  
North & South Harbor  
September 30, 2022  
(Dollars in Thousands)

	Current Year	9/30/2021
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash	\$11,477	\$6,610
Investments, at fair value	44,452	44,022
Net Trade A/R	12,549	26,992
Grants Receivable	582	0
Prepayments and other current assets	2,159	1,059
<b>Total Current Assets</b>	<b>71,219</b>	<b>78,683</b>
<b>NON-CURRENT ASSETS</b>		
Capital Assets	476,127	296,637
Construction in Process	118,887	229,968
<b>Total cost</b>	<b>595,014</b>	<b>526,605</b>
Less: Accumulated Depreciation	63,207	43,614
<b>Capital Assets, Net</b>	<b>531,807</b>	<b>482,990</b>
Other Deferred Assets	92	0
Lease Receivable - GASB 87	1,509,977	1,171,362
Pension Asset	4,978	0
<b>Total Non-Current Assets</b>	<b>1,515,047</b>	<b>1,171,362</b>
<b>Total Assets</b>	<b>\$2,118,073</b>	<b>\$1,733,034</b>
<b>Deferred Outflows of Resources</b>		
Pension Deferred Outflow	1,085	1,377
<b>Total Assets and Deferred Outflows</b>	<b>\$2,119,158</b>	<b>\$1,734,413</b>
<b>LIABILITIES AND EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Accounts Payable and accrued liabilities	\$13,860	\$13,685
Related Party Payable - JV	3,047	2,981
Payroll and Benefits Liabilities	1,930	1,832
<b>Total Current Liabilities</b>	<b>18,837</b>	<b>18,498</b>
<b>NON-CURRENT LIABILITIES</b>		
Rent Deposits	7,264	2,677
Net Pension Liability	0	2,232
Other Noncurrent Liabilities	6,957	5,511
<b>Total Non-Current Liabilities</b>	<b>14,221</b>	<b>10,421</b>
<b>Total Liabilities</b>	<b>33,057</b>	<b>28,919</b>
<b>Deferred Inflows of Resources</b>		
Lease Deferred Inflows - GASB 87	1,509,977	1,171,362
Pension Deferred Inflow	5,755	758
<b>Total Equity</b>	<b>570,368</b>	<b>533,371</b>
<b>Total Liabilities, Deferred Inflows &amp; Equity</b>	<b>\$2,119,158</b>	<b>\$1,734,413</b>

**NORTHWEST SEAPORT ALLIANCE**  
**Summary of Cash Activities**  
**September 30, 2022**  
**(Dollars in Thousands)**

	2022	2021
Operating Income	\$ 71,325	\$ 81,140
Less: Non-cash income/expense items		
Depreciation	15,343	11,044
Cash earned in the current year	86,668	92,183
Adjustments		
Increases/decreases in payables and receivables	1,252	(12,391)
<b>Net cash provided by operating activities</b>	<b>87,920</b>	<b>79,792</b>
Membership interest affirmation payment rec'd from Port of Seattle	-	11,000
Distribution of membership interest affirmation payment	-	(11,000)
Current year distributable cash	(92,026)	(83,832)
Timing on current year distributions	7,328	6,050
Prior Year distributable cash paid in current year	(5,876)	(10,340)
<b>Net cash provided by non-capital &amp; related financing activities</b>	<b>(90,574)</b>	<b>(88,122)</b>
Cash received from Homeports for Capital Construction Fund	40,529	81,309
Cash received from federal grants	6,514	2,782
Acquisition and construction of capital assets (net)	(46,080)	(76,896)
Cash received from Capital HMT Funds	5,526	5,526
<b>Net cash provided/(used) from Capital &amp; Financing Activities</b>	<b>6,489</b>	<b>12,722</b>
Cash from/(to) investments	502	(3,076)
<b>Net cash from/(to) investments</b>	<b>502</b>	<b>(3,076)</b>
<b>Total Increase(Decrease) in Cash</b>	<b>4,337</b>	<b>1,316</b>
Plus: Beginning Cash Balance	7,140	5,295
<b>Ending Cash</b>	<b>\$ 11,477</b>	<b>\$ 6,610</b>

**The Northwest Seaport Alliance**  
**Statement of Managing Members' Equity**  
**September 30, 2022**  
**(Dollars in Thousands)**

<b>Description</b>	<b>12/31/2021</b>	<b>2022 Changes</b>	<b>Ending Balance 9/30/22</b>
Working capital contributions	\$ 62,000	\$ -	\$ 62,000
Capital construction contributions	515,209	34,846	550,055
Non-cash capital work-in-process	16,792	-	16,792
HMT Contributions	5,526	5,526	11,052
Affirmation Payment	22,000	-	22,000
<b>Total Contributions</b>	<u>\$ 621,527</u>	<u>\$ 40,372</u>	<u>\$ 661,899</u>
 Affirmation Distribution	 \$ (11,000)	 \$ -	 \$ (11,000)
GASB 87 Adjustment	(110)	-	(110)
Net income from JV	630,519	77,064	707,583
Cash distributions	(703,308)	(84,698)	(788,006)
<b>End Balance</b>	<u><u>\$ 537,629</u></u>	<u><u>\$ 32,739</u></u>	<u><u>\$ 570,368</u></u>



**Northwest Seaport Alliance**  
**Managing Members Cash Distribution Report**  
September 30, 2022

The cash distributions per Article IV of the Charter are shared 50/50 by each homeport. Homeports will receive 50% of the \$7,328,000 or \$3,664,000 each.

<b>Distribution Date*</b>	<b>Fiscal Month/Yr.</b>	<b>Amount</b>	<b>YTD Distributions</b>
10/27/22	September 2022	\$7,328,000	\$92,026,000

\*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 September 30, 2022

LOB	Actual YTD	Budget 2022	Variance (over)/under
<b>Automobiles</b>		\$500,000	\$500,000
<b>Container Business</b>	\$43,830,051	\$106,979,000	\$63,148,949
<b>Industrial-Commercial Real Estate</b>		\$150,000	\$150,000
<b>Intermodal</b>	\$309,124	\$248,000	(\$61,124)
<b>Port-Operated Facilities</b>	\$99,878	\$1,750,000	\$1,650,122
<b>Port-Wide Infrastructure</b>		\$3,050,000	\$3,050,000
<b>Grand Total</b>	<b>\$44,239,053</b>	<b>\$112,677,000</b>	<b>\$68,437,947</b>
Project Breakdown by LOB - Material Projects (Projects \$300k and up)			
LOB	Actual YTD		
Automobiles →			
Other Automobiles			
<b>Total</b>			
Container Business →			
U00100 T5 Berth Construction	26,965,051		
U00572/U00654 T5 Stormwater Treatment System	9,503,569		
U00303 T18 Stormwater Utility Upgrade	2,610,166		
U00694 T5 Rail Tenant Reimbursable Improvements	1,389,830		
201107.02 WUT Fender System Replacement	511,745		
201133.01 Service Crane Maintenance Platform	331,100		
Other Container Business	2,518,590		
<b>Total</b>	<b><u>\$43,830,051</u></b>		
Industrial-Commercial Real Estate →			
Other Industrial-Commercial Real Estate			
<b>Total</b>			
Intermodal →			
Other Container Business	309,124		
<b>Total</b>	<b><u>\$309,124</u></b>		
Port-Operated Facilities →			
Other Port-Operated Facilities	99,878		
<b>Total</b>	<b><u>\$99,878</u></b>		
Port-Wide Infrastructure →			
Other Port-Wide Infrastructure			
<b>Total</b>			
<b>Grand Total</b>	<b>\$44,239,053</b>		



## The Northwest Seaport Alliance 5-Year Cargo Volume History:

CONTAINERIZED VOLUME (TEUs)										
	2017	2018	2019	2020	2021	Q3 2020	Q3 2021	Q3 2022	% Change Y-O-Y (2020 vs 2022)	% Change Y-O-Y (2021 vs 2022)
Int'l Import full TEUs	1,380,785	1,452,623	1,369,251	1,253,818	1,464,662	899,629	1,118,158	991,102	10.2%	-11.4%
Int'l Export full TEUs	964,067	953,495	913,332	790,620	691,446	589,744	533,301	417,495	-29.2%	-21.7%
Int'l Empty TEUs	650,459	705,114	775,763	591,197	836,012	411,701	623,332	653,593	58.8%	4.9%
Total International TEUs	2,995,311	3,111,232	3,058,346	2,635,635	2,992,120	1,901,074	2,274,790	2,062,190	8.5%	-9.3%
Total Domestic TEUs	706,863	686,394	716,957	684,744	744,086	518,667	566,909	570,865	10.1%	0.7%
Grand Total TEUs	3,702,174	3,797,626	3,775,303	3,320,379	3,736,206	2,419,741	2,841,699	2,633,054	8.8%	-7.3%
CARGO VOLUME (METRIC TONS)										
Container Cargo	26,105,730	28,868,125	28,671,813	25,508,550	26,177,940	18,742,376	20,035,018	18,016,181	-3.9%	-10.1%
Breakbulk	210,725	249,055	246,412	291,623	366,184	216,900	264,909	355,952	64.1%	34.4%
Grain	9,027,128	9,000,753	6,460,563	9,197,211	10,106,512	5,819,839	6,933,397	6,027,553	3.6%	-13.1%
Gypsum	229,084	221,054	251,342	153,858	220,172	118,468	181,256	134,806	13.8%	-25.6%
Logs	278,078	116,790	75,757	0	0	0	0	0	0.0%	0.0%
Petroleum	715,546	665,670	636,150	677,469	524,332	520,933	384,820	572,940	10.0%	48.9%
Molasses	35,980	45,686	46,661	42,400	32,729	35,951	32,729	31,769	-11.6%	-2.9%
Grand Total (Metric Tons)	36,602,271	39,167,133	36,388,697	35,871,112	37,690,159	25,454,468	27,832,130	25,139,200	-1.2%	-9.7%
Autos (Units)	146,885	141,143	155,930	156,205	162,484	108,628	127,562	111,514	2.7%	-12.6%
Market Share Aug YTD (most recent data available for competing ports)*	13.6%	13.4%	13.6%	12.0%	12.0%	12.3%	11.8%	11.2%	-1.1%	-0.6%

\*Los Angeles, Long Beach, Oakland, Vancouver, Prince Rupert, NWSA, Portland

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

Includes volume from a privately-operated domestic

Breakbulk volume includes both North and South Harbor