



Long Beach Container Terminal



A New Era of Efficient Operations



**Long Beach
Container
Terminal**

Why The Need For Change?

- The chronic congestion, long truck turn times, and a general lack of efficient operations that exist in our local ports
- The need for a fast, efficient and reliable gate & yard process designed to improve service to the trucking industry
- Bigger ships require a system that can better manage the peaks
- Environmental leadership: design a terminal as close to zero emissions as possible
- To disprove general perception that Southern California as a gateway was unwilling or unable to change its operating model

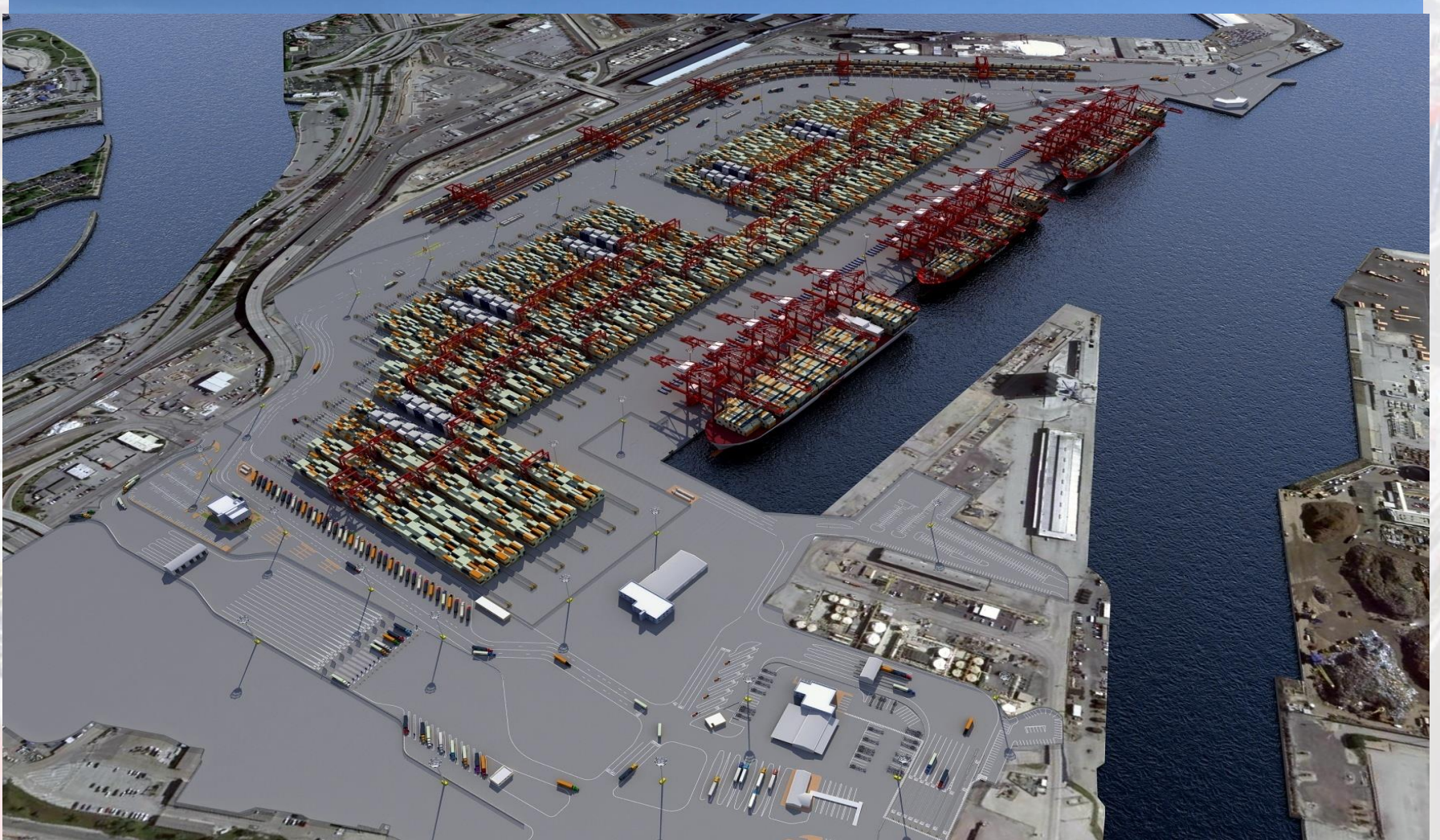
Terminal Particulars at Completion

- 304 acres or 123 hectares
- Annual throughput capacity 3.3 MTEU
- Static storage capacity 73,000 TEU
- Three large berths – 4250' or 1,295m of total wharfline
- 76'/23m channel draft – minimum of 55'/16.76m alongside
- Intermodal – A Total of 48,000/14.63km track feet within our fence line maximizing LBCT on-dock rail capacity.
- Two gate complexes (28 in lanes/17 out lanes)
- 2250 grounded reefer plugs
- Operating Systems : Navis N4, TEAMS, ABB

Equipment Fleet at Completion

- 14 Ship to Shore (STS) Cranes **(Largest in the U.S.)**
 - Tandem lift, dual hoist primary trolley
 - Fully automated secondary trolley
 - Up to 27 container outreach
 - 155'/165', or 47.2m/50.3m lift above waterside rail
 - 130 LT Lift Capacity
- 69 Automated Stacking Cranes (ASCs)
 - 9 & 10 Wide, 1 over 6
- 72 Automated Guided Vehicles (AGV)
 - All electric
- 5 Intermodal Yard (IY) Cranes
 - Dual cantilever Spanning 8 tracks
- A long list of additional terminal equipment and technologies

Intelligent Design



Cranes

STS –Ship



Cranes

ASC – Automated Stacking Cranes



Cranes

IYC - Intermodal Yard Crane



Automated Guided Vehicles

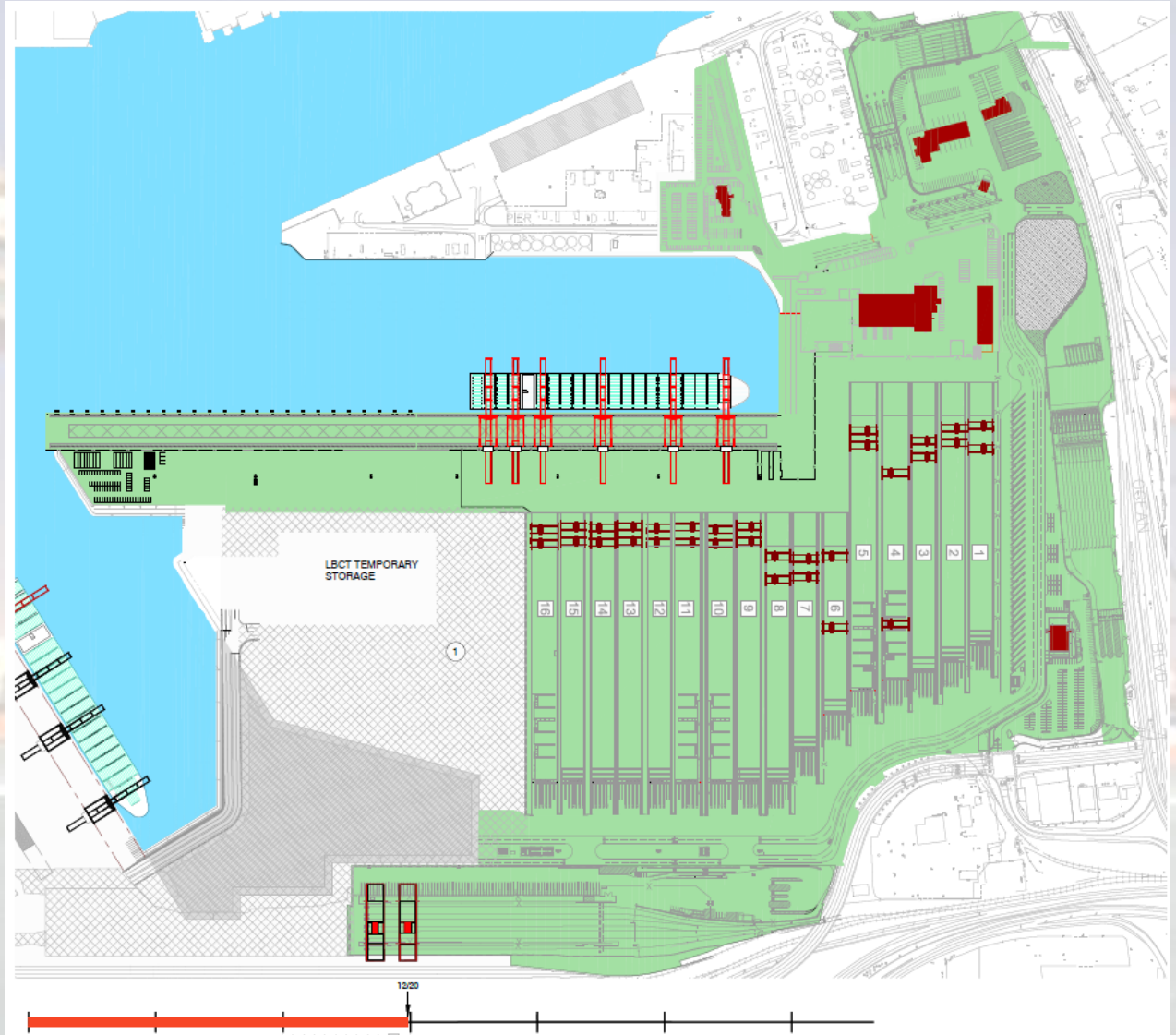


From Manual to Control Room

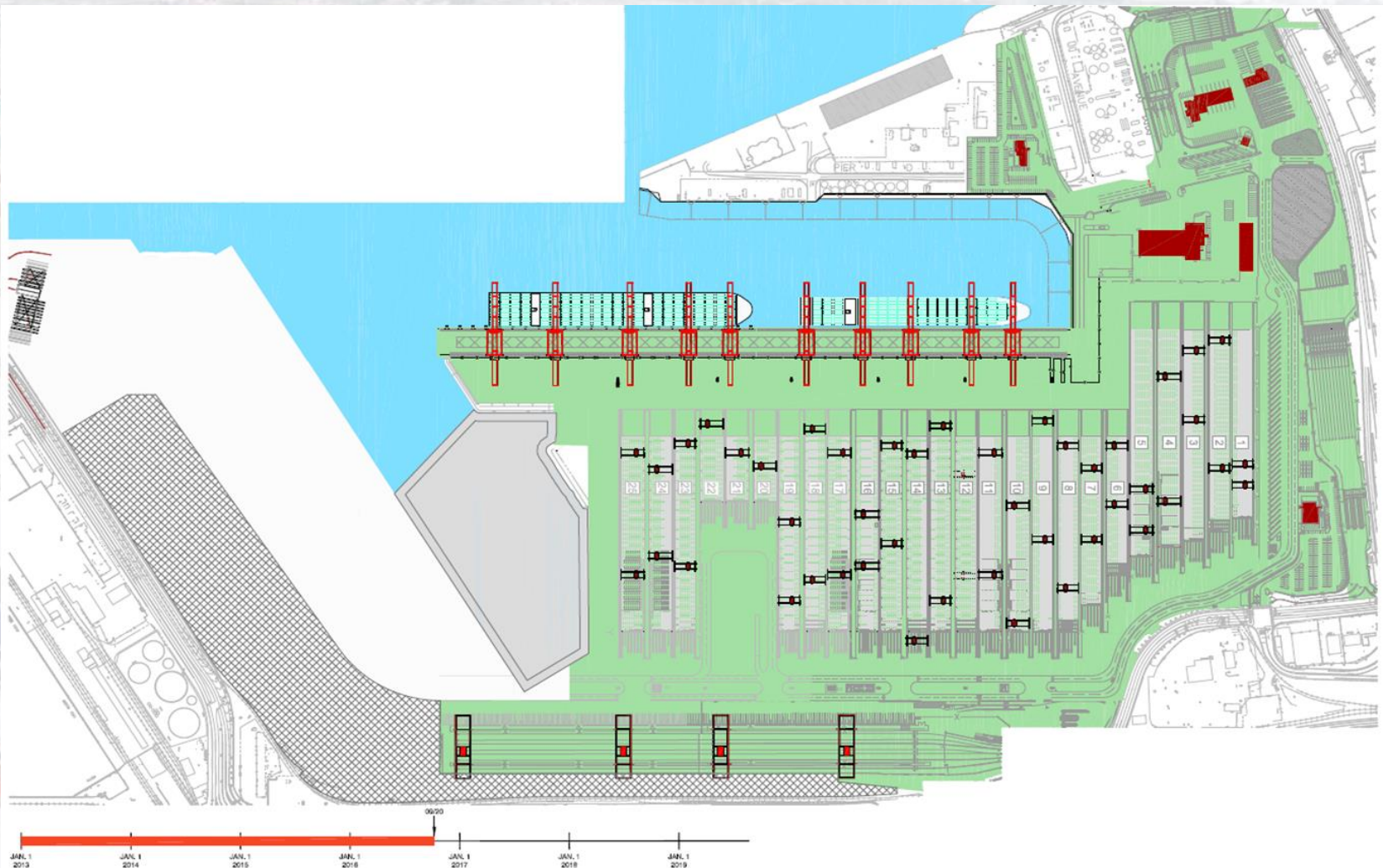


PHASE I

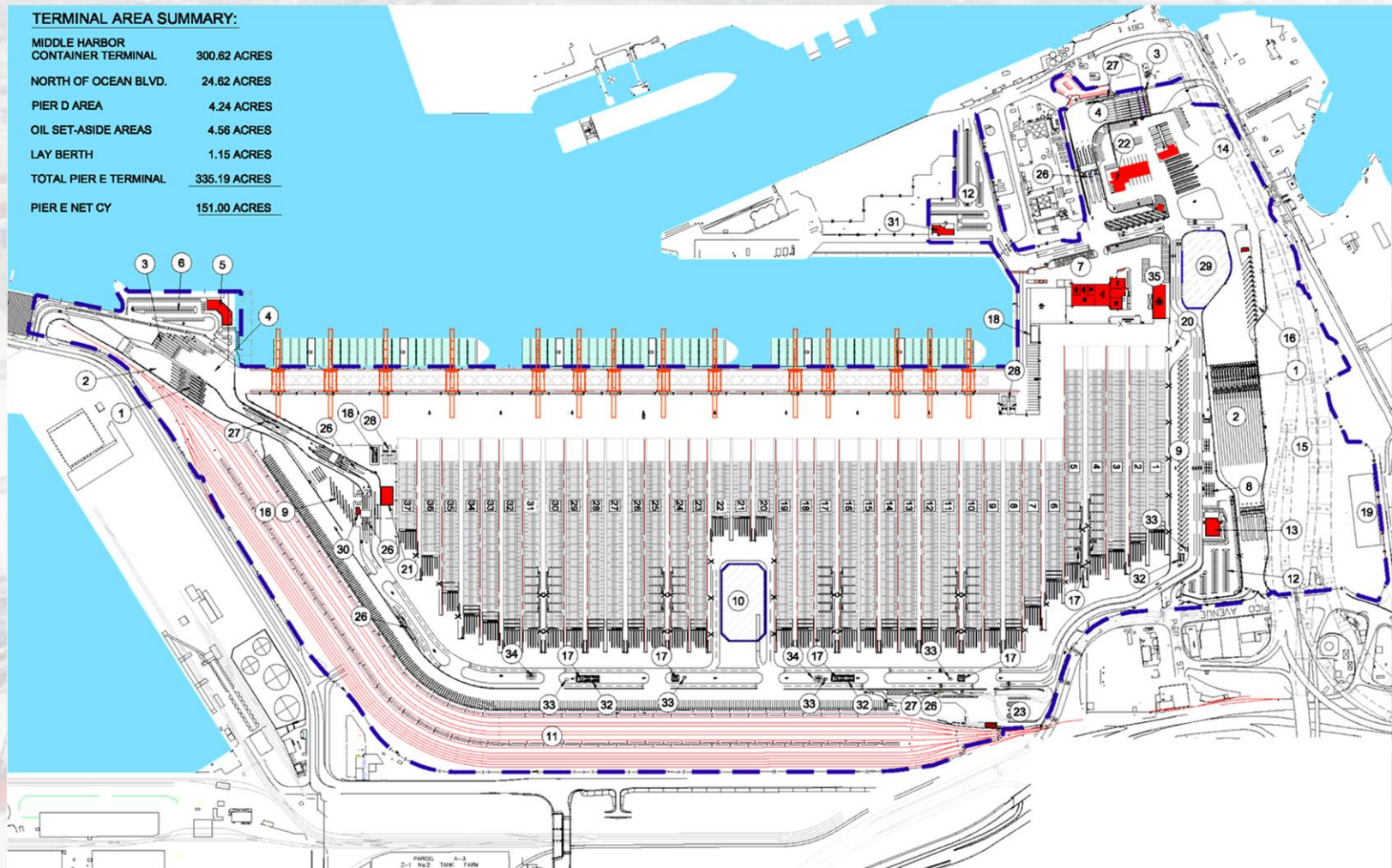
April 2016 - First Commercial Vessel



Current Footprint (Phase II), since October of 2017



Project Completion Target: Q2 2021

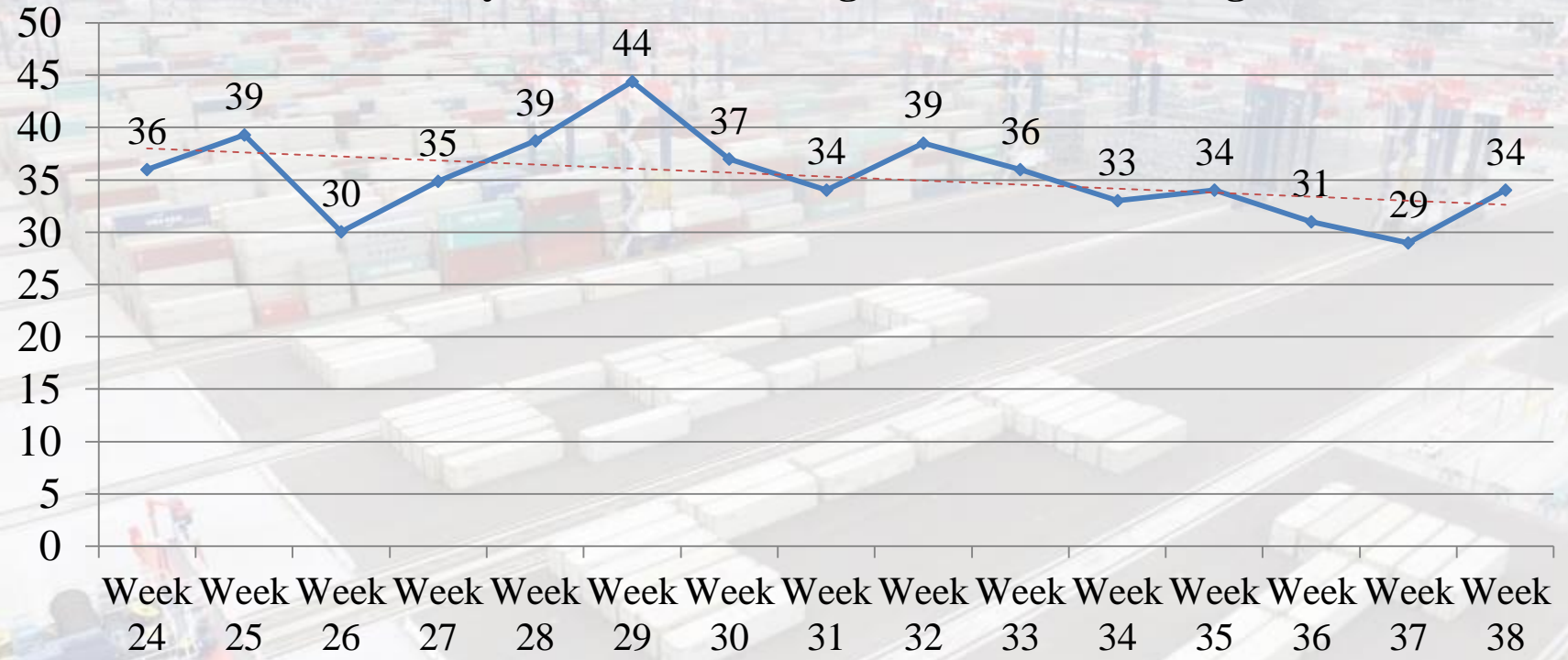


Milestones Reached

- Fastest turn times in POLB & POLA
- Reduced particle pollutants by more than 80% compared to other terminals in the San Pedro Bay Port Complex
- Uptrained workforce
- Steadily improving productivity and velocity
- Optimization of the machine going forward

Gate Turn Time Trends Over the Last Three Months

Weekly Turn Time Averages (June 2018 to August 2018)



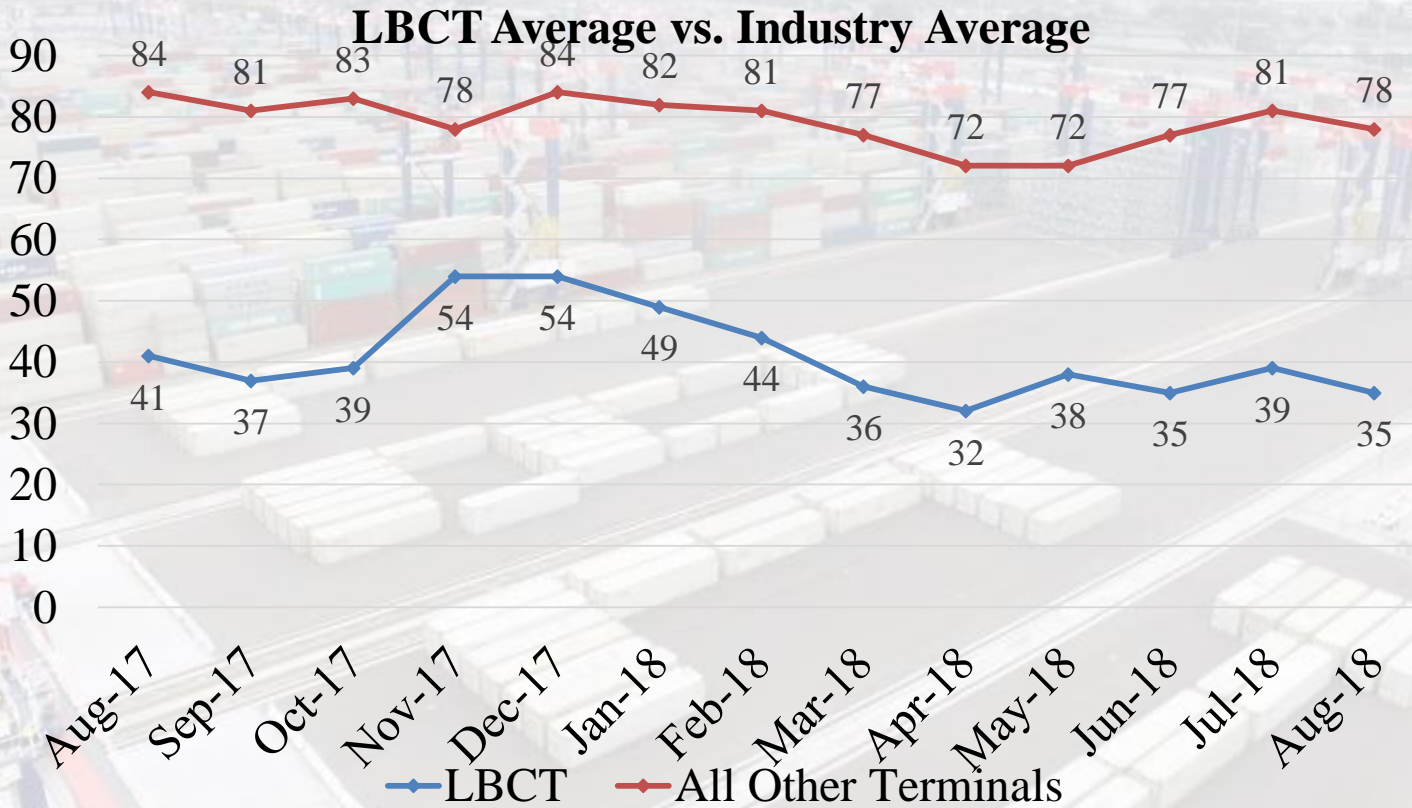
***Turn Times are continuing to improve. During Week 37 we were able to get our average to 29 minutes per truck visit.**

August '18 Terminal Turn Times

RANK	Tract Name	Average of In Queue Time	Average of Terminal Time	Average of Out Queue Time	Average of Duration
1	LBCT Pier E	6	26	2	35
2	Matson	9	24	3	36
3	SSA Pier A	12	45	3	61
4	Trapac	14	46	4	66
5	YTI	22	40	6	69
6	STS- Everport	9	60	2	72
7	PCT	10	61	1	73
8	EMS	21	55	5	82
9	ITS	17	60	5	82
10	TTI	22	57	4	84
11	WBCT	15	72	4	91
12	APMT	29	76	8	114

This report shows the average turn times for all the terminals for August 2018. LBCT continues to be a ranked #1 for turn time and queue time averages.

Published HTA Turn Times



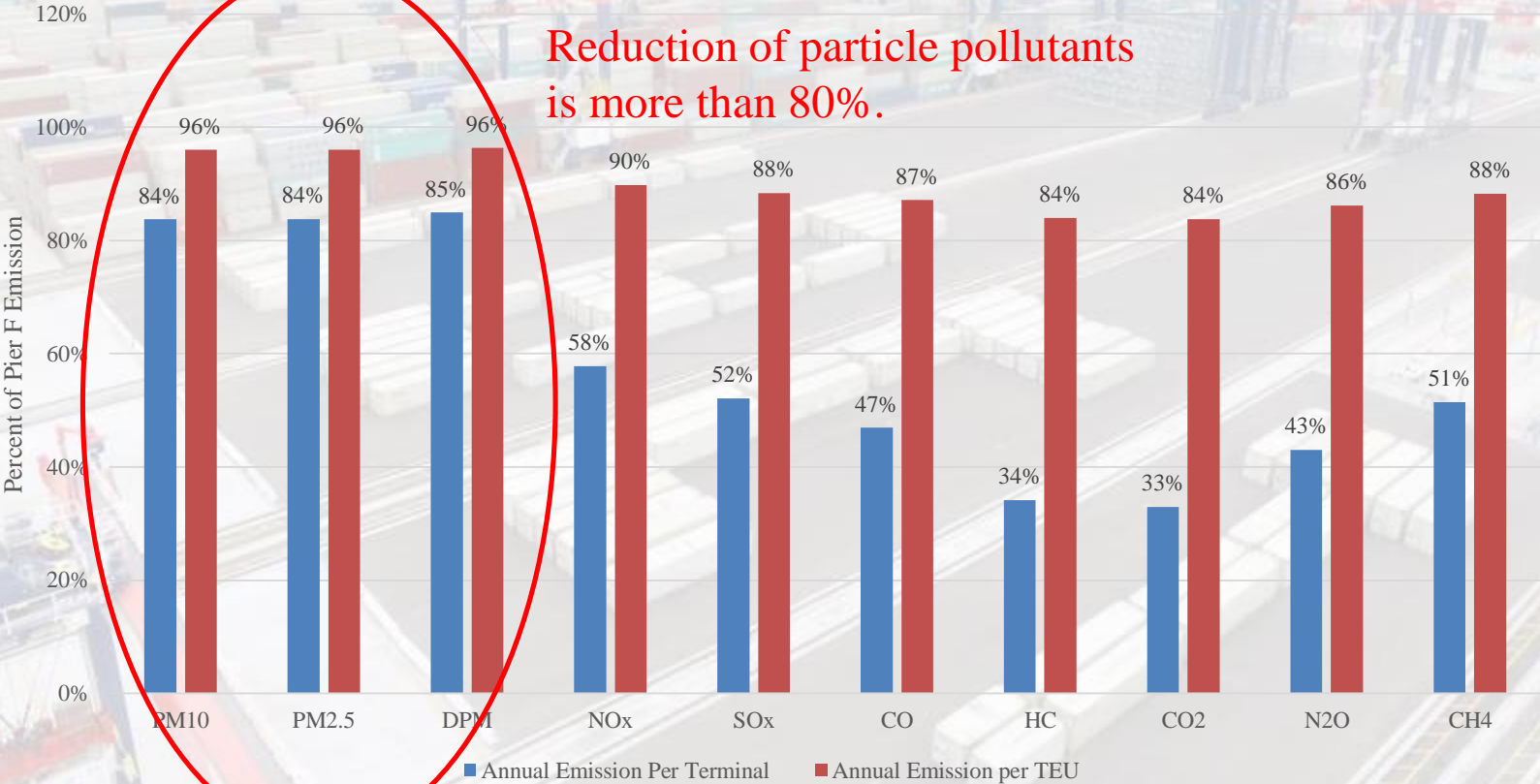
*LBCT's turn times are consistently more than twice as efficient as the industry average

ENVIRONMENTAL SUSTAINABILITY



Emission Reduction (CHE + OTR)

Emission Reduction from Pier F to MHT



Annual emission per terminal: reduction ranges from 33% to 85%.
Annual emission per TEU: reduction ranges from 84% to 96%.

OOCL gets all the credit

- Vision
- Investment
- Risk
- Future



Thank You