

AMB PROPERTY CORPORATION



AAPA Port Property Management and Railing Seminar
October 24, 2006

Anthony A. Chiarello
Senior Vice President
AMB Property Corporation



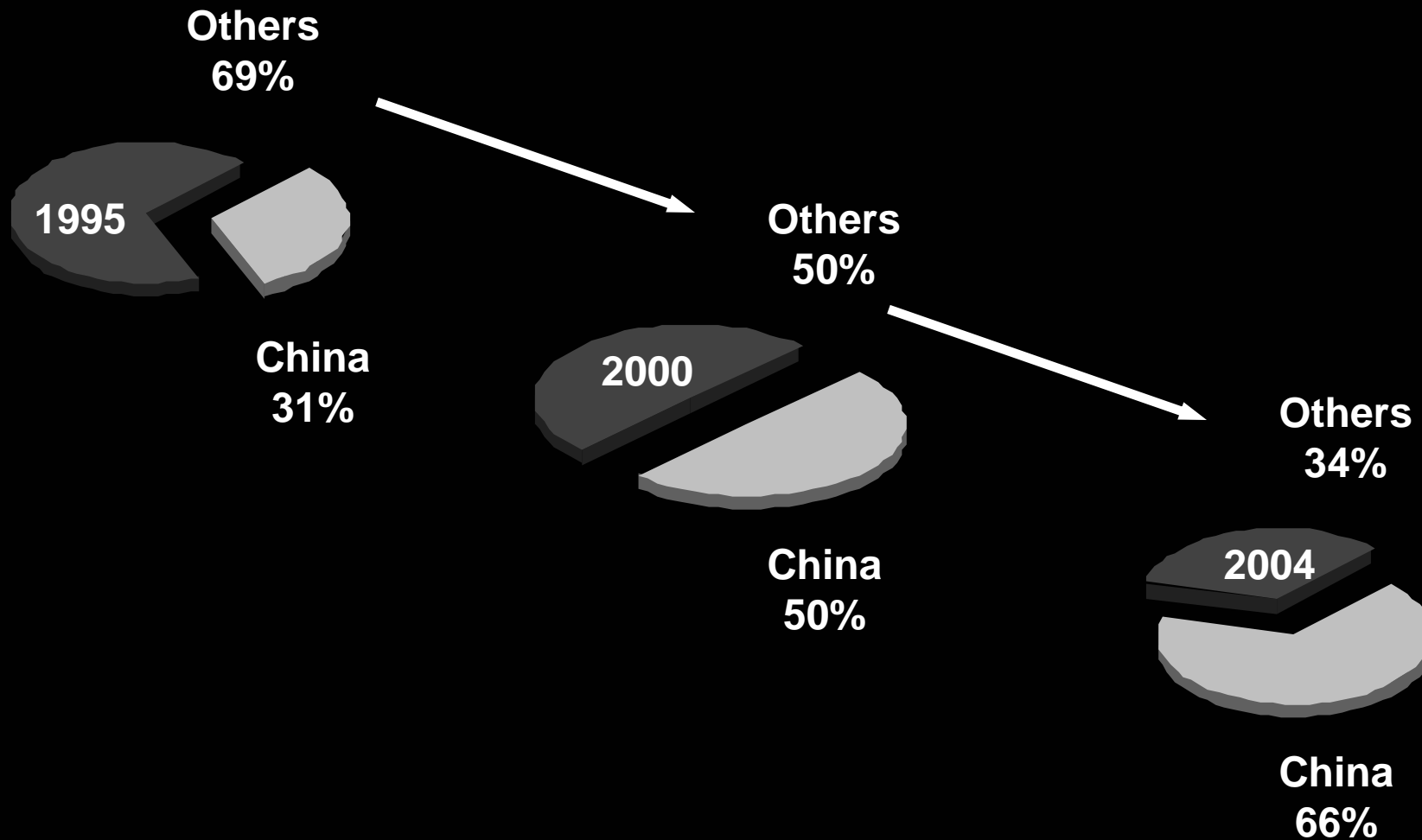
Macro Drivers and Trends

Top 20 Worldwide Ports

World Ranking	Port Name	Total TEU
1	Hong Kong	21,932,000
2	Singapore	20,600,000
3	Shanghai	14,557,200
4	Shenzhen	13,650,000
5	Los Angeles/ Long Beach	13,101,292
6	Busan	11,430,000
7	Kaohsiung	9,710,000
8	Rotterdam	8,200,000
9	Hamburg	7,003,479
10	Dubai	6,428,883
11	Antwerp	6,063,746
13	Port Klang	5,243,593
14	Qingdao	5,139,700
15	New York/New Jersey	4,478,480
16	Tanjung Pelepas	4,020,421
17	Ningbo	4,005,500
18	Tianjin	3,814,000
19	Laem Chabang	3,624,000
20	Tokyo	3,580,000

Macro Drivers and Trends

China Share of Transpacific Import Volume (by TEU)



Source: PIERs Trade Horizons

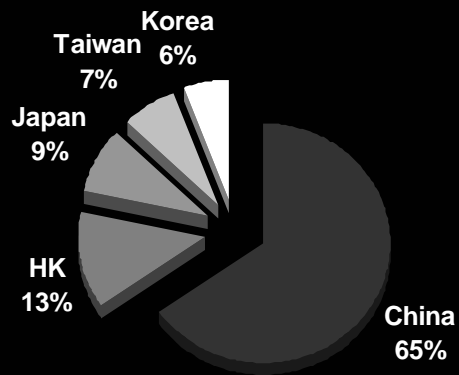
© 2005 AMB Property Corporation



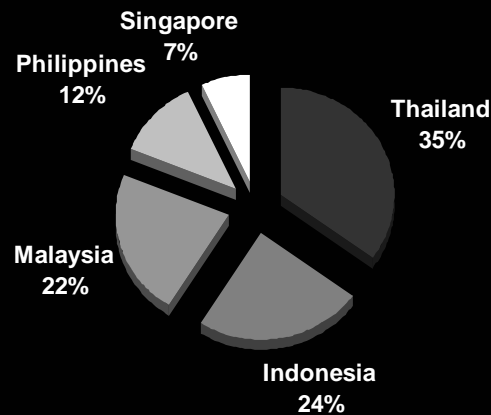
Macro Drivers and Trends

US Import Share by Country - 2004

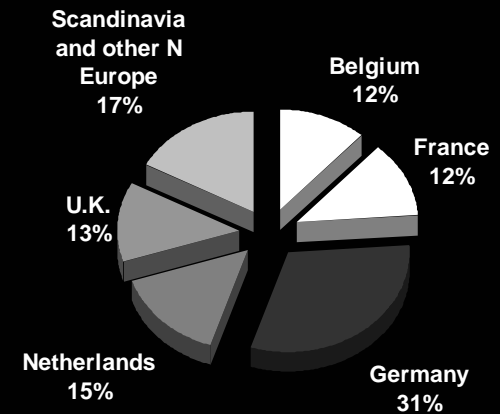
Northeast Asia
Total 9.3 million TEUs



Southeast Asia
Total 1.2 million TEUs



Northern Europe
Total 1.5 million TEUs



Source: PERS Trade Horizons

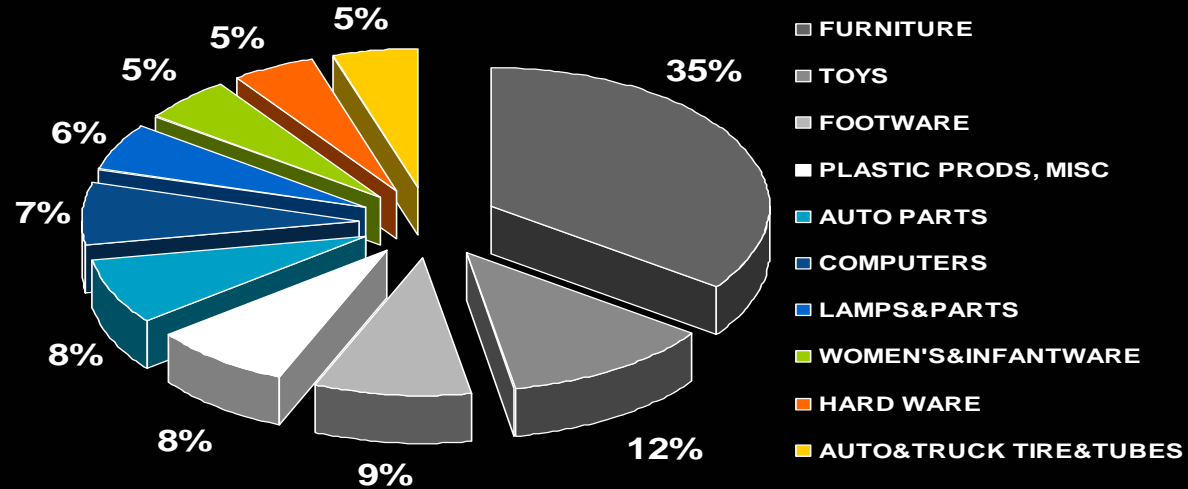
© 2005 AMB Property Corporation



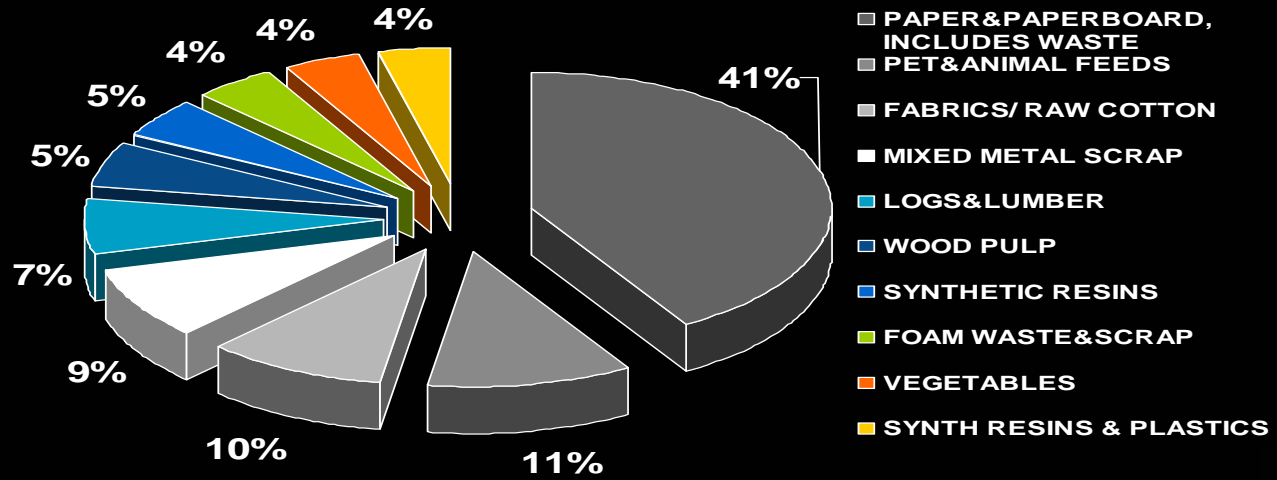
Macro Drivers and Trends

Percentage of products Shipped via Ocean (% of TEUs)

Eastbound

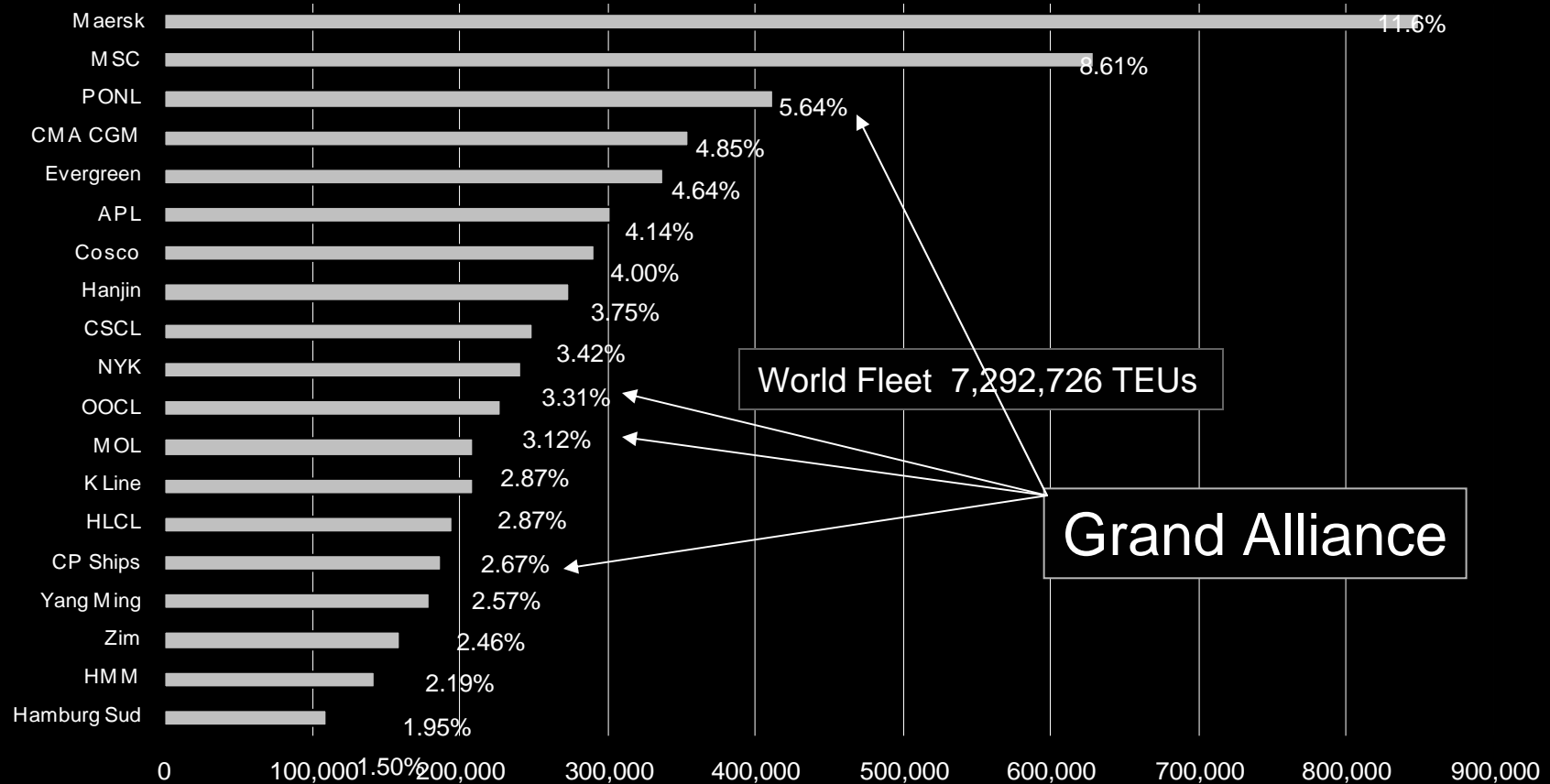


Westbound



Macro Drivers and Trends

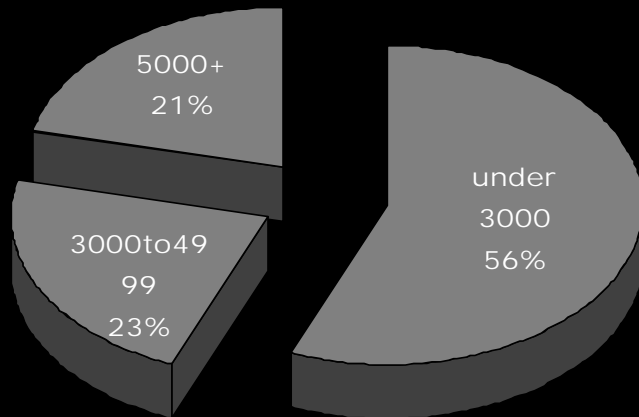
Major Ocean Carriers and Capacity (in TEUs)



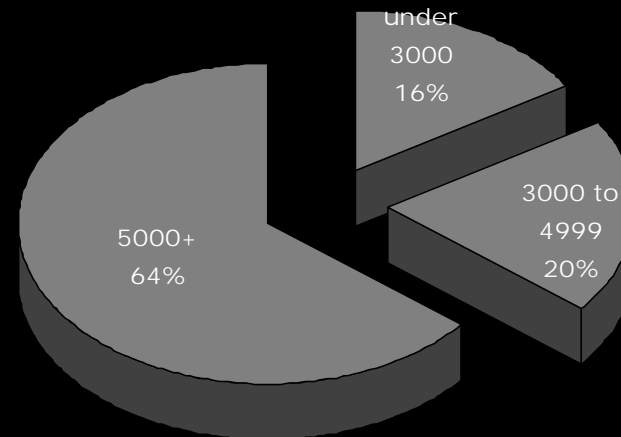
Macro Drivers and Trends

Capacity and Ships on Order by Capacity October 2005 - 2007

Existing Capacity by Container Ship Size in TEU, As of January 2005



On Order by Container Ship Capacity October 2005 - 2007



Source: Containerization International Yearbook 2004

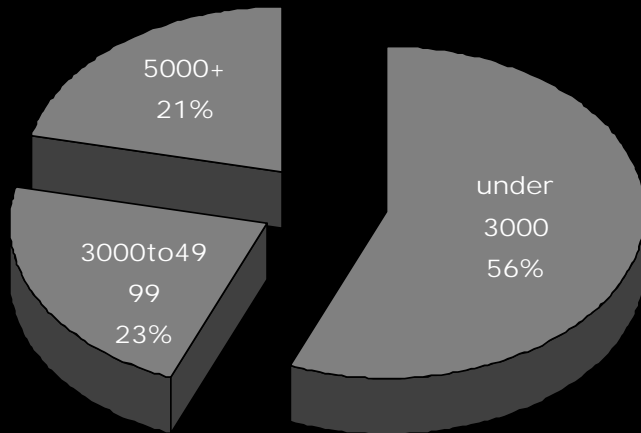
© 2005 AMB Property Corporation



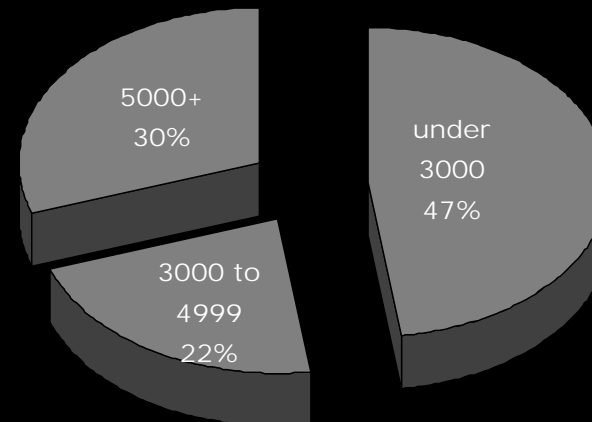
Macro Drivers and Trends

Capacity and Ships on Order by Capacity October 2005 - 2007

Existing Capacity by Container Ship Size in TEU, As of January 2005



Estimated Container Ship Capacity Including new orders October 2005 - 2007



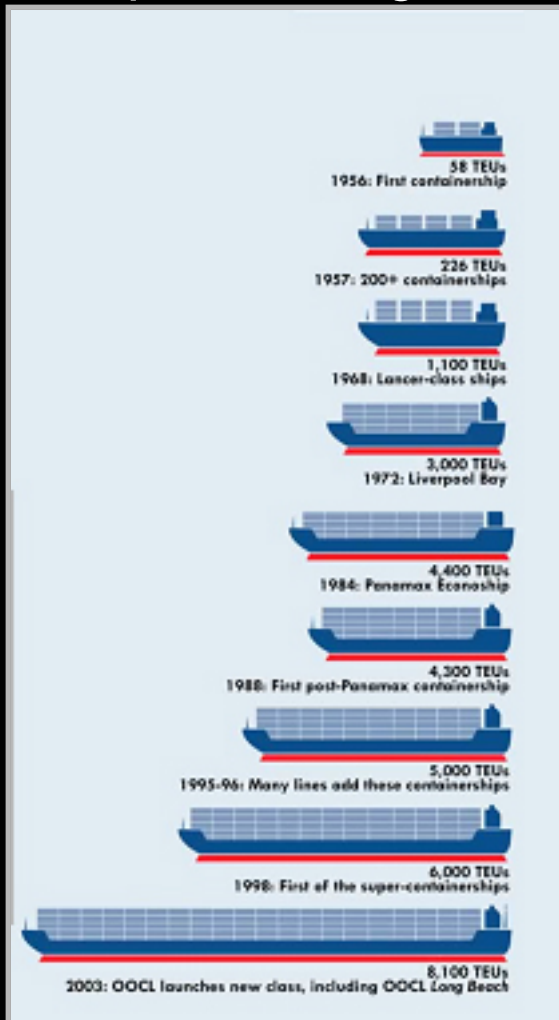
Source: Containerization International Yearbook 2004

© 2005 AMB Property Corporation



Macro Drivers and Trends

Impact of larger ships



Existing terminal capacity (5,000 TEU)

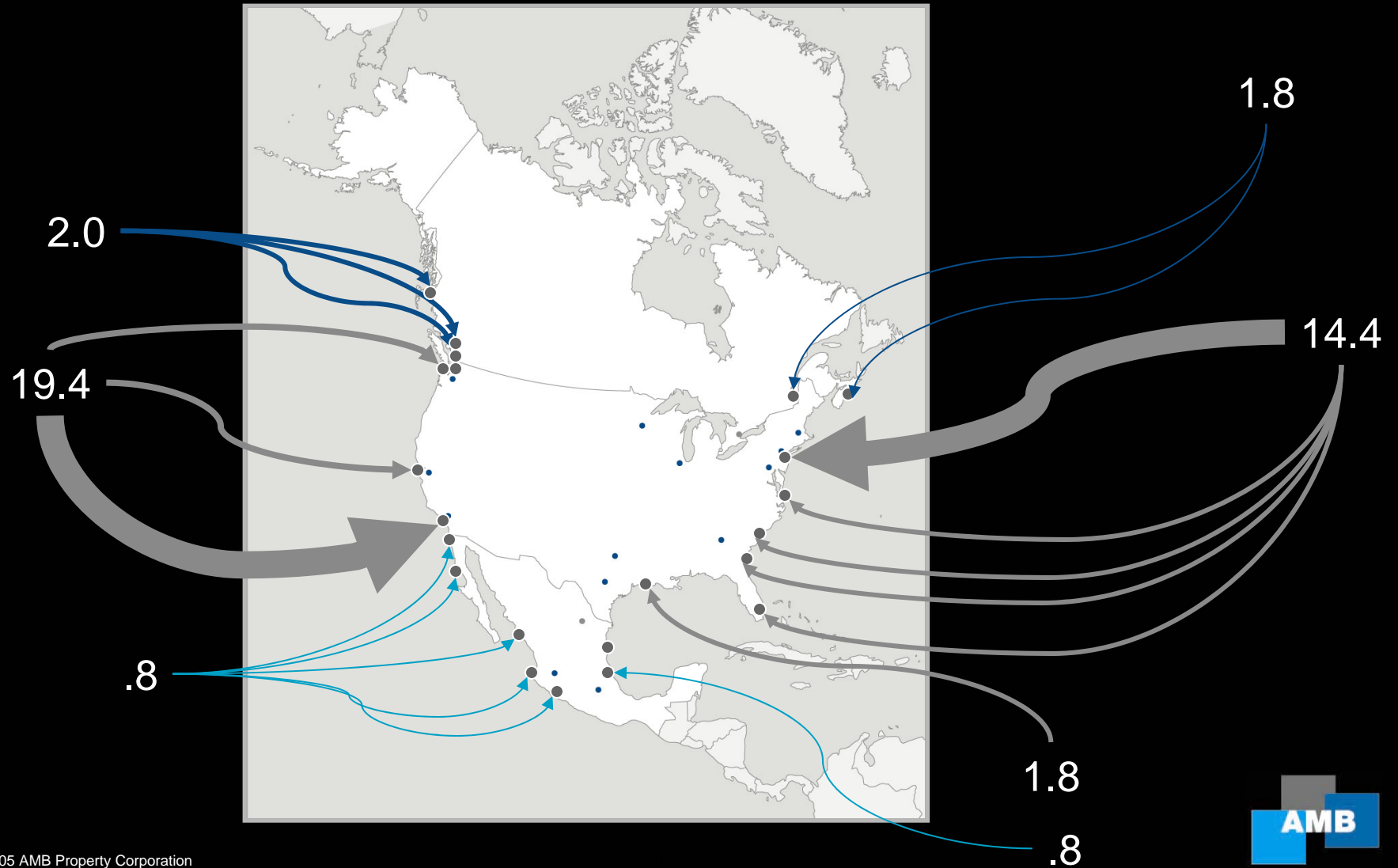
- > 75 acres per marine Terminal
- > 2-3 days
- > 3-4 Cranes
- > 1,500 trucks
- > 3.75 stack trains (1,500 TEUs)
- > 1,000 foot berth

New Terminal demands (8,000 TEU vessel)

- > 140 acres per marine Terminal
- > 5-7 Days to unload
- > 6 Gantry Cranes
- > 2,400 trucks required to move 50% of containers
- > 6 stack trains to move 50% of TEUs (2,400 TEUs)
- > 1,250 foot berth

Macro Drivers and Trends

U.S./Canada/Mexico Container Traffic – 2004 (000,000 TEUs)



Macro Drivers and Trends

Key Canadian Ports

- Prince Rupert – 0.0
- Deepest port
 - Tie to CP Rail
 - NYK signed
 - No local mkt
 - 0.5 m TEU shift
 - Day closer sail

- Vancouver – 1.7
- Small local market
 - Delta Port expansion
 - Rail congestion

- Fraser River – .03
- land constrained
 - Tie to rail
 - Up Fraser river
 - only panamex ships



- Montreal – 1.2
- 50' approved
 - Inland Port
 - 10.5% growth

- Halifax – 0.5
- Deep Water Port
 - Access Problems
 - Small Population

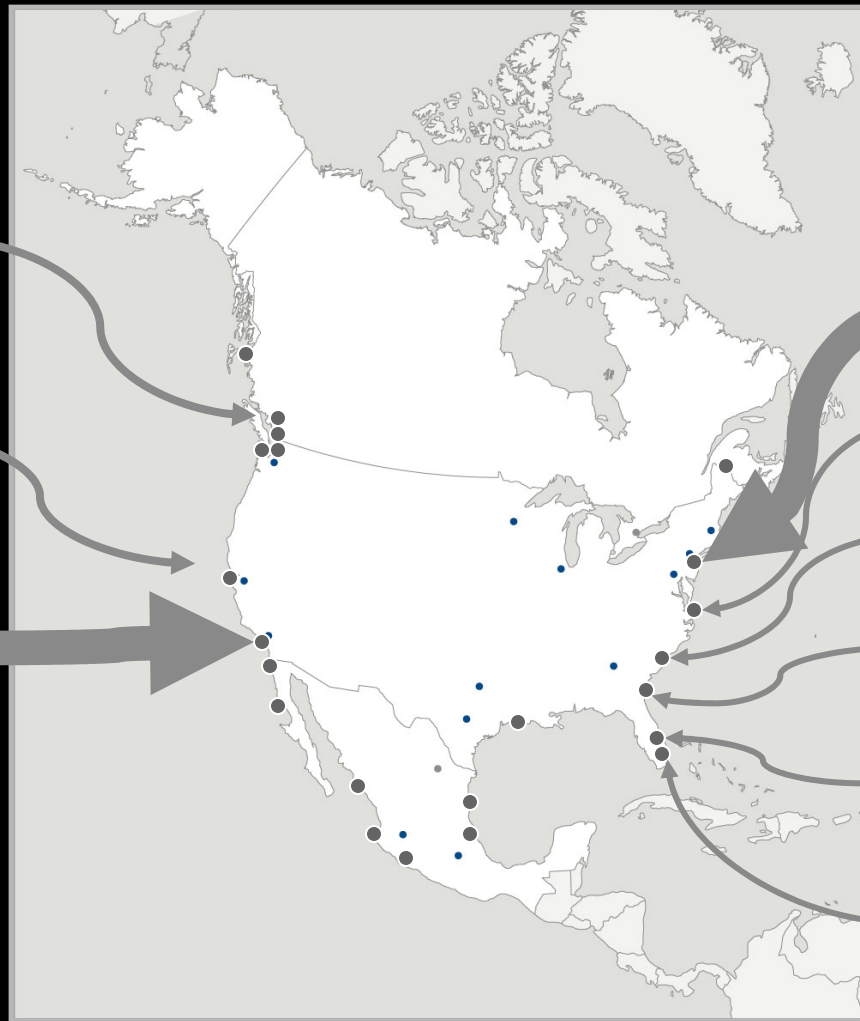
Macro Drivers and Trends

Key US Ports

Seattle/Tacoma – 3.6
- capacity
- small local mkt
- Puget

Oakland – 2.0
- 6 % growth
- export
- all carriers
- 50' depth
- both RR

LA/LB - 13.1
- 13.5% growth
- Large local market
- little dredging
- congestion
- Environmental



NY/NJ – 4.1
- 50' approved
- Inland Port
- 10.5% growth

VPA – 1.8
- next to Navy
- Creaney Is
- 5% growth

Charleston – 1.8
- access problem
- good labor
- lots of land

Savannah – 1.6
- fast 16% growth
- expansion
- good labor

Port Everglades – 0.6
- Berth capacity issues
- Draft issues
- Master Plan calls for 1.2 M TEUs

Miami – 1.0
- trans-shipment
- island/no expansion
- no inter-modal access
- Maersk dropped service

Macro Drivers and Trends

Key Mexican Ports

- Ensenada – 0.05
- Very small
 - Rocky bottom
 - max .5m TEU shift
 - Access back to US
 - Infrastructure issues

- Colonet – 0.00
- Hutchinson investment
 - tie to US via Rail
 - 6 years off
 - minimal impact
 - Infrastructure cost

- Manzanillo – 0.7
- Longer sail
 - Small Population
 - No Scale

- Lazaro Cardenas - 0
- Longer sail
 - Small Population
 - Rail tie to KCS
 - fin resources

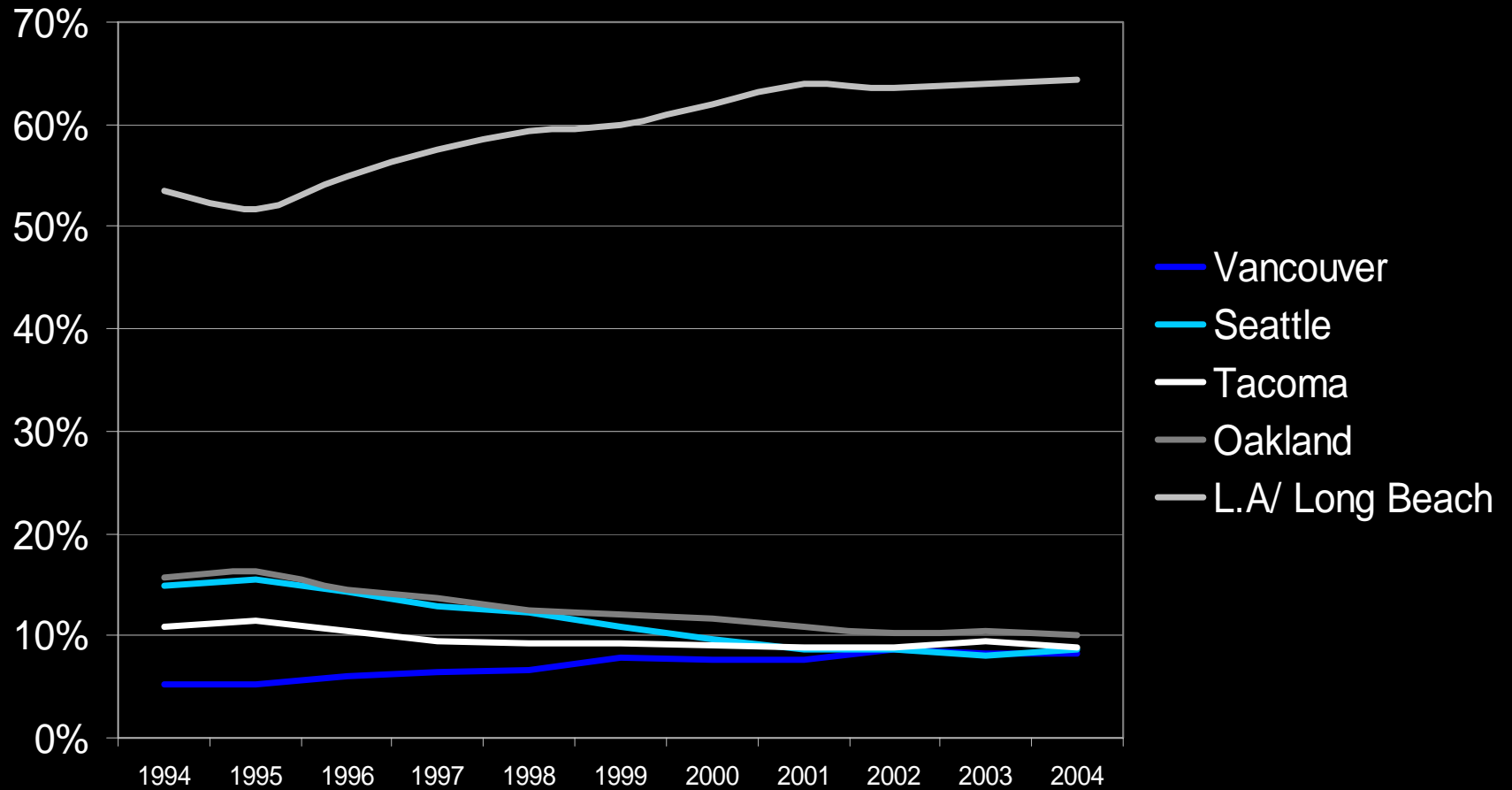
- Altimira – 0.3
- Not on trade route

- Veracruz – 0.6
- Not on trade route



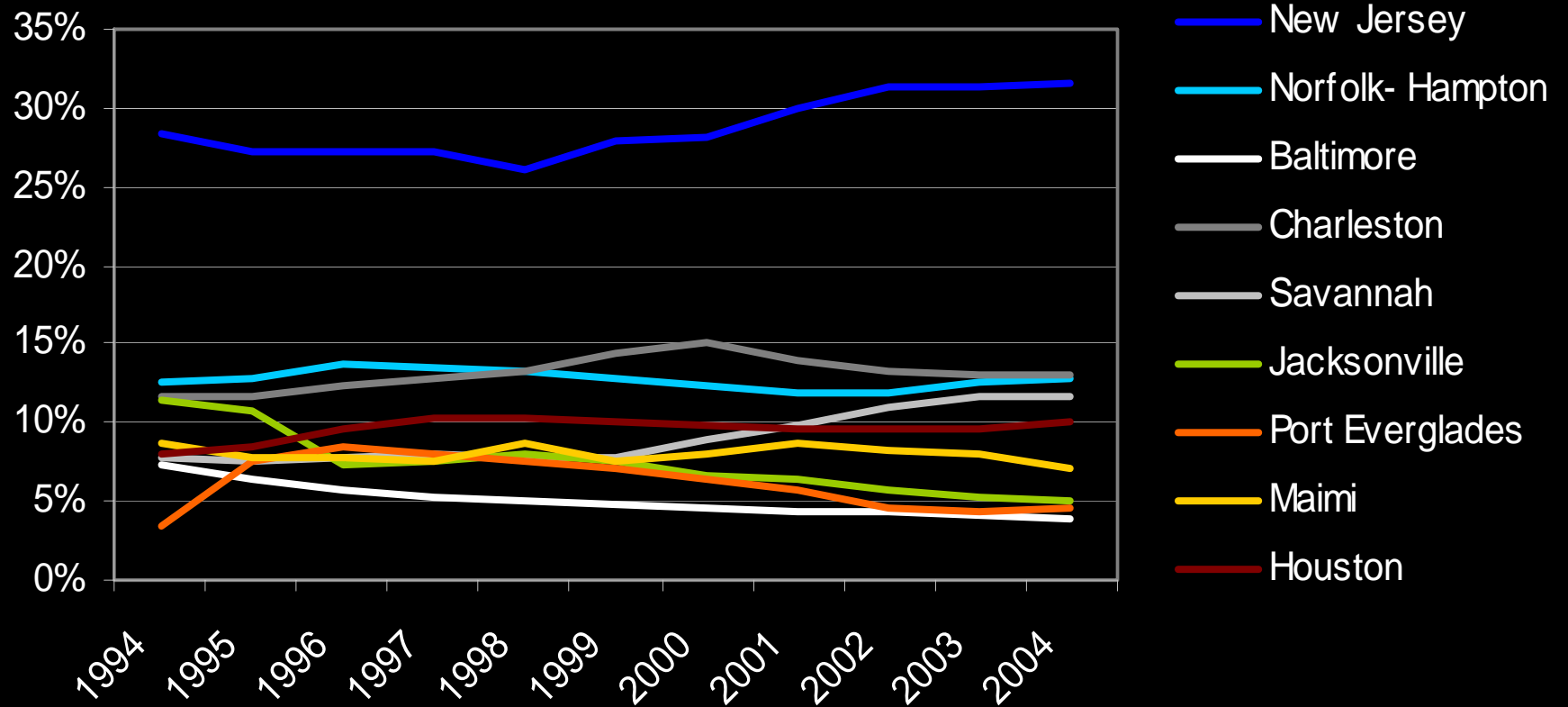
Macro Drivers and Trends

Impact of larger ships-Market share by West Coast Port



Macro Drivers and Trends

Impact of larger ships-Market share by East Coast Port



Macro Drivers and Trends

Panama Canal

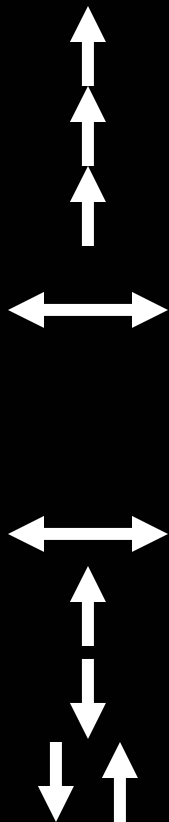
- > 50% increase in volume over 2003
- > 76 weekly services from Asia... 17 are panama canal 22%
- > 60 million TEU 20% go through Canal
- > 4-5 extra days to travel to east coast. (Suez 7-10 days)
- > 60% of Panama GDP is from the Canal
 - Container ships represent 60% of canal revenues



- > New locks
 - 8 years to construct
 - \$5-8 billion in today's dollars
 - Construction to start in 2006
 - Average toll to increase 65% over next 3 years

Real Estate Trends

Port Issues and their effect on demand for Port related Real Estate

- 
- > Reduced Dwell time
 - > Demurrage and Detention Fees
 - > IDC vs RDC
 - > Expedited container movements
 - Night time port operations-Piers Pass (15% of cargo)
 - Grounded vs. Wheeled Port operations
 - > Short Sea Shipping
 - > Security-New Regulations, Electronic seals, RFID tags
 - > Additional on dock, near dock rail
 - > Labor unions

Real Estate Opportunities

Real Estate Opportunities

- >Transloading facilities
- >Merchant Build markets
- >Container staging lots
- >Two Story Design in supply constrained markets

Real Estate Opportunities

Real Estate Opportunities – Transloading



- > Growing trend on both coasts
- > It's estimated that 30% of cargo transported to the midwest is then shipped back to the west coast for delivery.
- > In LA/LB, some 56% of inland cargo is currently transloaded.

Real Estate Opportunities

Real Estate Opportunities— Merchant build Markets

- > Houston
- > Savannah

Characteristics:

- > Large Y-o-Y containerized cargo growth
- > Lots of cheap land
- > Low construction cost
- > Low Population base (except Houston)
- > Good infrastructure access

Summary

- > Trade growth shows little sign of slowdown
- > Vessel dimensions continue to impact trade dynamics, including infrastructure pressures
- > New supply trends will continue to evolve, in order to deal with growth in trade
- > Global sourcing will continue to evaluate new markets, although China seems well positioned for the short to medium term
- > Real estate dynamics at both origin and destination, will continue to play a key role in many supply chain evaluations
- > Flexibility will be key for quite sometime into the future

THANK YOU



AMB PROPERTY CORPORATION

Local partner to global trade.™

This document contains forward-looking statements such as the size, completion and total investment in development projects which are made pursuant to the safe-harbor provisions of Section 21E of the Securities Exchange Act of 1934. Forward-looking statements involve numerous risks and uncertainties and should not be relied upon as predictions of future events. The events or circumstances reflected in our forward-looking statements might not occur. We assume no obligation to update or supplement forward-looking statements. For further information on factors that could impact AMB and the statements contained herein, reference should be made to AMB's filings with the Securities and Exchange Commission, including AMB's annual report on Form 10-Q for the year ended June 30, 2004.