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 to Shore
Cranes

ASC – Automated Stacking Cranes
Cranes

IYC - Intermodal Yard Crane
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
Reviewing Data Multiple Vendor VAT
Gate Turn Time Trends Over the Last Three Months

*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

<table>
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<tr>
<th>RANK</th>
<th>Tract Name</th>
<th>Average of In Queue Time</th>
<th>Average of Terminal Time</th>
<th>Average of Out Queue Time</th>
<th>Average of Duration</th>
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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
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