Agenda

I. Background

II. Rail Issues

III. Transportation Enhancement Projects

IV. Conclusions
Port Terminal Statistics

• POLB
  - 7 Container Terminals
  - 29 Cargo Terminals
  - 3,100 acres of land
  - 2900 vessel calls in 2004

• POLA
  - 8 Container Terminals
  - 26 Cargo Terminals
  - 4,200 acres of land
  - 2800 vessel calls in 2004
POLA/ POLB – Container Growth Trend (TEU)

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<tbody>
<tr>
<td>Value</td>
<td>2.2</td>
<td>3.8</td>
<td>5.4</td>
<td>9.5</td>
<td>11.8</td>
<td>13.6</td>
<td>19.6</td>
<td>26.3</td>
<td>35.3</td>
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Alameda Corridor

Opened April 2002

<table>
<thead>
<tr>
<th>Year</th>
<th>Train Volume</th>
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<tbody>
<tr>
<td>2002:</td>
<td>39</td>
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<tr>
<td>Existing*:</td>
<td>62</td>
</tr>
<tr>
<td>2010*:</td>
<td>104</td>
</tr>
<tr>
<td>2015*:</td>
<td>137</td>
</tr>
<tr>
<td>2020*:</td>
<td>172</td>
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<tr>
<td>2030*:</td>
<td>198</td>
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* Denotes peak day
On-dock/ Near-dock Rail Accomplishments

2004 Total on/near-dock lifts: 1,836,823
- On-dock lifts: 72%
- Near-dock lifts: 28%

- Pier A (SSA/MSC) 1997
- Pier T (TTI/Hanjin) 2003
- Pier F (LBCT) 1991
- Pier J (ITS/K-Line) 1975
- Pier J (SSA/Cosco) 1989

- Yang Ming / West Basin 2000
- TI CTF (Evergreen / YTI) 1997
- Pier 300 (APL) 1997
- Pier 400 (Maersk) 2002

UP ICTF 1986

GIS Data Source: Port of Los Angeles
Current/Projected Containerized Cargo Throughput
20 - foot Equivalent Units (millions of TEU’s)

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<thead>
<tr>
<th></th>
<th>2004</th>
<th>2010</th>
<th>2020</th>
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<tbody>
<tr>
<td></td>
<td>Total TEU’s / % On-dock rail</td>
<td>Total TEU’s / % On-dock rail</td>
<td>Total TEU’s / % On-dock rail</td>
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<tr>
<td>POLB</td>
<td>5.8 15.3% on-dock rail</td>
<td>7.6 24% on-dock rail</td>
<td>16.8 30% on-dock rail</td>
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<tr>
<td>POLA</td>
<td>7.3 21.2% on-dock rail</td>
<td>12.1 25% on-dock rail</td>
<td>19.2 30% on-dock rail</td>
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<tr>
<td>TOTAL</td>
<td>13.1 18.6% on-dock rail</td>
<td>19.7 25% on-dock rail</td>
<td>36.0 30% on-dock rail</td>
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</table>

Compound Annual Growth Rate (CAGR) for both ports combined 2005 to 2030 is 5.4%.
Source: Port of Long Beach and Port of Los Angeles (1998 Mercer Long-term Cargo Forecast)
Port Rail Issues

- Insufficient destination specific volume at each terminal
- Lack of combining neighboring terminal volumes (Block Swap)
- Adequate equipment inventory
- Insufficient rail infrastructure
- Longer Arrival / Departure tracks needed
- Higher ratio of storage to working tracks
- Near-dock rail facility essential
- Rail / terminal communication
- Rail car movements during terminal operating hours
- Additional port locomotive service facilities needed
- Inland rail yard
- Maximize on-dock rail
Transportation Enhancement Projects

- Shuttle Trains
- Virtual Container Yard
- State Route 47
- New Near Dock (SCIG)
- Extended Gate Hours (Pier Pass)
- Grade Separations
- On-Dock/ Near Dock Rail
Future Rail Projects/ Expansion

1. UP ICTF
2. SCI G
3. West Basin
4. West Basin East
5. TICTF
6. Pier 300
7. Pier 400
8. Pier A
9. Pier B
10. Pier J (ITS)
11. Pier S
12. Pier E
13. Pier J South
Badger Bridge Operations Analysis

Existing: ok

2010: No Bridge Lift

2015: Extend CTC

2020: Add Third Track
Conclusions

- Rail On-Dock % are increasing
- More Port rail infrastructure (on-dock / near-dock)
- Do nothing - Rail capacity shortfall by 2010
- Better and more utilization of on-dock rail
- Expand block swap concept - near term
- Rail operations efficiency plan needed
- Enhance rail operation communications
- Additional 24/7 on-dock rail operations
- Shuttle trains (short distance)
- Agile port
- Extended terminal gates