Terminal 5 Modernization Briefing for Southwest District Council
Project Purpose

“Big Ship Ready”
 Improve Terminal 5 to a modern, flexible, well-equipped cargo terminal capable of handling the biggest ships in the Pacific trade lane.

Proposed improvements to Terminal 5 include accommodation for vessels up to 18,000 TEU.
Terminal 5 – Program Scope

Berth Modernization Project:
• Dock Rehabilitation
• Crane Rails
• Berth Deepening
• Slope Stabilization
• Power Supply/Distribution

Uplands Improvement Project:
• Stormwater
• Permit Conditions
• Lease Obligations
Terminal 5 – Schedule and Phasing

- **Berth Modernization Program**
  - **CONSTRUCTION PHASE 1**
    - Pile driving
  - **CONSTRUCTION PHASE 2**
    - Pile driving
  - Dredging

- **South Berth Interim Operations**
  - **MATSON OPERATIONS**

- **Begin North Berth Operations**
  - **SSAT INTERNATIONAL OPERATIONS**

**In-water work windows**

- 2019
- 2020
- 2021
- 2022
- 2023
### Terminal 5 Project Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>First Matson vessel</td>
<td>April 26, 2019</td>
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<tr>
<td>Groundbreaking/demolition</td>
<td>July, 2019</td>
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<tr>
<td>Pile Driving</td>
<td>August 2019 to February 2020</td>
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<tr>
<td>New crane arrival</td>
<td>January 2021</td>
</tr>
<tr>
<td>Matson departs T5</td>
<td>March 2021</td>
</tr>
<tr>
<td>First international vessel</td>
<td>April 2021</td>
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</tbody>
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Terminal 5 – Current Status

• Permits issued, construction bids received
• Matson Navigation to call T5 during construction
  • April 26 - first vessel call
  • Matson remains until March 2021
  • Matson’s cargo volume will be less than 20% of previous container operation
  • No use of intermodal rail yard
  • One weekly vessel call on Friday/Saturday
  • Broadband backup alarms on cargo handling equipment
## Terminal Shuffle
### Spring/Summer 2019

<table>
<thead>
<tr>
<th>Carrier</th>
<th>From</th>
<th>To</th>
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<tbody>
<tr>
<td>Matson</td>
<td>T25/30</td>
<td>T5</td>
</tr>
<tr>
<td>OOCL</td>
<td>T18</td>
<td>T25/30</td>
</tr>
<tr>
<td>MSC/Maersk</td>
<td>T46</td>
<td>T18</td>
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- T46 is proposed for a new cruise berth and continued cargo operations.
- Matson is expected to handle 83% fewer containers at T5 than previous operation handled in final year.
- Matson truck volumes will be about 200 to 400 trucks per day.
- New international carrier will move into T5 after Phase I construction is complete.
Terminal 5 – Permit Conditions

- **Air Quality**
  - Implement Air Quality Management Plan
  - Monitor PM 2.5 to confirm operations meet modeled assumptions < 6 tons/year
- **Noise**
  - Implement Operations Noise Management Plan
  - All mobile cargo handling equipment uses broadband safety alarms
  - Railroad Quiet zone
- **Traffic**
  - Implement Gate Queue Management Plan
  - Avoid backups past intersection of SW Spokane St and access bridge
  - Roadway and signalization improvements
- **Stormwater**
  - Treatment system design is informed by future use
  - Tenant holds ISGP (Industrial Stormwater General Permit)
  - Best management practices and benchmark sampling
Traffic Mitigation
Terminal 5 Berth Modernization

- Gate Queue Management
- TWIC Security Gate
- Local Access
- Quiet Zone
- Signalization
## Traffic Mitigation

<table>
<thead>
<tr>
<th>Action</th>
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<tbody>
<tr>
<td>Railroad quiet zone</td>
</tr>
<tr>
<td>Truck gate queue management plan and security check improvements</td>
</tr>
<tr>
<td>Annual monitoring of truck queues to support updates to the gate queue management plan</td>
</tr>
<tr>
<td>Closure of north leg of W Marginal Way SW at five-way intersection</td>
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<tr>
<td>Signal improvements on the Spokane St. corridor</td>
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<tr>
<td>Pedestrian access to T5/T7</td>
</tr>
<tr>
<td>Restriping of local access roads, including the T5 access bridge to include a third lane</td>
</tr>
<tr>
<td>Improved travel information along South Spokane Street and West Marginal Way</td>
</tr>
<tr>
<td>Railroad delay notification for local businesses /motorists</td>
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</tbody>
</table>
Thank you. Questions?