

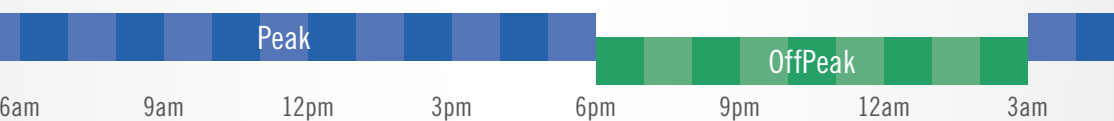
OffPeak Tackles Port Congestion

OffPeak is an innovative program created by the not-for-profit company PierPASS in 2005 that provides an incentive for cargo owners in the Ports of Los Angeles and Long Beach to move cargo during off-peak hours at night and on weekends. Moving cargo during off-peak hours reduces truck traffic, port congestion and pollution during peak daytime traffic hours.

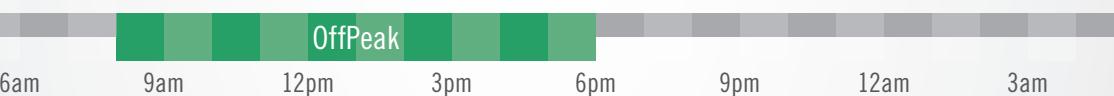
- **OffPeak shifts: 6 p.m. to 3 a.m. Monday through Thursday. 8:00 a.m. to 6:00 p.m. on Saturday.**
- **Peak hours: 3 a.m. to 6 p.m. Monday through Friday**

According to a new study on port emissions, air quality in the Ports of Los Angeles and Long Beach continues to improve. The port-funded study measured significant truck emission decreases in 2010 and indicated noticeable differences in pollution measurements starting from 2005, the year many clean air measures—including the PierPASS OffPeak program—went into effect at the ports.

MONDAY THROUGH THURSDAY HOURS:



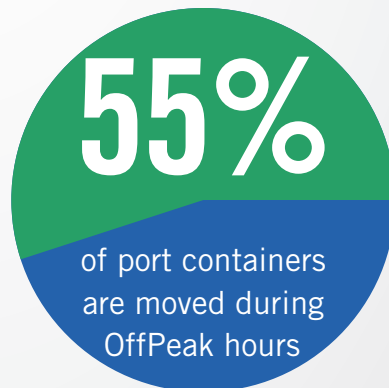
SATURDAY HOURS:



A truck driving 55 mph produces

75%

less pollution than a truck driving 5 mph



Source: "The Port of Los Angeles Inventory of Air Emissions for 2010."

About OffPeak

PierPASS is a not-for-profit company created by marine terminal operators in 2005 at the Ports of Los Angeles and Long Beach to address multi-terminal issues such as congestion, security, and air quality. Rapid growth in container traffic at the two ports between 2000 and 2004 led to severe traffic congestion in and around the ports by 2004. Community and elected leaders demanded that the terminals begin operating night shifts for container pick-ups and drop-offs. The goods movement industry came together and proposed an industry-driven solution that provided a financial incentive to move cargo outside of peak hours and a funding mechanism for five new shifts per week. This solution became the OffPeak program, launched on July 23, 2005 and managed by PierPASS.

PierPASS receives program oversight from the Federal Maritime Commission and an advisory committee representing various transportation industries.

PierPass Leadership

Bruce Wargo, president and CEO, PierPASS Inc.

Mr. Bruce Wargo is currently president and CEO of PierPASS and has been working on the waterfront since 1970, holding a variety of management and executive positions from managing container terminal operations to technology and business development. He is also president and CEO of PortCheck, created to collect the tariff requirements under the Clean Truck Program at the ports of Los Angeles and Long Beach. Mr. Wargo reports to a West Coast MTO Agreement membership, consisting of the thirteen container terminals at the ports of Los Angeles and Long Beach, a select Board of Directors, and receives program oversight from the Federal Maritime Commission.

Tom Stephenson, chief financial officer, PierPASS Inc.

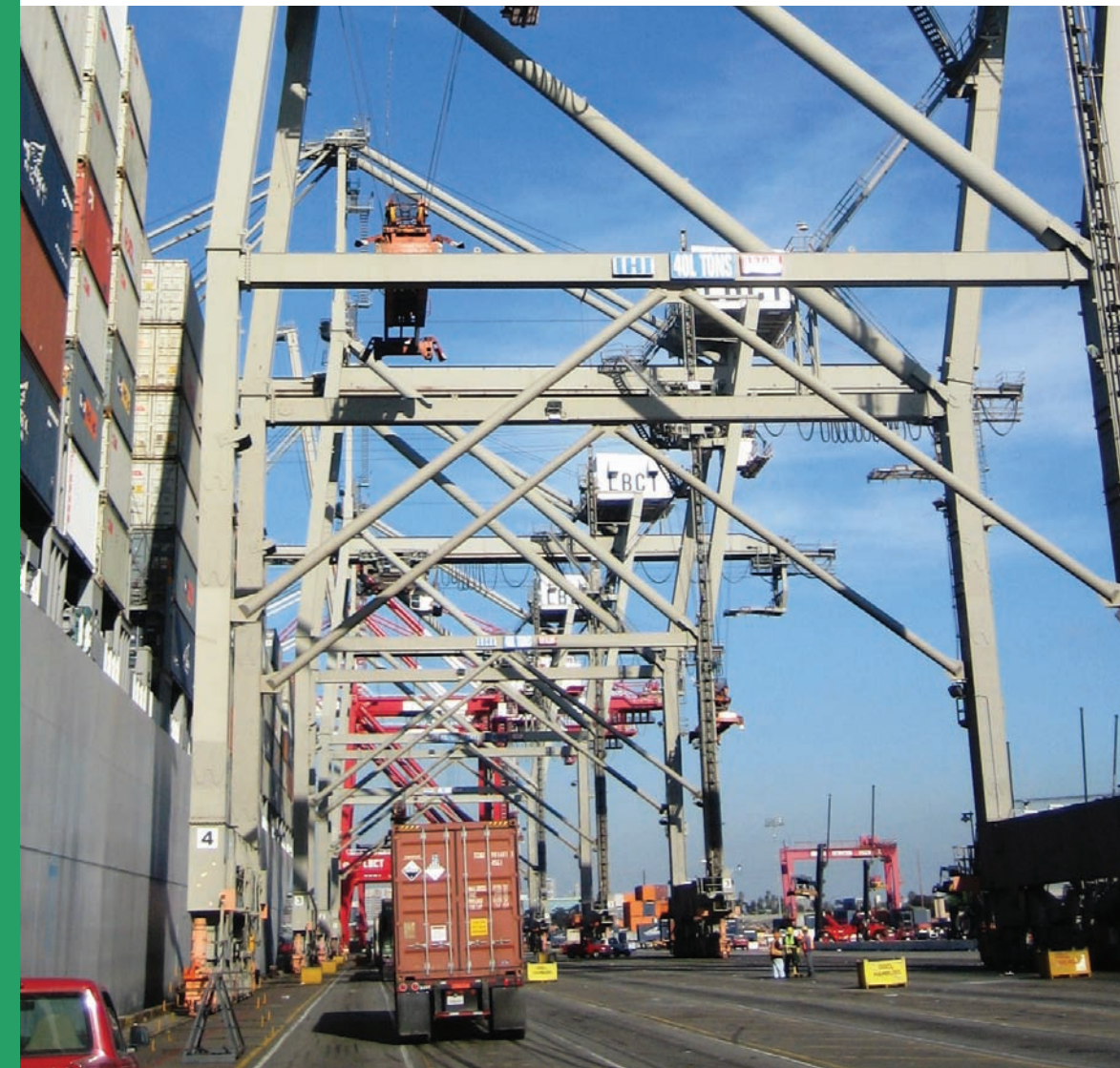
Before joining PierPASS, Mr. Stephenson served as chief financial officer of the American Red Cross of Greater Los Angeles, where he was responsible for accounting, treasury, and contract administration.

For Additional Information

www.PierPass.org

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PierPASS OffPeak Reduces Port Congestion



OffPeak: PierPASS's Biggest Success

PierPASS's OffPeak program has transformed the goods movement industry in the Ports of Los Angeles and Long Beach, improving cargo movement since 2005. Were it not for OffPeak shifts, most of the 60,000 weekly truck trips would take place in peak daytime traffic, causing heavy port and highway congestion and increasing air pollution.

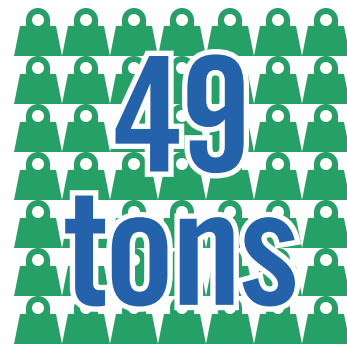
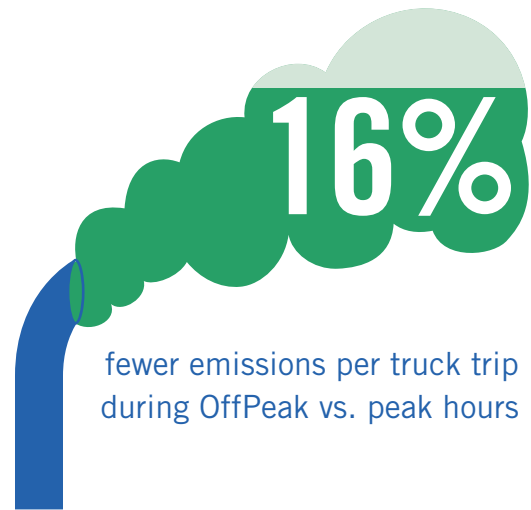
20,000,000+

OffPeak truck trips since 2005



OffPeak Reduces Air Pollution

Taking a truck out of gridlocked traffic and allowing it to travel at higher speeds by driving at night reduces air pollution.



of emissions reduced by the OffPeak program per year

The OffPeak Program has eliminated emissions equivalent to



port truck trips per year

Source: California Air Resources Board, EMFAC 2007 (pollutants include total organic gases, carbon monoxide, oxides of nitrogen, sulfur dioxide, and PM10)

OffPeak Traffic Mitigation Fee

The Traffic Mitigation Fee is assessed on loaded containers entering or exiting marine terminal gates by truck during peak daytime hours, 3 a.m. to 6 p.m., Monday through Friday. This fee provides an incentive for cargo owners to use the night and weekend shifts. The beneficial cargo owners (shippers, consignees, or their agents) are responsible for paying the fee.



Where Do the Traffic Mitigation Fee Payments Go?

The Traffic Mitigation Fee provides necessary funding to operate the OffPeak night and weekend shifts. All fees collected, minus the administrative and overhead costs incurred by PierPASS to implement and manage the program, are allocated to the terminal operators to finance the labor and operational costs of the additional OffPeak program shifts. Because PierPASS is a not-for-profit organization it makes no profit from operating the OffPeak program and takes no local, state, or federal tax dollars.

*Twenty-foot equivalent unit

Benefits of OffPeak

- Moves cargo more efficiently
- Provides tremendous value and future growth potential to the goods movement industry
- Increases the capacity of America's largest port complex without adding additional infrastructure
- Minimizes daytime traffic congestion by allowing cargo to move faster at night on less crowded roads
- Enables truck owners to deliver more loads through lower turn-times and twice the number of working hours in a day (funded by the Traffic Mitigation Fee)
- Serves as a contributor of jobs throughout San Pedro Bay due to increased economic activity from the OffPeak shifts. Jobs come in the form of security guards, truck drivers, logisticians, ship operators, and local restaurants that staff-up for customers coming off night shifts.

