

Cover Sheet – Monthly/Year to Date Summary of PSP Reports
Reports provided at May 16, 2019 Board Meeting

- 1) Selected Comparatives Summary 2019 – 2017
Assignments = Billable event relating to pilotage services – includes cancellations
Moves = Vessel move, with tonnage charge invoiced
- 2) Per Pilot Number of Assignments per month Jan - April 2019
Top Page: April assignments sorted Low to High
Back Page: Year to Date assignments sorted Low to High

Color coding: Bold, red font = Less than 6 assignments in the month
Salmon highlighting = Medical/Not Fit for Duty
Blue highlighting = licensed in 2019
Yellow highlighting = Pilot taking comp days prior to retirement
Green highlighting = PSP President
Gray highlighting = Pilot has retired
- 3) Vessel Moves by Zone, and Moves by Type of Vessel Jan-April 2019-2016
- 4) Number of Vessel Moves by LOA and Zone – 1st column- 2019, 2nd column – 2018, and 3rd column – 2017
- 5) Tonnage, Number of Moves by Vessel Type – Jan – April 2019, 2018, 2017
- 6) Revenue by Type of Vessel Jan- Mar 2019, 2018, 2017
- 7) Revenue per Assignment Jan-Mar 2019, 2018, 2017, 2016
- 8) PSP Source of Revenue 1st Quarter 2019, 2018, 2017 – Compressed
- 9) PSP Source of Revenue 1st Quarter 2019, 2018, 2017 – Detail

Puget Sound District Selected Comparatives Summary
2019 - 2017

| PSP 2019 | January | February | March | April | 4 mo to date |
|----------------------------------|-------------|-------------|-------------|-------------|---------------------|
| Tariff Revenue-Trans | \$2,587,013 | \$2,338,516 | \$2,331,254 | \$2,351,437 | \$9,608,220 |
| RPA-Revenue per Assign | \$4,385 | \$4,074 | \$4,399 | \$4,647 | \$4,368 |
| # of licensed pilots w/o Pres | 49 | 49 | 48 | 49 | |
| Average Assgn/available pilot | 12.30 | 12.20 | 11.50 | 10.77 | 11.69 |
| # pilots with < 6 jobs (+1=Pres) | 6 + 1 | 7 + 1 | 7 + 1 | 7 + 1 | |
| 2nd pilot jobs | 37 | 44 | 33 | 34 | 148 |
| Repos | 112 | 100 | 95 | 124 | 431 |
| Assignments | 590 | 574 | 530 | 506 | 2200 |
| Assignment change | (12) | 18 | (53) | (27) | -74 |
| Moves | 572 | 560 | 522 | 495 | 2149 |
| Moves change | (7) | 18 | (41) | (30) | -60 |
| Cancellations | 18 | 14 | 8 | 11 | 51 |
| Tonnage Revenue | \$1,534,254 | \$1,346,824 | \$1,393,714 | \$1,402,349 | \$5,677,141 |
| Tonnage Revenue per Move | \$2,682 | \$2,405 | \$2,670 | \$2,833 | \$2,642 |
| Gross Tonnage Moved | 30,531,919 | 28,337,270 | 28,080,518 | 26,968,499 | 113,918,206 |

| PSP 2018 | January | February | March | April | 4 mo to date |
|----------------------------------|-------------|-------------|-------------|-------------|---------------------|
| Tariff Revenue-Trans | \$2,371,509 | \$2,279,245 | \$2,357,526 | \$2,197,452 | \$9,205,732 |
| RPA-Revenue per Assign | \$3,939 | \$4,099 | \$4,044 | \$4,123 | \$4,048 |
| # of licensed pilots w/o Pres | 50 | 50 | 50 | 50 | |
| Average Assgn/available pilot | 12.30 | 11.35 | 11.90 | 10.88 | 11.61 |
| # pilots with < 6 jobs (+1=Pres) | 3 + 1 | 2 + 1 | 5 + 1 | 8 + 1 | |
| 2nd pilot jobs | 34 | 34 | 35 | 34 | 137 |
| Repos | 111 | 112 | 129 | 120 | 472 |
| Assignments | 602 | 556 | 583 | 533 | 2274 |
| Assignment change | (4) | 27 | 13 | (32) | 4 |
| Moves | 579 | 542 | 563 | 525 | 2209 |
| Moves change | (15) | 22 | 15 | (25) | -3 |
| Cancellations | 23 | 14 | 20 | 8 | 65 |
| Tonnage Revenue | \$1,364,136 | \$1,306,390 | \$1,350,510 | \$1,278,904 | \$5,299,940 |
| Tonnage Revenue per Move | \$2,356 | \$2,410 | \$2,399 | \$2,436 | \$2,399 |
| Gross Tonnage Moved | 27,962,363 | 26,106,585 | 27,303,886 | 25,704,844 | 107,077,678 |

| PSP 2017 | January | February | March | April | 4 mo to date |
|----------------------------------|-------------|-------------|-------------|-------------|---------------------|
| Tariff Revenue-Trans | \$2,488,326 | \$2,183,031 | \$2,273,861 | \$2,315,825 | \$9,261,043 |
| RPA-Revenue per Assign | \$4,106 | \$4,127 | \$3,989 | \$4,099 | \$4,079.75 |
| # of licensed pilots w/o Pres | 51 | 51 | 51 | 51 | |
| Average Assgn/available pilot | 11.88 | 10.37 | 11.18 | 11.08 | 11.13 |
| # pilots with < 6 jobs (+1=Pres) | 2 + 1 | 5 + 1 | 3 + 1 | 5 + 1 | |
| Repos | 114 | 102 | 94 | 104 | 414 |
| Assignments | 606 | 529 | 570 | 565 | 2270 |
| Assignment change | 1 | (18) | (37) | (19) | (73) |
| Moves | 594 | 520 | 548 | 550 | 2212 |
| Moves change | 5 | (18) | (43) | (23) | (79) |
| Cancellations | 12 | 9 | 22 | 15 | 58 |
| Tonnage Revenue | \$1,456,699 | \$1,256,480 | \$1,261,965 | \$1,305,187 | \$5,280,331 |
| Tonnage Revenue per Move | \$2,452 | \$2,416 | \$2,303 | \$2,373 | \$2,387 |
| Gross Tonnage Moved | 31,303,842 | 27,225,601 | 27,446,553 | 27,831,924 | 113,807,920 |

MONTH of APRIL 2019 - Assignments Sorted Low to High

| 2019 | | Jan | Feb | Mar | April | 2019 | | | |
|---|---|---------------|---------------|---------------|---|--|-------------------|---|------------------|
| Pilot Level | Actual Trips PSP Earned Revenue Report Detail | Actual Assign | Actual Assign | Actual Assign | Actual Assign SORTED LOW-HIGH | CE=Cont Ed M=Meetings PSP=Internal Committees BPC=Board/TEC ETO=EarnedTimeOff | YTD Actual Assign | Average Assgn 145/12=12.1 >12.1 in Bold | |
| U | | 2 | 1 | 1 | 0 | UTC - 10 PSP - 1 Pres - 4 UTC/PSP/Pres - 8 ETO - 1 | 4 | 1.0 | PSP V.P. |
| U | | 4 | 0 | 0 | 0 | NFFD | 4 | 1.0 | NFFD |
| 3 | | 16 | 12 | 9 | 0 | ETO - 7 | 37 | 9.3 | |
| U | | 0 | 0 | 0 | 0 | NFFD | 0 | 0.0 | NFFD |
| U | | 0 | 0 | 0 | 0 | Comp days Retired 4/25 | 0 | 0.0 | comp days→retire |
| U | | 13 | 10 | 19 | 1 | PSP - 1 ETO - 7 | 43 | 10.8 | |
| 1 | | | | | 1 | new pilot | 1 | 1.0 | New pilot |
| U | | 14 | 8 | 11 | 2 | | 35 | 8.8 | |
| U | | 0 | 0 | 0 | 3 | President | 3 | 0.8 | President |
| U | | 13 | 12 | 16 | 4 | ETO - 7 | 45 | 11.3 | |
| U | | 16 | 16 | 15 | 5 | PSP - 1 ETO - 7 | 52 | 13.0 | PSP Board |
| U | | 10 | 7 | 4 | 8 | PSP -4 BPC - 2 | 29 | 7.3 | BPC/TEC |
| 4 | | 8 | 18 | 14 | 8 | | 48 | 12.0 | |
| 1 | | | 6 | 9 | 8 | CE -6 | 23 | 7.7 | New pilot |
| U | | 11 | 10 | 10 | 10 | | 41 | 10.3 | |
| U | | 10 | 13 | 6 | 10 | | 39 | 9.8 | |
| 2 | | 12 | 16 | 11 | 10 | ETO - 1 | 49 | 12.3 | |
| 5 | | 8 | 14 | 14 | 10 | | 46 | 11.5 | |
| U | | 19 | 10 | 6 | 10 | | 45 | 11.3 | TEC |
| U | | 11 | 11 | 9 | 10 | PSP - 1 BPC - 1 | 41 | 10.3 | BPC/TEC |
| U | | 14 | 5 | 11 | 11 | PSP - 2 | 41 | 10.3 | |
| 1 | | 9 | 13 | 5 | 11 | CE -1 PSP - 1 | 38 | 9.5 | |
| 5 | | 12 | 12 | 5 | 11 | PSP - 6 ETO - 7 | 40 | 10.0 | PSP Sec/Treas |
| U | | 18 | 18 | 16 | 11 | | 63 | 15.8 | |
| U | | 13 | 13 | 12 | 11 | PSP - 1 | 49 | 12.3 | |
| 2 | | 15 | 12 | 11 | 11 | ETO - 7 | 49 | 12.3 | |
| U | | 12 | 17 | 14 | 11 | ETO - 1 | 54 | 13.5 | |
| U | | 19 | 13 | 10 | 12 | CE - 1 ETO - 7 | 54 | 13.5 | PSP Bd |
| U | | 6 | 16 | 9 | 12 | | 43 | 10.8 | |
| 2 | | 12 | 14 | 12 | 12 | PSP - 1 | 50 | 12.5 | |
| U | | 16 | 19 | 15 | 12 | ETO - 1 | 62 | 15.5 | |
| U | | 15 | 14 | 13 | 12 | | 54 | 13.5 | |
| 4 | | 15 | 15 | 13 | 13 | | 56 | 14.0 | |
| U | | 11 | 14 | 16 | 13 | CE - 3 PSP - 2 | 54 | 13.5 | |
| U | | 19 | 20 | 13 | 13 | ETO - 1 | 65 | 16.3 | PSP Board |
| U | | 14 | 16 | 14 | 14 | | 58 | 14.5 | |
| 2 | | 9 | 11 | 13 | 14 | | 47 | 11.8 | |
| 5 | | 15 | 10 | 13 | 14 | | 52 | 13.0 | |
| 4 | | 6 | 16 | 10 | 14 | | 46 | 11.5 | |
| U | | 14 | 15 | 10 | 14 | PSP - 1 | 53 | 13.3 | |
| U | | 22 | 14 | 12 | 15 | | 63 | 15.8 | |
| U | | 15 | 15 | 17 | 15 | | 62 | 15.5 | |
| U | | 19 | 12 | 14 | 15 | | 60 | 15.0 | |
| U | | 14 | 7 | 14 | 16 | | 51 | 12.8 | |
| U | | 17 | 11 | 9 | 16 | | 53 | 13.3 | |
| U | | 11 | 17 | 15 | 16 | PSP - 1 | 59 | 14.8 | |
| U | | 11 | 13 | 19 | 16 | | 59 | 14.8 | PSP Board |
| U | | 21 | 12 | 9 | 17 | | 59 | 14.8 | |
| U | | 15 | 5 | 14 | 17 | | 51 | 12.8 | |
| U | | 14 | 21 | 18 | 17 | ETO - 1 | 70 | 17.5 | |
| U | | 0 | | | | | 0 | 0.0 | comp days→retire |
| U | | 0 | 0 | | | | 0 | 0.0 | comp days→retire |
| Total Assignments/ Month | | 590 | 574 | 530 | 506 | | 2200 | | |
| Number of LPSPensed PS pilots | | 50 | 50 | 49 | 50 | | | | |
| President | | 1 | 1 | 1 | 1 | | | | |
| Medical circumstances: | | 1 | 2 | 2 | 2 | | | | |
| Available to pilot | | 48 | 47 | 46 | 47 | | | | |
| Pilots taking comp days→retirement | | 3 | 2 | 1 | 1 | | | | |
| # of Pilots with < 6 jobs (≠Pres; ≠NFFD) | | 5 | 5 | 4 | 7 | | | | |
| Pilots w/>5 assgns & their avg # of trips | | 43P; 13.6 | 42p; 13.4 | 43p; 12 | 39p; 12.5 | | | | |
| Average Assgn/available pilot | | 12.3 | 12.21 | 11.52 | 10.77 | | | | |
| Cancellations | | 18 | 14 | 8 | 11 | | 51 | | |
| PSP LOA Report (MOVES) | | 572 | 560 | 522 | 495 | | 2149 | | |
| Avg moves /pilot on rotation | | 11.92 | 11.91 | 11.35 | 10.53 | | | | |

YEAR to DATE 2019 - Assignments Sorted Low to High

| | | 2019 | | | | In April | 2019 | | |
|---|---|-------------------------|-------------------------|-------------------------|-------------------------|--|---|--|------------------|
| Pilot Level | Actual Trips PSP Earned Revenue Report Detail | Jan Actual Assign | Feb Actual Assign | Mar Actual Assign | Apr Actual Assign | CE=Cont Ed M=Meetings PSP=Internal Committees BPC=Board/TEC ETO=EarnedTimeOff | YTD Actual Assign SORTED LOW- HIGH | Average Assgn 145/12=12.1 >12.1 in Bold | |
| U | | 0 | 0 | 0 | 0 | NFFD | 0 | 0.0 | NFFD |
| U | | 0 | 0 | 0 | 0 | Comp days; Retired 4/25 | 0 | 0.0 | comp days→retire |
| U | | 0 | | | | | 0 | 0.0 | comp days→retire |
| U | | 0 | 0 | | | | 0 | 0.0 | comp days→retire |
| 1 | | | | | 1 | new pilot | 1 | 1.0 | New pilot |
| U | | 0 | 0 | 0 | 3 | | 3 | 0.8 | President |
| U | | 2 | 1 | 1 | 0 | UTC - 10 PSP - 1 Pres - 4 UTC/PSP/Pres - 8 ETO - 1 | 4 | 1.0 | PSP V.P. |
| U | | 4 | 0 | 0 | 0 | NFFD | 4 | 1.0 | NFFD |
| 1 | | | 6 | 9 | 8 | CE - 6 | 23 | 7.7 | New pilot |
| U | | 10 | 7 | 4 | 8 | PSP - 4 BPC - 2 | 29 | 7.3 | BPC/TEC |
| U | | 14 | 8 | 11 | 2 | | 35 | 8.8 | |
| 3 | | 16 | 12 | 9 | 0 | ETO - 7 | 37 | 9.3 | |
| 1 | | 9 | 13 | 5 | 11 | CE - 1 PSP - 1 | 38 | 9.5 | |
| U | | 10 | 13 | 6 | 10 | | 39 | 9.8 | |
| 5 | | 12 | 12 | 5 | 11 | PSP - 6 ETO - 7 | 40 | 10.0 | PSP Sec/Treas |
| U | | 14 | 5 | 11 | 11 | PSP - 2 | 41 | 10.3 | |
| U | | 11 | 10 | 10 | 10 | | 41 | 10.3 | |
| U | | 11 | 11 | 9 | 10 | PSP - 1 BPC - 1 | 41 | 10.3 | BPC/TEC |
| U | | 13 | 10 | 19 | 1 | PSP - 1 ETO - 7 | 43 | 10.8 | |
| U | | 6 | 16 | 9 | 12 | | 43 | 10.8 | |
| U | | 19 | 10 | 6 | 10 | | 45 | 11.3 | TEC |
| U | | 13 | 12 | 16 | 4 | ETO - 7 | 45 | 11.3 | |
| 4 | | 6 | 16 | 10 | 14 | | 46 | 11.5 | |
| 5 | | 8 | 14 | 14 | 10 | | 46 | 11.5 | |
| 2 | | 9 | 11 | 13 | 14 | | 47 | 11.8 | |
| 4 | | 8 | 18 | 14 | 8 | | 48 | 12.0 | |
| 2 | | 12 | 16 | 11 | 10 | ETO - 1 | 49 | 12.3 | |
| U | | 13 | 13 | 12 | 11 | PSP - 1 | 49 | 12.3 | |
| 2 | | 15 | 12 | 11 | 11 | ETO - 7 | 49 | 12.3 | |
| 2 | | 12 | 14 | 12 | 12 | PSP - 1 | 50 | 12.5 | |
| U | | 14 | 7 | 14 | 16 | | 51 | 12.8 | |
| U | | 15 | 5 | 14 | 17 | | 51 | 12.8 | |
| 5 | | 15 | 10 | 13 | 14 | | 52 | 13.0 | |
| U | | 16 | 16 | 15 | 5 | PSP - 1 ETO - 7 | 52 | 13.0 | PSP Board |
| U | | 17 | 11 | 9 | 16 | | 53 | 13.3 | |
| U | | 14 | 15 | 10 | 14 | PSP - 1 | 53 | 13.3 | |
| U | | 19 | 13 | 10 | 12 | CE - 1 ETO - 7 | 54 | 13.5 | PSP Bd |
| U | | 11 | 14 | 16 | 13 | CE - 3 PSP - 2 | 54 | 13.5 | |
| U | | 12 | 17 | 14 | 11 | ETO - 1 | 54 | 13.5 | |
| U | | 15 | 14 | 13 | 12 | | 54 | 13.5 | |
| 4 | | 15 | 15 | 13 | 13 | | 56 | 14.0 | |
| U | | 14 | 16 | 14 | 14 | | 58 | 14.5 | |
| U | | 21 | 12 | 9 | 17 | | 59 | 14.8 | |
| U | | 11 | 17 | 15 | 16 | PSP - 1 | 59 | 14.8 | |
| U | | 11 | 13 | 19 | 16 | | 59 | 14.8 | PSP Board |
| U | | 19 | 12 | 14 | 15 | | 60 | 15.0 | |
| U | | 15 | 15 | 17 | 15 | | 62 | 15.5 | |
| U | | 16 | 19 | 15 | 12 | ETO - 1 | 62 | 15.5 | |
| U | | 18 | 18 | 16 | 11 | | 63 | 15.8 | |
| U | | 22 | 14 | 12 | 15 | | 63 | 15.8 | |
| U | | 19 | 20 | 13 | 13 | ETO - 1 | 65 | 16.3 | PSP Board |
| U | | 14 | 21 | 18 | 17 | ETO - 1 | 70 | 17.5 | |
| Total Assignments/ Month | | 590 | 574 | 530 | 506 | | 2200 | | |
| Number of licensed PS pilots | | 50 | 50 | 49 | 50 | | | | |
| President | | 1 | 1 | 1 | 1 | | | | |
| Medical circumstances: | | 1 | 2 | 2 | 2 | | | | |
| Available to pilot | | 48 | 47 | 46 | 47 | | | | |
| Pilots taking comp days→retirement | | 3 | 2 | 1 | 1 | | | | |
| # of Pilots with < 6 jobs (≠Pres; ≠NFFD) | | 5 | 5 | 4 | 7 | | | | |
| Pilots w/>5 assgns & their avg # of trips | | 43P; 13.6 | 42p; 13.4 | 43p; 12 | 39p; 12.5 | | | | |
| Average Assgn/available pilot | | 12.3 | 12.21 | 11.52 | 10.77 | | | | |
| Cancellations | | 18 | 14 | 8 | 11 | | 51 | | |
| PSP LOA Report (MOVES) | | 572 | 560 | 522 | 495 | | 2149 | | |
| Avg moves/pilot on rotation | | 11.92 | 11.91 | 11.35 | 10.53 | | | | |

| 2019 | SHIP MOVES BY ZONE/DISTANCE | | | | | | SHIP MOVES BY TYPE - 2019 | | | | | | | | | | | Totals |
|-------------------|-----------------------------|--------------|-------------|-------------|-------------|--------------|---------------------------|----------------|------------|-----------|----------|-----------|----------|----------|-----------|------------|------------|-------------|
| | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 | Bulker | Car Carrier | Container | General | Naval | Other | Passngr | Reefer | Ro-Ro | Tanker | ATB | |
| January | 90 | 78 | 52 | 191 | 161 | 0 | 97 | 57 | 212 | 15 | 1 | 2 | 1 | 0 | 16 | 127 | 44 | 572 |
| February | 93 | 76 | 54 | 190 | 147 | 0 | 118 | 51 | 193 | 18 | 0 | 6 | 1 | 0 | 20 | 104 | 49 | 560 |
| March | 76 | 73 | 50 | 167 | 156 | 0 | 76 | 53 | 194 | 12 | 1 | 12 | 0 | 0 | 24 | 114 | 36 | 522 |
| April | 72 | 52 | 47 | 166 | 158 | 0 | 85 | 49 | 189 | 12 | 1 | 5 | 5 | 0 | 17 | 94 | 38 | 495 |
| 2019 | 331 | 279 | 203 | 714 | 622 | 0 | 376 | 210 | 788 | 57 | 3 | 25 | 7 | 0 | 77 | 439 | 167 | 2149 |
| Δ Apr 19 - Apr 18 | (17) | (91) | (47) | 83 | 12 | 0 | (35) | 75 | 44 | 10 | (1) | (33) | (3) | 0 | 10 | (85) | (42) | (60) |

| 2018 | SHIP MOVES BY ZONE/DISTANCE | | | | | | SHIP MOVES BY TYPE - 2018 | | | | | | | | | | | Totals |
|-------------|-----------------------------|--------------|-------------|-------------|-------------|--------------|---------------------------|----------------|------------|-----------|----------|-----------|-----------|----------|-----------|------------|------------|-------------|
| | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 | Bulker | Car Carrier | Container | General | Naval | Other | Passngr | Reefer | Ro-Ro | Tanker | ATB | |
| January | 108 | 99 | 65 | 150 | 157 | 0 | 104 | 30 | 191 | 14 | 0 | 22 | 3 | 0 | 15 | 131 | 69 | 579 |
| February | 89 | 94 | 69 | 156 | 134 | 0 | 90 | 33 | 184 | 17 | 0 | 20 | 0 | 0 | 16 | 126 | 56 | 542 |
| March | 74 | 90 | 64 | 165 | 170 | 0 | 97 | 41 | 198 | 8 | 2 | 9 | 0 | 0 | 20 | 139 | 49 | 563 |
| April | 77 | 87 | 52 | 160 | 149 | 0 | 120 | 31 | 171 | 8 | 2 | 7 | 7 | 0 | 16 | 128 | 35 | 525 |
| 2018 | 348 | 370 | 250 | 631 | 610 | 0 | 411 | 135 | 744 | 47 | 4 | 58 | 10 | 0 | 67 | 524 | 209 | 2209 |

| 2017 | SHIP MOVES BY ZONE/DISTANCE | | | | | | SHIP MOVES BY TYPE - 2017 | | | | | | | | | | | Totals |
|-------------|-----------------------------|--------------|-------------|-------------|-------------|--------------|---------------------------|----------------|------------|-----------|----------|-----------|----------|----------|-----------|------------|------------|-------------|
| | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 | Bulker | Car Carrier | Container | General | Naval | Other | Passngr | Reefer | Ro-Ro | Tanker | ATB | |
| January | 111 | 114 | 53 | 150 | 166 | 0 | 110 | 43 | 220 | 11 | 5 | 4 | 1 | 0 | 17 | 136 | 47 | 594 |
| February | 80 | 101 | 52 | 144 | 143 | 0 | 93 | 36 | 209 | 10 | 0 | 6 | 1 | 0 | 17 | 102 | 46 | 520 |
| March | 95 | 90 | 51 | 143 | 169 | 0 | 107 | 44 | 215 | 18 | 3 | 3 | 0 | 0 | 21 | 97 | 40 | 548 |
| April | 97 | 75 | 49 | 166 | 163 | 0 | 99 | 45 | 203 | 1 | 0 | 5 | 4 | 2 | 18 | 120 | 53 | 550 |
| 2017 | 383 | 380 | 205 | 603 | 641 | 0 | 409 | 168 | 847 | 40 | 8 | 18 | 6 | 2 | 73 | 455 | 186 | 2212 |

| 2016 | SHIP MOVES BY ZONE/DISTANCE | | | | | | SHIP MOVES BY TYPE - 2016 | | | | | | | | | | | Totals |
|-------------|-----------------------------|--------------|-------------|-------------|-------------|--------------|---------------------------|----------------|------------|-----------|----------|-----------|----------|----------|-----------|------------|------------|-------------|
| | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 | Bulker | Car Carrier | Container | General | Naval | Other | Passngr | Reefer | Ro-Ro | Tanker | ATB | |
| January | 121 | 84 | 61 | 157 | 166 | 0 | 88 | 39 | 232 | 14 | 4 | 1 | 1 | 0 | 19 | 115 | 76 | 589 |
| February | 91 | 102 | 43 | 139 | 163 | 0 | 90 | 45 | 212 | 7 | 0 | 0 | 2 | 0 | 18 | 110 | 54 | 538 |
| March | 102 | 92 | 58 | 150 | 189 | 0 | 97 | 52 | 236 | 8 | 0 | 1 | 0 | 0 | 20 | 110 | 67 | 591 |
| April | 107 | 79 | 64 | 155 | 168 | 0 | 70 | 41 | 216 | 8 | 0 | 11 | 2 | 0 | 25 | 136 | 64 | 573 |
| 2016 | 421 | 357 | 226 | 601 | 686 | 0 | 345 | 177 | 896 | 37 | 4 | 13 | 5 | 0 | 82 | 471 | 261 | 2291 |

Puget Sound District
Vessel Moves by LOA and Zone
2017-2019

| 2019 | | APRIL 2019 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 70 | 6 | Up to 500 | 2 | 1 | 0 | 3 | 0 | 0 |
| 189 | 42 | 500-599 | 13 | 4 | 0 | 13 | 12 | 0 |
| 635 | 150 | 600-699 | 20 | 23 | 32 | 34 | 41 | 0 |
| 322 | 78 | 700-799 | 9 | 13 | 6 | 15 | 35 | 0 |
| 280 | 60 | 800-899 | 4 | 7 | 9 | 23 | 17 | 0 |
| 347 | 78 | 900-999 | 5 | 3 | 0 | 39 | 31 | 0 |
| 118 | 38 | 1000-1099 | 7 | 0 | 0 | 19 | 12 | 0 |
| 135 | 28 | 1100-1199 | 6 | 1 | 0 | 14 | 7 | 0 |
| 53 | 15 | 1200---- | 6 | 0 | 0 | 6 | 3 | 0 |
| moves | 495 | | 72 | 52 | 47 | 166 | 158 | 0 |
| | | 2149 | 331 | 279 | 203 | 714 | 622 | 0 |
| | YTD Averages | 537.3 | 82.8 | 69.8 | 50.8 | 178.5 | 155.5 | 0.0 |

| 2018 | | APRIL 2018 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 135 | 26 | Up to 500 | 5 | 8 | 9 | 3 | 1 | 0 |
| 189 | 46 | 500-599 | 9 | 6 | 3 | 22 | 6 | 0 |
| 660 | 156 | 600-699 | 18 | 41 | 28 | 33 | 36 | 0 |
| 333 | 88 | 700-799 | 15 | 14 | 3 | 23 | 33 | 0 |
| 235 | 64 | 800-899 | 7 | 13 | 5 | 19 | 20 | 0 |
| 549 | 115 | 900-999 | 22 | 5 | 4 | 33 | 51 | 0 |
| 22 | 6 | 1000-1099 | 0 | 0 | 0 | 4 | 2 | 0 |
| 52 | 13 | 1100-1199 | 0 | 0 | 0 | 13 | 0 | 0 |
| 35 | 11 | 1200---- | 1 | 0 | 0 | 10 | 0 | 0 |
| moves | 525 | | 77 | 87 | 52 | 160 | 149 | 0 |
| | | 2210 | 348 | 371 | 250 | 631 | 610 | 0 |
| | YTD Averages | 552.5 | 87.0 | 92.8 | 62.5 | 157.8 | 152.5 | 0.0 |

| 2017 | | APRIL 2017 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 86 | 28 | Up to 500 | 1 | 6 | 10 | 11 | 0 | 0 |
| 196 | 52 | 500-599 | 17 | 6 | 1 | 18 | 10 | 0 |
| 627 | 160 | 600-699 | 18 | 33 | 29 | 38 | 42 | 0 |
| 357 | 82 | 700-799 | 10 | 10 | 3 | 26 | 33 | 0 |
| 271 | 68 | 800-899 | 10 | 8 | 6 | 22 | 22 | 0 |
| 343 | 91 | 900-999 | 19 | 5 | | 28 | 39 | 0 |
| 119 | 13 | 1000-1099 | 2 | 1 | 0 | 7 | 3 | 0 |
| 213 | 56 | 1100-1199 | 20 | 6 | 0 | 16 | 14 | 0 |
| 0 | 0 | 1200---- | 0 | 0 | 0 | 0 | 0 | 0 |
| moves | 550 | | 97 | 75 | 49 | 166 | 163 | 0 |
| | YTD totals | 2212 | 383 | 380 | 205 | 603 | 641 | 0 |
| | YTD Averages | 553.0 | 95.8 | 95.0 | 51.3 | 150.8 | 160.3 | 0.0 |

| 2019 | | MARCH 2019 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 64 | 9 | Up to 500 | 2 | 2 | 0 | 5 | 0 | 0 |
| 147 | 31 | 500-599 | 6 | 5 | 4 | 13 | 3 | 0 |
| 485 | 150 | 600-699 | 16 | 23 | 33 | 33 | 45 | 0 |
| 244 | 96 | 700-799 | 17 | 24 | 5 | 16 | 34 | 0 |
| 220 | 81 | 800-899 | 7 | 13 | 8 | 26 | 27 | 0 |
| 269 | 83 | 900-999 | 10 | 4 | 0 | 45 | 24 | 0 |
| 80 | 28 | 1000-1099 | 6 | 1 | 0 | 9 | 12 | 0 |
| 107 | 39 | 1100-1199 | 10 | 1 | 0 | 18 | 10 | 0 |
| 38 | 5 | 1200---- | 2 | 0 | 0 | 2 | 1 | 0 |
| moves | 522 | | 76 | 73 | 50 | 167 | 156 | 0 |
| | YTD totals | 1654 | 259 | 227 | 156 | 548 | 464 | 0 |
| | YTD Averages | 551.3 | 86.3 | 75.7 | 52.0 | 182.7 | 154.7 | 0.0 |

| 2018 | | MARCH 2018 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 109 | 36 | Up to 500 | 3 | 10 | 13 | 7 | 3 | 0 |
| 143 | 42 | 500-599 | 7 | 7 | 4 | 17 | 7 | 0 |
| 504 | 167 | 600-699 | 15 | 38 | 32 | 40 | 42 | 0 |
| 245 | 91 | 700-799 | 12 | 12 | 3 | 22 | 42 | 0 |
| 171 | 57 | 800-899 | 5 | 7 | 9 | 13 | 23 | 0 |
| 434 | 148 | 900-999 | 32 | 15 | 3 | 45 | 53 | 0 |
| 16 | 4 | 1000-1099 | 0 | 0 | 0 | 4 | 0 | 0 |
| 39 | 9 | 1100-1199 | 0 | 1 | 0 | 8 | 0 | 0 |
| 24 | 9 | 1200---- | 0 | 0 | 0 | 9 | 0 | 0 |
| moves | 563 | | 74 | 90 | 64 | 165 | 170 | 0 |
| | YTD totals | 1685 | 271 | 284 | 198 | 471 | 461 | 0 |
| | YTD Averages | 561.7 | 90.3 | 94.7 | 66.0 | 157.0 | 153.7 | 0.0 |

| 2017 | | MARCH 2017 | | | | | | |
|--------------|---------------------|--------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 58 | 27 | Up to 500 | 0 | 8 | 10 | 9 | 0 | 0 |
| 144 | 54 | 500-599 | 12 | 8 | 4 | 18 | 12 | 0 |
| 467 | 150 | 600-699 | 19 | 33 | 28 | 28 | 42 | 0 |
| 275 | 88 | 700-799 | 10 | 20 | 3 | 21 | 34 | 0 |
| 203 | 61 | 800-899 | 11 | 7 | 5 | 17 | 21 | 0 |
| 252 | 83 | 900-999 | 16 | 5 | 1 | 25 | 36 | 0 |
| 106 | 43 | 1000-1099 | 8 | 9 | 0 | 15 | 11 | 0 |
| 157 | 42 | 1100-1199 | 19 | 0 | 0 | 10 | 13 | 0 |
| 0 | 0 | 1200---- | 0 | 0 | 0 | 0 | 0 | 0 |
| moves | 548 | | 95 | 90 | 51 | 143 | 169 | 0 |
| | YTD totals | 1662 | 286 | 305 | 156 | 437 | 478 | 0 |
| | YTD Averages | 554.0 | 95.3 | 101.7 | 52.0 | 145.7 | 159.3 | 0.0 |

Puget Sound District
Vessel Moves by LOA and Zone
2017-2019

| 2019 | | FEBRUARY 2019 | | | | | | |
|---------------------|------------|---------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 55 | 32 | Up to 500 | 0 | 8 | 10 | 14 | 0 | 0 |
| 116 | 69 | 500-599 | 20 | 11 | 9 | 24 | 5 | 0 |
| 335 | 160 | 600-699 | 26 | 22 | 30 | 37 | 45 | 0 |
| 148 | 77 | 700-799 | 11 | 12 | 0 | 22 | 32 | 0 |
| 139 | 68 | 800-899 | 3 | 12 | 5 | 26 | 22 | 0 |
| 186 | 84 | 900-999 | 11 | 6 | 0 | 43 | 24 | 0 |
| 52 | 23 | 1000-1099 | 6 | 0 | 0 | 7 | 10 | 0 |
| 68 | 28 | 1100-1199 | 7 | 4 | 0 | 11 | 6 | 0 |
| 33 | 19 | 1200---- | 9 | 1 | 0 | 6 | 3 | 0 |
| moves | 560 | | 93 | 76 | 54 | 190 | 147 | 0 |
| YTD totals | | 1132 | 183 | 154 | 106 | 381 | 308 | 0 |
| YTD Averages | | 566.0 | 91.5 | 77.0 | 53.0 | 190.5 | 154.0 | 0.0 |

| 2018 | | FEBRUARY 2018 | | | | | | |
|---------------------|------------|---------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 73 | 40 | Up to 500 | 14 | 7 | 13 | 6 | 0 | 0 |
| 101 | 46 | 500-599 | 5 | 11 | 2 | 21 | 7 | 0 |
| 337 | 159 | 600-699 | 18 | 45 | 37 | 29 | 30 | 0 |
| 154 | 73 | 700-799 | 13 | 6 | 0 | 21 | 33 | 0 |
| 114 | 58 | 800-899 | 7 | 11 | 12 | 15 | 13 | 0 |
| 286 | 141 | 900-999 | 31 | 14 | 5 | 40 | 51 | 0 |
| 12 | 3 | 1000-1099 | 0 | 0 | 0 | 3 | 0 | 0 |
| 30 | 16 | 1100-1199 | 1 | 1 | 0 | 14 | 0 | 0 |
| 15 | 7 | 1200---- | 0 | 0 | 0 | 7 | 0 | 0 |
| moves | 543 | | 89 | 95 | 69 | 156 | 134 | 0 |
| YTD totals | | 1122 | 197 | 194 | 134 | 306 | 291 | 0 |
| YTD Averages | | 561.0 | 98.5 | 97.0 | 67.0 | 153.0 | 145.5 | 0.0 |

| 2017 | | FEBRUARY 2017 | | | | | | |
|---------------------|------------|---------------|---------------|--------------|-------------|--------------|--------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| 31 | 19 | Up to 500 | 0 | 6 | 5 | 8 | 0 | 0 |
| 90 | 34 | 500-599 | 3 | 11 | 4 | 13 | 3 | 0 |
| 317 | 147 | 600-699 | 12 | 42 | 25 | 30 | 38 | 0 |
| 187 | 92 | 700-799 | 9 | 22 | 5 | 25 | 31 | 0 |
| 142 | 64 | 800-899 | 12 | 5 | 12 | 17 | 18 | 0 |
| 169 | 80 | 900-999 | 15 | 7 | 0 | 24 | 34 | 0 |
| 63 | 33 | 1000-1099 | 8 | 2 | 0 | 14 | 9 | 0 |
| 115 | 51 | 1100-1199 | 21 | 6 | 1 | 13 | 10 | 0 |
| 0 | 0 | 1200---- | 0 | 0 | 0 | 0 | 0 | 0 |
| moves | 520 | | 80 | 101 | 52 | 144 | 143 | 0 |
| YTD totals | | 1114 | 191 | 215 | 105 | 294 | 309 | 0 |
| YTD Averages | | 557.0 | 95.5 | 107.5 | 52.5 | 147.0 | 154.5 | 0.0 |

| 2019 | | JANUARY 2019 | | | | | | |
|--------------|------------|--------------|---------------|--------------|-------------|-------------|-------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| | 23 | Up to 500 | 1 | 5 | 12 | 5 | 0 | 0 |
| | 47 | 500-599 | 12 | 7 | 7 | 16 | 5 | 0 |
| | 175 | 600-699 | 25 | 37 | 20 | 42 | 51 | 0 |
| | 71 | 700-799 | 12 | 7 | 5 | 15 | 32 | 0 |
| | 71 | 800-899 | 9 | 9 | 8 | 28 | 17 | 0 |
| | 102 | 900-999 | 9 | 11 | 0 | 54 | 28 | 0 |
| | 29 | 1000-1099 | 6 | 1 | 0 | 5 | 17 | 0 |
| | 40 | 1100-1199 | 12 | 0 | 0 | 18 | 10 | 0 |
| | 14 | 1200---- | 4 | 1 | 0 | 8 | 1 | 0 |
| moves | 572 | | 90 | 78 | 52 | 191 | 161 | 0 |

| 2018 | | JANUARY 2018 | | | | | | |
|--------------|------------|--------------|---------------|--------------|-------------|-------------|-------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| | 33 | Up to 500 | 13 | 5 | 11 | 3 | 1 | 0 |
| | 55 | 500-599 | 11 | 16 | 3 | 16 | 9 | 0 |
| | 178 | 600-699 | 29 | 34 | 37 | 37 | 41 | 0 |
| | 81 | 700-799 | 14 | 14 | 1 | 18 | 34 | 0 |
| | 56 | 800-899 | 8 | 16 | 6 | 13 | 13 | 0 |
| | 145 | 900-999 | 31 | 14 | 7 | 36 | 57 | 0 |
| | 9 | 1000-1099 | 2 | 0 | 0 | 5 | 2 | 0 |
| | 14 | 1100-1199 | 0 | 0 | 0 | 14 | 0 | 0 |
| | 8 | 1200---- | 0 | 0 | 0 | 8 | 0 | 0 |
| moves | 579 | | 108 | 99 | 65 | 150 | 157 | 0 |

| 2017 | | JANUARY 2017 | | | | | | |
|--------------|------------|--------------|---------------|--------------|-------------|-------------|-------------|--------------|
| YTD | Totals | LOA | IntraHbr 1 | ≤ 30 mi 2 | ≤50 mi 3 | ≤75 mi 4 | ≤100mi 5 | 101+ mi 6 |
| | 12 | Up to 500 | 1 | 4 | 7 | | | |
| | 56 | 500-599 | 25 | 7 | 2 | 16 | 6 | |
| | 170 | 600-699 | 13 | 51 | 32 | 34 | 40 | |
| | 95 | 700-799 | 13 | 19 | 3 | 22 | 38 | |
| | 78 | 800-899 | 13 | 13 | 9 | 23 | 20 | |
| | 89 | 900-999 | 15 | 8 | | 28 | 38 | |
| | 30 | 1000-1099 | 7 | 3 | 0 | 11 | 9 | |
| | 64 | 1100-1199 | 24 | 9 | 0 | 16 | 15 | |
| | 0 | 1200---- | 0 | 0 | 0 | 0 | 0 | |
| moves | 594 | | 111 | 114 | 53 | 150 | 166 | 0 |

TONNAGE, NUMBER OF MOVES -- BY VESSEL TYPE
Jan - Apr 2019 - 2017

| | <u>Bulker</u> | | <u>Car Carrier</u> | | <u>Container</u> | | <u>General</u> | | <u>Naval</u> | | <u>Other</u> | | <u>Passenger</u> | | <u>Reefer</u> | | <u>Ro-Ro</u> | | <u>Tanker</u> | | <u>ATB</u> | <u>Total Tonnage</u> | | |
|---------------|-------------------|------------|--------------------|------------|-------------------|------------|----------------|-----------|----------------|----------|----------------|-----------|------------------|-----------|---------------|----------|------------------|-----------|-------------------|---------------|------------|----------------------|--------------------|--------------|
| | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | Tonnage | # moves | # moves | % all Tankers | Tonnage | # moves | | |
| January | 3,294,361 | 97 | 3,409,983 | 57 | 15,977,088 | 212 | 35,509 | 15 | - | 1 | 32,122 | 2 | 5,841 | 1 | - | 0 | 547,359 | 16 | 7,229,656 | 127 | 44 | 26% | 30,531,919 | 572 |
| February | 3,823,827 | 118 | 3,255,921 | 51 | 14,617,495 | 193 | 35,951 | 18 | - | - | 28,468 | 6 | 5,841 | 1 | - | 0 | 636,804 | 20 | 5,932,963 | 104 | 49 | 32% | 28,337,270 | 560 |
| March | 2,798,119 | 76 | 3,552,017 | 53 | 13,728,560 | 194 | 11,654 | 12 | 3,104 | 1 | 313,061 | 12 | - | - | - | 0 | 897,465 | 24 | 6,776,537 | 114 | 36 | 24% | 28,080,517 | 522 |
| April | 2,663,491 | 85 | 2,938,951 | 49 | 14,038,077 | 189 | 35,966 | 12 | 3,104 | 1 | 16,169 | 5 | 746,931 | 5 | - | 0 | 606,103 | 17 | 5,919,707 | 94 | 38 | 29% | 26,968,499 | 495 |
| 2019 | 12,579,798 | 376 | 13,156,872 | 210 | 58,361,220 | 788 | 119,080 | 57 | 6,208 | 3 | 389,820 | 25 | 758,613 | 7 | - | - | 2,687,731 | 77 | 25,858,863 | 439 | 167 | 28% | 113,918,205 | 2,149 |
| YTD Avg/Month | 3,144,950 | 94 | 3,289,218 | 53 | 14,590,305 | 197 | 29,770 | 14 | 1,552 | 1 | 97,455 | 6 | 189,653 | 2 | - | - | 671,933 | 19 | 6,464,716 | 110 | 42 | | 9,493,184 | 179 |
| CHANGE FROM | | | | | | | | | | | | | | | | | | | | | | | | |
| Δ 2019/2018 | (1,368,069) | (35) | 5,036,101 | 75 | 8,819,773 | 44 | 8,325 | 10 | (3,592) | (1) | (562,044) | (33) | 96,912 | (3) | - | - | 88,799 | 10 | (5,275,677) | (85) | (42) | (1) | 6,840,528 | (60) |
| January | 3,439,902 | 104 | 1,789,883 | 30 | 12,733,269 | 191 | 27,776 | 14 | - | - | 343,750 | 22 | 12,592 | 3 | - | - | 704,729 | 15 | 8,910,462 | 131 | 69 | 35% | 27,962,363 | 579 |
| February | 2,998,709 | 90 | 1,983,484 | 33 | 12,346,595 | 184 | 35,464 | 17 | - | - | 352,415 | 20 | - | - | - | - | 630,344 | 16 | 7,759,574 | 126 | 56 | 31% | 26,106,585 | 542 |
| March | 3,452,959 | 97 | 2,435,273 | 41 | 12,815,720 | 198 | 11,609 | 8 | - | 2 | 200,361 | 9 | - | - | - | - | 690,659 | 20 | 7,697,304 | 139 | 49 | 26% | 27,303,885 | 563 |
| April | 4,056,297 | 120 | 1,912,131 | 31 | 11,645,863 | 171 | 35,906 | 8 | 9,800 | 2 | 55,338 | 7 | 649,109 | 7 | - | - | 573,200 | 16 | 6,767,200 | 128 | 35 | 21% | 25,704,844 | 525 |
| 2018 | 13,947,867 | 411 | 8,120,771 | 135 | 49,541,447 | 744 | 110,755 | 47 | 9,800 | 4 | 951,864 | 58 | 661,701 | 10 | - | - | 2,598,932 | 67 | 31,134,540 | 524 | 209 | 113% | 107,077,677 | 2,209 |
| YTD Avg/Month | 3,297,190 | 97 | 2,069,547 | 35 | 12,631,861 | 191 | 24,950 | 13 | - | 1 | 298,842 | 17 | 4,197 | 1 | - | - | 675,244 | 17 | 8,122,447 | 132 | 58 | 0 | 27,124,278 | 561 |
| CHANGE FROM | | | | | | | | | | | | | | | | | | | | | | | | |
| Δ 2018/2017 | 278,304 | 2 | (1,879,387) | (33) | (10,633,951) | (103) | 5,679 | 7 | (397,240) | (4) | 778,319 | 40 | 312,863 | 4 | (11,982) | (2) | 71,673 | (6) | 4,745,479 | 69 | 23 | | (6,730,243) | (3) |
| January | 3,598,299 | 110 | 2,601,920 | 43 | 16,040,517 | 220 | 25,203 | 11 | 227,040 | 5 | 54,307 | 4 | 5,841 | 1 | - | - | 676,105 | 17 | 8,074,610 | 136 | 47 | 26% | 31,303,842 | 594 |
| February | 3,398,733 | 93 | 2,168,144 | 36 | 14,860,771 | 209 | 16,208 | 10 | - | - | 41,730 | 6 | 5,841 | 1 | - | - | 531,502 | 17 | 6,202,672 | 102 | 46 | 31% | 27,225,601 | 520 |
| March | 3,542,415 | 107 | 2,522,814 | 44 | 14,905,690 | 215 | 35,875 | 18 | 180,000 | 3 | 17,979 | 3 | - | - | - | - | 700,643 | 21 | 5,541,137 | 97 | 40 | 29% | 27,446,553 | 548 |
| April | 3,130,116 | 99 | 2,707,280 | 45 | 14,368,420 | 203 | 27,790 | 1 | - | - | 59,529 | 5 | 337,156 | 4 | 11,982 | 2 | 619,009 | 18 | 6,570,642 | 120 | 53 | 31% | 27,831,924 | 550 |
| 2017 | 13,669,563 | 409 | 10,000,158 | 168 | 60,175,398 | 847 | 105,076 | 40 | 407,040 | 8 | 173,545 | 18 | 348,838 | 6 | 11,982 | 2 | 2,527,259 | 73 | 26,389,061 | 455 | 186 | 117% | 113,807,920 | 2,212 |
| YTD Avg/Month | 3,513,149 | 103 | 2,430,959 | 41 | 15,268,993 | 215 | 25,762 | 13 | 203,520 | 3 | 38,005 | 4 | 3,894 | 1 | - | - | 636,083 | 18 | 6,606,140 | 112 | 44 | 0 | 28,658,665 | 554 |
| CHANGE FROM | | | | | | | | | | | | | | | | | | | | | | | | |
| Δ 2017/2016 | 3,066,226 | 64 | 65,080 | (9) | (1,970,792) | (49) | (842,877) | 3 | 338,975 | 4 | 85,063 | 5 | 158,769 | 1 | 11,982 | 2 | (273,342) | (9) | (3,034,319) | (16) | (75) | | (2,395,235) | (79) |

Revenue by Type of Vessel
January - April
2019-2017

| Revenue | | | | | | | | | | | | |
|----------------------|-------|--------------|-------|-------------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
| Type of vessel | @4/30 | 2019 | 2019 | 2019 | Jan-19 | | Feb-19 | | Mar-19 | | Apr-19 | |
| | | 2019 Revenue | Moves | Avg \$/move | Revenue | Moves | Revenue | Moves | Revenue | Moves | Revenue | Moves |
| Bulker | | \$ 951,820 | 376 | \$2,531 | \$ 246,305 | 97 | \$ 298,057 | 118 | \$ 200,160 | 76 | \$ 207,298 | 85 |
| Car Carrier | | \$ 1,170,894 | 210 | \$5,576 | \$ 290,530 | 57 | \$ 273,086 | 51 | \$ 334,959 | 53 | \$ 272,319 | 49 |
| Container | | \$ 4,886,639 | 788 | \$6,201 | \$ 1,346,835 | 212 | \$ 1,164,962 | 193 | \$ 1,156,583 | 194 | \$ 1,218,259 | 189 |
| General Purpose | | \$ 256,752 | 57 | \$3,021 | \$ 80,253 | 15 | \$ 49,329 | 18 | \$ 54,942 | 12 | \$ 72,228 | 12 |
| Other, Reefer, Naval | | \$ - | 28 | | | 3 | | 6 | \$ - | 13 | | 6 |
| Passenger | | \$ 62,531 | 7 | \$8,933 | \$ 1,166 | 1 | \$ 1,166 | 1 | \$ - | 0 | \$ 60,199 | 5 |
| Ro-Ro | | \$ 279,672 | 77 | \$3,632 | \$ 58,617 | 16 | \$ 68,026 | 20 | \$ 90,515 | 24 | \$ 62,514 | 17 |
| Tanker | | \$ 1,999,913 | 606 | \$3,300 | \$ 563,306 | 171 | \$ 483,890 | 153 | \$ 494,095 | 150 | \$ 458,622 | 132 |
| PSP Earned Rev Rpt | @4/30 | \$ 9,608,221 | 2,149 | \$4,471 | \$ 2,587,012 | 572 | \$ 2,338,516 | 560 | \$ 2,331,254 | 522 | \$ 2,351,439 | 495 |

| Revenue | | | | | | | | | | | | |
|----------------------|-------|--------------|-------|-------------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
| Type of vessel | @4/30 | 2018 | 2018 | 2018 | Jan-18 | | Feb-18 | | Mar-18 | | Apr-18 | |
| | | 2018 Revenue | Moves | Avg \$/move | Revenue | Moves | Revenue | Moves | Revenue | Moves | Revenue | Moves |
| Bulker | | \$ 1,055,246 | 411 | \$2,568 | \$ 247,217 | 104 | \$ 237,832 | 90 | \$ 268,260 | 97 | \$ 301,937 | 120 |
| Car Carrier | | \$ 766,984 | 135 | \$5,681 | \$ 173,216 | 30 | \$ 193,799 | 33 | \$ 228,934 | 41 | \$ 171,035 | 31 |
| Container | | \$ 4,287,220 | 744 | \$5,762 | \$ 1,105,464 | 191 | \$ 1,044,454 | 184 | \$ 1,103,605 | 198 | \$ 1,033,697 | 171 |
| General Purpose | | \$ 327,777 | 47 | \$3,007 | \$ 112,873 | 14 | \$ 119,048 | 17 | \$ 43,212 | 8 | \$ 52,644 | 8 |
| Other, Reefer, Naval | | \$ - | 58 | | | 22 | | 20 | | 9 | | 7 |
| Passenger | | \$ 71,064 | 10 | \$7,106 | \$ 4,539 | 3 | | | | | \$ 66,525 | 7 |
| Ro-Ro | | \$ 256,649 | 67 | \$3,831 | \$ 66,351 | 15 | \$ 56,149 | 16 | \$ 73,614 | 20 | \$ 60,535 | 16 |
| Tanker | | \$ 2,440,791 | 733 | \$3,330 | \$ 661,848 | 200 | \$ 627,963 | 182 | \$ 639,901 | 188 | \$ 511,079 | 163 |
| PSP Earned Rev Rpt | @4/30 | \$ 9,205,731 | 2,209 | \$4,167 | \$ 2,371,508 | 579 | \$ 2,279,245 | 542 | \$ 2,357,526 | 563 | \$ 2,197,452 | 525 |

| Revenue | | | | | | | | | | | | |
|----------------------|-------|--------------|-------|-------------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
| Type of vessel | @4/30 | 2017 | 2017 | 2017 | Jan-17 | | Feb-17 | | Mar-17 | | Apr-17 | |
| | | 2017 Revenue | Moves | Avg \$/move | Revenue | Moves | Revenue | Moves | Revenue | Moves | Revenue | Moves |
| Bulker | | \$ 1,085,581 | 409 | \$2,654 | \$ 278,216 | 110 | \$ 265,054 | 93 | \$ 284,837 | 107 | \$ 257,474 | 99 |
| Car Carrier | | \$ 918,378 | 168 | \$5,467 | \$ 237,945 | 43 | \$ 201,209 | 36 | \$ 242,161 | 44 | \$ 237,063 | 45 |
| Container | | \$ 4,764,579 | 847 | \$5,625 | \$ 1,263,325 | 220 | \$ 1,161,460 | 209 | \$ 1,184,431 | 215 | \$ 1,155,363 | 203 |
| General Purpose | | \$ 230,579 | 40 | \$3,391 | \$ 63,483 | 11 | \$ 46,409 | 10 | \$ 91,662 | 18 | \$ 29,025 | 1 |
| Other, Reefer, Naval | | \$ - | 18 | | | 4 | | 6 | | 3 | | 5 |
| Passenger | | \$ 35,354 | 6 | \$5,892 | \$ 1,150 | 1 | \$ 1,150 | 1 | | | \$ 33,054 | 4 |
| Ro-Ro | | \$ 273,405 | 73 | \$3,745 | \$ 68,966 | 17 | \$ 62,405 | 17 | \$ 76,754 | 21 | \$ 65,280 | 18 |
| Tanker | | \$ 1,953,594 | 641 | \$3,048 | \$ 575,241 | 183 | \$ 445,345 | 148 | \$ 394,443 | 137 | \$ 538,565 | 173 |
| PSP Earned Rev Rpt | @4/30 | \$ 9,261,470 | 2,212 | 4,187 | \$ 2,488,326 | 594 | \$ 2,183,032 | 520 | \$ 2,274,288 | 548 | \$ 2,315,824 | 550 |

Revenue/Assignments/RPA
January - April
2019-2016

| MONTH | | | | | | | | Year to Date | | | | | |
|-------------|-------|----------------------|-------------|-----|---------------|-------|-------------|--------------|-----------|-------|---------|-------|-------|
| 2019 | Month | Revenue minus Transp | Assignments | | RPA for month | | YTD Revenue | | YTD Assgn | | YTD RPA | | |
| | Jan | 9.1% | 2,587,013 | 590 | -2.0% | 4,385 | 11.3% | | | | | | |
| | Feb | 2.6% | 2,338,516 | 574 | 3.2% | 4,074 | -0.6% | \$ 4,925,529 | 5.9% | 1,164 | 0.5% | 4,232 | 5.4% |
| | Mar | -1.1% | 2,331,254 | 530 | -9.1% | 4,399 | 8.8% | 7,256,782 | 3.5% | 1,694 | -2.7% | 4,284 | 6.4% |
| | Apr | 7.0% | 2,351,431 | 506 | -5.1% | 4,647 | 12.7% | 9,608,214 | 4.4% | 2,200 | -3.3% | 4,367 | 7.9% |
| 2018 | | | | | | | | | | | | | |
| | Jan | -4.7% | 2,371,508 | 602 | -0.7% | 3,939 | -4.1% | | | | | | |
| | Feb | 4.4% | 2,279,245 | 556 | 5.1% | 4,099 | -0.7% | \$ 4,650,753 | -0.4% | 1,158 | 2.0% | 4,016 | -2.4% |
| | Mar | 3.7% | 2,357,526 | 583 | 2.3% | 4,044 | 1.3% | 7,008,279 | 0.9% | 1,741 | 2.1% | 4,025 | -1.2% |
| | Apr | -5.1% | 2,197,452 | 533 | -5.7% | 4,123 | 0.6% | 9,205,731 | -0.6% | 2,274 | 0.2% | 4,048 | -0.8% |
| 2017 | | | | | | | | | | | | | |
| | Jan | 1.8% | 2,488,326 | 606 | 0.2% | 4,106 | 1.7% | | | | | | |
| | Feb | -3.8% | 2,183,032 | 529 | -3.3% | 4,127 | -0.5% | \$ 4,671,358 | -0.9% | 1,135 | -1.5% | 4,116 | 0.6% |
| | Mar | -6.0% | 2,274,287 | 570 | -6.1% | 3,990 | 0.1% | \$ 6,945,645 | -2.6% | 1,705 | -3.1% | 4,074 | 0.5% |
| | Apr | -1.5% | 2,315,825 | 565 | -3.3% | 4,099 | 1.9% | 9,261,470 | -2.3% | 2,270 | -3.1% | 4,080 | 0.8% |
| 2016 | | | | | | | | | | | | | |
| | Jan | 11.0% | 2,443,846 | 605 | 4.9% | 4,039 | 5.8% | | | | | | |
| | Feb | 12.1% | 2,269,624 | 547 | 5.8% | 4,149 | 5.9% | \$ 4,713,470 | 11.5% | 1,152 | 5.3% | 4,092 | 5.9% |
| | Mar | 2.3% | 2,419,890 | 607 | -5.0% | 3,987 | 7.7% | \$ 7,133,360 | 8.2% | 1,759 | 1.5% | 4,055 | 6.6% |
| | Apr | 9.2% | 2,350,195 | 584 | -5.8% | 4,024 | 15.9% | 9,483,555 | 8.4% | 2,343 | -0.4% | 4,048 | 8.9% |

PSP Source of Revenue- compressed
1st Qtr, April, YTD
2019, 2018, 2017

SUMMARY OF PSP
Earned Revenue Rpt
Calendar Year

| | 2019 1st Qtr | | Apr-19 | 2019 YTD | | 2018 1st Qtr | | Apr-18 | 2018 YTD | | 2017 1st Qtr | | Apr-17 | 2017 YTD | |
|---------------------------------------|--------------------|------------------|--------------------|--------------------|---------------|--------------------|-------------------|--------------------|--------------------|---------------|--------------------|-------------------|--------------------|--------------------|---------------|
| | | Qtr end 19/18 | | | YTD Change | | Qtr end change | | | YTD Change | | Qtr end change | | | YTD Change |
| --Counters & Misc Totals-- | | | | | | | | | | | | | | | |
| Seattle Assigns | 449 | 17.5% | 140 | 589 | 11.3% | 382 | -8.4% | 147 | 529 | -7.0% | 417 | 0.5% | 152 | 569 | 4.8% |
| Ship Assigns | 1,694 | -2.7% | 506 | 2,200 | -3.3% | 1,741 | 2.1% | 533 | 2,274 | 0.2% | 1,705 | -3.1% | 565 | 2,270 | -3.1% |
| Pilot Boat Assigns | 1,318 | 6.2% | 403 | 1,721 | 3.5% | 1,241 | 1.9% | 422 | 1,663 | 4.3% | 1,218 | -2.9% | 377 | 1,595 | -5.3% |
| Tonnage Surcharge/Moves | 1,654 | -0.4% | 495 | 2,149 | -1.7% | 1,661 | -0.1% | 525 | 2,186 | -2.2% | 1,662 | -3.3% | 550 | 2,212 | -3.4% |
| +non tonnage moves | 0 | | | 0 | -100.0% | 23 | | | 23 | | | | | 0 | |
| Surcharge Revenue | \$4,274,791 | 6.3% | \$1,402,349 | \$5,677,141 | 7.1% | \$4,021,037 | 1.2% | \$1,278,904 | \$5,299,941 | 0.4% | 3,975,144 | 0.1% | \$1,305,187 | \$5,280,331 | -0.2% |
| -----Revenue----- | | | | | | | | | | | | | | | |
| Mileage (LOA/Zone) (*) | \$2,177,515 | 4.8% | \$683,513 | \$2,861,028 | 4.4% | 2,077,100 | -3.3% | \$663,567 | \$2,740,667 | -4.3% | 2,147,860 | -3.5% | \$715,151 | \$2,863,011 | -3.5% |
| Transportation (**) | 224,422 | -22.4% | 64,470 | 288,891 | -19.9% | 289,148 | 19.1% | 71,519 | 360,667 | 9.7% | 242,747 | -6.2% | 85,882 | 328,629 | -5.2% |
| Special (***) | 5,079,267 | 3.0% | 1,667,924 | 6,747,192 | 4.4% | 4,931,179 | 2.8% | 1,533,885 | 6,465,064 | 1.0% | 4,797,785 | -2.2% | 1,600,673 | 6,398,459 | -1.8% |
| Total -Revenue Section | \$7,481,204 | 2.5% | \$2,415,907 | \$9,897,112 | 3.5% | \$7,297,428 | 1.5% | \$2,268,971 | \$9,566,399 | -0.2% | \$7,188,392 | -2.8% | \$2,401,707 | \$9,590,099 | -2.4% |
| Revenue without Transportation | \$7,256,782 | 3.5% | \$2,351,437 | \$9,608,221 | 4.4% | \$7,008,279 | 0.9% | \$2,197,452 | \$9,205,731 | -0.6% | \$6,945,645 | -2.6% | \$2,315,824 | \$9,261,470 | -2.3% |
| Revenue/Assignment, w/o Transp | \$4,284 | 6.4% | \$4,647 | \$4,367 | 7.9% | \$4,025 | -1.2% | \$4,123 | \$4,048 | -0.8% | \$4,074 | 0.5% | \$4,099 | \$4,080 | 0.8% |
| Other Stats | | | | | | | | | | | | | | | |
| Tonnage Surcharge Revenue | \$4,274,791 | 6.3% | \$1,402,349 | \$5,677,141 | 41.2% | 4,021,037 | 1.2% | \$1,278,904 | \$5,299,941 | 0.4% | 3,975,144 | 0.1% | \$1,305,187 | \$5,280,331 | -0.2% |
| Tonnage Surcharge Charge # moves | 1,654 | -0.4% | 495 | 2,149 | 29.4% | 1,661 | -0.1% | 525 | 2,186 | -1.2% | 1,662 | -3.3% | 550 | 2,212 | -3.4% |
| Avg Tonnage Surcharge/Move | \$2,585 | 6.8% | \$2,833 | \$2,642 | 9.1% | \$2,421 | 1.2% | \$2,436 | \$2,424 | 1.6% | \$2,392 | 3.5% | \$2,373 | \$2,387 | 3.3% |

PSP Source of Revenue-detail

1st Qtr, April, YTD

2019, 2018, 2017

SUMMARY OF PSP

Earned Revenue Rpt

Calendar Year

| | 2019 1st Qtr | | Apr-19 | 2019 YTD | | | 2018 1st Qtr | | Apr-18 | 2018 YTD | | | 2017 1st Qtr | | Apr-17 | 2017 YTD | | |
|--|--------------------|------------------|--------------------|--------------------|-------------|-------------|--------------------|--------------|--------------------|--------------------|-------------|--------------|--------------------|---------------|--------------------|--------------------|-------------------|--------------|
| | | Qtr end 19/18 | | | | | YTD Change | | | Qtr end change | | | | YTD Change | | | Qtr end change | |
| --Counters & Misc Totals-- | | | | | | | | | | | | | | | | | | |
| Seattle Assigns | 449 | 17.5% | 140 | 589 | | 11.3% | 382 | -8.4% | 147 | 529 | | -7.0% | 417 | 0.5% | 152 | 569 | | 4.8% |
| Ship Assigns | 1,694 | -2.7% | 506 | 2,200 | | -3.3% | 1,741 | 2.1% | 533 | 2,274 | | 0.2% | 1,705 | -3.1% | 565 | 2,270 | | -3.1% |
| Pilot Boat Assigns | 1,318 | 6.2% | 403 | 1,721 | | 3.5% | 1,241 | 1.9% | 422 | 1,663 | | 4.3% | 1,218 | -2.9% | 377 | 1,595 | | -5.3% |
| Tonnage Surcharge/Moves | 1,654 | -0.4% | 495 | 2,149 | | -1.7% | 1,661 | -0.1% | 525 | 2,186 | | -2.2% | 1,662 | -3.3% | 550 | 2,212 | | -3.4% |
| +non tonnage moves | 0 | | | 0 | | -100.0% | 23 | | | 23 | | | | | | 0 | | |
| Surcharge Revenue | \$4,274,791 | 6.3% | \$1,402,349 | \$5,677,141 | | 7.1% | \$4,021,037 | 1.2% | \$1,278,904 | \$5,299,941 | | 0.4% | 3,975,144 | 0.1% | \$1,305,187 | \$5,280,331 | | -0.2% |
| --Source of Revenue Breakdown-- | | | | | | | | | | | | | | | | | | |
| LOA/Zone (*) | \$1,977,017 | 4.0% | \$629,626 | \$2,606,643 | 26.3% | 3.8% | 1,900,570 | -0.3% | \$611,691 | \$2,512,261 | 26.3% | -1.3% | 1,906,628 | -3.3% | \$638,346 | \$2,544,974 | 26.5% | -3.3% |
| Harbor Shift (*) | 200,498 | 13.6% | 53,887 | 254,385 | 2.6% | 11.4% | 176,530 | -26.8% | 51,876 | 228,406 | 2.4% | -28.2% | 241,232 | -5.4% | 76,805 | 318,037 | 3.3% | -5.0% |
| Transportation (**) | 224,421 | -22.4% | 64,470 | 288,891 | 2.9% | -19.9% | 289,148 | 19.1% | 71,519 | 360,667 | 3.8% | 9.7% | 242,747 | -6.2% | 85,882 | 328,629 | 3.4% | -5.2% |
| BC Surcharge (***) | 54,782 | -58.7% | 18,963 | 73,745 | 0.7% | -52.7% | 132,741 | 70.3% | 23,177 | 155,918 | 1.6% | 32.1% | 77,959 | 5.7% | 40,033 | 117,992 | 1.2% | 14.3% |
| Bridge Transit (***) | 19,596 | 41.5% | 8,032 | 27,628 | 0.3% | 38.1% | 13,844 | -30.0% | 6,163 | 20,007 | 0.2% | -32.3% | 19,771 | -18.2% | 9,795 | 29,566 | 0.3% | -5.3% |
| Waterway (***) | 130,796 | 12.1% | 47,652 | 178,448 | 1.8% | 16.2% | 116,660 | -26.2% | 36,879 | 153,539 | 1.6% | -28.3% | 158,042 | -15.0% | 56,088 | 214,130 | 2.2% | -12.2% |
| Tonnage Surcharge (***) | 4,274,791 | 6.3% | 1,402,349 | 5,677,141 | 57.4% | 7.1% | 4,021,037 | 1.2% | 1,278,904 | 5,299,941 | 55.4% | 0.4% | 3,975,144 | 0.1% | 1,305,187 | 5,280,331 | 55.1% | -0.2% |
| Cancellations (***) | 33,004 | -8.7% | 8,196 | 41,200 | 0.4% | -0.6% | 36,165 | 32.2% | 5,296 | 41,461 | 0.4% | 12.8% | 27,352 | 11.4% | 9,417 | 36,769 | 0.4% | 21.3% |
| Compass Adj (***) | 359 | -50.0% | 0 | 359 | 0.0% | -80.0% | 718 | 0.0% | 1,077 | 1,795 | 0.0% | 66.7% | 718 | -33% | 359 | 1,077 | 0.0% | -25.0% |
| Standby/Sail Delay (***) | 74,254 | 28.9% | 29,062 | 103,316 | 1.0% | 31.2% | 57,612 | -17.0% | 21,152 | 78,764 | 0.8% | -11.7% | 69,412 | -21.7% | 19,827 | 89,239 | 0.9% | -16.8% |
| Slow Down (***) | 9,608 | -24.0% | 7,124 | 16,732 | 0.2% | -6.2% | 12,640 | -13.0% | 5,206 | 17,846 | 0.2% | 10.4% | 14,522 | -73.2% | 1,644 | 16,166 | 0.2% | -71.5% |
| Salmon Bay (***) | 1,055 | -58.3% | | 1,055 | 0.0% | -61.5% | 2,532 | 1100.0% | 211 | 2,743 | 0.0% | 1200.0% | 211 | 0.5% | | 211 | 0.0% | -66.6% |
| Lk Union/Washington (***) | 820 | 150.0% | | 820 | 0.0% | 66.7% | 328 | 100.0% | 164 | 492 | 0.0% | 200.0% | 164 | 0.0% | | 164 | 0.0% | 0.0% |
| Sea Trials (***) | 0 | -100.0% | | | 0.0% | -100.0% | 86,866 | 2236.4% | | 86,866 | 0.9% | 2236.4% | 3,718 | 0.0% | | 3,718 | 0.0% | -66.2% |
| Delayed Arr & Dock Delay (***) | 20,842 | 37.9% | 6,302 | 27,144 | 0.3% | 13.6% | 15,115 | -43.7% | 8,786 | 23,901 | 0.2% | -48.4% | 26,852 | -38.0% | 19,454 | 46,306 | 0.5% | -11.5% |
| Miscellaneous (***) | 696 | -77% | | 696 | 0.0% | -77.3% | 3,054 | 5354% | 14 | 3,068 | 0.0% | -62.0% | 56 | | 8,022 | 8,078 | 0.1% | |
| Pilot Boat (***) | 458,664 | 6.2% | 140,244 | 598,908 | 6.1% | 3.5% | 431,868 | 1.9% | 146,856 | 578,724 | 6.0% | 4.3% | 423,864 | -2.9% | 130,848 | 554,712 | 5.8% | -5.4% |
| Total-Source Section | \$7,481,203 | 2.5% | \$2,415,907 | \$9,897,112 | 100% | 3.5% | \$7,297,428 | 1.5% | \$2,268,971 | \$9,566,399 | 100% | -0.2% | \$7,188,392 | -2.8% | \$2,401,707 | \$9,590,099 | 100% | -2.4% |
| -----Revenue----- | | | | | | | | | | | | | | | | | | |
| Mileage (LOA/Zone) (*) | \$2,177,515 | 4.8% | \$683,513 | \$2,861,028 | | 4.4% | 2,077,100 | -3.3% | \$663,567 | \$2,740,667 | | -4.3% | 2,147,860 | -3.5% | \$715,151 | \$2,863,011 | | -3.5% |
| Transportation (**) | 224,422 | -22.4% | 64,470 | 288,891 | | -19.9% | 289,148 | 19.1% | 71,519 | 360,667 | | 9.7% | 242,747 | -6.2% | 85,882 | 328,629 | | -5.2% |
| Special (***) | 5,079,267 | 3.0% | 1,667,924 | 6,747,192 | | 4.4% | 4,931,179 | 2.8% | 1,533,885 | 6,465,064 | | 1.0% | 4,797,785 | -2.2% | 1,600,673 | 6,398,459 | | -1.8% |
| Total -Revenue Section | \$7,481,204 | 2.5% | \$2,415,907 | \$9,897,112 | | 3.5% | \$7,297,428 | 1.5% | \$2,268,971 | \$9,566,399 | | -0.2% | \$7,188,392 | -2.8% | \$2,401,707 | \$9,590,099 | | -2.4% |
| Revenue without Transportation | \$7,256,782 | 3.5% | \$2,351,437 | \$9,608,221 | | 4.4% | \$7,008,279 | 0.9% | \$2,197,452 | \$9,205,731 | | -0.6% | \$6,945,645 | -2.6% | \$2,315,824 | \$9,261,470 | | -2.3% |
| Revenue/Assignment, w/o Transp | \$4,284 | 6.4% | \$4,647 | \$4,367 | | 7.9% | \$4,025 | -1.2% | \$4,123 | \$4,048 | | -0.8% | \$4,074 | 0.5% | \$4,099 | \$4,080 | | 0.8% |
| Other Stats | | | | | | | | | | | | | | | | | | |
| Tonnage Surcharge Revenue | \$4,274,791 | 6.3% | \$1,402,349 | \$5,677,141 | | 41.2% | 4,021,037 | 1.2% | \$1,278,904 | \$5,299,941 | | 0.4% | 3,975,144 | 0.1% | \$1,305,187 | \$5,280,331 | | -0.2% |
| Tonnage Surcharge Charge # moves | 1,654 | -0.4% | 495 | 2,149 | | 29.4% | 1,661 | -0.1% | 525 | 2,186 | | -1.2% | 1,662 | -3.3% | 550 | 2,212 | | -3.4% |
| Avg Tonnage Surcharge/Move | \$2,585 | 6.8% | \$2,833 | \$2,642 | | 9.1% | \$2,421 | 1.2% | \$2,436 | \$2,424 | | 1.6% | \$2,392 | 3.5% | \$2,373 | \$2,387 | | 3.3% |