



THE NORTHWEST
SEAPORT ALLIANCE
Gateway to Solutions

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.



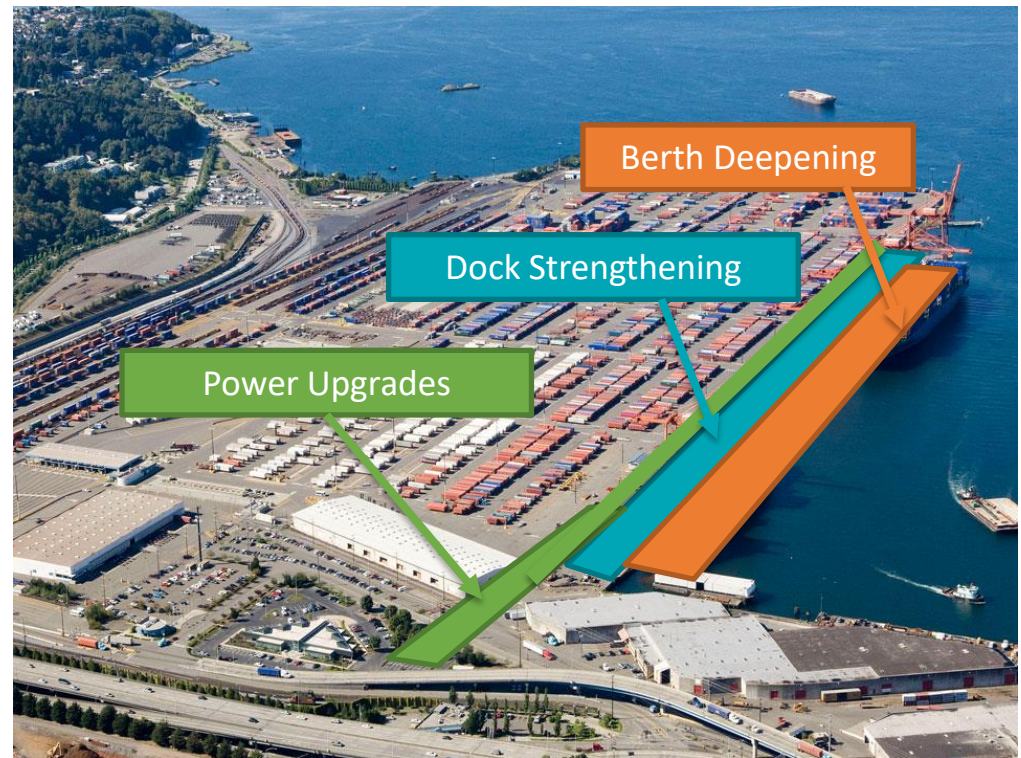
Terminal 5 – Program Scope

Berth Modernization Project:

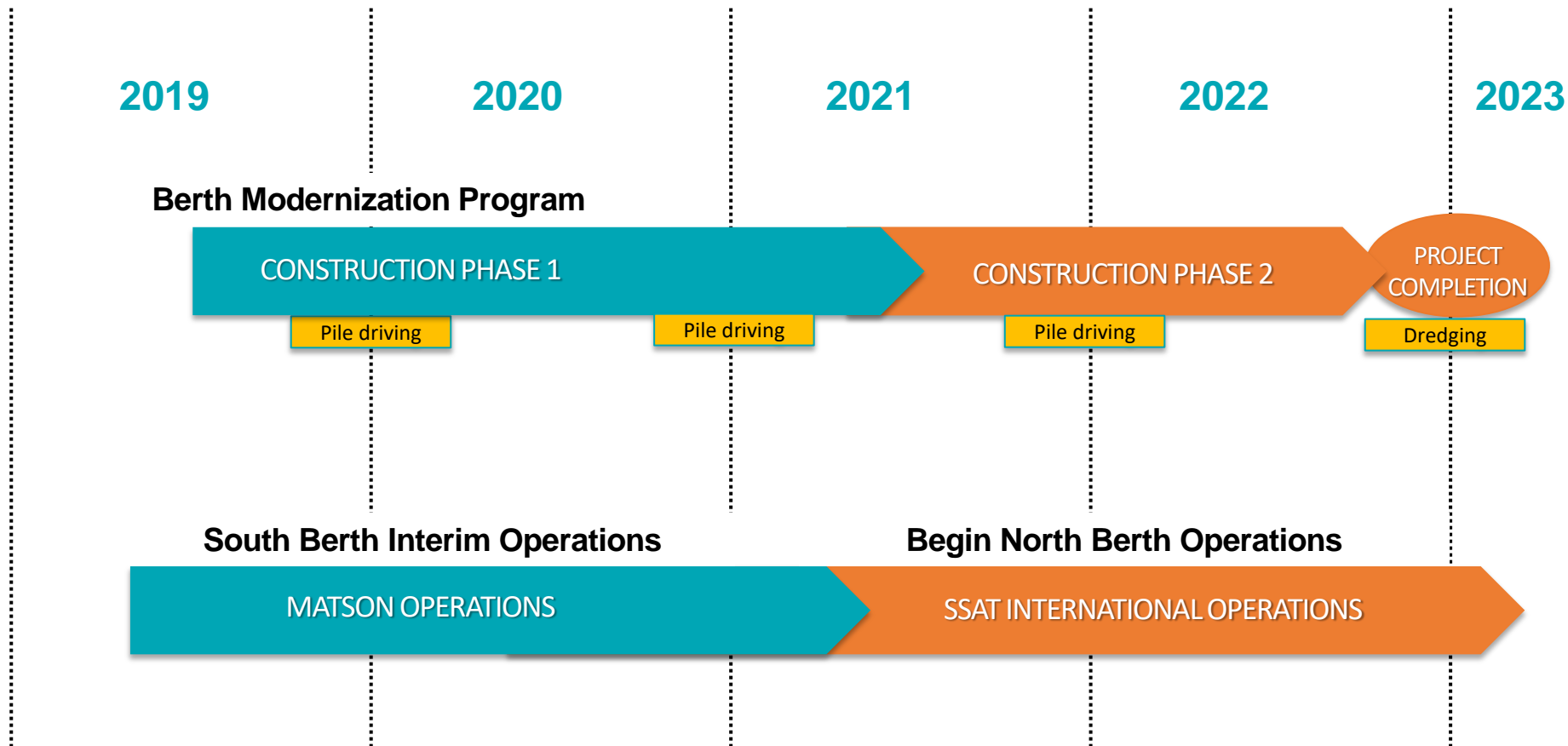
- Dock Rehabilitation
- Crane Rails
- Berth Deepening
- Slope Stabilization
- Power Supply/Distribution

Uplands Improvement Project:

- Stormwater
- Permit Conditions
- Lease Obligations



Terminal 5 – Schedule and Phasing



 In-water work windows

Terminal 5 Project Schedule

Activity	Timeframe
First Matson vessel	April 26, 2019
Groundbreaking/demolition	July, 2019
Pile Driving	August 2019 to February 2020
New crane arrival	January 2021
Matson departs T5	March 2021
First international vessel	April 2021



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

Carrier	From	To
Matson	T25/30	T5
OOCL	T18	T25/30
MSC/Maersk	T46	T18

- 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

8/1/2017

Traffic Mitigation



Railroad quiet zone

Truck gate queue management plan and security check improvements

Annual monitoring of truck queues to support updates to the gate queue management plan

Closure of north leg of W Marginal Way SW at five-way intersection

Signal improvements on the Spokane St. corridor

Pedestrian access to T5/T7

Restriping of local access roads, including the T5 access bridge to include a third lane

Improved travel information along South Spokane Street and West Marginal Way

Railroad delay notification for local businesses /motorists





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Thank you.
Questions?



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