

Finished Vehicle
LOGISTICS

NORTH AMERICAN PORTS 2020



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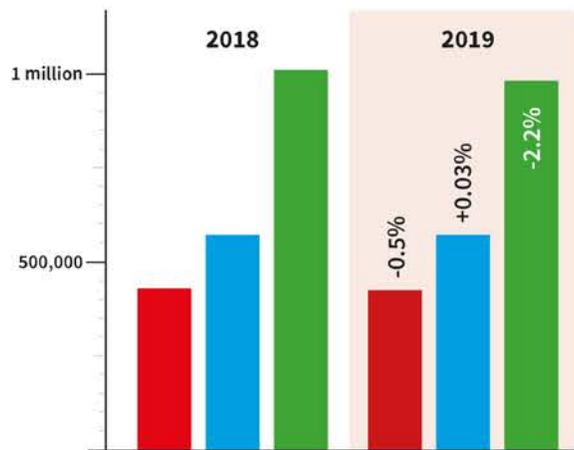
Top 10 North American ports

1. Veracruz, Mexico

OEMs: GM, Nissan, VW

Terminal operators: CPV, HAL, SSA Mexico

Imports	442,953	-0.5%
Exports	571,592	+0.03%
Total	994,545	-2.2%

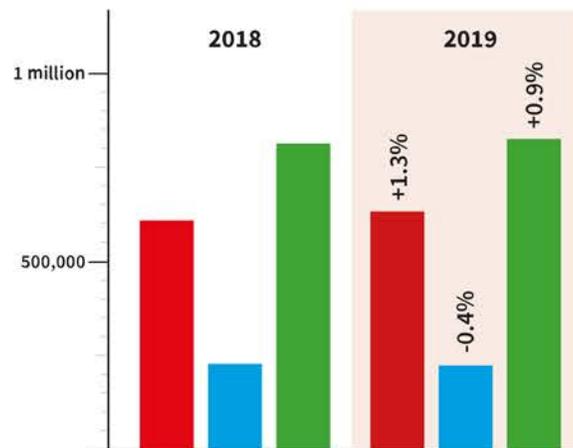


2. Baltimore, US

OEMs: FCA, Mazda, Mercedes-Benz

Terminal operators: Amports, Ports America, Pasha Auto Services, WW Solutions

Imports	629,059	+1.3%
Exports	228,831	-0.4%
Total	857,890	+0.9%

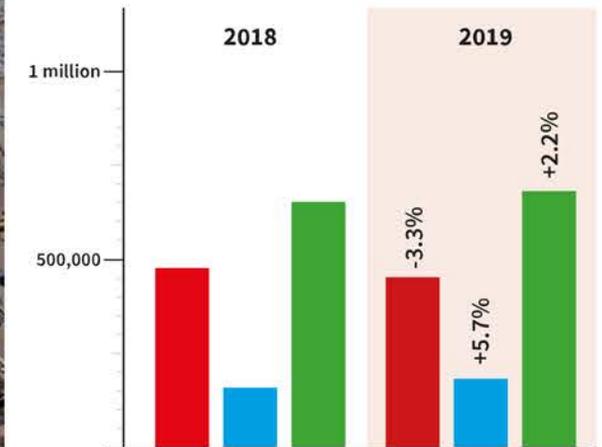


3. Brunswick (including Savannah), US

OEMs: BMW, Hyundai-Kia, Mercedes-Benz, Porsche, Volvo, VW

Terminal operators: BMW NA, Amports, Mercedes-Benz USA, WW Solutions USA

Imports	473,122	-3.3%
Exports	174,190	+5.7%
Total	647,312	+2.2%



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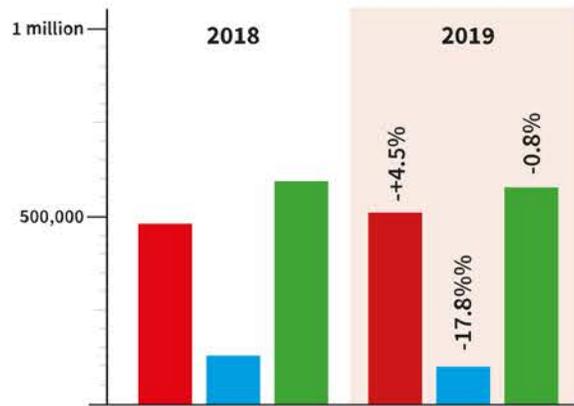
Top 10 North American ports

4. Jacksonville, US

OEMs: Toyota, Nissan, Mazda

Terminal operators: Amports, Southeast Toyota Distributors, Wallenius Wilhelmsen Solutions

Imports	502,439	+4.5%
Exports	99,478	-17.8%
Total	601,917	-0.8%

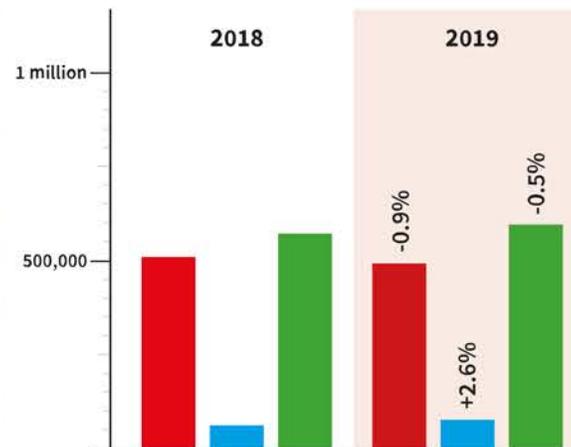


5. New York/New Jersey, US

OEMs: BMW, Ferrari, Ford, GM, Maserati, Nissan, Tesla, Toyota and Volvo

Terminal operators: BMW, FAPS and Toyota

Imports	504,637	-0.9%
Exports	65,386	+2.6%
Total	570,023	-0.5%

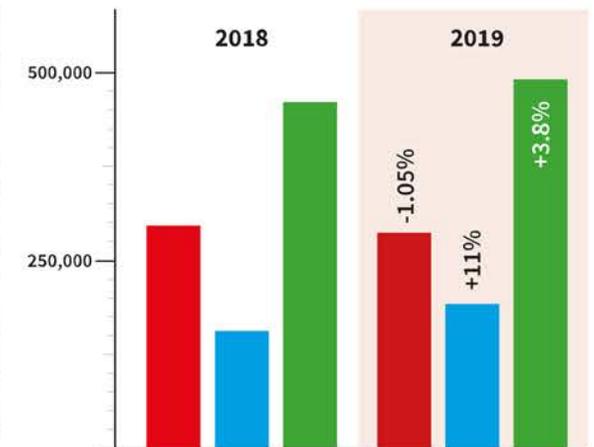


6. Lázaro Cárdenas, Mexico

OEMs: GM, Kia, Mazda, Nissan

Terminal operators: Horizon Auto Logistics, SSA Mexico

Imports	294,758	-1.05%
Exports	188,606	+11%
Total	483,364	+3.8%



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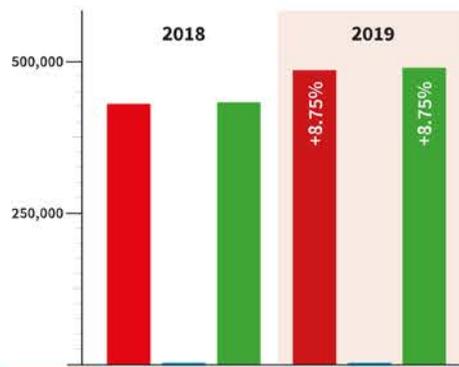
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Top 10 North American ports

7. San Diego, US

OEMs: Audi, Bentley, FCA, Hino, Honda, Hyundai, Isuzu, Kia, Lamborghini, Porsche, Toyota, VW
Terminal operators: Pasha Automotive Services

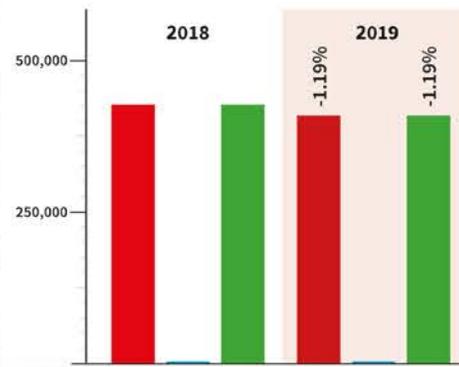
Imports	480,000	+8.75%
Exports	[-]	[-]
Total	480,000	+8.75%



8. Vancouver, Canada

OEMs: Kia, Mazda, Nissan, Toyota
Terminal operators: WW Solutions

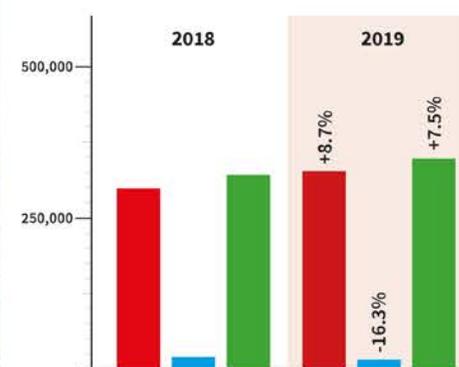
Imports	419,968	-1.19%
Exports	[-]	[-]
Total	419,968	-1.19%



9. Hueneme, US

OEMs: BMW, GM, Hyundai, JLR, Kia, Mini, Mitsubishi, Subaru, Volvo
Terminal operators: BMW, WW Solutions USA

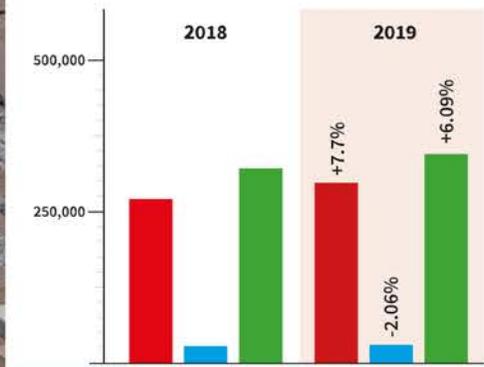
Imports	328,785	+8.7%
Exports	16,839	-16.3%
Total	345,624	+7.5%



10. Portland, US

OEMs: Ford, Honda, Hyundai, Toyota
Terminal operators: AWC, Honda, Toyota

Imports	284,573	+7.7%
Exports	56,930	-2.06%
Total	341,503	+6.09%



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Top US east coast ports

Baltimore

Imports	629,059	+1.3%	[2018: 620,377]
Exports	228,831	-0.4%	[2018: 229,770]
Total	857,890	+0.9	[2018: 850,147]

Brunswick (including Savannah)

Imports	473,122	-3.3%	[2018: 488,762]
Exports	174,190	+5.7%	[2018: 164,271]
Total	647,312	+2.2%	[2018: 633,033]

Jacksonville

Imports	502,439	+4.5%	[2018: 479,566]
Exports	99,478	-17.8%	[2018: 117,280]
Total	601,917	-0.8%	[2018: 596,846]

New York/New Jersey

Imports	504,637	-0.9%	[2018: 509,391]
Exports	65,386	+2.6%	[2018: 63,644]
Total	570,023	-0.5%	[2018: 573,035]

Davisville

Imports	302,275	+19.9%	[2018: 241,851]
Exports	[-]		
Total	302,275	+19.9%	[2018: 241,851]

Charleston

Imports	14,091	-65%	[2018: 23,270]
Exports	211,100	+8.8%	[2018: 192,363]
Total	225,191	+4.2%	[2018: 215,633]

Philadelphia

Imports	200,000	+29%	[2018: 142,000]
Exports	[-]		
Total	200,000	+29%	[2018: 142,000]

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Top US west coast ports

San Diego

Imports	480,000	+8.75%	[2018: 438,000]
Exports	[-]		
Total	480,000	+8.75%	[2018: 438,000]

Hueneme

Imports	328,785	+8.7%	[2018: 299,920]
Exports	16,839	-16.3%	[2018: 19,590]
Total	345,624	+7.5%	[2018: 319,510]

Portland

Imports	284,573	+7.7%	[2018: 262,579]
Exports	56,930	-2.06%	[2018: 58,105]
Total	341,503	+6.09%	[2018: 320,684]

Long Beach

Imports	302,811	-1.6%	[2018: 307,800]
Exports	[-]		
Total	302,811	-1.6%	[2018: 307,800]

Tacoma

Imports	191,822	+23.8%	[2018: 146,147]
Exports	[-]		
Total	191,822	+23%	[2018: 146,147]

Los Angeles

Imports	127,042	-22.8%	[2018: 156,091]
Exports	[-]		
Total	127,042	-22.8%	[2018: 156,091]

Vancouver

Imports	86,566	-5.7%	[2018: 91,544]
Exports	[-]		
Total	86,566	-5.7%	[2018: 91,544]

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Top Mexico ports

Veracruz, Mexico

Imports	442,953	-0.5%	[2018: 445,576]
Exports	571,592	+0.03%	[2018: 571,385]
Total	994,545	-2.2%	[2018: 1,016,961]

Lázaro Cárdenas, Mexico

Imports	294,758	-1.05%	[2018: 297,860]
Exports	188,606	+11%	[2018: 167,029]
Total	483,364	+3.8%	[2018: 464,889]

Altamira, Mexico

Imports	1,077	+28.6%	[2018: 768]
Exports	304,441	+4.08%	[2018: 291,992]
Total	305,518	+4.17%	[2018: 292,760]

Tuxpan, Mexico

Imports	145	-2.0%	[2018: 148]
Exports	97,006	-1.69%	[2018: 98,650]
Total	97,151	-1.69%	[2018: 98,798]

Mazatlan, Mexico

Imports	37,330	+29.1%	[2018: 26,460]
Exports	44,613	-22.6%	[2018: 54,712]
Total	81,943	+0.9%	[2018: 81,172]

Acapulco, Mexico

Imports	[-]		[-]
Exports	32,272	-50.4%	[2018: 48,538]
Total	32,272	-50.4%	[2018: 48,538]

Manzanillo, Mexico

Imports	21,099	-10.0%	[2018: 23,212]
Exports	[-]		
Total	21,099	-10.0%	[2018: 23,228]

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Vehicle volumes at Mexican ports Jan-April

Vehicle imports at the Mexican ports January-April

Ports	2019	2020
Veracruz	133,370	109,699
Lázaro Cárdenas	102,019	56,447
Altamira	230	2,733
Tuxpan	145	-
Mazatlán	12,784	5,105
Acapulco	-	-
Manzanillo	5,291	4,424
Total	253,839	178,408

Vehicle exports at the Mexican ports January-April

Ports	2019	2020
Veracruz	186,371	127,207
Lázaro Cárdenas	57,960	61,616
Altamira	91,648	93,524
Tuxpan	38,498	24,836
Mazatlán	15,389	10,327
Acapulco	9,694	5,353
Manzanillo	-	-
Total	399,560	322,863

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Factors affecting North American ports during and after the Covid-19 pandemic

-  Ports were (and still are) required to dedicate space for vehicle storage, including in non-automotive overflow areas, because of disruption to the outbound supply. This was something that many responded to well having learned lessons from the economic crash in 2008
-  The crisis has required fast contingency planning to identify additional space, and establish new communication channels and customer outreach programmes
-  Ports have remained operational throughout the pandemic but this has required strict health and safety protocols for employees, including isolate and operate procedures. These procedures will have to be maintained as vehicle volumes rebuild, which could have some impact on throughput
-  The demand for longer-term storage requires additional services to maintain vehicle quality for the eventual delivery to the customer, both a demand on available services and an opportunity to enhance them, with potential for additional revenue
-  Ports will not recover volumes this year, though some terminal operators report that they are seeing numbers returning strongly. However, with rates of infection continuing in the US and Mexico, and in some trading markets, disruption to the outbound supply chain is expected to continue