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GOVERNANCE & LEADERSHIP

BOARD OF DIRECTORS

Francisco G. Santos

Chairman

Dorothy P. Harris

Board Member

Dr. Judith P. Guthertz

Board Member

Conchita S.N. Taitano

Board Member

EXECUTIVE LEADERSHIP

Rory J. Respicio

General Manager

Dominic G. Muna

Deputy General Manager

Operations

Luis R. Baza

Deputy General Manager

Administration & Finance



47 years of Service to Guam and the Region



ABOUT US

The Port Authority of Guam (PAG, Authority, or the Port) was established as a public corporation and autonomous agency of the government by Public Law 13-87 in October 1975. The Port operates the only commercial seaport in the Territory and, as the primary seaport in Micronesia, serves as a transshipment point for the entire Western Pacific region.

MISSION STATEMENT

The Port Authority of Guam is dedicated to providing full services to ocean vessels in support of loading and unloading cargo for Guam and Micronesia. The Port Authority of Guam is the main lifeline of consumer goods into the island, and as such, recognizes its responsibility to deliver

these goods in a timely and efficient manner. In support of this mission, the Port Authority of Guam also provides land and infrastructure to private interests to further develop the maritime industries on Guam. As a public corporation, the Port Authority of Guam dedicates all of its profit to the upgrading of equipment and facilities and the continued growth of the island's seaport.

OUR VISION

To modernize the Port as a first class facility in the region providing cargo handling services in a safe, efficient and sustainable manner. To promote economic growth and opportunities for maritime related industries and address the needs of port users.

OUR EMPLOYEES

Department	2021	2020	2019
Administration	146	136	123
Equipment Maintenance	55	53	55
Transportation Services	65	62	62
Stevedoring Services	50	59	49
Facility Maintenance	29	25	28
Terminal Services	40	38	39
Total	385	373	356



146 Administration



55 Equipment Maintenance



29 Facility Maintenance



65 Transportation
50 Stevedoring
40 Terminal



6 Major Shipping Agents



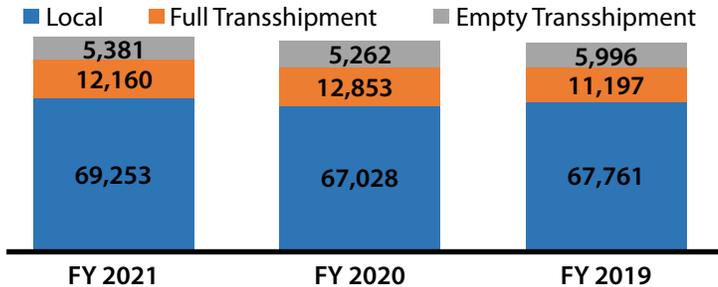
30 Space Lease
109 Marina
147 Others

OUR CUSTOMERS

THE PORT'S PERFORMANCE

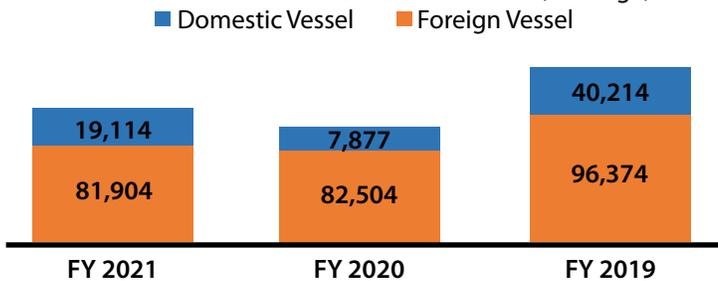
In FY 2021, the COVID-19 pandemic continued to have negative effects on Port's operations causing lengthier cargo vessel berth hours and a decline in container vessel net moves per hour as compared to FY 2020. The main basis for gauging the annual revenue status of Port is through the number of cargos it handles each year. Container cargos are broken down into local and transshipment categories. Local containers contain goods destined specifically for Guam's economy. Transshipment containers are unloaded cargo at the Port destined for another vessel to be transported to the final port of discharge. Despite the struggles brought by COVID-19, the Port showed an increase in container cargos and non-containerized cargos in FY 2021.

CONTAINER CARGO (Count)



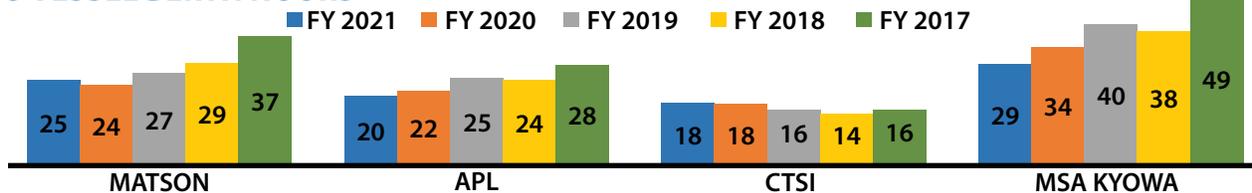
In FY 2021, Port handled about 87 thousand (K) containers, which resulted in a 1.9% increase from FY 2020 container count of 85K. The container counts in FY 2021 consisted of 69K local containers, 12K full transshipment containers, and 5K empty transshipment containers.

NON-CONTAINER/BREAKBULK CARGO (Tonnage)



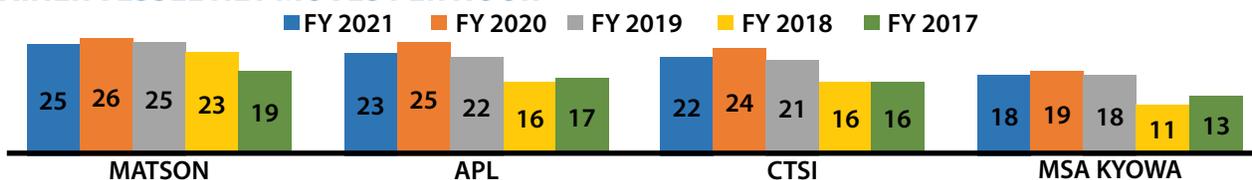
Non-containerized cargo is a cargo that cannot fit into containers and commodities that are more economically transported as breakbulk cargo. In FY 2021, Port handled 101K tons of non-containerized cargos, an increase of 11.8% from FY 2020.

CARGO VESSEL BERTH HOURS



Berth hours show the average time spent by a vessel along the port waterfront. PAG's objective is to reduce the turn-around time of ships calling at the terminal. From FY 2019 to FY 2021, the operation's average berth hours of all shipping vessels have improved as compared to FY 2017 performance. The improvement for each vessel operator reflects a decrease as follows: Matson - 12 hours (hrs.) or -32%, APL - 15 hrs. or -41%, CTSI - 20 hrs. or -54% and MSA Kyowa - 3 hrs. or -8%.

CONTAINER VESSEL NET MOVES PER HOUR



The container vessel net moves per hour (NMPH) shows the average total container movement divided by the operation hours. Port aims for higher crane productivity per hour. From FY 2019 to FY 2021, the operation's average net moves per hour for all shipping vessels have improved as compared to FY 2017 performance. The improvement for each vessel operator reflects an increase as follows: Matson - 8 units or 47%, APL - 6 units or 35%, CTSI - 5 units or 29% and MSA Kyowa - 1 unit or 6%.

HIGHLIGHTS

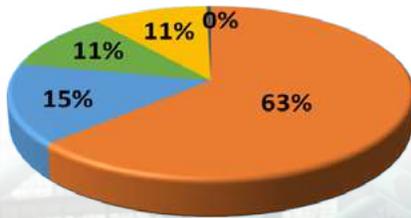
- Handles 1-2 Million (M) tons of cargo a year.
- Owns five cargo handling piers, two fuel piers, and three marinas.
- Largest U.S. deep-water seaport in the region.
- More than 90% of the region's local goods and supplies passing through its doorway.

THE PORT'S FINANCES

The Port revenues are derived primarily from various fees and tariffs charged to users and tenants of Port facilities and to agents, carrier shippers for the movement of cargo through the Port. The cost of operations and capital improvements are funded largely from the Authority's own revenues.

In FY 2021, PAG is commended for qualifying as a low-risk auditee for the third consecutive year. Moody's Investors Service also raised its outlook for the Port Authority of Guam from negative to stable, pointing to low leverage, strong liquidity, and the Port's ability to remain fully operational during the coronavirus pandemic.

REVENUES

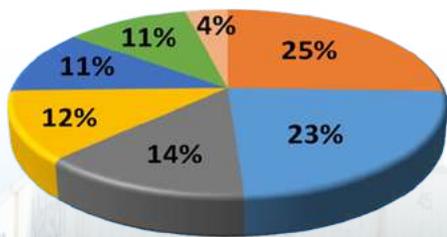


Operating Revenues (In millions)				FY 2021 vs FY 2020 % Change
	FY 2021	FY 2020	FY 2019	
Cargo throughput charges	\$34.8	\$33.8	\$34.4	2.8%
Equipment and space rental	\$8.3	\$9.2	\$8.8	-9.8%
Crane surcharge	\$6.0	\$5.8	\$5.9	3.0%
Wharfage surcharge	\$5.8	\$5.6	\$5.8	2.8%
Special services	\$0.1	\$0.1	\$0.2	-31.5%
Other operating income	\$0.1	\$0.1	\$0.2	44.9%
TOTAL	\$55.1	\$54.7	\$55.3	0.7%

Operating revenues increased by \$432K, from \$54.7M in FY 2020 to \$55.1M in FY 2021. This resulted in revenue increases of cargo throughput charges by \$956K, crane surcharge by \$172K, and wharfage charges by \$160K.

The increases were offset by the \$901K decrease in equipment and space rental revenues. Additionally, special services requests decreased and several leases were terminated due to the pandemic's negative impact on businesses.

EXPENSES



Operating Expenses (In millions)				FY 2021 vs FY 2020 % Change
	FY 2021	FY 2020	FY 2019	
Management and administration	\$14.9	\$14.6	\$11.9	2.0%
Operations	\$13.7	\$13.8	\$11.8	-0.7%
General expenses	\$7.9	\$7.0	\$6.9	13.9%
Retiree healthcare and other benefits	\$7.0	\$5.5	\$3.0	26.3%
Equipment maintenance	\$6.4	\$6.4	\$6.1	0.6%
Depreciation	\$6.3	\$6.4	\$6.8	-1.6%
Facility maintenance	\$2.1	\$2.1	\$2.0	1.2%
TOTAL	\$58.3	\$55.7	\$48.4	4.6%

Total operating expenses increased by \$2.6M (or 4.6%) from \$55.7M in FY 2020 to \$58.3M in FY 2021. The overall increase in operating expenses is primarily due to the recording of other post-employment benefits (OPEB) and pension costs in FY 2021, which resulted in higher retiree healthcare and other benefits and divisional expenses.

General expenses grew due to increases in contractual and maintenance expenses. Insurance premiums rose for property, automobile, and workers' compensation due to the market conditions amidst the pandemic. The increase in divisional expenses were primarily due to the recording of pension costs, benefits payout to employees who separated in FY 2021, and other annual legal obligations.

THE PORT'S FUTURE

The Port Authority of Guam remains resilient, moving forward through challenges with the implementation of its modernization initiatives. This is evident in Management's proactive approach in elevating the Port's strategic importance to key policy makers in Washington, D.C. in pursuit of funding opportunities. Additionally, the Port continues to network with other port jurisdictions facing similar challenges to strengthen the Port's voice.

CHALLENGES

Since 2020, the world has been impacted by the COVID-19 pandemic. The Port is experiencing the domino effect of the world-wide shortages of materials and supplies and delays in production. These setbacks pose a challenge to the Port's ability to procure necessary supplies and equipment to complete Port projects. Other challenges include:

- Delays in the demolition of inoperable and decommissioned assets: two (2) ship-to-shore (STS) cranes, rubber tire gantry (RTG) crane, and the mobile harbor crane.
- Buy American Act (BAA) provisions on the acquisition of new STS cranes. Presently there are no STS crane manufacturers in the United States.
- Grant cost share match. The Port has aggressively pursued \$116 million of federal grant funds in FY 2022, these have the potential to commit the Port to a cost share of \$42.5 million.



OUTLOOK

In year three of the five-year Port Improvement Program (PIP), PAG, along with its Owner Agent Engineer (OAE) are nearing the completion of the Port's new master plan. The update of the 2013 Master Plan will further enhance the PAG's core capabilities in achieving resiliency and new implementation strategies based on the agency's financial, operational and sustainability needs. The 2022 PAG Master Plan Update will include the Port Wharves Assessment and Upgrade, Customs Inspection Feasibility Study and the Solar Power Energy Feasibility Study. Projects identified through these assessments will be financed through funds from federal grants, the 2018 bond funds and Port revenues.

These initiatives include:

- F1 Pier to Golf Pier Fuel Pipeline Connectivity
- Welding Shop Renovations
- Tractor Replacements
- Harbor of Refuge Moorage Repairs
- Port Security Updates
- Wharves Service Life Extension
- Construction of Agat Marina Dock "B"
- Repair of Agat Marina's Boat Ramp Bumpers
- Acquisition of STS Gantry Cranes
- Hagåtña Marina Improvements
- Completion of the Port's 2018 Bond Projects.

