

PORT AUTHORITY OF GUAM

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PUBLIC ADVISORY

Port Takes Additional Steps to Address Cargo Equipment Availability and Operational Backlog

Piti, Guam, August 18, 2026: The Port Authority of Guam is taking additional steps to strengthen cargo handling equipment availability, address the current operational backlog, and minimize impacts on Port customers while maintaining the safe and reliable movement of cargo through Guam's only commercial seaport.

The Port continues to operate in a recovery environment following Super Typhoon Bavi, including Gantry Crane 6 remaining out of service. At the same time, the availability of chassis, which are provided by the ocean carriers rather than the Port, has affected the traditional movement of containers from the terminal.

When sufficient carrier provided chassis are available, containers can be discharged directly onto chassis for movement from the terminal. Reduced chassis availability changes that operating methodology and requires greater use of the Port's top picks to lift, stage, reposition, and retrieve containers.

That increased reliance on top picks has occurred at the same time the Port experienced a significant change in equipment availability. The Port went from four available top picks to zero available units. By the next workday, Equipment Maintenance had released two top picks back into operation, and the Port expects another top pick to be released as repair work progresses.

Eight additional top picks are currently out of service for various mechanical and maintenance reasons. The Port is actively evaluating and working on these units to determine what can be returned to service and in what timeframe.

The combination of Gantry Crane 6 remaining down, limited carrier provided chassis, increased reliance on top picks, reduced top pick availability, and the resulting cargo backlog has created an unusual convergence of operational pressures that the Port is actively working to address.

"We are dealing with several operational pressures at the same time, but our response has been all hands on deck," said Rory J. Respicio, General Manager. "Our



crane mechanics and Equipment Maintenance personnel have been working tirelessly since Super Typhoon Bavi, and we are bringing in additional technical support to help restore more equipment to service. At the same time, we are putting better controls in place so we have a clear picture of why equipment is unavailable and what we need to do to keep cargo moving. We recognize the impact these delays have on our customers, which is also why we are providing extensions of free days when a Port related delay can be documented. Our focus is on working through the backlog safely, restoring capacity, and keeping Guam's cargo moving."

Additional Repair Resources Beginning Tomorrow

Beginning tomorrow, August 19, the Port will bring in additional technical support to assist with the diagnosis and repair of one of its container handling units. The work will supplement the Port's internal Equipment Maintenance resources and is intended to return additional cargo handling equipment to service as quickly as practicable.

The Port has also continued using its crane mechanics to assist with the repair of other cargo handling equipment whenever operationally possible. The Port currently has only three crane mechanics assigned per shift. These mechanics are responsible for supporting the Port's gantry cranes, including the continuing work associated with Gantry Crane 6, while also assisting Equipment Maintenance with other critical cargo handling equipment when circumstances allow.

The Port's crane mechanics have been working tirelessly since Super Typhoon Bavi to maintain and restore critical equipment needed to sustain cargo operations throughout the recovery period. Their work has continued while the Port manages Gantry Crane 6 being out of service and the increased demands now being placed on other cargo handling equipment.

The same effort is occurring across the Port. Operations, Equipment Maintenance, crane mechanics, and other Port personnel continue to work together in an all hands on deck effort to restore equipment availability, support cargo movement, and reduce the backlog as quickly and safely as possible.

Additional Operational Controls

The Port has implemented interim measures to provide management with greater visibility into equipment condition, equipment availability, qualified operator availability, and the Port's overall ability to place available equipment into operation.

Under the interim procedures, equipment operators who experience or identify an operational or mechanical problem are required to report the condition directly to Equipment Maintenance and, when safe and reasonably possible, demonstrate the condition they experienced.

Equipment Maintenance will document its findings, including whether the reported condition is confirmed, cannot be reproduced, or requires further diagnosis or evaluation. This will create a common record between Operations and Equipment

Maintenance and help identify recurring mechanical issues, operating concerns, and opportunities to reduce preventable equipment downtime.

For the next 30 days, the Port will also track the daily availability of qualified cargo handling equipment operators alongside the number and type of equipment available for operation. This will provide management with a clearer picture of daily operational capacity and help distinguish between equipment that is unavailable because of a mechanical condition and equipment that is mechanically available but cannot be placed into service because a qualified operator is not available.

Extension of Free Days for Documented Delays

The Port is also providing an extension of free days for containers affected by the current operational backlog. Additional free days may be granted on a container by container basis when documentation establishes that a customer was unable to retrieve or process a container because of Port related operational conditions.

The extension of free days is not automatic or a blanket extension. Each request will be reviewed based on the circumstances and supporting documentation associated with the individual container. The intent is to ensure customers are not assessed charges for additional days when the delay can be documented as attributable to Port operations, while maintaining appropriate accountability and controls.

Safety remains the Port's priority. Nothing in these measures requires an employee to operate equipment that the employee reasonably believes presents a safety concern.

The Port recognizes the impact that operational delays can have on carriers, truckers, businesses, and ultimately consumers. The current situation reflects several operational constraints occurring at the same time. The Port is responding on multiple fronts by restoring equipment to service, bringing in additional technical assistance, deploying its limited technical resources where they can have the greatest operational impact, strengthening equipment reporting and accountability, monitoring operator availability, and providing extensions of free days for documented Port related delays.

"The Port will continue these efforts until equipment availability improves and the current cargo backlog is brought under control," concluded Respicio.