This year's annual report was printed on Mohawk Options, a 100 percent post-consumer recycled paper manufactured with non-polluting, wind generated energy. We printed the annual report with soy inks which release less than 20% of the mass of volatile organic chemicals compared to petroleum inks. We are proud that this is an environmentally friendly annual report.
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The year 2005 will be remembered as a benchmark in Port of Stockton history as more ships called on the Port than in any of the last 28 years. These ships were busy bringing cement from Thailand, fertilizer from Norway, steel rebar from Taiwan, and molasses from Australia. Meanwhile, exports of American products exceeded previous years with California bagged rice exported to Japan and New Guinea, sulfur to Brazil and China, and wheat to Ethiopia. In total, the Port traded with more than 55 countries in 2005.

Overall, the increase in maritime activity has led to a remarkable 51.6 percent surge in the total tonnage handled by the Port of Stockton in 2005—also more than any of the previous 28 years.

Ship calls increased overall by 13.7 percent, while barge traffic increased by a dramatic 83.3 percent. In 2005, 167 ships and 146 barges called on the Port of Stockton, with their cargos bringing significant activity on port docks and in port warehouses. For example, cement imports showed impressive growth again with a total tonnage increase of 50 percent in 2005 and a total increase of 328 percent in just the last three years. In addition, steel imports steadily increased to 67,212 metric tons, up from zero tons in 2003.

The result of these and many other efforts has been stunning. Today, the Port of Stockton is the leading small port in California—surpassing the Ports of San Francisco and San Diego in a single year. Overall, the Port of Stockton is now the fourth busiest California port following the mega “big box” coastal ports of Los Angeles, Long Beach, and Oakland.
Increased shipping activity also brought hundreds of new family-wage jobs to Stockton and the greater San Joaquin Valley. These jobs are found on the docks, in port warehouses, and in the many other businesses located well beyond port boundaries. Today, it is estimated that the Port generates more than 4,500 jobs, generating more than $171 million in wages and benefits in the greater Stockton/San Joaquin County area.

Most importantly, these accomplishments were made without taxing the citizens of the Stockton Port District, while successfully competing with several tax-supported ports on the West Coast.

In 2005, the Port welcomed Ferguson Enterprises, a London-based Fortune 500 plumbing supply company, which established a 30-acre maritime import and distribution facility, creating nearly 70 family-wage jobs. The Port also worked effectively with Weyerhaeuser Company, another Fortune 500 firm and the largest wood products business in the world, to make major improvements to their distribution/manufacturing facility that will also accommodate future job expansion.

This success has also brought increased responsibilities to protect the environment. The Port of Stockton has responded by taking a leadership role in several environmental initiatives to help improve the quality of our air, water and land which goes beyond government mandates. For example, to help fish migration, the Port has voluntarily extended the use of an oxygen injection system from the required three months a year to a year-round effort in the Stockton Ship Channel. In addition, the Port entered into an agreement with the California Department of Water Resources to add another oxygen injection facility at the Port to demonstrate the potential of adding even more air to the waters of the Ship Channel.

The Port also initiated an equipment improvement program with the purchase of four zero-emission yard trucks, with more expected in the future. In August, the Port hosted an environmental education fair for its tenants, encouraging continued Best Management Practices. Other initiatives are also being planned for 2006.

The future remains very bright for the Port of Stockton as the consistent multi-year investment in infrastructure improvements at Rough and Ready Island begins to show real benefits of business attraction and job creation. The key infrastructure project initiated in 2005 was the construction of a major new bridge at Daggett Road, which will become the new main entrance to the Port when completed in early 2007. The Daggett Road Bridge will, for the first time, directly connect the Port to State Highway 4 and Interstate 5. This project is a true “win-win” as import and export cargos will move efficiently between ships and our state and federal highway systems, while truck traffic is significantly reduced in nearby neighborhoods.

Hence, the title of our 2005 Annual Report: “A Bridge to the Future”.

Joseph H. Johnson
Chairman

Ronald J. Ferrario
Vice Chairman

Gary Christopherson
Commissioner

W. Ronald Coale
Commissioner

Steven A. Herum
Commissioner

Robert V. Kavanaugh
Commissioner

Sam L. "Butch" Toccoli
Commissioner

Richard Aschieris
Port Director
On July 7, 2005 the Port held a groundbreaking ceremony for the construction of the Daggett Road Bridge. Attended by Congressman Richard Pombo and other state and local dignitaries, this groundbreaking signified the beginning of a new era. The Daggett Road Bridge will provide direct access from the Port’s recently acquired West Complex to Highway 4 and out to Interstate 5. This transportation link to a major interstate is an important step in furthering development on the West Complex.

The Daggett Road Bridge is scheduled for completion in early 2007. Once completed, this will be the primary access route for the West Complex and will allow traffic to be diverted from the Navy Drive Bridge, reducing impacts on the residential neighborhood located east of the Port boundaries.

The Port has experienced an increased interest in properties since construction started and is currently considering a number of proposals for new development adjacent to Daggett Road. Industries are beginning to consider Stockton as prime real estate as other industrial zoned areas in the state are congested and have limited potential for development. According to the State of California Labor and Workforce Development Agency, the West Complex is one of the region’s last remaining parcels of industrial property available for immediate development. With an increasing demand for just-in-time freight, the Port’s access to multi-modal transportation through the interstate freeway system, Class 1 rail, and international waters is an asset to the often economically depressed Central Valley.
the Port continues to work to attract new business, the City of Stockton and greater San Joaquin County region will profit from an increase in local family-wage jobs and the subsequent positive effects on the economy.

Stockton Mayor Ed Chavez addresses the audience at the Daggett Road Groundbreaking.

Port Director Richard Aschieris and Board Chairman Joseph Johnson at the groundbreaking event.
Rail is an important business component for over 33 businesses based in the Port of Stockton. Providing an alternate mode of transportation, Port tenants are able to utilize either Union Pacific (UP) or Burlington Northern Santa Fe (BNSF), both Class 1 railroads, for their rail service. The Port has 33 miles of operating track on its east and west complexes and in 2005, the Port had an average of 134 railcars per day on the beltline, shipping a total of 2,090,400 short tons.

The Central California Traction Company (CCT) is the operator of the Stockton Public Belt Railway at the Port of Stockton and celebrated their 100th year of service in 2005. CCT is jointly owned by UP and BNSF and provides switching services on behalf of the two railroads for Port rail customers. This service is offered at no additional charge to the customer and is available 24 hours a day with five locomotives.

In addition, CCT maintains the beltline railroad at the Port. This year alone they installed over 335 new switch ties and surfaced over 5,700 feet of track with 2,200 tons of ballast rock. It is this commitment to excellence that has allowed the relationship between the Port of Stockton and CCT to flourish under the leadership of Dave Buccolo, CCT General Manager and CCT's twenty-two customer service driven employees. The Port and CCT are united in their effort to provide the best rail service possible to their customers and are working collaboratively to expand rail infrastructure to meet the needs of the future. Thanks CCT for 100 years of faithful service!
A train travels across newly rehabilitated track on the Port's West Complex.
Private Sector Investment Grows

Steady growth was the theme once again for the Port of Stockton in 2005. In March, a ten-year agreement was finalized with Ferguson Enterprises, a Fortune 500 company, for a wholesale pipe distribution yard employing close to 70 people. The majority of these employees were taken from the strong labor force available in the Stockton area. Ferguson quickly moved into their new space and is currently undergoing major modifications to an existing warehouse to allow for overhead cranes and indoor storage of weather-sensitive material. Once fully operational, Ferguson will be importing more than 60,000 tons of cargo across the dock each year.

In order to accommodate Ferguson Enterprises, the Port needed to successfully relocate Weyerhaeuser Company, another Fortune 500 company, to a new site. The Port spent approximately $1.1 million on rail and paving improvements to accommodate Weyerhaeuser and a new lease was negotiated that secures Weyerhaeuser at the Port until at least 2015. The new site allowed Weyerhaeuser to introduce specialized equipment that will better serve their customers’ needs by providing precise cuts of wood based on specific plans.

The Port also handled a number of unique cargoes this year, such as wind turbine towers that were imported from China.

Longshore workers await a load of steel pipe being off-loaded from a vessel. The pipe will be transported to the Ferguson Enterprises yard shown in the background.
Port Commissioners Gary Christopherson and Robert Kavanaugh join Captain Kurian and Port Director Richard Aschieris to commemorate the maiden voyage of the M/V Spar Lyra delivering cement from Indonesia.

Generators are discharged from a vessel en route to PG&E’s Diablo Canyon Power Plant in San Luis Obispo County.

Barite Ore from China is readied for transport to Sacramento.

Wind turbine towers are headed for Rio Vista, California.
Weyerbaeuser lumber is packaged and ready for distribution.

Diamond Walnut leases warehouse space for storage of walnuts during their peak season.

Track is being rehabilitated and paving completed in anticipation of Capital Lumber's new yard.

Agricultural products are one example of the Port's diverse commodity base.

An Onion's Etc. employee sorts onions in their warehouse on the West Complex.
The Port’s three major cement companies, California Portland Cement, Lehigh Southwest Cement, and Sunshine Cement continue to attract new business. In 2005, there was a 50 percent increase in bulk cement imports through the Port of Stockton from 1.2 million tons in 2004 to 1.8 million tons in 2005. This boom is primarily associated with the prosperous construction industry in the region. The Port also hosted the first inbound delivery of slag cement to Lehigh’s terminal. Slag, a by-product of the steel production process, is beginning to gain momentum as a viable alternative to the industry standard Portland Cement due to its lower cost and similar performance. As this momentum increases, the import of slag will continue to grow.

Coated pipe is stacked in Ferguson Enterprises new pipe yard.

Stockton was the first destination for these massive structures and a holding ground until they could be trucked to Rio Vista, California for installation. Once operational, these turbines will be a source of clean, sustainable energy for Northern California. Barite ore, a heavy additive in oil well drilling mud, made its inaugural appearance on the West Coast of the United States through the Port of Stockton in May of 2005 with a 39,000 ton shipment from China. The ore was then transported to Sacramento for processing before final distribution into the Central Valley oil fields.

Coal is one of the dry bulk materials that is imported through the Port.
Establishing a Bridge to the Future

California Governor Arnold Schwarzenegger aptly stated in his 2006 State of the State address, “We must not only expand the concrete highways that connect Los Angeles to San Francisco and Stockton— but the digital ones that connect Stockton to Shanghai, and to Sydney and to Seoul.” As technology advances allowing for increased communication between large and small port cities, Governor Schwarzenegger understands the regional

The Port is actively pursuing permits to dredge all docks to 35 feet to accommodate the increase in shipping expected as the California economy continues to grow.

The Port handles a variety of specialty cargoes such as this bulldozer being lifted off of a vessel.

The West Complex is shown with access to Class 1 Rail and Interstate 5 in the background.

A container is off-loaded from a vessel hauling a mixed load of cargo. Short-Sea Shipping would increase the number of containers shipped through the Port of Stockton.
and international link that the Port of Stockton contributes to the Central Valley. Though a small port in comparison to the major container ports located along the California coast, Stockton increasingly plays an integral role in international and domestic goods movement.

Studies are currently underway to determine the feasibility of goods movement alternatives that will support economic growth and trade, create jobs, reduce congestion, and mitigate pollution. Short-sea shipping, an alternative backed by the U.S. Department of Transportation, is a method of utilizing existing waterways to move freight from the major coastal ports. Stockton would receive containers by barge originating from Oakland, Long Beach, or Los Angeles and then distribute them north and south on the Interstate 5 and 99 corridors. This will reduce traffic congestion and decrease air quality impacts resulting from idling trucks.

The Inland Rail Shuttle is another alternative for goods movement that would place international containers directly from the vessels at the coastal ports onto rail to be delivered to inland hubs such as the Port of Stockton for processing and distribution. A similar concept is being analyzed for the movement of domestic goods, wherein private companies would charter trains for direct service from region to region for final distribution by truck. Stockton, utilizing the West Complex real estate, is in a position to provide a Northern California hub for such activity.

As pressure increases for the West Coast container ports to increase their throughputs on containerized cargo, non-containerized cargo will increasingly be shifted to other venues. Stockton is able to provide a refuge for a number of these land-intensive cargoes, such as automobiles. With the procurement of the West Complex, the Port is able to offer property in close proximity to the water that will provide auto importers with an economical alternative.

The crew of the M/V Star Elfin enjoys the sunset and moonrise on a calm October night.
A tug assists the M/V Chaconia to berth to complete the delivery of liquid fertilizer from Trinidad to the Calamco terminal at the Port. California Portland Cement's dome and conveyor system is in the background.
2005 was an exciting and busy time as the Port hired a new Environmental manager and continued to initiate several new programs. The Port is in the process of developing and implementing an Environmental Initiatives Program that identifies opportunities for the Port to enhance the conditions of the Delta.

Recently, the Port replaced four older gasoline powered trucks with environmentally friendly zero-emission electric vehicles for use on the docks. This is a first step for the Port in identifying opportunities to reduce air emissions in the San Joaquin Valley. The Port is also working with tenants and the San Joaquin Valley Unified Air District to re-power existing equipment with lower emitting engines to improve air quality and sustain our quality of life.

The Sacramento/San Joaquin River Delta has over 1000 miles of waterways and provides the drinking water for two-
Local fishermen troll past Sunshine Cement's waterside terminal.

The Sacramento/San Joaquin Delta provides recreational opportunities and wildlife habitat for the region.

A Cormorant overlooks a tug at berth.
thirds of the State of California. Water quality is of statewide importance and the Port has continued its program to monitor water quality on a daily basis as well as provide aeration to compensate for low dissolved oxygen, a seasonal dilemma in the Deep Water Ship Channel. The Port is partnering with the California Department of Water Resources on a much larger aeration device being installed at Dock 20 on the West Complex. This new aerator is expected to be operational in August 2006 and is just one example of the Port fostering partnerships with state agencies to develop solutions to the water quality challenges that the region faces and to ensure that our natural resources are available for future generations.

The Delta also provides habitat for over 70 fish species and abundant wildlife and is a key resting or wintering spot along the Pacific Flyway for migrating bird species. The Port understands the importance of maintaining this delicate environment and providing habitat for wildlife within an ever growing population. The Port is currently developing projects on some of its lower Delta properties to sustain the Delta habitat for wildlife and fish.

In 2005, the Port hosted the first annual Tenant Stormwater Open House. At this event, Port staff and local vendors were available to answer questions and offer solutions for tenant stormwater management programs. The Port also conducted

\[ \text{The M/V Saga Tucano delivered steel rebar from Japan.} \]
annual evaluations at all tenant facilities with the objective to 
educate businesses on pollution prevention measures. The 
Port is dedicated to these and other educational events to help 
reduce the impacts of tenant operations on the local habitat.

Dave Vaccarezza of California Waste Recovery Systems 
provides information to Port tenants at a lunchtime stormwater 
education event.

The Port placed over 700 plaques on storm 
drains for stormwater awareness.

Port consultant Mike Wingfield monitors the Port’s 
aeration device, designed to increase the dissolved 
oxygen levels in the Deep Water Ship Channel.
Bridging with the Community

The City of Stockton is experiencing a rebirth and the Port is complimenting that effort by playing a more active role in sponsoring and participating in many local activities and community organizations. The Port understands the integral role that community support plays in its success and appreciates the hard work that is done by so many non-profit agencies in the area to educate children, provide access to arts and culture, and assist those less fortunate in times of crisis.

In 2005, the Port supported more than 50 regional non-profit groups in support of their goals by combining community events with Port marketing efforts. The Port was one of the main sponsors of the 2005 Stockton Symphony Pops & Picnic event which is the symphony’s largest fundraiser of the year. With the Port’s contribution, support was shown for the role that the arts play in inspiring and educating the community. Higher education also plays an important role in the region and the Port has been a support for the University of the Pacific Eberhardt School of Business and their programs. The San Joaquin County YMCA, the
Greater Stockton Chamber of Commerce, the United Way, the San Joaquin County Hispanic Chamber of Commerce and the Boys and Girls Club of Stockton are just a few other community organizations that the Port supported in 2005.

The Port has hosted and sponsored the Annual State of the City event for the City of Stockton for three consecutive years in one of the waterfront warehouses located on the West Complex. In 2006, the event will be moved to the new Stockton Events Center and the Port will continue to be an active supporter and participant. The Port has also provided facilities for the Pac-West Regional Volleyball Tournament every year since acquiring the West Complex in 2000 and will be hosting the event again in 2006.

As the City of Stockton has embarked on a massive downtown revitalization effort, the Port recognized the opportunity to participate in the revitalization by assisting in the acquisition of the Battleship USS IOWA. The Port has committed to a seed donation consisting of dock space, a 90,000 square foot building for a museum and approximately 15 acres for parking. A 501(c)(3) non-profit organization will be formed with the goal to acquire, maintain, and operate the Battleship IOWA for use as a historical museum and memorial, a history and technology education pavilion, and a ceremonial ship honoring all who have served in the United States Navy and other U.S. Armed Forces. The proposed museum and memorial will establish the IOWA as a national treasure for all Americans and a valuable and effective Northern California community resource. She will be a teacher of history, science, and leadership for young people, an important cultural event center, and an intriguing people-friendly education, recreation, and entertainment destination.

It is investments like these that show that the Port understands the importance of bridging the gap between the Port and the local community. The Port is committed to Stockton, to the local workforce, and to the organizations that work to improve this community.
Awards, Honors and Visitors

Awards, Honors and Visitors

Board Chairman Joseph Johnson presents a commemorative plaque to Congressman Richard Pombo for his role in securing Federal funds for the Daggett Road and Bridge project.

Port Director Richard Aschieris and Board Chairman Joseph Johnson receive an award from the Greater Stockton Chamber of Commerce at the 2005 State of the City.

Deputy Port Director Lee Hieber presents a trophy for the award winning entry in the auto show at the 2005 Holiday Tenant Mixer.

Senator Mike Machado received the Port Renaissance Award at the 2005 Holiday Tenant Mixer.

Santa joined Port tenants and their families at the 2005 Holiday Tenant Mixer.

Port Director Richard Aschieris, Chairman Joseph Johnson and Board members Robert Kavanaugh, Gary Christopherson, Ronald Ferrario, Ronald Coale, and Steven Herum congratulate Lorenzo Escarsega of Yara for their 100th anniversary.
Board Chairman Joseph Johnson presented the “Good Neighbor” Award to Becky and Jim Mizener at the American Red Cross Heroes Breakfast for their “Packed with Pride” efforts.

Central California Traction Company Manager Dave Buccolo receives an award from Port Director Richard Aschieris in honor of their 100th year anniversary.

San Joaquin County Hispanic Chamber of Commerce Boardmember Martha Aguilar and Executive Administrator Mark Martinez discuss Port activities with Port Director Richard Aschieris at the Chamber’s Annual Awards Dinner.

The Port recognizes employees Chris Mountjoy, George Lester, Myra Lang, Barbara Snyder, Rita Hernandez, Dennis LeClert, Judy Baumann, Tim Loveland, Mark Tollini, Vern Ragsdale, and Michael Lopez for more than 30 years of dedicated service.

The San Joaquin Farm Bureau Federation held an awards luncheon in one of the Port warehouses.
### Outbound Trading Partners

**Total Tonnage:** 712,684 Metric Tons

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>172,218</td>
</tr>
<tr>
<td>China</td>
<td>133,492</td>
</tr>
<tr>
<td>Brazil</td>
<td>128,333</td>
</tr>
<tr>
<td>S.F. Bay</td>
<td>123,439</td>
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<tr>
<td>Turkey</td>
<td>53,916</td>
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<tr>
<td>New Guinea</td>
<td>43,277</td>
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<tr>
<td>Other</td>
<td>58,009</td>
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### Inbound Trading Partners

**Total Tonnage:** 2,872,631 Metric Tons

<table>
<thead>
<tr>
<th>Country</th>
<th>Tonnage</th>
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</thead>
<tbody>
<tr>
<td>Thailand</td>
<td>643,814</td>
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<tr>
<td>Indonesia</td>
<td>619,278</td>
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<tr>
<td>China</td>
<td>427,564</td>
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<tr>
<td>Taiwan</td>
<td>272,197</td>
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<tr>
<td>Canada</td>
<td>163,880</td>
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<tr>
<td>Norway</td>
<td>149,943</td>
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<tr>
<td>Japan</td>
<td>91,853</td>
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<tr>
<td>Lithuania</td>
<td>79,968</td>
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<tr>
<td>Other</td>
<td>424,134</td>
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### Inbound Commodities
Total Tonnage: 2,872,631 Metric Tons

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<thead>
<tr>
<th>Commodity</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Cement</td>
<td>1,790,731</td>
</tr>
<tr>
<td>Fertilizer</td>
<td>499,196</td>
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<tr>
<td>Anhydrous Ammonia</td>
<td>191,455</td>
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<tr>
<td>Molasses</td>
<td>150,545</td>
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<tr>
<td>Steel Products</td>
<td>67,212</td>
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<tr>
<td>Sand &amp; Gravel</td>
<td>55,973</td>
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<tr>
<td>Barite Ore</td>
<td>37,469</td>
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<tr>
<td>Other</td>
<td>80,050</td>
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### Outbound Commodities
Total Tonnage: 712,684 Metric Tons

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Tonnage</th>
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<tbody>
<tr>
<td>Sulphur</td>
<td>261,886</td>
</tr>
<tr>
<td>Bagged Rice</td>
<td>194,486</td>
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<tr>
<td>Bridge Segments</td>
<td>123,439</td>
</tr>
<tr>
<td>Bulk Rice</td>
<td>94,767</td>
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<tr>
<td>Wheat</td>
<td>31,450</td>
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<tr>
<td>Other</td>
<td>6,656</td>
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### Cargo Types and Property Leasing
Total Revenues: $28,039,765

<table>
<thead>
<tr>
<th>Category</th>
<th>Revenues</th>
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</thead>
<tbody>
<tr>
<td>Property Management</td>
<td>$11,510,996</td>
</tr>
<tr>
<td>Dry Bulk Cargo</td>
<td>$8,099,697</td>
</tr>
<tr>
<td>General Cargo</td>
<td>$4,548,785</td>
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<tr>
<td>Liquid Bulk Cargo</td>
<td>$2,705,522</td>
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<tr>
<td>Other</td>
<td>$1,174,765</td>
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</table>

### Revenue Centers
Total Revenues: $28,039,765

<table>
<thead>
<tr>
<th>Center</th>
<th>Revenues</th>
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<tbody>
<tr>
<td>Terminal</td>
<td>$13,860,038</td>
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<tr>
<td>Property Management</td>
<td>$11,510,996</td>
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<tr>
<td>Warehouse</td>
<td>$1,493,966</td>
</tr>
<tr>
<td>Other</td>
<td>$1,174,765</td>
</tr>
<tr>
<td>City</td>
<td>Total Waterborne Tonnage (Metric Tons)</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Stockton</td>
<td>2,906,099</td>
</tr>
<tr>
<td>San Diego</td>
<td>2,761,206</td>
</tr>
<tr>
<td>San Francisco</td>
<td>2,213,502</td>
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<tr>
<td>Redwood City</td>
<td>1,908,172</td>
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<tr>
<td>Hueneme</td>
<td>1,332,559</td>
</tr>
<tr>
<td>Humboldt</td>
<td>752,920</td>
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<tr>
<td>Sacramento</td>
<td>736,117</td>
</tr>
<tr>
<td>Richmond</td>
<td>156,372</td>
</tr>
</tbody>
</table>

Port of Stockton Tenants

ADA Inc.
ADM
Advanced Polymer Technologies
Alco Iron & Metal Co.
Alfalfa Supply
All Fire Protection
A-One Express
A-Plus Materials Recycling, Inc.
Applied Science, Inc.
Arturo Vera Photography
Assist International
Baker Landscape
Best Logistics, Inc.
Blair Grain Company
BP West Coast Products
Brentwood Industries, Inc.
Building Materials Distributors
Calamco
Calaveras Cement Company
California Portland Cement
California State Grain
California Steam Specialties
Capital Lumber
Cargill Corn Milling
Carry Transit
Case Study Productions
Catch All Baseball
Central California Rail Repair
Central California Traction Company
Chemstation of Northern California
Child Abuse Prevention Council
City of Stockton
Clearwire
Concept Marine Associates
Cost Plus World Market
C-Trans
Custom Spraying
D. B. Western
Dedicated Delivery Professionals
Delroy’s Deli
Delta Yacht Club
Dement Landscaping
Diamond of California
Door Fabrication Services, Inc.
Eddie Bandini & Sons
El Dorado Farms
Enjae Designs
Environmental Risk Services, Corp.
Ferguson Enterprises
First American Title Company
Frank Alegre Trucking
FTG Construction Materials, Inc.
George H. Speckman Farms
Georgia Pacific
Giovannoni & Giovannoni
GKA Enterprises
H. J. Baker & Bro., Inc.
Hendrix Forklift Service
Holt Repair & Manufacturing Inc.
I. F. G.
Inspection Station
J. M. McConkey & Co., Inc.
Jones Broadband
Junior Aid of Stockton
Keep on Trucking
Kustom Materials Laminators, Corp.
L. C. Contractors
LESCO
Lesovsky-Donaldson Architects
MacSpecialties
Macsteel
Marine Terminals Corp.
Martin Operating Partnership
METROPCS
Metropolitan Stevedore
Modtech
MT Railcars, Inc.
National Pool Tile Group
Nicholas Communications
North American Composites
OnCall Storage Corp.
Onions Etc.
Pacific Coast Door & Mill Work
Pacific Custom Materials
Pacific Personnel Services
Peerless Coffee Company
Pelton-Shepherd Industries
Pereira Studios
POSDEF
Primerica
Progressive Transportation Services Inc.
Ramsey Architectural Group
Ramsey Express
Rarin Federal Credit Union
Recycling Project
Rescar, Inc.
Rice Terminals
Roof Rangers
Ross Island Sand & Gravel
San Joaquin County Sheriff
San Joaquin Shrine Club
SFPP, L. P./Kinder Morgan
Sheedy Drayage Co.
Silk Road Exclusive
Silver Rest of Stockton
Soli-Bond
Solutions and the Computer
SQM North America
SSA Marine, Inc.
ST Services/Valero
State of California Fish & Game
Stockton Civic Theatre
Stockton Cogen Co.
Stockton Police Officers Association
Stockton Professional Firefighters
Sunline Logistics, Inc.
Sunshine Cement
T & J Enterprises
Tesoro Refining Market & Supply
The Learner Company
The Sutta Company
Top Grade Construction
Trasco, Inc.
Trans American, Inc.
Trans World Marine Supplies
TransGuru
Transhold, Inc.
Transmarine Navigation
Turner Photography
Weber Point Yacht Club
West Coast Warehousing
Westway Trading Corporation
Weyerhaeuser Company
Yara North America, Inc.
Port of Stockton Team 2005

Executive
Richard Aschieris, Port Director
LeRoy Hieber, Deputy Port Director, Finance and Administration
Jeff Kaspar, Deputy Port Director, Properties and Environmental
Mark Tollini, Deputy Port Director, Trade and Operations
Yvonne Ishimoto, Assistant to the Director/Secretary to the Board
Misty Escobar
Victoria Lucero
Barbara Snyder

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Dianna Baker, Controller
Michelle Bowling, Assistant Controller
Esmeralda Correa
Rita Hernandez*
Julia Larios
Linda Lopes
Jill McAuliffe
Maria Perez
Jan Perryman
Kazuo Higashi
Mike Holmes
Gary Johnston
Joe Luke
Norman Murray
Bob Myers
Ricardo Navarro
Norman J. Penberthy, Jr.
Charles Piggee
Vern Ragsdale
Pete Ramirez, Jr.
Joe Rhodd
Steve Trindade
David Zendejas

Commercial Exchange Club
Beverly McConnell, Commercial Exchange Club Manager

Environmental and Regulatory Affairs
Jeff Wingfield, Environmental Manager
Rita Koehnen

Facilities Maintenance and Construction
Gary Gentry, Director of Facilities Maintenance and Construction
Tim Loveland, Facilities Maintenance and Construction Manager/Safety Officer
Jazoé Quintal
Juan Villanueva
Bob Belmont
Gary Capehart
Steve Cookerly
David Gentry
Randall Hawley

Information Technology
Jim Cooper, Information Technology Manager
Myra Lang
Dennis LeClerc

Marketing
William P. Lewicki, Director of Marketing

Operations
Mike Tyler, Operations Manager
George Lester, Traffic Manager
Chris Mountjoy, Terminal Superintendent
Leonard Fabor, Assistant Superintendent
Bodie Gonsales, Assistant Superintendent
Randy Jerwa, Assistant Superintendent
Jeff Vine, Assistant Superintendent
Larry Lockmiller
Kyle Moutray
Al Reft
Daniel Bautista

Government and Community Relations
Abbie Gubera, Government and Community Relations Manager

Human Resources
Christeen Ferree, Human Resources Manager
Nancy Chavez, Assistant Manager, Human Resources
Melanie Rodriguez

Cecilio Gomez
Victor Gomez
Jason Gonsales
Pedro Hurtado
Michael Lopez
Stacy Mathis
Alfredo Maya
Everardo Mendoza
Raul Montanez
Sam Montanez
David Rodriguez
John Youngblood

Port Police
George F. Lerner, Jr., Chief of Police
Steve Nichols, Lieutenant
Jim May
Jim Mitchell
Warren Spurgeon
Mike Archibeque
Jason Byrne
Billy Hutton
Timothy Ivey
Rick LeChuga
Tyler Moua
Kerry Nicholas
Tony Novaresi
Allen Standley
Noel Aviles-Zuniga
Vanetta Bailey
Benjamin Cromwell
Robert Rench
Jon Young

**Property Management**
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Debbie Calli

**Purchasing and General Services**
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**Special Projects**
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*Employee of the Year*