AMERICA’S PORT®
The Nation’s #1 Container Port and the Global Model for Security, Sustainability, and Social Responsibility
The Port of Los Angeles is America’s Port®, the nation’s premier gateway for international commerce and the busiest seaport in the Western Hemisphere. Located in San Pedro Bay, 25 miles south of downtown Los Angeles, the Port encompasses 7,500 acres of land and water along 43 miles of waterfront.

Facts and Figures

Acreage:
- 7,500 acres (4,300 land/3,200 water)
- 43 Miles of Waterfront
- 53’ Main Channel Water Depth
- Container Cranes: 82

Terminals (25):
- Automobiles (1)
- Container (7)
- Multi-Use/Other (1)
- Passenger (2)
- Breakbulk (4)
- Dry Bulk (3)
- Liquid Bulk (7)
- Passenger (2)

10-Year Capital Improvement Projects
FY 2023-2032: $1.7 Billion

Economic Impact

The Port of Los Angeles and neighboring Port of Long Beach comprise the San Pedro Bay port complex, which handles more containers per ship call than any other port complex in the world. Worldwide, the Port of Los Angeles ranks number 17, and the San Pedro Bay port complex ranks number 9.

- 168,000 jobs in Los Angeles (1 in 12)
- 883,000 jobs in five-county region (1 in 9)
- 2.5 million jobs throughout the U.S. (1 in 62)
- 75% of west coast’s market share
- 29% of nation’s market share
- 435 U.S. Congressional districts touched by trade

Top Trading Partners
1. China/Hong Kong $134 Billion
2. Japan $38 Billion
3. Vietnam $33 Billion
4. Taiwan $20 Billion
5. South Korea $16 Billion

Top Imports (in TEUs)
1. Furniture 684K
2. Auto Parts 360K
3. Apparel 269K
4. Plastics 268K
5. Footwear 263K

Top Exports (in TEUs)
1. Pet / Animal Feed 181K
2. Paper / Waste Paper 147K
3. Soybeans 104K
4. Fabrics / Raw Cotton 83K
5. Recycled Metal 62K

Top Trade Routes
- Northeast Asia (71%)
- Southeast Asia (24%)
- India Sub-Continent (2%)
- Northern Europe (2%)
- Mexico/Central America (0.3%)

Figure based on 2022 Calendar Year Data

Trade Volume

Via San Pedro Bay Complex*
- $94.2 Billion Throughout California
- $307.4 Billion Throughout the entire United States
*Figures based on 2020 Calendar Year Data

Cargo/Cruise Volumes
- Container Volume 9.9 Million TEUs
- Automobiles 112,044 Units
- Cargo Tonnage 219 MMRT
- Cruise Ships / Passengers 229 / 995,819

Vessel Arrivals
- Barge / Tugs 173
- Container 900
- General Cargo 37
- Other 201
- Passenger 293
- Tanker 215
Total Vessel Arrivals 1,819

Container Vessel Size
- Largest Container Ship Call (June 2020): MSC Isabella 23,656 TEUs / 1,312 Feet

Facts and Figures Economic Impact

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Port Optimizer™
Digital Data – Optimizing the Global Supply Chain:
First-of-its-kind information portal designed to digitize maritime shipping data for cargo owners and supply chain stakeholders through secure, channeled access. Port Optimizer enhances supply chain performance through real-time, data-driven insights in a single portal.

Features:
- Vessel Tracking
- Vessel Operational Status
- Container Tracking
- Container Allocation
- Empty Container Management
- Operational Status
- Analytics & KPIs

Outcomes:
- Increased Visibility
- Predictability
- Throughput
- Productivity

Future Module Development:
- Advanced Empty Return Manager
- Cargo Unloading & Pick-Up Advisor
- Detention & Demurrage Manager
- Universal Appointment System
- Export Module (Phase 1)
- Warehouse Capacity Visibility (Phase 2)

Digital tools are available online to view current inbound and outbound cargo information.
http://signal.portoptimizer.com/
https://track.portoptimizer.com/

Warehousing and Distribution
With a capacity of nearly 2 billion square feet of industrial, warehousing, and distribution centers within 80 miles of the Port of Los Angeles, Beneficial Cargo Owners are ensured to maintain fluid year-round operations.

Cold Storage Facilities
These facilities provide repacking services, blast freezing, USDA inspections, reefer logistics and other services, ensuring safe and efficient delivery of perishable cargo handled through the Port of Los Angeles.
- Konoike E Street
- K Pac
- Americold
- Maruzen
- Lineage (Wilmington)
- Lineage (Long Beach)

Foreign-Trade Zone 202
The Port of Los Angeles manages Foreign-Trade Zone (FTZ) 202. Established in 1994, FTZ 202 currently comprises 829.3 activated acres at General Purpose sites in Los Angeles, Orange, and San Bernardino Counties.
- Active Operators: 31
- Subzone Sites: 2
- Movement of Merchandise:
  - Received: $30.1 Billion
  - Forwarded: $30.7 Billion

Intermodal Rail
The Port of Los Angeles has an extensive rail network connecting the Port to key markets in the United States.
- 116 Miles of Rail on Port of Los Angeles Property
- More than 100 trains into and out of the LA Basin per day

Environment
Facilitating global trade while protecting the environment is a delicate balance at the nation’s largest trade gateway. To strike that balance, the Port is leading the way internationally to reduce air emissions, improve water quality, modernize facilities, and cultivate new technologies that will help ensure good jobs and a brighter future for millions of people.

Air Emissions Reduction (2005-2021)

Greenhouse Gases: Down 23%
Nitrogen Oxides: Down 44%
Sulfur Oxides: Down 95%
Diesel Particulate Matter: Down 84%
The Port of Los Angeles, also known as America's Port®, Southern California’s gateway to international commerce, is located in San Pedro Bay, 25 miles south of downtown Los Angeles. The nation’s number one port not only sustains its competitive edge with record-setting cargo operations, but also for its groundbreaking environmental initiatives, progressive security measures, and diverse recreational and educational facilities.

The Port of Los Angeles is a department of the City of Los Angeles and is often referred to as the Los Angeles Harbor Department. The Port is operated and managed under a State Tidelands Trust that grants local municipalities jurisdiction over ports and stipulates that activities must be related to commerce, navigation, and fisheries. A five-member Board of Harbor Commissioners is appointed by the Mayor and confirmed by the Los Angeles City Council to provide direction and create policy for the Port.

As a proprietary and self-supporting department, the Port is not supported by city taxes. Instead, revenue is derived from fees for shipping services such as dockage, wharfage, pilotage, storage, property rentals, royalties, and other Port services. Considered a landlord port, the Port of Los Angeles leases it property to tenants who then, in turn, operate their own facilities.

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