PORT OF LOS ANGELES  PORT OF LONG BEACH

WORLD’S 9TH BUSIEST PORT COMPLEX
Busiest Container Ports

*Millions of Twenty-foot Equivalent Units (TEUs) or 20-foot-long containers*
Cargo Types (2017)

- CONTAINER: 75.55%
- PETROLEUM BULK: 19.34%
- DRY BULK: 4.37%
- NEO BULK: 0.43%
- AUTOS: 0.16%
- LUMBER: 0.15%

Metric Revenue Tons (MRT) (POLB DATA)
Non-Container Cargo: Cargo Diversity

- **Liquid Bulk** – refined gasoline, crude oil, airplane fuel
- **Dry Bulk** – cement, gypsum, soda ash, sulfur, other energy products
- **Break Bulk** – oversized construction equipment, steel, project cargo
- **Vehicles** – Toyota, Lexus, Mercedes
Top Export Non-Containerized Commodities (2017)

- PETCOKE: 75.93%
- INORGANIC CHEMICALS: 6.61%
- SALTS, SULFUR: 5.35%
- IRON AND STEEL: 1.99%
- MACHINERY: 0.96%
- ORE, SLAG, ASH: 0.49%
- ELECTRONICS: 0.21%
- VEHICLES AND PARTS: 0.07%
- PLASTICS: 0.06%
- SEEDS, GRAIN: 0.05%
- OTHER: 8.29%

*BASED ON 2017 NON-CONTAINERIZED CARGO (METRIC TONS)
Top Import Non-Containerized Commodities (2017)

- **CRUDE OIL, PETROLEUM PRODUCTS**: 89.18%
- **SALTS, SULFUR**: 2.39%
- **VEHICLES AND PARTS**: 2.04%
- **IRON AND STEEL**: 1.43%
- **MACHINERY**: 0.79%
- **INORGANIC CHEMICALS**: 0.62%
- **DYE EXTRACTS, DYE, PAINTS**: 0.48%
- **ORGANIC CHEMICALS**: 0.45%
- **ARTICLES OF IRON OR STEEL**: 0.26%
- **MISC. CHEMICAL PRODUCTS**: 0.07%
- **OTHER**: 2.29%

*BASED ON 2017 NON-CONTAINERIZED CARGO (METRIC TONS)*
Top Export Non-Containerized Trading Partners (2017)

- Japan: 32.64%
- China: 18.47%
- Mexico: 11.25%
- India: 6.03%
- Chile: 3.97%
- Singapore: 3.55%
- South Korea: 3.11%
- Australia: 2.72%
- Brazil: 2.42%
- Guatemala: 1.96%
- Other: 13.88%

*Based on 2017 non-containerized cargo (metric tons)
Top Import Non-Containerized Trading Partners (2017)

- **SAUDI ARABIA** 14.11%
- **PANAMA** 11.24%
- **IRAQ** 10.42%
- **ECUADOR** 9.26%
- **MEXICO** 8.48%
- **ANGOLA** 6.66%
- **CANADA** 5.27%
- **COLOMBIA** 4.15%
- **JAPAN** 3.34%
- **PERU** 3.19%
- **OTHER** 23.88%

*BASED ON 2017 NON-CONTAINERIZED CARGO (METRIC TONS)
Tenant Diversity
Dry Bulk
Autos
Break Bulk
Trends

At Berth Regulations

Other Non-Container Opportunities

Long Beach pursues chassis support yard to boost fluidity

Need For Additional Reductions

2021 Projected Statewide NOx Emissions
At Berth - Existing Rule
(Total: 10.5 TPD)

- Boiler - Tanker: 17%
- Boiler - Non-Tankers: 8%
- Aux Engine - Container, Cruise, and Reefer: 35%
- Aux Engine - Auto/Truck, Bulk, Gen. Cargo, and Tanker: 40%

Source: CARB Emissions Inventory, 2018