What’s **WRONG** with the Port?  
Not much!

Doug Drummond  
President  
Long Beach Board of Harbor Commissioners
2nd Busiest U.S. Port
$180 Billion in Trade
Gateway for clothing, toys, shoes, furniture
$400 Billion in Trade

If the Ports of Long Beach and LA were combined

8th busiest in the world
Everyone wants our jobs

Competition

Canada, Mexico, Panama Canal, U.S. East Coast
Mexico Ports Gain, Other Pacific US Ports Decline

- **San Pedro Bay**
  - Alameda Corridor opens in 2002

- **Mexico**
  - Lazaro Cardenas
  - Manzanillo

- **Canada**

- **Other Pacific US**
  - Oakland
  - Seattle
  - Tacoma

**Graph:**
- Comparison of port usage over time (1995-2012) showing the rise in Mexico ports and decline in other Pacific US ports.

Port of LONG BEACH
North America West Coast Port Market Share

Since Prince Rupert
Opened in 2007
Prince Rupert and Vancouver

Canadian Ports

Increase of 700,000 TEUs since 2007
Manzanillo and Lazaro Cardenas

Mexican Ports

Increase of 1.5 million TEUs since 2007
San Pedro Bay Ports
Long Beach and Los Angeles
Decline of 1 million TEUs since 2007
14,000-TEU ships call regularly

Big Ship Ready

Too big for expanded Panama Canal
SP Bay’s Big Ship Gains*

*Journal of Commerce (6/6/14): “Big ships build up LA-Long Beach”

![Bar chart showing the percentage of shipping traffic to different destinations from 2012 to 2014. The chart indicates a significant increase in traffic to POLB/POLA.]
San Pedro Bay Upturn

JoC: "Big ships build up LA-Long Beach"
$4 Billion in Projects

3,000+ jobs a year
Four on site
Ship-to-Shore Cranes
10 more of the most advanced cranes on the way
Middle Harbor

3 million-TEU capacity

Most technologically advanced in No. America
$1 billion Gerald Desmond Bridge

Replacement

Iconic Bridge

$1.3 billion project

Opening to westbound traffic as early as 2016

Port of LONG BEACH
Ramp demolition
Clearing the Path
For information, download our LB Bridge app.
Green Port Policy

Sustainability

81% Drop in Diesel Emissions since 2005
Container ships plug in
Shore Power
Clean Air Barge
Alternative Tech
West Coast North America Gateway Costs

Cost/TEU includes wharfage, HMT (US ports), local rail fees*, Alameda Corridor Fee (SPB ports), and Clean Truck Fee (SPB ports).

*on-dock rail lift, rail dray, off-dock rail gate/lift

- Prince Rupert: $412/TEU
- Vancouver: $336/TEU
- Seattle/Tacoma: $404/TEU
- San Pedro Bay: $625/TEU
“Free parking” for plug in ships
Dockage Waiver
Further reduction in vessel emissions
More cargo and revenue
On-dock Incentive
Increase on-dock, reducing truck trips
Bright Future

Long Beach -- a great place to live and work