We are America’s Port® – the nation’s #1 container port and the global model for sustainability, security, and social responsibility
Overview

Founded 1907

- Non-Taxpayer Supported
- Landlord Business Model
- 7,500 Acres Land and Water
- 43 Miles of Waterfront
- 17 Marinas, 3700 Slips
- 27 Terminals, 270 Berths
- Diverse Business Lines
  - Containerized Cargo
  - Cruise Facilities
  - Commercial/Retail
  - Recreational Marinas
  - Non-Containerized Cargo
  - Fishing
San Pedro Bay Port Complex

- World’s 8th Largest Port Complex
- 43% of Containers Entering the U.S.
- 1/3 of California’s Imported Oil
- 40% of all Waterborne U.S. Trade
- 60% of all Asian Imports
- Over 60% distributed to rest of Nation
Ports of Los Angeles/Long Beach: Critical to State and U.S. Economies

Container Cargo (CY 2011)

- $310.5 Billion in Trade Value
- $378.3 Billion in total output
- 2.92 Million Jobs Nationwide
- $30.7 Billion in State and Local Taxes
- $10.7 Billion Customs Duties; 37% of U.S.
### Containerized Cargo
(TEUs - CY 2010)

#### Top 5 Imports
- Furniture    401,967
- Footwear     164,889
- Toys         156,227
- Auto Parts   140,969
- Apparel      136,188

**TOTAL** 1,000,240

#### Top 5 Exports
- Wastepaper   269,335
- Cotton       102,658
- Grains Products 98,800
- Scrap Metal 89,437
- Animal Feed 97,321

**TOTAL** 657,551
The 2012-2017 Strategic Planning process identified three key result areas:

- **Competitive Operations** Identifies how the Port can best meet the increasing competitive challenges it faces from rival ports.

- **Strong Relationships** Encompasses the Port’s challenges and opportunities in dealing with its customers, its stakeholders, its political environment, and its own internal culture.

- **Financial Strength** Enables the Port to implement its competitive development strategy and face its own challenges in the current turbulent economic environment.
Capital Improvement Program

Fiscal Year

- **2005 (Actual)**: $87.9
- **2006 (Actual)**: $96.0
- **2007 (Actual)**: $102.5
- **2008 (Actual)**: $96.6
- **2009 (Actual)**: $179.6
- **2010 (Actual)**: $305.0
- **2011 (Actual)**: $233.1
- **2012 (Actual)**: $142.8
- **2013 (Estimated)**: $250.8
- **2014 (Proposed)**: $440.2

Capital Expenditures (in millions $)
L.A.’s Competitive Edge

- Superior Cargo Facilities
- Speed to Market
- Intermodal Connections
- Infrastructure/Assets
- Reliability
- Cost
On/ Near Dock Rail Facilities

The Nation’s Most Extensive Rail Network

- 1986 – Union Pacific (UP) Intermodal Cargo Transfer Facility (ICTF) near-dock rail yard
- 1997 through 2002 – On-Dock rail yards developed for all but one container terminal
- Today
  - TraPac on-Dock railyard under construction
  - EIRs are underway for UP’s near-dock expansion and a 2\textsuperscript{nd} near-dock facility proposed by BNSF.
Our Changing Competitive Landscape

In 2014, Panama Canal will be able to accommodate the ships that routinely call in L.A.
Using Competition to Drive Change

- Increased attention to Port priorities
- Ordinance Transferring of Building and Safety permit authority to Harbor
- Access “Port of Los Angeles”
CCSC Initiatives - POLA Involvement

• **Chassis Operations Steering Committee** - Hosts: POLB/ POLA
  - Team consists of MTO, Shipping Lines, LMC, BCO and Ports
  - Four meetings to date
  - Committee reviewing best practice nationwide
  - Team evaluating what may work best for San Pedro Bay
CCSC Initiatives - POLA Involvement

• **Turn time improvement team**
  - Co-chaired by PierPass and LMC
  - Team consists of MTO, LMC, BCO and Ports
  - Study – average total visit mean- 51 minutes with 58% of visits under one hour
  - Monthly stats on line- Oct: 36 minutes day shift, 39 minutes night shift (excluding trouble tickets and lunch hour), our wheeled operations can vary 19-25 minutes.
  - Current initiative – reduce trouble ticket at the gates
Main Channel Deepening Project

Construction Contract: $222,000,000

Project Start: 2002

Dredging finished 2012

- Depth -53’
- Dredging
- Landfill Project
- POLA & U. S. Army Corps of Engineers
Efficiency and Automation
First West Coast Automated Terminal (testing this quarter)
TraPac - Berths 136-147
To be competitive in today’s global economy, America’s manufacturers and producers need to be able to move products & goods securely, quickly & efficiently.

The Committee was established to advise the Secretary of Commerce on the necessary elements of a comprehensive, holistic national freight infrastructure and a national freight policy designed to support U.S. Export growth, foster national economic competitiveness and improve U.S. supply chain competitiveness in the domestic and global economy.

- Identify factors that inhibit goods movement.
- Look at infrastructure capacity, connectivity, investment & regulations.
- Look at trends in Goods Movements which affect the supply chain.
- Metrics that can be used to quantify supply chain performance.
Thank You