



Updated Economic Impact Study Shows That Ports of Los Angeles, Long Beach and Alameda Corridor Remain Vital to U.S. Economy and International Trade

**Study Finds \$256 Billion of Containerized Trade and Over 3.3 Million Jobs Nationwide
Connected to the Ports of Los Angeles and Long Beach**

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LOS ANGELES COUNTY – A comprehensive trade impact study released today by the Alameda Corridor Transportation Authority (ACTA) and the San Pedro Bay ports of Los Angeles and Long Beach reinforces the agencies' critical role in international trade and the economic benefits Southern California's Pacific trade gateway provides to the entire nation. In particular, this detailed study reveals the economic benefits that exported and imported goods moving through the nation's two largest container ports and the Alameda Corridor have for every region across the country.

The San Pedro Bay ports handle more than 40% of the nation's total import traffic and 24% of its total exports. From the machinery, raw materials, cotton and other goods being shipped overseas to the clothing, toys, and other products coming into the country, thousands of exporters and importers across the country rely on these ports as their primary gateway for trade. Since 1994, when this trade impact study was first conducted, the growth in the national impact of trade for goods being transported the San Pedro Bay ports increased 246%, from \$74 billion to \$256 billion.

"Southern California is America's Gateway to the global economy and plays a central role in sustaining the nation's prosperity," said Los Angeles Mayor Antonio Villaraigosa. "As container traffic continues to grow, however, we must invest more in our goods movement infrastructure while addressing the environmental and health impacts of our ever-expanding international trade."

"The study re-affirms the national significance of the San Pedro Ports. These two ports lead the way not only in cargo volumes but in implementing forward-thinking environmental mitigation

strategies that recognize the severe health impacts on our communities of such monumental commerce," said Long Beach Mayor Bob Foster.

The study also assessed the economic impact of the San Pedro Bay ports in terms of state and local tax revenues and full-time jobs created. State and local taxes generated throughout the nation from this trade activity grew from an estimated \$6 billion in 1994 to more than \$28 billion in 2005. The number of direct and indirect jobs associated with the trade activity generated by the San Pedro Bay ports increased by 200%, from 1.1 million jobs nationally in 1994 to 3.3 million jobs in 2005.

National Trade Activity Segmented by Region

In addition to assessing the national impacts of trade activity at the San Pedro Bay ports, the study also examined the economic value of this trade in various regions of the country. Of the \$256 billion in total national trade activity, the regions which show the greatest reliance on Southern California's ports include: the Southwest region (\$82 billion in imports and exports); the Great Lakes region (\$53.7 billion); the Southeast region (\$37.7 billion); and the South Central region (\$27.3 billion). Similar analyses was conducted to determine the jobs associated with this trade in each region, with the Southwest (1,114,400 jobs), Great Lakes (681,800), Southeast (498,900), South Central (435,700), and Northwest (339,900) leading the way.

America's Goods Movement Corridor

As the first link in the national rail system leading out of the San Pedro Bay ports, the Alameda Corridor has seen 106% growth in cargo movement over the last four years; more than double that of the ports' growth during that time. More than 60% of the cargo which arrives at the San Pedro Bay ports is ultimately destined for markets outside of Southern California, and a large portion of that cargo is handled by the 20-mile Alameda Corridor. In 2006, the Alameda Corridor carried 19,924 trains, an average of 55 trains per day. This represents a 15% increase over the number of trains which used the Corridor in 2005. In addition, nearly 5 million Twenty-foot Equivalent Units (TEUs) were transported via the Corridor in 2006, a 32% increase from the 3.75 million TEUs moved on the Corridor in 2005. On an average day, the Alameda Corridor carries 14,000 TEUs of cargo, more than twice the entire daily volume of cargo that is handled by the Port of Oakland.

With more than \$256 billion in containerized trade moving through the San Pedro Bay ports in 2005, this study illustrates the need for a continued federal and state commitment to supporting

and improving Southern California's goods movement infrastructure network. The results of this latest economic study also serve to further demonstrate the critically important role that the Alameda Corridor plays in the national economy as the linchpin to the goods movement network.

The Port of Los Angeles, a non-taxpayer-supported department of the City of Los Angeles, and the Port of Long Beach, a non-taxpayer supported department of the City of Long Beach, are the top two container seaports in America. Together, the ports occupy about 7,400 acres of land, 7,900 acres of water and 78 miles of waterfront in Southern California. With about 60 (combined) terminals serving container, automobile, break bulk, liquid bulk and dry bulk customers, the ports facilitate the flow of goods that sustain the entire nation. In addition to leading the nation in international cargo trade, the San Pedro Bay Ports are dedicated to leading the world in progressive and aggressive environmental programs. In November 2006, at a first-ever joint meeting of the two Harbor Commission Boards, the San Pedro Bay Ports Clean Air Action Plan was adopted. This landmark plan, the first in maritime history, outlines a strategy for reducing air emissions at both ports by roughly 50 percent over a five year period.

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(Editor's Note: For more information about the economic study, or to secure quotes from ACTA, Port and other elected and business leaders, please visit www.acta.org, www.polb.com, or www.portoflosangeles.org.