



# The San Pedro Bay Ports, Comprising the World's Third Largest Port Complex, Just Gets Bigger!

The increasing numbers of container twenty-foot equivalent units (TEUs) moving through the San Pedro Bay ports of Los Angeles and Long Beach continues to break records. The three charts to the right illustrate, for each of the last 20 years, the unique characteristics of this growth. Each chart illustrates a different aspect of container TEU growth. The top chart shows the total number of TEUs reported each year. The middle chart shows, for each year, the increase in container TEUs over the previous year. The bottom chart shows for each year, the annual increase as a percent of the previous year.

In 1980, just over 915,000 container TEUs moved through these ports, but twenty years later in 1999, the annual number of container TEUs had increased by some 5,000,000 TEUs pushing the annual throughput to nearly 6 million TEUs per year.

The middle chart, using the same data as is the top chart, shows only in annual increase in the number of TEUs reported each year over the previous year. Annual increases in TEUs has ranged from less than 40,000 in 1981 to over 590,000 in 1994.

The surge in the increase in the number of container TEUs handled in 1994 was the largest increase ever recorded for the San Pedro Bay ports. However, this tremendous increase is barely noticeable on the top chart.

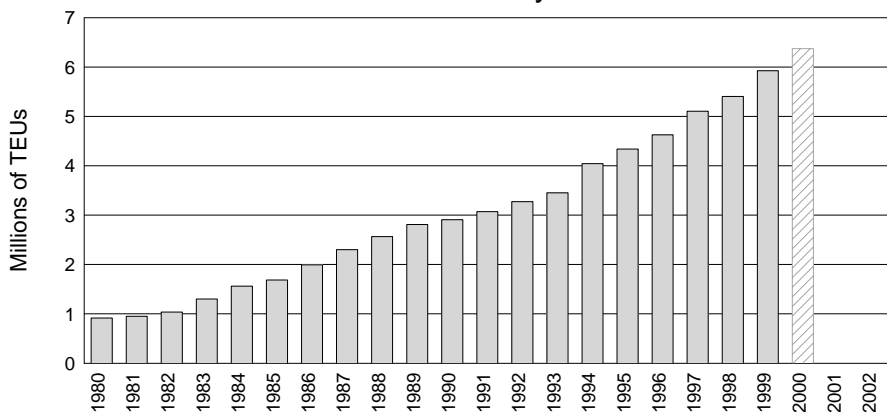
The data shown in all three of these charts are based on container TEUs reported to PMA for assessment purposes and do not include empty containers which continue to increase in numbers. (See *PMA Update* Vol. 11, No. 11 - November 1999; "Import Containers Surge on West, East, and Gulf Coasts.")

Although calendar year 1994 exhibited the largest increase over a prior year in terms of the number of TEUs reported, it fell short when measured in terms of annual percentage increase over a previous year. The largest percentage increase occurred in 1983 when 260,000 additional container TEUs handled in the San Pedro Bay ports represented an annual percentage increase of over 25%.

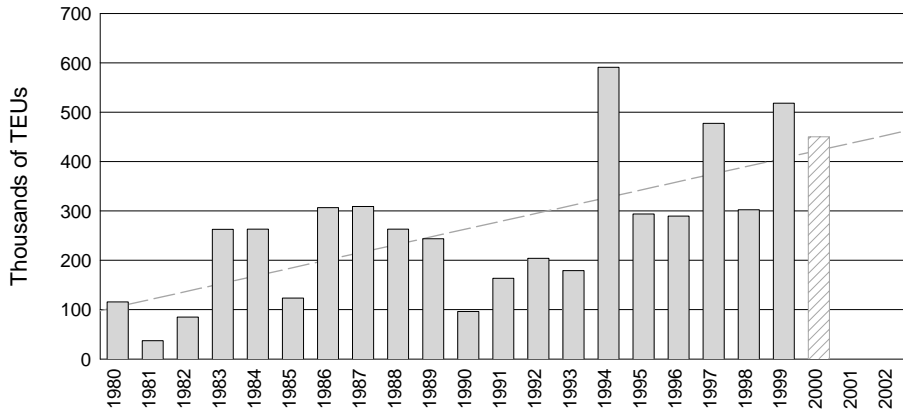
It is interesting to note that 1983 was also the last year that containers were reported to PMA on the basis of revenue tonnage and not as container TEUs. Beginning in 1984, containers were reported as TEUs. Containers re-

## Los Angeles and Long Beach Containerized Cargo 1980-1999

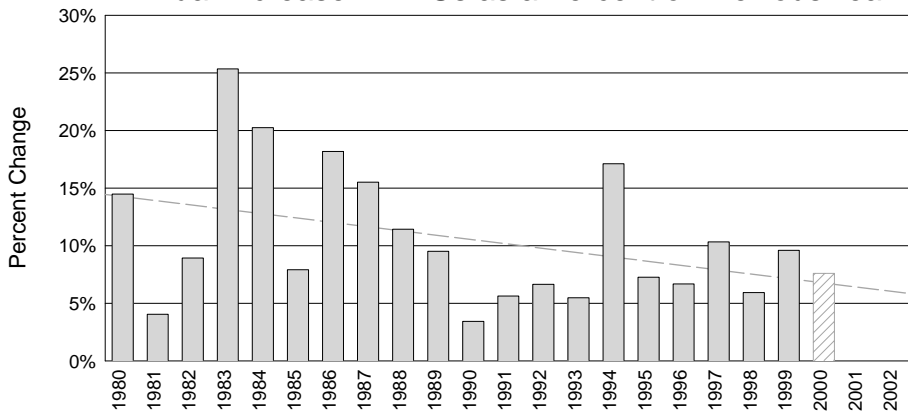
Total TEUs by Year



Annual Increase in TEUs Over Previous Year



Annual Increase in TEUs as a Percent of Previous Year



ported prior to 1984 were converted to TEUs for comparison purposes by dividing the revenue tonnage reported by 17 tons.

Although converting from revenue tonnage to TEUs was a significant change in how containers were reported, the number of additional container TEUs reported in 1984 was nearly identical to that reported in 1983. The 1984 increase was also the second largest percentage increase in the last 20-years.

The number of additional container TEUs handled each year, shown in the middle chart on page 1, has shown an upward trend during the last 20 years. This trend has been greatly influenced by the surge in TEUs shown in 1994 followed by significant increases in 1997 and in 1999. The 1999 TEU increase was the second largest on record. However, on an annual percentage basis, it ranks well below some of the large percentage increases reported in the past. In the last 10

years, only two years showed increases greater than 10%. As illustrated in the lower chart on page 1, the trend will be for a continuation of the trend toward smaller percentage increases in the annual change in the number of container TEUs handled.

### Planning for the Future

Because of the large and generally unpredictable range in the annual increases in the number of container TEUs handled, predicting short term future growth is difficult. However, short term predictions must be made to ensure a work force of sufficient size and that is trained to meet the needs of the Industry. Long term port facility planning projections are based on long range trends and may ignore short term fluctuations.

For the calendar year ending December 2000, PMA is expecting the San Pedro Bay ports to handle an additional 450,000 container TEUs. The impact of this increase is shown

on all three charts on page 1. The year 2000 projection data is identified by a distinctive bar color. The projected number is 68,000 TEUs fewer than the 1999 increase but 150,000 TEUs more than the 1998 increase.

### Average Container TEUs

When stated in terms of an average, the number of container TEUs handled in the San Pedro Bay ports generate numbers that may be easier to comprehend. Using averages to generate daily, weekly, and monthly container numbers hides a wide variation in the number of containers handled on an incremental basis influenced by the day of the week or the time of year. The average daily number of container TEUs handled at the end of 1999 was 16,218. By the end of 2000, the number of container TEUs is expected to increase by 1,232 TEUs per day bringing the average number of container TEUs handled to 17,450 per day.

Year end	Per Day	Per Week	Per Month
1999	16,218	113,523	493,634
Increase	1,232	8,624	37,500
2000	17,450	122,147	531,134

## 1999 Ranking of U.S. Container Ports

Long Beach continues to rank number 1 in the U.S., handling 18.7% of all container traffic in foreign trade. Los Angeles, number 2 in the rankings, showed the largest gain in container market share with a 0.6% increase over 1998. The next largest increase in market share was Charleston, in the 4th position, with a 0.4% gain. Seattle, number 5, was the biggest loser with a -0.5% market share loss

due primarily to the move of Hyundai Merchant Marine operations to the Port of Tacoma. The top 13 container ports accounted for over 90% of all container cargo moved in the U.S. The data shown are based on PIERS data that was compiled by PMA. These numbers may differ slightly from summaries that were compiled by PIERS because of how corrections to the data are handled.

Port	1999 TEUs	Percent of Total	Change from 1998	Cumulative Percent
1 Long Beach	3,044,544	18.7%	0.2%	18.7%
2 Los Angeles	2,541,102	15.6	0.6	34.3
3 Port Authority of NY & NJ	2,027,565	12.4	0.1	46.7
4 Charleston	1,168,061	7.2	0.4	53.9
5 Seattle	959,140	5.9	-0.5	59.8
6 Oakland	910,325	5.6	-0.3	65.4
7 Norfolk (Hampton Rds)	827,762	5.1	-0.1	70.4
8 Houston	712,823	4.4	0.1	74.8
9 Savannah	623,691	3.8	0.2	78.6
10 Miami	618,130	3.8	-0.1	82.4
11 Tacoma	575,934	3.5	0.3	86.0
12 Port Everglades	472,498	2.9	-0.2	88.9
13 Baltimore	255,219	1.6	-0.1	90.4
14 New Orleans	236,945	1.5	0.0	91.9
15 Portland, OR	206,480	1.3	0.0	93.2
16 Jacksonville	147,786	0.9	-0.4	94.1
17 Wilmington, DE	131,688	0.8	0.0	94.9
18 West Palm Beach	128,234	0.8	0.0	95.7
19 Gulfport	123,495	0.8	0.0	96.4
20 Philadelphia	89,304	0.5	-0.2	97.0
21 Newport News, VA	82,845	0.5	0.0	97.5
22 Boston	78,744	0.5	0.0	98.0
23 Wilmington, NC	73,605	0.5	-0.1	98.4
24 Chester, PA	45,582	0.3	0.0	98.7
25 Freeport, TX	41,293	0.3	0.0	98.9
26 Richmond, VA	35,351	0.2	0.0	99.2
27 San Francisco	28,893	0.2	0.1	99.3
28 Fernandina Beach, FL	21,398	0.1	0.0	99.5
29 Lake Charles, LA	20,249	0.1	-0.1	99.6
30 Mobile	13,996	0.1	0.0	99.7
All Other Ports	52,085	0.3%	0.0%	100.0%
Total	16,294,767	100.0%	0.0%	

### 1999 West Coast Cargo Highlights

Total revenue tonnage for 1999 was up 9.2% over 1998, and the number of container TEUs, as has been the case every year since 1975, was up again. The cargo sector that has experienced a significant comeback in recent years is the General Cargo sector, which for the first time since 1974, exceeded 10,000,000 revenue tons. The Autos & Trucks sector also experienced a good year as revenue tonnage topped 17,500,000 for the first time since 1990.

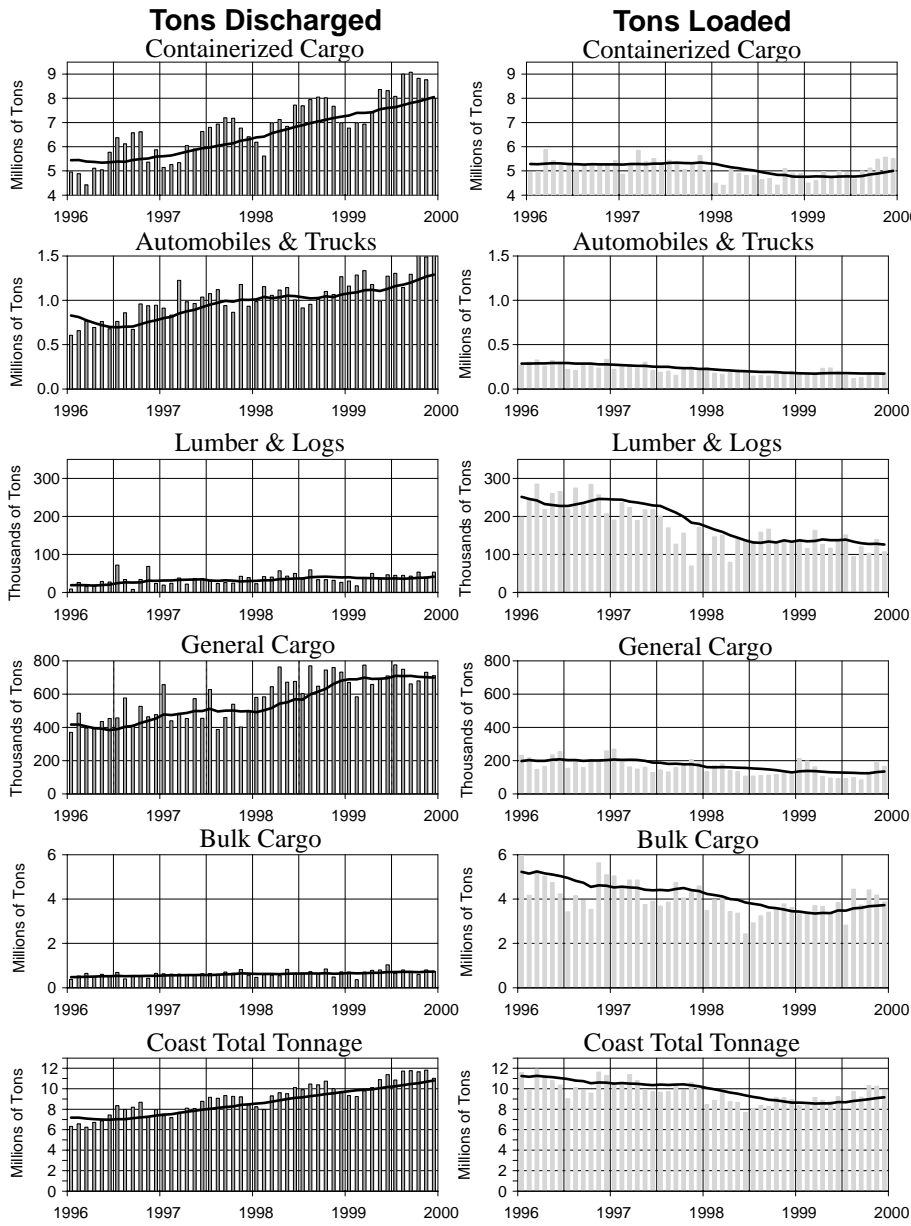
### CONSUMER PRICE INDEX U.S. CITY AVERAGE - ALL ITEMS (1982-84 = 100)

Month	1998	1999	2000	12 Mo.
JAN	158.4	161.0	165.5	2.80
Feb	158.5	161.1		1.64
Mar	158.7	161.4		1.70
Apr	159.1	162.7		2.26
May	159.5	162.8		2.07
Jun	159.7	162.8		1.94
Jul	159.8	163.3		2.19
Aug	160.0	163.8		2.38
Sep	160.2	164.7		2.81
Oct	160.6	165.0		2.74
Nov	160.7	165.1		2.74
Dec	160.7	165.1		2.74



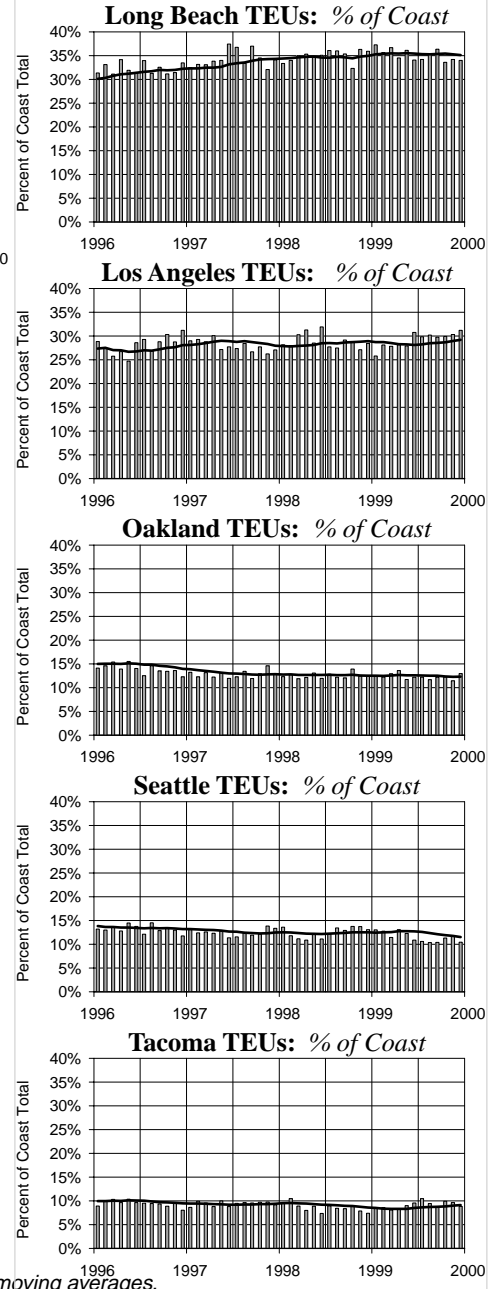
# Monthly Tonnage by Reporting Category: Discharged vs. Loaded

*Actual Tons Reported by Month*



In the Tonnage graphs above, bars represent monthly totals, and the lines show 12-month moving averages.

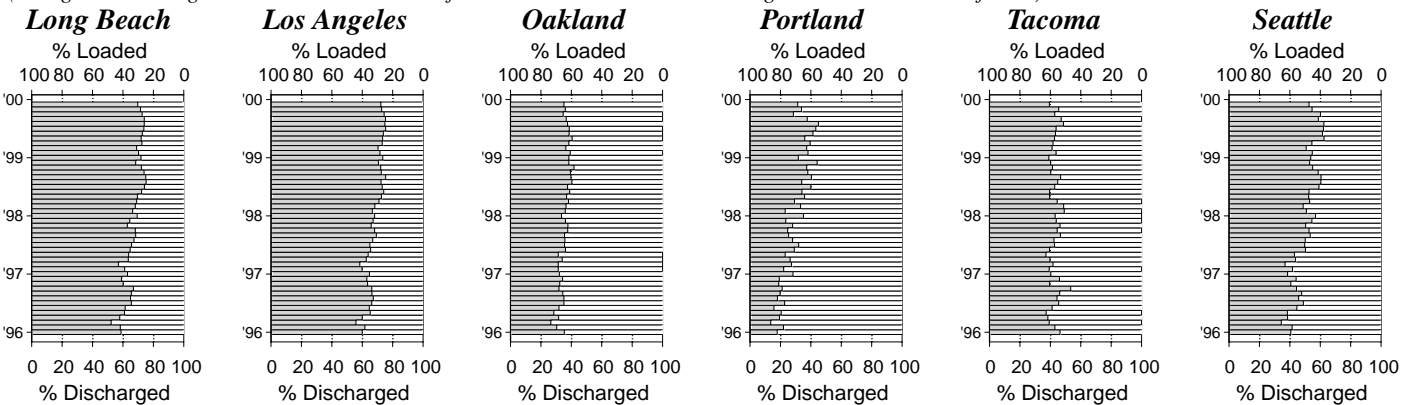
## Major Container Ports: Percent of Coast Total TEUs



## "Weighted" Tonnage: % Discharged vs. % Loaded

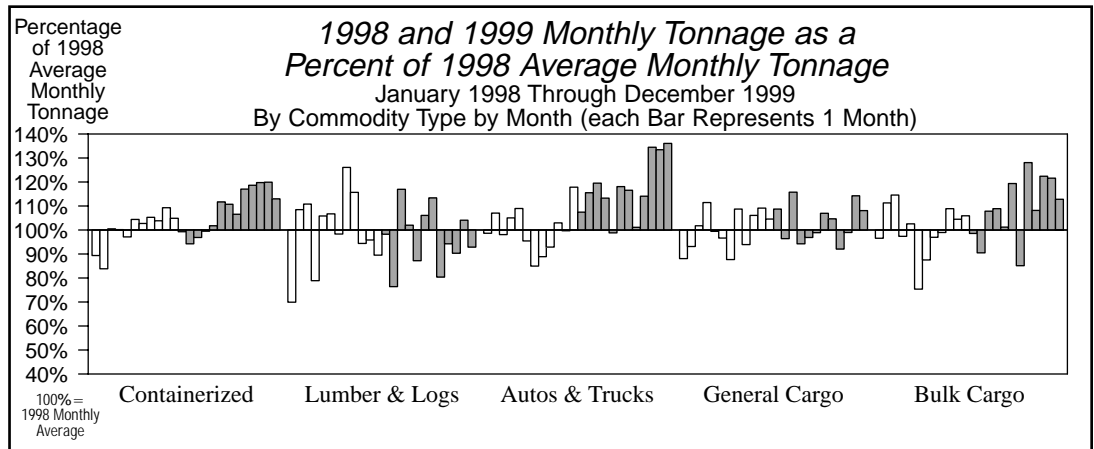
("Weighted" Tonnage = Containerized + 1/6 of Autos & Trucks + Lumber & Logs + General + 1/50 of Bulk)

% Discharged  % Loaded



ILWU LOCAL/PORT AREA	REGISTRATION		STATS (For 52 Payroll Weeks)							PORT HOURS (Year-to-date)					TONNAGE BY PORT AREA (For 12 months-to-date & YTD)									
	(At 1/31/00)		(Ending 1/29/00)		Hours Paid:					Hours Paid at					% of Category Coast Total (12 Months-to-Date)					% of 1999 YTD				
	Class	Number	Annual	Wkly	Out of	Other	Cas-	Inac-	P/R Wks	1-5, '00	Occ Codes	Exp.	Cont'r	Lmbr	Autos	Other	Bulk	1999 YTD	Coast	'99 as a	Cstwise			
TOTAL	"B"	Working	Hrs Pd	PGP	Port	Local	uals	tives	Avg. Wkly	% Cst	Clk	Frm	Rates*	RU's	Logs	Trucks	Gen'l	Cargo	TOTAL	(Jan-Oct)	Total	% of '98	Loaded	
NO.	NO.	NO.	HRS	\$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS	
<b>Longshoremen</b>																								
<b>Southern California</b>																								
29 San Diego	51	19	51	2,433	< 1	6.8	7.3	40.0	0.0	3,771	0.9	9.4	13.7	34.7	< 0.1	4.2	12.7	2.1	3.3	1.8	4,283,309	1.8	143.0	0
13 Los Angeles/Long Beach	4,031	725	3,984	2,143	< 1	0.3	0.8	7.8	0.7	252,918	60.3	25.1	9.9	22.3	64.3	6.7	34.7	52.4	24.1	52.2	125,009,671	52.2	108.4	154,495
46 Port Hueneme	81	2	79	2,084	1	5.9	8.0	42.0	0.0	7,869	1.9	15.5	7.5	37.1	0.1	-	11.1	6.7	0.1	1.2	2,859,595	1.2	115.1	0
<b>Southern California Total</b>	<b>4,163</b>	<b>746</b>	<b>4,114</b>	<b>2,146</b>	<b>&lt; 1</b>	<b>0.5</b>	<b>1.2</b>	<b>9.4</b>	<b>0.6</b>	<b>264,559</b>	<b>63.1</b>	<b>24.6</b>	<b>9.9</b>	<b>22.9</b>	<b>64.4</b>	<b>10.9</b>	<b>58.5</b>	<b>61.2</b>	<b>27.5</b>	<b>55.2</b>	<b>132,152,575</b>	<b>55.2</b>	<b>109.4</b>	<b>154,495</b>
<b>Northern California</b>																								
10 San Francisco Bay Area	968	152	916	1,813	< 1	1.0	0.7	4.9	3.4	50,383	12.0	26.5	8.3	21.6	12.6	0.1	5.0	6.7	2.2	9.4	22,480,537	9.4	106.7	598
54 Stockton	53	19	53	1,589	45	10.6	5.1	11.3	3.4	2,189	0.5	18.9	6.7	7.4	-	-	-	0.9	2.8	0.7	1,594,555	0.7	107.1	0
18 Sacramento	22	0	22	1,674	127	11.9	20.0	19.5	2.2	2,192	0.5	25.4	5.3	16.6	-	0.1	-	2.3	1.1	0.4	838,883	0.4	107.5	3,138
14 Eureka	28	0	28	1,227	226	32.0	7.5	11.3	6.5	922	0.2	10.5	9.5	13.8	< 0.1	5.7	-	2.2	0.7	0.3	701,256	0.3	146.0	0
<b>Northern California Total</b>	<b>1,071</b>	<b>171</b>	<b>1,019</b>	<b>1,782</b>	<b>12</b>	<b>2.3</b>	<b>1.5</b>	<b>5.7</b>	<b>3.4</b>	<b>55,686</b>	<b>13.3</b>	<b>25.9</b>	<b>8.2</b>	<b>20.7</b>	<b>12.6</b>	<b>5.9</b>	<b>5.0</b>	<b>12.2</b>	<b>6.9</b>	<b>10.7</b>	<b>25,615,231</b>	<b>10.7</b>	<b>107.5</b>	<b>3,736</b>
<b>Oregon</b>																								
12 North Bend/Coos Bay	86	11	81	1,073	269	50.8	0.1	0.1	5.8	1,073	0.3	10.8	8.6	0.3	< 0.1	6.8	-	0.1	4.0	0.9	2,261,543	0.9	92.8	54,659
53 Newport	8	1	8	722	458	69.7	25.4	0.4	0.9	40	0.0	0.0	0.0	0.0	-	0.4	-	-	-	< 0.1	8,673	0.0	178.2	0
50 Astoria	40	0	40	698	502	85.2	5.7	0.2	2.0	7	0.0	0.0	0.0	0.0	-	1.0	-	-	-	< 0.1	20,306	0.0	46.0	1,923
8 Portland	462	50	452	1,753	9	3.4	10.8	3.5	3.5	19,166	4.6	14.9	7.6	9.9	2.4	2.2	18.9	8.0	20.8	7.9	18,985,297	7.9	105.0	46,295
4 Vancouver, WA	140	42	138	1,796	12	12.1	12.6	6.5	2.8	6,674	1.6	14.6	6.5	10.5	< 0.1	-	3.0	3.9	7.6	2.1	4,998,814	2.1	99.4	0
21 Longview, WA	189	31	187	1,884	9	22.5	7.4	5.7	3.5	8,827	2.1	9.2	8.1	9.8	< 0.1	31.1	-	7.4	14.1	3.7	8,883,412	3.7	119.6	59,750
<b>Oregon Total</b>	<b>925</b>	<b>135</b>	<b>906</b>	<b>1,670</b>	<b>59</b>	<b>13.8</b>	<b>10.1</b>	<b>4.4</b>	<b>3.4</b>	<b>35,786</b>	<b>8.5</b>	<b>13.3</b>	<b>7.5</b>	<b>9.7</b>	<b>2.4</b>	<b>41.6</b>	<b>21.9</b>	<b>19.3</b>	<b>46.5</b>	<b>14.7</b>	<b>35,158,045</b>	<b>14.7</b>	<b>106.5</b>	<b>162,627</b>
<b>Washington</b>																								
24 Aberdeen	66	0	66	1,413	173	22.1	12.5	5.7	1.3	1,455	0.3	7.4	8.3	2.2	< 0.1	14.9	-	0.8	-	0.2	384,856	0.2	115.4	199,906
27 Port Angeles	52	0	52	702	555	70.8	4.2	0.9	2.3	203	0.0	9.7	10.8	0.0	-	1.7	-	-	0.4	0.1	270,660	0.1	112.3	74,230
51 Port Gamble	10	0	10	451	700	83.0	0.0	0.0	13.9	0	0.0	-	-	-	-	-	-	-	-	-	0	0.0	-	0
47 Olympia	28	5	28	683	379	47.0	14.0	5.0	0.6	70	0.0	0.0	57.5	0.0	-	1.1	-	< 0.1	< 0.1	< 0.1	39,071	0.0	33.3	100
23 Tacoma	493	119	491	1,947	< 1	0.9	4.6	18.7	0.1	31,428	7.5	21.5	8.1	15.4	9.1	16.6	10.4	2.5	12.4	9.7	23,314,573	9.7	121.6	0
19 Seattle	569	120	563	1,815	< 1	2.4	4.1	8.8	1.3	28,472	6.8	26.9	8.4	6.9	11.5	1.0	4.0	2.6	3.9	8.8	21,024,808	8.8	103.6	57,525
32 Everett	48	0	45	1,135	220	16.8	8.5	6.9	3.8	735	0.2	7.2	7.6	1.4	< 0.1	5.2	< 0.1	0.2	0.7	0.2	478,220	0.2	96.7	20,542
25 Anacortes	13	0	13	1,172	226	36.5	21.2	2.3	1.3	324	0.1	13.4	23.2	0.0	< 0.1	1.1	-	-	0.4	0.1	269,058	0.1	87.0	0
7 Bellingham	28	0	28	1,069	243	10.7	12.9	9.7	7.2	440	0.1	11.4	11.0	11.8	-	< 0.1	< 0.1	1.2	1.2	0.3	795,220	0.3	103.8	1,440
<b>Washington Total</b>	<b>1,307</b>	<b>244</b>	<b>1,296</b>	<b>1,719</b>	<b>60</b>	<b>4.9</b>	<b>4.9</b>	<b>13.1</b>	<b>0.9</b>	<b>63,125</b>	<b>15.1</b>	<b>23.3</b>	<b>8.4</b>	<b>11.0</b>	<b>20.6</b>	<b>41.6</b>	<b>14.6</b>	<b>7.3</b>	<b>19.2</b>	<b>19.4</b>	<b>46,576,466</b>	<b>19.4</b>	<b>111.6</b>	<b>353,743</b>
<b>Total/Average</b>	<b>7,466</b>	<b>1,296</b>	<b>7,335</b>	<b>1,961</b>	<b>20</b>	<b>2.8</b>	<b>2.8</b>	<b>9.0</b>	<b>1.3</b>	<b>419,263</b>	<b>100.0</b>	<b>23.6</b>	<b>9.3</b>	<b>19.6</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>239,502,317</b>	<b>100.0</b>	<b>109.2</b>	<b>674,601</b>
% Change from Update of 2/99	0.0	-19.4	+0.3	+4.3	-4.8	+0.2	-0.2	-0.4	+0.7	-11.6	+0.7	+0.3	-0.6		9.4%	-5.7%	19.9%	4.7%	6.9%	9.2%			-22.4%	

<b>Clerks</b>												
29 San Diego	4	0	4	***	***	10.5	37.5	13.8	0.0			
46 Port Hueneme	12	0	12	2,613	-	2.2	32.8	8.8	0.0			
63 Los Angeles/Long Beach	911	2	898	2,697	< 1	0.1	10.8	15.3	1.2			
14 Eureka	2	0	2	***	***	21.1	44.1	0.2	16.9			
34 SF Bay Area & Delta	264	9	261	2,396	1	2.7	9.4	2.1	3.1			
40 Portland	91	0	90	2,449	4	33.5	12.0	1.9	2.6			
23 Tacoma	71	0	71	2,640	-	0.3	39.8	2.2	2.5			
52 Seattle	158	0	156	2,566	-	14.0	12.4	2.9	2.7			
<b>Total/Average</b>	<b>1,513</b>	<b>11</b>	<b>1,494</b>	<b>2,611</b>	<b>&lt; 1</b>	<b>3.9</b>	<b>13.0</b>	<b>10.7</b>	<b>1.8</b>			
<b>Foremen/Walking Bosses</b>												
29 San Diego	2	0	2	***	***	0.4	72.6	3.7	0.0			
46 Port Hueneme	5	-	5	2,533	< 1	0.3	40.6	0.9	0.0			
94 Los Angeles/Long Beach	353	-	349	3,480	-	0.4	5.1	0.0	2.8			
91 Northern Calif. Area	70	-	68	2,685	26	0.6	16.2	0.0	6.1			
92 Portland	49	-	49	2,433	12	14.7	15.6	0.0	8.7			
98 Seattle	96	-	93	2,655	13	8.8	15.1	0.0	2.2			
<b>Total/Average</b>	<b>575</b>		<b>566</b>	<b>3,149</b>	<b>6</b>	<b>2.5</b>	<b>9.9</b>	<b>0.1</b>	<b>3.5</b>			



\* Longshore and Clerk hours only. \*\*\* "Annual Hrs Pd" and "Wkly PGP" for groups of less than five individuals are not shown, but the data are included in category averages.