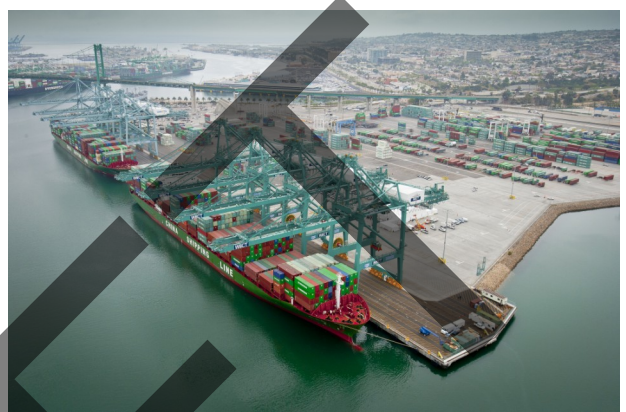


PORTS OF LOS ANGELES/LONG BEACH

Updated: June 23, 2011

WHAT IS IT?

The Ports of Los Angeles and Long Beach (LA/LB) are the first and second (respectively) busiest container ports in the United States. The ports are located next to each other about 20 miles south of downtown Los Angeles and 2 miles southwest of downtown Long Beach. The location and capacity of the dual ports makes it the busiest container port in the U.S. The port mainly sees traffic from manufacturing centers in Asia, including China, Japan, Taiwan, Thailand, and South Korea.



CURRENT SHIP SIZE RESTRICTIONS (PANAMAX VESSELS)

- 965 feet long
- 106 feet wide
- 39.5 feet of draft
- 190 feet in height (205 feet at low tide)

NEW SHIP SIZE (PANAMAX VESSELS)

- 1,200 feet long
- 160.7 feet wide
- 49.9 feet of draft

PORT BUSINESS

The Ports of Los Angeles and Long Beach together handled 14.1 million 20-foot equivalent (TEU) containers in 2010. Los Angeles handled 7.8 million TEUs and Long Beach handled 6.3 million TEUs. This is down from a high of 15.8 million TEUs in 2006 (8.5 million in Los Angeles, 7.3 million in Long Beach). The ports ranked as the 16th (Los Angeles) and 18th (Long Beach) busiest container ports in the world in 2009. Combined they would rank 5th, trailing Singapore, Shanghai, Hong Kong, and Shenzhen. The continued success of the Ports of Los Angeles and Long Beach benefits central Ohio as a freight hub. Central Ohio is home to 4 intermodal container yards, all of which see traffic from the Ports of LA/LB.

GLOBAL SHIFT IN TRADE

The expansion of the Panama Canal will have a big impact on the Ports of LA/LB. The new capacity will allow increased access to east coast ports for ships that otherwise would have to unload on the West Coast. This will have the effect of reducing congestion at West Coast ports such as Los Angeles and Long Beach. The biggest effect will be felt at ports on the East Coast, such as the Port of Virginia and the Port of New York and

New Jersey. However, the impact will not stop at the ports. Public/private partnerships have developed to deal with the movement of this new freight inland. Two of the major partnerships have directly impacted central Ohio; NS's Heartland Corridor and CSX's National Gateway. Both of these projects have had major impacts on the region, both in terms of intermodal growth and the location of new intermodal yards.

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