



INTERNATIONAL TRADE TRENDS & IMPACTS

The Southern California Region

MAY 2009



WORLD TRADE CENTER ASSOCIATION
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International Trade Trends & Impacts:
The Southern California Region
2008 Results and 2009 Outlook

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2008 International Trade Results and 2009 Outlook

- ✎ 2008 a year of change
- ✎ Los Angeles still #1 international trade center in the U.S.
- ✎ 2009 outlook → another decline in activity
- ✎ U.S. dollar → stronger
- ✎ Exports → significant decrease
- ✎ Container traffic at LA-LB ports → decline
- ✎ Trade industry faces hurdles to growth
 - Global economic slowdown
 - Environment
 - Security
 - Capacity (but new terminal projects underway)

By the Numbers

	<u>2008</u>	<u>2009F</u>	<u>% Change</u>
Ports of LA-LB TEU's	14.3 Mil	12.4 Mil	- 13.5%
Exports	3.5 Mil	3.0 Mil	- 14.6%
Imports	7.3 Mil	6.6 Mil	- 10.0%
Two-Way Trade Values at LACD	\$356.1 Bil	\$300.0 Bil	- 15.8%
Int'l Trade Employment (Five-county area)	496,000	450,000	- 9.3%

Things to Watch

Ocean Shipping

- Falling demand
- Overcapacity
- Security → "10 + 2" rule
- Environmental remediation
- Port expansion projects

Air

- Falling demand
- Overcapacity
- High air freight costs
- Security → 100% cargo screening

Rail

- Falling demand
- Diversion
- High intermodal rates
- Fierce opposition to BNSF and Union Pacific railroad facilities expansions

Port Trucking

- Falling demand
- TWIC Implementation
- Replacing older trucks

2008 -- A Year of Surprises

The year 2008 brought some surprises—many of them unhappy—for the business of international trade in Southern California, and 2009 could see more of the same. The most visible 2008 surprise was a -9.7% drop in the number of loaded import containers handled at the ports of Los Angeles and Long Beach, the second year of decline. On the other hand, export activity started out strongly but faded by year end, and loaded export TEUs ended up by only +9.0%.

What Happened in 2008?

Unfavorable macroeconomic developments were at work all year long. Early on, the most visible negatives were the housing industry slump—which reduced the need to import as much lumber and furniture—and growing weakness in auto sales, which crimped imports of vehicles and parts. As the year progressed, retailers moved aggressively to whittle down inventories in anticipation of a weak Christmas. All these factors weighed down imports through the Los Angeles/Long Beach ports. Then, the financial crisis struck in September, and all sectors of the economy went into severe declines. International trade flows were disrupted around the world.

Other important industry-specific forces were also at work in 2008. Soaring prices of crude oil caused shipping lines, truckers, and railroads to boost their rates sharply. Rising transportation costs at a time of falling demand sent shippers back to their logistics specialists to find the lowest-cost routes, even if they took longer. Simultaneously, the local ports began to implement their new Clean Air Action Plans, imposing higher container fees and restricting the types of trucks that could enter the port areas.

The result of all this turmoil? The ports of Los Angeles and Long Beach did not always do well in the shippers' evaluations, even though congestion in and around the port complex lessened markedly along with container traffic (one of the great urban myths is that the twin ports are always congested). Some national importers continued to divert cargos through the Panama Canal to Gulf and East Coast ports. And shipping lines moved vessels out of Trans-Pacific trade routes to

take advantage of better opportunities in the Asia-Europe and Asia-East Coast routes (though by year-end, even this strategy did not help much).

What Will Influence 2009's Results?

The year 2009 is off to a poor start, with container counts down by double digits compared with early 2008. With the timing of economic recovery uncertain, Southern California's international trade industry will need to develop strong survival instincts. The uncertain U.S. economy is just one troubling factor. Another major concern is the ports' continuing efforts to implement the labor portions of the Clean Air Plan, to which truckers have objected. The issue is now tangled up in the courts

Trade security will continue to be an industry focus, with final implementation of the TWIC card (transportation worker identification credential) expected during 2009. The number of port truck drivers who possess TWIC cards is smaller than expected but appears adequate to handle reduced cargo traffic. However, there are concerns about driver supply once the recovery gets under way.

Right over the horizon is implementation of the "10 + 2" rule. Importers will have to provide many more details—about who manufactured the product, who loaded it into the container and where—before Customs will approve loading the container on a U.S. bound ship at a foreign port. Smaller importers and freight consolidators could have some problems getting used to the new system.

Also, there is some concern about extra costs and the potential for delaying shipments.

While fuel costs have receded, the railroads, steamship lines and truckers are reducing their “fuel surcharges” only slowly. This provides another bone of contention with shippers, who want to see rates come down faster.

Much of the focus in international trade is on ocean shipping, but the international airfreight business is in turmoil as well. With costs rising and demand falling, fewer and fewer

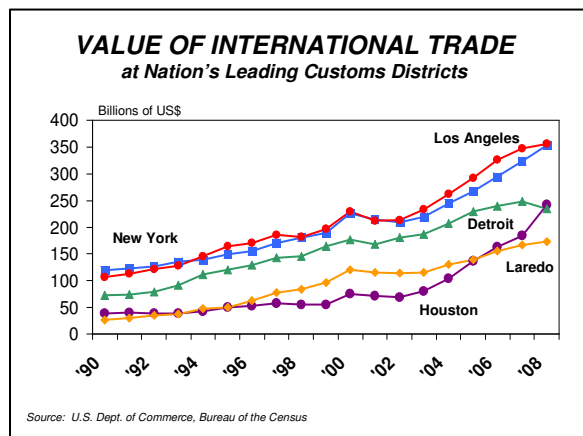
cargos are deemed “time-sensitive” during recession. The airfreight industry faces new requirements for 100% screening of cargo. And with traffic on a downtrend, there are ongoing threats of overcapacity.

The business of international trade in Southern California has always been fraught with concerns. The industry is not helped by the fact that this large activity is very disorganized. Better get out the aspirin bottle; 2009 could easily bring more headaches.

Trade Results for 2008

The Los Angeles Customs District just barely retained its first place ranking in the **total value of two-way trade** during 2008, with an increase of +2.5% to \$356.1 billion. The number two district, New York, saw a more robust gain of 9.3% to \$353.6 billion. New York was the beneficiary of increased trade flows with both Europe and Asia through the Suez Canal. Houston took the number three spot, recording a huge gain of 31.0% to \$242.0 billion. Higher oil prices accounted for much of the increase. [See Appendix Table 1]

Stand-outs in 2007-2008 growth were 5th ranked New Orleans (up by 24.0% to \$214.2 billion)—reflecting continued recovery from Katrina as well as the boom in exports of commodities—and 7th ranked Chicago (a gain of 15.6% to \$153.6 billion, due to rising prices of oil and chemicals).



The only change in rankings of the nation's top 10 customs districts in 2008 was Houston, which bumped auto-centric Detroit to take third place. Detroit is a major port of entry for vehicles and parts moving between plants in the U.S. and Canada, and recorded a decline of -5.6% in trade value to \$234.9 billion. The Seattle Customs District (number 8) posted the only other 2008 decline in the value of two-way trade, a decrease of -1.7% to \$130.1 billion, reflecting a drop in aircraft exports.

Elsewhere in California, the San Francisco Customs District (number 9) posted a modest gain of +2.1% in the total value of two-way trade during 2008. The San Diego Customs District, not in the top 10, saw two-way trade value edge down by -0.8% in 2008. Growth was held back by a decline in import values.

Combining all three customs districts, the state of California's two-way trade value rose by +2.1% in 2008 to \$523.6 billion. While the Los Angeles district hit a new record level during the year, the San Francisco district was still well below its all-time peak of \$127.2 billion recorded back in 2000 (just before the tech bust).

As usual, trade in the Los Angeles Customs District was dominated by imports in 2008, though their value edged up by just +0.2%

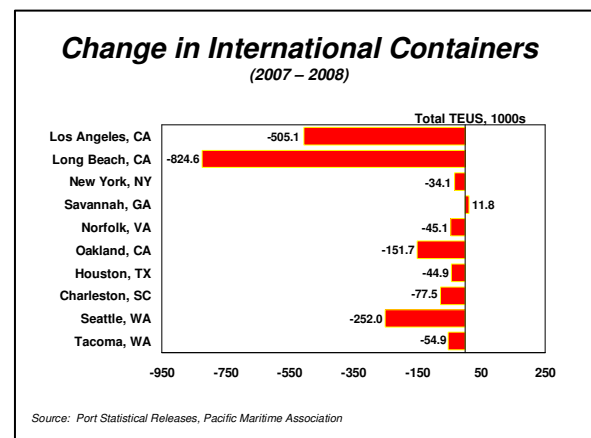
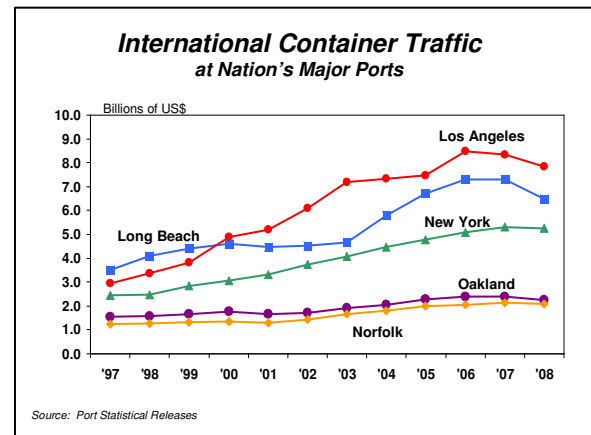
over the prior year. Export growth continued at a healthy pace, however, though “only” in single-digits following three years of high growth.

The **number of containers handled** is the other commonly used headline measure of international trade activity. (Containers are measured in TEUs or 20-foot equivalent units. Most containers nowadays are 40-foot or two TEUs.)

The port of Los Angeles (POLA) remained number one in the nation measured by the number of containers handled during 2008. However, the port’s total container count dropped by -6.0% (-505,000 TEUs) to 7.85 million TEUs. Long Beach, ranked number two nationally, posted a -11.3% decline (-824,000 TEUs) to 6.49 million TEUs. The port of New York remained in third place, down by just -0.6% to 5.26 million TEUs.

Diversion is a word frequently heard nowadays at Southern California’s ports, and the container growth numbers are quite revealing in this regard. Along the East Coast, Savannah was the only major port to record a gain in containers handled during 2008, and that was only +0.5% (or +12,000 TEUs). Still, New York’s loss was small, only -34,000 TEU during 2008. Norfolk also saw a small decline of -2.1% (or -45,000 TEUs).

On the West Coast, the number of loaded containers handled at the port of Oakland in 2008 moved down by -6.4% (-152,000 TEUs), while Seattle recorded a -15.5% decrease (-252,000 TEUs). Tacoma moved down by -3.9% (or -55,000 TEUs).



Myth

The Ports of Los Angeles and Long Beach are always congested.

Fact

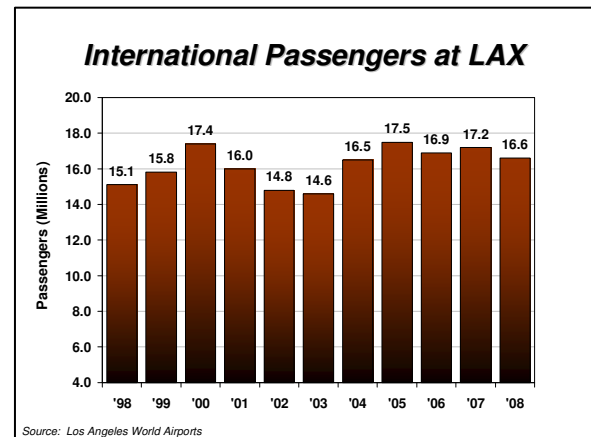
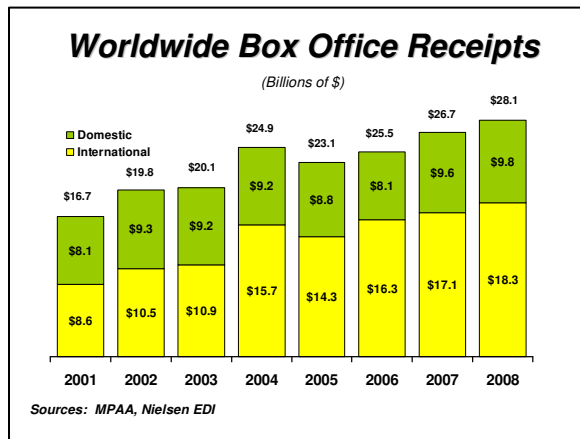
“This myth stems from a period of congestion occurring in 2004, when a confluence of events contributed to a labor, rail and truck shortage that resulted in significantly increased turnaround times for container ships. The Ports of Los Angeles and Long Beach took this as a learning experience and made necessary adjustments. Since that time, there has NEVER been a period of congestion in either Port. One classic adjustment has been Pier Pass, an extension of terminal gate hours that not only smoothed out cargo distribution, but alleviated local traffic congestion and mitigated air pollution. For this and other innovations, many competitor ports actually look to Los Angeles-Long Beach for ideas to alleviate their own congestion issues.”

Captain R.B. McKenna
Executive Director
Marine Exchange of Southern California

Trade in Services

All the data in this report are for trade in goods and do not include international trade activity in services. Some data on service trade are available at the national level, but not at the state or local level. However, services are a significant export activity for the Los Angeles area.

One prominent example is international film box office receipts, which totaled \$18.3 billion in 2008 according to the Motion Picture Producers Association. However, a good share of that revenue goes to theater owners. According to the U.S. Department of Commerce, U.S. receipts for film and television rentals abroad totaled \$15.0 billion in '07 (this would go to the film companies). Video games are evidently not included. Using the '07 ratio of foreign rental receipts to international box office suggests that 2008 rental receipts were about \$16.1 billion.



Another service export activity is international tourism to Southern California. Foreign visitors to Los Angeles County spent \$4.3 billion in 2007. Some people do not think of this as an “export,” but it is, since tourists like to shop, visit theme parks and other attractions, and spend money on local food and lodging.

A third Los Angeles area service export is work performed overseas by architecture and engineering firms. International students attending local colleges and universities (USC ranks number one in the number of foreign students) also represent a service export. Finally, there is medical tourism, as wealthy offshore residents come to Los Angeles for special medical treatment. Often times they will bring family members, who again stay in local hotels and go shopping.

West Coast Port Trends

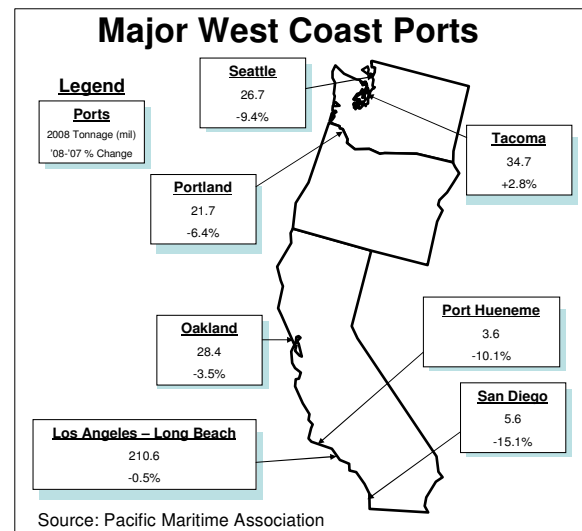
The Pacific Maritime Association compiles tonnage-based measures of activity at the West Coast ports, and the 2008 numbers are interesting. Total tonnage moving through the U.S. West Coast fell by -3.8% in 2008. The Pacific Northwest ports declined the least, by just -0.4% or -409,400 short tons. Kalama, WA was the individual growth leader, with an increase of +28.0%. Much of the increase was driven by rising grain exports to China, Japan, and South Korea. [See Appendix Tables 3A-C]

All the other major ports on the West Coast recorded declines in tonnage during 2008. The Northern California ports had a collective -5.5% decrease in tonnage, while Southern California's ports recorded a -5.2% loss. Losses among the southern ports included -15.5% at the Port of San Diego to -10.1% at Port Hueneme, -6.0% at Long Beach, and -3.8% at Los Angeles.

Southern California's share of West Coast tonnage slipped to 59.4% from 60.3% in 2007. Northern California's share inched down to 10.4% from 10.6%.

Looking at the tonnage share of individual ports, Los Angeles edged up to 30.1% of the West Coast total from 30.0% in 2007, as Long Beach fell to 26.8% from 27.4%. San Diego declined to 1.6% from 1.8%, while Hueneme edged down to a 1.0% share in 2008 from 1.1% the previous year.

The roster of the **world's top container ports** remained little changed in 2008, despite the slippage in volume at Los Angeles-Long Beach (-8.5%) and lackluster growth at Hong Kong (+1.0%) and Shenzhen (+1.5%). Singapore remained number one, with a +7.1% increase over the year to 29.9 million TEUs. Shanghai ranked second, up by +7.0% to 28.0 million TEUs. Hong Kong was third at 24.2 million TEUs, while Shenzhen recorded 21.4 million TEUs.



Los Angeles-Long Beach was in fifth place, while Busan, Korea ranked sixth, with a +1.3% gain to 13.4 million TEUs.

Note: People often call the LAEDC asking for the phone number and address of the “Los Angeles Customs District.” There is no such physical entity. Foreign trade activity is monitored by the U.S. Bureau of the Census, and the “customs district” is simply a reporting device. The Los Angeles District includes the seaports of Hueneme (in Ventura County), Long Beach, and Los Angeles; Los Angeles and Ontario International airports; several oil terminals along the coast; and McCarran Field in Las Vegas.

The San Francisco Customs District includes all ports and international airports in the northern half of California plus Reno NV. The San Diego district includes the local port, the airport, and the border crossings with Mexico.

Airport Cargo Trends

Air cargo moves more swiftly than other methods but the freight rates are a good deal higher. Thus, airborne exports and imports tend to be small, light-weight, high-value products needing quick delivery. This type of freight is often transported by specialized, international air cargo carriers. However, a surprisingly large amount also moves in the cargo holds of international passenger flights.

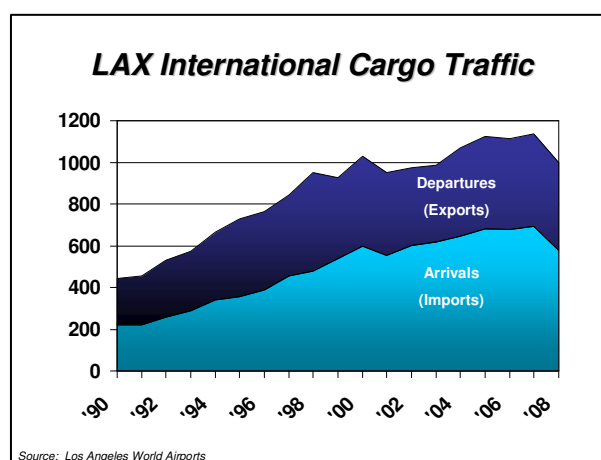
Both types of international airlines operate out of Los Angeles International Airport (LAX). By volume, international air cargo tonnage arriving and departing through LAX decreased by -12.9% in 2008 to 970,100 tons, after setting a new record in 2007. Import tonnage was the main culprit, dropping by -17.1% over the year. Export tonnage out of LAX declined by -6.4% during 2008.

Only international cargo carriers operate out of Los Angeles/Ontario International Airport (ONT). By volume, ONT's international freight results for 2008 were mixed and not as volatile as LAX, with a -1.2% decline in total tonnage. Import tonnage fell by -4.6% during 2008, while export tonnage actually increased by +6.8%.

Statistics about the value of international freight moving through the Los Angeles Customs District are revealing. In 2008, the value of imports by air totaled \$37.2 billion compared with \$282.6 billion by sea. By

commodity type, the most important air import items in 2008 were “computers, peripherals, machinery, appliances & parts” valued at \$11.4 billion, followed by “electrical equipment, TVs, & electronic parts” valued at \$10.5 billion.

The value of exports by air in 2008 was \$41.5 billion, compared with \$66.9 billion moving by sea. The top product group moving by air was “electrical equipment, TVs, & electronic parts” valued at \$13.5 billion. The second biggest export product group was “computers, peripherals, machinery, appliances & parts” valued at \$7.2 billion. Ranking third in exports by air were “optical, photo & medical/surgical instruments,” valued at \$6.0 billion in 2008. [See Appendix Tables 7-8]



Job Trends in International Trade

International trade activity in the Los Angeles five-county area turned down in 2008, especially in the last quarter. About -5,600 trade-related jobs were lost during the year, which moved average annual employment to 496,000 positions.



This count includes not only longshoremen working at the port but also a wide array of other activities that pay good wages. Included are vessel operation, services to vessels, cargo

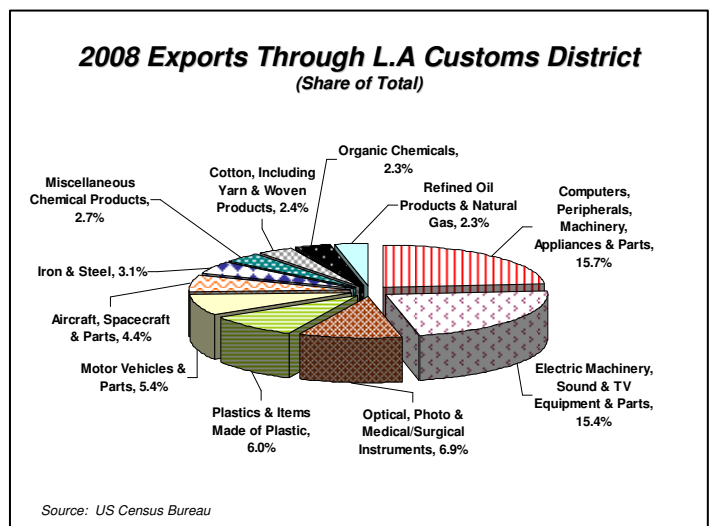
handling, surface transportation, (rail and truck), air cargo, logistics services, trade finance, freight forwarding, customs brokers, insurance and law (the latter are necessary to interpret the growing roster of trade security regulations). Many of these workers are poorly captured by the wage and salary employment numbers published by the state Employment Development Department. Independent port truckers are the best example; many have no “employees” at all and are simply not counted by the EDD.

Where are the largest concentrations of international trade jobs in Southern California? They are most visible in and around the ports and airports, but there are other hot spots including the western end of the Riverside-San Bernardino area. Other areas also are popping up, including further east along the I-10 corridor, in the high desert area of San Bernardino County and in the Antelope Valley in north Los Angeles County. [See Appendix Table 5]

Product Trade Trends

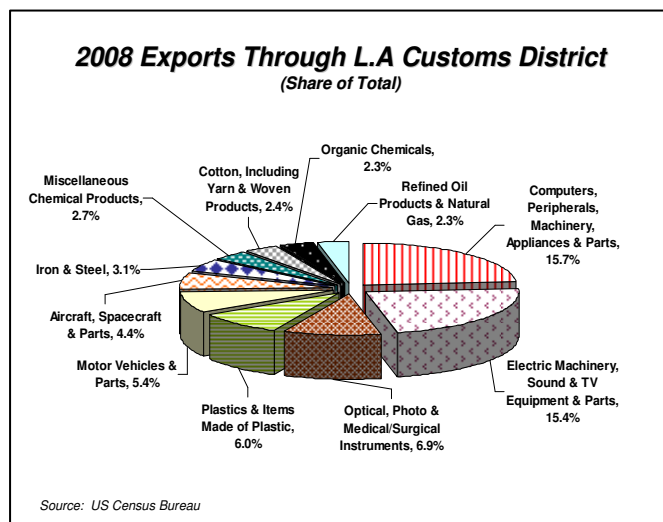
Exports: The top export commodity moving out of the Los Angeles Customs District in 2008 was “computers, peripherals, machinery, appliances & parts” with a total (sea, air and overland) value of \$17.3 billion. “Electrical equipment, TVs, & electronic parts” ranked a close number two, with a total value of \$17.0 billion. In third place were “optical, photo & medical/surgical instruments” with a total value of \$7.6 billion.

A couple of the more interesting exported products moving out of the Los Angeles Customs District were “natural pearls, precious stones & metals; coins,” valued at \$1.94 billion in 2008, and “toys, games & sports equipment,” valued at \$1.04 billion. [See Appendix Table 7]



Imports: There was a tight race for the top spot in import products coming into Los Angeles in 2008. Number one was “electrical equipment, TVs, & electronic parts” at \$58.2 billion. Just behind were “computers, peripherals, machinery, appliances & parts” at \$56.0 billion. In third place were “motor vehicles & parts”, with a value of \$30.0 billion.

Imports of apparel and related items were valued at \$26.4 billion, while refined oil products & natural gas were valued at \$21.4 billion. Imports of toys, games & sports equipment were valued at \$14.5 billion, and furniture imports were valued at \$11.9 billion. [See Appendix Table 8]



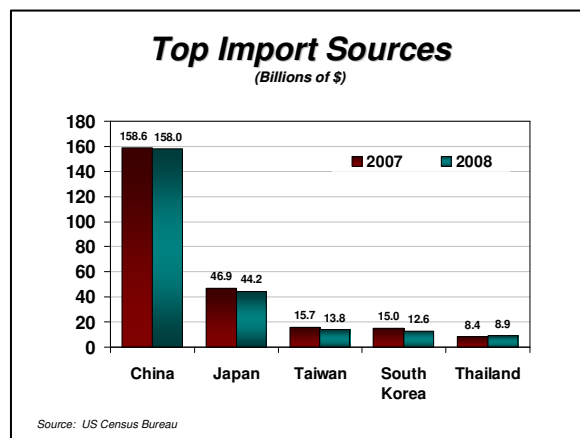
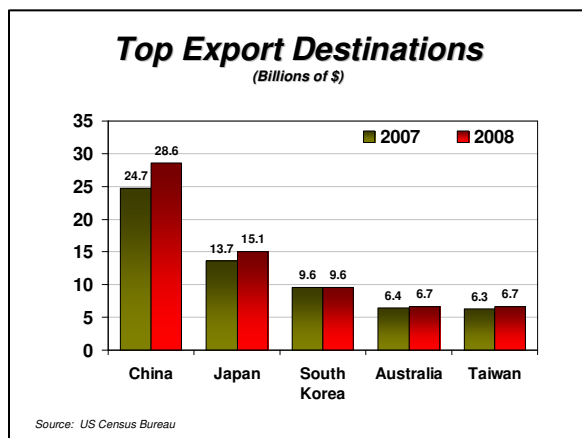
Trade Partners

China remained firmly in first place as the Los Angeles Customs District top trading partner in 2008 with a two-way trade value of \$186.6 billion (using “general imports,” reflecting the total cargo unloaded). Japan was a distant number two, with a total value of \$59.3 billion, followed by South Korea with a 2008 two-way trade value of \$22.2 billion. [See Appendix Table 11A]

Were there any significant changes to the top 20 roster in 2008? Not at the top, but further down, Vietnam moved from 12th place in 2007 to 11th in 2008, and Iraq jumped from 16th place in 2007 to 12th in 2008.

Five European nations made the top 20 trading partners roster for Los Angeles. Germany set the pace, with a 2008 value of \$9.0 billion. [Note that trade between the Los Angeles area and Canada and Mexico is understated. Many of the goods headed into or out of Los Angeles enter/exit the U.S. at inland border crossings and clear customs in districts like San Diego, Laredo (TX) and Blaine (WA).]

China was again the leader in imports to the Los Angeles Customs District in 2008, with a value of \$158.0 billion. Japan was again a very distant second with a value of \$44.2 billion. China was also the top destination for



exports from the Los Angeles District, with a 2008 value of \$28.6 billion. Japan was a much closer number two with a 2008 export value of \$15.0 billion.

It is no surprise that China continued to run a huge trade deficit with the Los Angeles Customs District, -\$129.4 billion in 2008. Japan was second on this measure, with a deficit of -\$29.2 billion. In both cases, the 2008 deficit was a bit smaller than in 2007, due to lower imports.

The Los Angeles Customs District does run a positive trade balance with some countries, including Australia (+\$4.6 billion in 2008), Singapore (+\$3.0 billion), the Netherlands (+\$0.8 billion), and France (+\$0.3 billion in 2007). Trade with the United Kingdom was almost in balance in 2008, with the Los Angeles District having a tiny surplus (+\$0.04 billion).

Trade Values by Port

Note: the international trade data allow the analysis of trade values moving through individual seaports and airports around the nation. For imports, the “general imports” data reflect the value of merchandise unloaded at the various ports, not the value of the merchandise that clears U.S. customs. Merchandise could enter the U.S. through one port but clear customs at another for several reasons, such as the use of free trade zones for further processing while in the U.S. In Los Angeles, the value of unloaded merchandise is higher than the value of goods that clear customs.

The port of Los Angeles remained the top port in the nation in 2008, with a total two-way trade value of \$245.4 billion. Kennedy International Airport in New York ranked #2, with a value of \$171.1 billion, and Houston was third with a 2008 value of \$147.8 billion. The port of Long Beach ranked #9, with a value of \$91.9 billion. Los Angeles International Airport placed 12th with a value of \$80.0 billion.

Looking at other California ports, San Francisco International Airport was 18th in total value, at \$53.0 billion. The port of Oakland was 26th with \$38.9 billion, while the Otay Mesa Station at San Diego ranked 30th with a value of \$32.6 billion in 2008.

Rankings on the roster of top *export* ports are much different. Kennedy International

Airport in New York was first, with a 2008 export trade value of \$87.3 billion, followed by Detroit at \$76.9 billion (mostly autos & parts). Los Angeles International Airport placed 7th at \$42.7 billion. Further back – 12th – was the port of Los Angeles at \$34.8 billion, while the port of Long Beach ranked 13th at \$31.9 billion.

Other California major ports on the export list included San Francisco International Airport (15th) with an export value of \$26.8 billion. The port of Oakland placed 29th at \$12.5 billion, while San Diego’s Otay Mesa Station placed 35th with a 2008 export value of \$10.6 billion.

The roster of ports based on value of imports unloaded looks more familiar. The port of Los Angeles ranked number one in 2008, with a value of \$210.5 billion. The port of Newark (New Jersey) was 2nd with a value of \$127.5 billion, while Chicago was 3rd at \$92.7 billion. The port of Long Beach placed 8th at \$60.0 billion, while Los Angeles International Airport ranked 15th in imports with \$37.3 billion.

Among the other major California ports, the port of Oakland was 23rd with a 2008 value of \$26.4 billion. San Francisco International Airport ranked 24th with \$26.2 billion, and Otay Mesa Station was 28th with \$22.2 billion. [See Appendix Tables 14-16]

Trade Infrastructure Projects

An efficient transportation system is a vital component of a vigorous economy. Goods movement in the United States has long benefited from one of the most productive transportation networks in the world. However, much of the nation's current transportation infrastructure is characterized by congestion and decay. Southern California's competitive advantage depends on sustaining a highly developed transport system; one that allows goods to move through the region efficiently and inexpensively, thus reducing congestion and minimizing environmental costs.

At the **Port of Long Beach (PoLB)**, work on **Berth G232**, the first of a new generation of environmentally friendly deep-water container terminals, was completed late in 2008. Part of the port's long-term \$800 million green lease program, Berth G232 includes a new container wharf with shore-side power capabilities designed to cut docked ship emissions by 90%. The entire **Pier G Project** (of which Berth G232 is a part) is an eight-year plan to modernize the terminal and expand on-dock rail operations.

On April 13, 2009, the environmental impact report (EIR) for the **Middle Harbor Project** was certified by the Board of Harbor Commissioners¹. Construction could begin by the end of 2009 and will take 10 years to complete. The Middle Harbor is a \$750 million redevelopment project that will consolidate and modernize piers D, E and F. A 55-acre marine slip at Pier E will be filled in, increasing the combined size of the two terminals currently occupying the site from 290 acres to 345 acres and doubling the cargo handling capacity of the three piers. On-dock rail will be expanded by 65,000 feet of track, thus allowing almost one-third of all Middle Harbor cargo to be moved by train. Numerous environmental measures such as the use of low-emissions cranes and trucks, and shore-side power are key elements of the

project. The EIR estimates that pollution at Middle Harbor will be cut in half from 2005 levels.

At the **Port of Los Angeles (PoLA)**, work on the **TransPacific (TRAPAC)** terminal is underway. This is a \$500 million redevelopment project that will expand the capacity of the terminal to 243 acres with on-dock rail. TRAPAC is the first terminal expansion at the port in seven years.

Also at the Port of Los Angeles, is a \$200 million expansion of the **China Shipping Terminal**. The project has been approved and work is expected to begin this year. Expanding the facility from 72 acres to 142 acres, the expansion will increase the terminal's capacity to accommodate an annual throughput of 1.4 million TEUs. There are 60 environmental measures being applied to terminal construction and operations.

Pacific L.A. Marine Terminal is developing a deep-water crude oil marine terminal at the Port of Los Angeles. Upon completion, **Pier 400, Berth 408** will handle in excess of 350,000 barrels per day of crude oil and intermediate refinery feedstock, and will have storage facilities for four million barrels of petroleum. The terminal will be the only facility on the West Coast capable of accommodating fully laden "very large crude carriers". The draft EIR has just been released by the PoLA and the Army Corp of Engineers and includes a number of environmental mitigation measures. If the approval process is concluded on schedule, construction of the \$360 million project is targeted to begin in the fourth quarter of 2010.

In January, the **Intermodal Container Transfer Facility (ICTF)** Joint Powers Authority announced an initial study prior to preparing an EIR for the **Modernization and Expansion** of the ICTF. The proposed project would increase the number of containers handled at the ICTF from the current annual average of 725,000 to an estimated 1.5 million. The project would also

¹ On April 23, 2009, the City of Riverside filed an appeal with the Long Beach City Council challenging the adequacy of the EIR

increase the number of annual rail trips from 4,745 to about 9,490. Truck traffic would increase from 1.1 million one-way truck trips per year to approximately 2.268 million. In addition to providing additional near-dock rail capacity and increasing container throughput, the proposal calls for replacement of diesel-powered equipment with electric powered equipment and enhanced cargo security through the use of new technologies such as biometrics.

A new intermodal facility proposed by the **BNSF Railroad** is currently undergoing an environmental review (expected to be completed late this year). The **Southern California International Gateway (SCIG)** is a \$300 million project (approximately) that will create a near-dock facility adjacent to the ports with direct access to the Alameda Corridor. BNSF forecasts the new facility will take millions of truck-miles off regional freeways, easing congestion and reducing air pollution. Although BNSF has increased on-dock capacity by 198% since 2002 and has plans to develop more, on-dock rail expansion alone will not be sufficient to keep up with projected growth in demand. The SCIG plan also includes a variety of environmental features such as the use of electric and low-emission equipment, and requirements that only clean trucks will serve the facility.

The **Alameda Corridor Transportation Authority (ACTA)** released a supplemental draft EIR for the **Schuyler Heim Bridge Replacement and SR-47 Expressway Project** in November 2008. The total estimated cost for this project is \$687 million and was approved for Proposition 1B funding. The plan is to replace the seismically deficient Schuyler Heim Bridge over Cerritos Channel and to add a four-lane elevated roadway connection to Alameda Street that will bypass three signalized intersections and five at-grade railroad crossings. The Heim Bridge and SR-47 are an essential service link between Terminal Island, a

major generator of truck traffic, and local distribution centers and warehousing facilities in the South Bay area.

In Southern California, despite a challenging economic environment, the government and industries involved in trade and goods movement are aggressively investing in infrastructure projects designed to address operational inefficiencies, capacity constraints and environmental concerns. The eight projects outlined above will cost approximately \$4 billion and other proposals are in the works.

Finding the funds to pay for expanding Southern California's trade infrastructure is a real challenge. Both ports established a **Container Infrastructure Fee** in January 2008 to help finance major transportation improvements in the harbor, including bridges, rail projects and freeway connections. Originally slated to begin January 1, 2009, the new fees were postponed to July 1. Faced with the reality of an uncertain economy and a shipping industry in distress, PoLA has postponed again, delaying implementation until March 2010. PoLB is considering a further delay of one year.

A bit of good news came out of Sacramento in April regarding **Proposition 1B** funding. The State Treasurer's Office sold \$6.54 billion in general obligation bonds in April 2009. The sale will provide approximately \$492 million to continue construction on 98 projects. This amount is sufficient to fund all projects through at least September 2009. The Department of Transportation anticipates receiving additional funds from the next bond sale (scheduled for some time in May) to fund these 98 projects through to completion and to allow an additional 49 projects worth approximately \$350 million to be funded. These projects have already received allocation from the California Transportation Commission and can be ready for awarding within the next 30-60 days.

Real Estate Impacts

International trade activity continues to have a huge impact on Southern California's industrial real estate market. The market can be divided into three primary regions: Los Angeles County, the Inland Empire and Orange County.

In the Los Angeles County market, there are 1,300 distribution buildings over 100,000 square feet and all together, more than 238 million square feet of industrial space involved in trade and logistics related activities¹. With a vacancy rate of 2.3% at year-end in 2008 (compared to 2.2% for the overall industrial market) and limited land availability, the market for Class A properties in the county remains tight. Depending on location, asking rental rates for facilities in excess of 100,000 square feet range from \$6.60 to \$8.50. On the other hand, lower priced Class B properties are relatively abundant. During the last six months, asking rents have remained fairly stable but effective rents have fallen by -6% to -9% from their peak in 2008.

There are fewer buildings in the Inland Empire than in Los Angeles, but more are mega-warehouses (500,000 to over 1,000,000 square feet). The Inland Empire attracts users who need large blocks of land for distribution centers and logistics operations. However, the relatively low cost of land must be balanced with longer drive times from the ports (1.5 to over 3 hours depending on time of day and location). In 2008, with the recession tightening its grip and trade volumes plummeting, vacancy rates for logistics related properties doubled.

The vacancy rate for all industrial space in the Inland Empire was 9.9% at year-end in 2008, while vacancy rates for logistics properties ranged from 6% in the western portion of the region to 16% in the east (Moreno Valley

area). In the case of the eastern portion of the region, fuel costs (up to 50% of a transportation company's operating expense compared to 5% for rent), may make it hard to justify the long trips to and from the ports. In the weaker business environment, some tenants are choosing to double up, further increasing vacancy rates. The average asking rent for Class A space is \$4.70 per square foot, but effective rates range from \$3.96 to \$3.12 (moving from west to east). With new product continuing to come on line, vacancy rates will continue to climb and rents to fall.

Orange County has 145 distribution buildings over 100,000 square feet, the majority of which are located in the northern portion of the county to minimize distance from the ports. Higher land costs make the area less attractive to users of large warehouses, but there are several very efficient facilities serving some of the area's Fortune 1000 companies. Even with industrial vacancy rates reaching 5.7%, rents in Orange County are approximately \$0.60 to \$1.00 per square foot greater (due to higher land costs) than what one would pay for similar space in Los Angeles County.

Given the shifting trends in international trade, the logistics industry, and demand for industrial space, the Southern California industrial real estate market faces a tough road over the next year. The recession, fuel costs and slowing international trade have all contributed to the challenging environment.

¹ See Grubb & Ellis: *Logistics Market Trends (Q4 2008)*
Report: www.grubb-ellis.com

A Survey of L.A. Customs District's Largest Trading Partners

Los Angeles Customs District's Top 10 Trading Partners, 2008

Country	Two-Way Trade (Billions \$)	Rank	LACD Imports (Billions \$)	Rank	LACD Exports (Billions \$)	Rank	Merchandise Trade Balance (Billions \$)	Import-to-Export Ratio
China*	\$178.2	1	\$157.9	1	\$28.6	1	-\$129.4	5.5
Japan	59.3	2	44.2	2	15.1	2	-29.2	2.9
South Korea	23.3	3	12.6	3	9.6	3	-3.1	1.3
Taiwan	19.3	4	13.8	4	6.7	5	-7.1	2.1
Thailand	11.7	5	8.9	5	2.8	8	-6.2	3.2
Malaysia	10.3	6	6.8	6	3.5	7	-3.3	1.9
Germany	9.0	7	6.3	8	2.7	10	-3.6	2.3
Australia	8.9	8	2.2	19	6.7	4	4.6	0.3
Singapore	8.1	9	2.6	17	5.5	6	2.9	0.5
Indonesia	7.4	10	5.7	10	1.8	12	-3.9	3.2

Country	Population	Two-Way Trade Per Person (\$/Person)	LACD Imports Per Person (\$/Person)	LACD Exports Per Person (\$/Person)	Mer. Trade Bal. per Person (\$/Person)
China*	1,338,612,968	\$139.4	\$118.0	\$21.4	-\$96.6
Japan	127,078,679	466.6	348.2	118.4	-229.7
South Korea	48,508,972	481.1	284.1	197.0	-87.2
Taiwan	22,974,347	840.2	548.7	291.5	-257.3
Thailand	65,905,410	177.2	135.4	41.8	-93.6
Malaysia	25,715,819	400.1	263.3	136.8	-126.5
Germany	82,329,758	109.3	76.4	33.0	-43.4
Australia	21,262,641	419.6	102.4	317.3	214.9
Singapore	4,657,542	1,743.9	554.6	1,189.2	634.6
Indonesia	240,271,522	31.0	23.6	7.4	-16.3

Notes: * China includes the mainland, Hong Kong, and Macao.

Sources: U.S. Census Bureau; Population data from the Central Intelligence Agency, World Fact Book 2009

The table above summarizes international trade flows between LACD and its top ten major trading partners. Nations in the table are ranked according to total two-way volume of trade in 2008.

Please refer to the **Statistical Appendix** at the end of this report for additional detail regarding trade activity in the Los Angeles Customs District as well as information pertaining to the San Francisco and San Diego Customs Districts and exports from California.

China

China (which includes the mainland, Hong Kong SAR, and Macao) was once again the Los Angeles Customs District's (LACD) largest trading partner in 2008, with total two-way trade valued at \$186.6 billion. Total Chinese imports unloaded in the LACD were \$157.9 billion (#1), while total U.S. exports to China through the LACD came to \$28.6 billion (again #1). This gave the LACD a trade deficit of -\$129.4 billion (also #1). China's import-to-export ratio of 5.5 was by far the highest among the LACD's top trading partners, though below the 2007 ratio of 6.4.

The value of Chinese imports unloaded in the LACD decreased by -0.4% during 2008. Furniture, bedding and lamps experienced the largest decline with an -11% drop. The list of Chinese major import products continues to be dominated by consumer electronics (particularly flat-panel TVs) and nondurable consumer goods. Electronic components saw a 4.7% escalation when compared to 2007, one of the few categories that actually recorded any improvement.

Some smaller products also had positive gains in 2008, including footwear & parts (up by nearly 2% over 2007) and iron & steel products (increasing by nearly 5%). The most significant turnaround came in apparel & accessories (including woven and knitted items), which declined by nearly 5% combined after rising by a combined 17% in 2007. Due to higher prices, organic chemicals entered into the roster of top import products. This was a notable change from last year. The overall decline in Chinese imports can be primarily attributed to the U.S. recession and secondarily to the appreciation of the yuan.

The LACD's exports to China continued to be driven by that nation's huge appetite for raw materials and components as inputs to its growing manufacturing sector. The largest LACD export product groups—electronic parts, plastic polymers and cotton fabric—all confirm this trend. Chinese demand for iron, steel and copper scrap exports fell in 2008 as the industrial sector slowed down. On the other hand, there was a significant jump in demand for aluminum products & scrap to meet ongoing requirements in some industrial sectors.

Despite the onset of the global financial crisis, China, the world's third largest economy, experienced a 9% increase in GDP during 2008. The Chinese economy faced a very gloomy economic environment in the second half of 2008 that ultimately prevented GDP from achieving the double-digit growth rates seen over the past five years. China was greatly affected by plummeting export activity in the latter half of 2008 as the G-3 economies (U.S, European Union and Japan) fell into recession. Other factors that contributed to the decline in GDP growth included a standstill in the housing construction industry and a slowdown in industrial production as the growth rate fell from 18% to 5.7%.

In 2008, the Chinese renminbi yuan (CNY) continued the appreciation trend experienced over the past few years. By year-end 2008, the yuan had risen by 14% since it was first allowed to float in July 2006.

LACD Imports from China*			
(Millions of \$)	2008 Imports	% of Total	'07-'08 Change
Electrical Equipment & Parts, Electronic Components	36,895.9	23.4%	4.7%
Computers, Peripherals, Machinery, Appliances & Parts	29,436.8	18.6%	-4.5%
Toys, Games, Sports Equipment & Accessories	13,478.2	8.5%	-4.3%
Furniture, Bedding, Lamps etc.	9,324.9	5.9%	-11.0%
Footwear & Parts	8,064.6	5.1%	1.7%
Apparel & Accessories, Woven Items	7,045.3	4.5%	-7.0%
Apparel & Accessories, Knitted Items	6,517.5	4.1%	-2.7%
Iron & Steel Products	4,712.0	3.0%	4.9%
Plastics & Items Made of Plastic	4,436.4	2.8%	2.7%
Vehicles & Parts	3,972.0	2.5%	-1.1%
Leather, Handbags & Related Products	3,861.5	2.4%	-7.5%
Textile Art, Needlecraft Sets	2,497.9	1.6%	-4.8%
Organic Chemicals	2,495.5	1.6%	92.5%
Optic, Photo, Medical/Surgical Instruments	2,336.1	1.5%	2.6%
Rubber & Items Made of Rubber	1,907.2	1.2%	1.9%
Miscellaneous Items of Base Metal	1,795.0	1.1%	-5.9%
All Other Products	19,206.4	12.2%	-4.4%
Total Imports from China	157,983.2	100.0%	-0.4%

LACD Exports to China*			
(Millions of \$)	2008 Exports	% of Total	'07-'08 Change
Electrical Equipment & Electronic Parts	5,078.8	17.7%	5.3%
Computers, Peripherals, Machinery, Appliances & Parts	3,969.2	13.9%	13.3%
Plastics & Items Made of Plastic	2,637.0	9.2%	5.9%
Cotton, Yarn & Woven Fabric	1,417.0	5.0%	28.6%
Vehicles & Parts	1,364.1	4.8%	22.3%
Optic, Photo, Medical/Surgical Instruments	1,226.6	4.3%	26.1%
Copper, Products & Scrap	1,172.0	4.1%	-2.6%
Iron & Steel, Products & Scrap	1,067.0	3.7%	-6.7%
Aluminum, Products & Scrap	1,052.5	3.7%	35.6%
Paper, Pulp, Wastepaper	804.9	2.8%	19.3%
Pearls, Stones & Coins	758.3	2.6%	300.8%
Leather & Leather Goods, Hides	720.5	2.5%	2.7%
Organic Chemicals	629.0	2.2%	11.8%
Articles of Iron or Steel	590.6	2.1%	74.0%
Rubber & Items Made of Rubber	583.6	2.0%	15.8%
Miscellaneous Chemical Products	565.5	2.0%	13.4%
All Other Products	4,981.4	17.4%	20.6%
Total Exports to China	28,618.1	100.0%	15.7%

*China includes the mainland, Hong Kong & Macao.

Japan

Japan was the LACD's second largest trading partner in 2008 with total two-way trade valued at \$59.3 billion. Total Japanese imports unloaded in the LACD were valued at \$44.2 billion (#2), while total U.S. exports to Japan through the LACD came to \$15.1 billion (again #2). This gave the LACD a trade deficit of -\$29.3 billion (also #2). Japan's import-to-export ratio was 2.9, the third highest among the LACD's top five trading partners, though it was below the 3.4 registered in 2007.

The value of Japan's imports unloaded in the LACD declined by -5.6% during 2008, after falling off by -6.0% in 2007. Two major factors in this performance were declines in the number of motor vehicles and computers coming from Japan through the LACD's ports. U.S. demand fell sharply during the latter half of 2008 and the yen strengthened against the dollar. Imports of optic, photo, and medical instruments also dropped off in 2008. A slight decline in direct imports of electrical equipment, televisions, and electronic components through the LACD also contributed to the weakness in Japanese imports in 2008. In turn, this decline reflected moves to produce Japanese-branded TVs (and the necessary parts) in China instead of Japan. Other notable declines in product group imports through the LACD included drop-offs in oil products and clocks & watches.

LACD exports of goods and services to Japan grew by a healthy 10.2% during 2008 after rising by almost 4% in 2007. The LACD's major exports to Japan include computers, peripherals, machinery, appliances and parts; aircraft, spacecraft and parts; electrical equipment & electronic parts; instruments and plastics. Exports of all these products increased in 2008 with the exception of aircraft and vehicle parts. At the top of the list were computers and parts (+14.0%); electrical equipment & parts (up by 8.4% in 2008); instruments of all types (+3.0%); and plastics (+27.6%). Farther down, significant improvements in exports were registered by organic chemicals (up by +14.5%), inorganic chemicals (+38.6%), miscellaneous chemical products (+41.1%) and oil products (which saw the largest yearly change with an increase of +124.3%).

After two consecutive years of economic growth, the Japanese economy shrank by -0.6% in 2008. The major problem was the Japanese economy's reliance on exports to propel growth. Japan's export sector has developed into the most critical driver of the economy, resulting in a heavy dependence on the U.S. and China for sustained demand. In particular, China came into focus, as a huge market for Japanese exports and increasingly as a low-cost place to manufacture all types of goods for sale locally in Japan and abroad.

As the global recession gained momentum in the second half of 2008, the Japanese economy began to deteriorate. Ultimately, the fourth-quarter downdraft triggered the overall contraction. In fact, exports plunged by -35.0% in December of 2008 from the previous year. Industrial output also experienced a significant slowdown in both November and December. The transport, electrical equipment and machinery manufacturing sectors were severely set back by the lack of domestic and international demand. Consumer prices increased by +1.4% in 2008 as high fuel and food prices hit the nation particularly hard in the first half of 2008. The Japanese yen increased by 18% against the U.S. dollar during 2008, contributing to the increase in LACD exports to Japan.

LACD Imports from Japan			
(Millions of \$)	2008 Imports	% of Total	'07-'08 Change
Vehicles & Parts	15,834.2	35.8%	-8.2%
Computers, Peripherals, Machinery, Appliances & Parts	10,759.8	24.3%	-7.1%
Electrical Equipment & Electronic Parts	6,708.2	15.2%	-0.4%
Optic, Photo, Medical/Surgical Instruments	1,896.0	4.3%	-4.0%
Rubber & Items Made of Rubber	1,429.3	3.2%	5.2%
Plastics & Items Made of Plastic	870.6	2.0%	12.0%
Organic Chemicals	642.4	1.5%	14.4%
Iron & Steel, Products & Scrap	616.3	1.4%	2.9%
Miscellaneous Chemical Products	538.7	1.2%	25.8%
Photographic & Cinematographic Goods	346.7	0.8%	7.9%
Oil Products	328.1	0.7%	-50.2%
Iron & Steel Products	316.9	0.7%	21.9%
Metal Tools, Cutlery & Parts	304.3	0.7%	4.2%
Clocks, Watches & Parts	266.5	0.6%	-41.5%
All Other Products	3,387.3	7.7%	-6.5%
Total Imports from Japan	44,245.3	100.0%	-5.6%

LACD Exports to Japan			
(Millions of \$)	2008 Exports	% of Total	07-'08 Change
Computers, Peripherals, Machinery, Appliances & Parts	1,428.3	9.5%	14.0%
Aircraft, Spacecraft & Parts	1,296.7	8.6%	-1.7%
Electrical Equipment & Electronic Parts	1,100.8	7.3%	8.4%
Optic, Photo, Medical/Surgical Instruments	1,077.1	7.2%	3.0%
Plastics & Items Made of Plastic	960.6	6.4%	27.6%
Vehicles & Parts	786.2	5.2%	-8.1%
Organic Chemicals	698.4	4.6%	14.5%
Inorganic Chemicals & Related Compounds	637.1	4.2%	38.6%
Miscellaneous Chemical Products	607.8	4.0%	41.1%
Oil Products	514.4	3.4%	124.3%
Meat & Meat Products	457.1	3.0%	42.6%
Special Classification Provisions	334.7	2.2%	32.7%
Prepared Animal Feed	287.1	1.9%	14.4%
Seeds, Grains & Plants	265.7	1.8%	33.6%
All Other Products	4,599.9	30.6%	-1.3%
Total Exports to Japan	15,052.0	100.0%	10.2%

South Korea

South Korea was the LACD's third largest trading partner in 2008 with total two-way trade valued at \$22.2 billion, down by -9.8% from 2007. Total Korean imports unloaded in the LACD were valued at \$12.6 billion (for a #4 ranking), while total U.S. exports to South Korea through the LACD remained at \$9.6 billion (#3). This gave the LACD a trade deficit of -\$3.1 billion (#7). South Korea's import-to-export ratio, at 1.3, remained the lowest among the LACD's top five trading partners in 2008.

The value of South Korea's imports to the LACD dropped by a significant -15.6% during 2008. The greatest decline was in refined oil products, which plummeted by -75.6% after rising by almost 53% in 2007. (South Korea imports all of its natural gas and crude oil requirements and then re-exports about a quarter of the oil as refined products like gasoline). LACD demand for refined oil products from South Korea plunged as crude prices hit all-time highs in mid 2008. Other notable decreases were seen in imports of electrical equipment & parts and in vehicles & parts. However, LACD imports of Korean-made computers, machinery & parts and rubber items both jumped in 2008.

LACD exports to South Korea dropped slightly, by -0.6%, during 2008 after increasing by 11.1% in 2007. The top three exports include computers, machinery, appliances & parts; electrical equipment & parts; and instruments. All three categories saw large declines ranging from -15.7% to -26.2%. On a positive note, iron & steel exports surged dramatically increasing by 143.4% over 2008. In fact, LACD iron & steel exports to South Korea have more than quintupled since 2006. The other positive trend came in exports of meats and meat products through the LACD, which more than doubled in 2008 after experiencing a 252% increase in 2007. South Korea resumed imports of boneless beef last year, after lifting a ban on U.S. grown beef leading up to negotiations related to the U.S.-Korea Free Trade Agreement.

After growing by more than 5% over the last two years, the South Korean economy grew by only 2.2 % in 2008. As was the case with all of the

Asian nations, a huge setback came in the fourth quarter of 2008, as GDP shrank by -3.4% compared to the year before. The narrative here is very familiar, with collapsing exports and a sell-off of inventories causing a dramatic decline in industrial output.

Inflation became an issue in South Korea during 2008. Consumer inflation gained momentum in the first half, with oil prices skyrocketing and food prices escalating. The year-end CPI landed at 4.7% improving upon the 5.9% mid-year high. After rising against the dollar from 2004-2007, the Korean won depreciated considerably against the dollar in 2008, dropping by -46%, which helps explain the downturn in LACD exports to South Korea.

The U.S.-Korea Free Trade Agreement has still not received U.S. Congressional or Korean National Assembly approval. As noted earlier, South Korea lifted its ban on U.S.-grown beef, and could become one of this nation's biggest customers if the FTA is passed. The LACD would also greatly benefit from the passage of this agreement.

LACD Imports from South Korea			
(Millions of \$)	2008 Imports	% of Total	'07-'08 Change
Computers, Peripherals, Machinery, Appliances & Parts	3,320.1	26.3%	2.8%
Electrical Equipment & Electronic Parts	2,315.3	18.4%	-26.1%
Vehicles & Parts	1,690.5	13.4%	-14.4%
Rubber & Items Made of Rubber	637.9	5.1%	5.2%
Optic, Photo, Medical/Surgical Instruments	598.7	4.7%	78.8%
Iron & Steel Products	519.3	4.1%	19.6%
Refined Oil Products	510.4	4.0%	-75.6%
Plastics & Items Made of Plastic	440.1	3.5%	-12.2%
Iron & Steel	317.1	2.5%	52.3%
Special Classification Items	193.2	1.5%	122.7%
Pulp, Paper & Paperboard	179.5	1.4%	-18.5%
Apparel & Accessories, Knit	143.5	1.1%	-25.4%
Fabrics, Knitted Or Crocheted	129.6	1.0%	-19.1%
Miscellaneous Metal Products	104.8	0.8%	-4.8%
All Other Products	1,506.8	12.0%	-8.8%
Total Imports from South Korea	12,606.8	100.0%	-15.6%

LACD Exports to South Korea			
(Millions of \$)	2008 Exports	% of Total	'07-'08 Change
Computers, Peripherals, Machinery, Appliances & Parts	1,539.7	16.1%	-15.7%
Electrical Equipment & Electronic Parts	1,287.4	13.5%	-19.0%
Optic, Photo, Medical/Surgical Instruments	838.8	8.8%	-26.2%
Iron & Steel	556.4	5.8%	143.4%
Vehicles & Parts	498.5	5.2%	-6.3%
Plastics & Items Made of Plastic	466.3	4.9%	11.3%
Aircraft, Spacecraft & Parts	419.3	4.4%	-11.0%
Meat & Meat Products	305.9	3.2%	112.8%
Miscellaneous Chemical Products	272.0	2.8%	29.8%
Aluminum & Items Made of Aluminum	258.1	2.7%	-1.4%
Organic Chemicals	232.1	2.4%	8.7%
Leather, Leather Products & Hides	203.7	2.1%	-13.5%
Copper & Items Made of Copper	158.1	1.7%	-3.8%
Miscellaneous Prepared Foods	152.3	1.6%	5.2%
All Other Products	2,365.4	24.8%	16.0%
Total Exports to South Korea	9,553.9	100.0%	-0.6%

Taiwan

Taiwan was the LACD's fourth largest trading partner in 2008 with total two-way trade valued at \$20.5 billion, down by -7.2% over 2008. Total Taiwanese imports unloaded in the LACD were valued at \$13.8 billion (still the 3rd largest), while total U.S. exports to Taiwan through the LACD came to \$6.7 billion, for a #5 ranking. This gave the LACD a trade deficit of -\$7.1 billion (the 3rd largest). Taiwan's import-to-export ratio was 2.1, down from 2.5 in 2007.

The value of total imports from Taiwan to the LACD fell significantly in 2008. There were marked declines in almost all direct import products except for a few consumer and industrial goods. The most significant declines came in electrical equipment & parts and computers & peripherals—some of which undoubtedly now come from China. Imports of iron and steel also fell in 2008 due to weak conditions in the U.S. domestic steel market. On the positive side, the LACD recorded higher imports of iron and steel products, vehicles & parts and plastic items.

The value of total exports leaving the LACD for Taiwan increased by 5.5% during 2008. The majority of the improvement came from higher priced exports of iron and steel scrap and exports of agricultural raw materials like soybeans, grains, fruits and cereal grains. Exports of electronic components (down by -15.8%) continued to slide in 2008 as demand weakened due to the global recession. Computers, peripherals, machinery, appliances & parts went from growth in 2007 to decline in 2008 as exports dropped by -7.2%.

The Taiwanese economy did grow in 2008, but by just +0.1%, a much slower pace than in previous years. As the nation is highly dependent upon exports, particularly to the U.S. and Japan, the global economic slowdown in the latter half of 2008 greatly changed the prospects for any type of real growth in Taiwan.

Consumer prices rose by 3.5% in 2008 as key commodities rose sharply over the first half of the year. Taiwan must import most of its energy and agricultural needs. The new Taiwan dollar (TWD) remained steady against the U.S. dollar over the course of 2008, rising slightly at the end of the year.

Taiwan is increasingly linked to China as cross-strait travel has grown significantly. The current Taiwanese government supports closer ties with the mainland. The two governments signed a number of agreements in 2008 to encourage trade between the two nations and to focus on economic ties rather than political disagreements. China has surpassed the U.S. to become Taiwan's largest export market and its second largest source of imports.

LACD Imports from Taiwan			
(Millions of \$)	2008 Imports	% of Total	'07-'08 Change
Electrical Equipment & Electronic Parts	4,152.1	30.1%	-18.1%
Computers, Peripherals, Machinery, Appliances & Parts	2,207.8	16.0%	-10.1%
Iron & Steel Products	1,152.5	8.4%	2.9%
Vehicles & Parts	1,076.7	7.8%	5.5%
Plastics & Items Made of Plastic	726.3	5.3%	3.0%
Furniture, Bedding, Lamps etc.	420.9	3.1%	-4.0%
Iron & Steel	409.3	3.0%	-8.0%
Toys, Games, Sports Equipment & Accessories	388.7	2.8%	-6.5%
Miscellaneous Metal Items	359.7	2.6%	-9.2%
Apparel & Accessories, Knit	309.3	2.2%	-20.8%
Optical, Photo, Medical/Surgical Instruments	287.0	2.1%	-3.6%
Rubber & Items Made of Rubber	275.8	2.0%	3.1%
Metal Tools, Cutlery & Parts	255.2	1.9%	-10.1%
Special Classification Items	160.3	1.2%	-29.5%
All Other Products	1,601.3	11.6%	-25.7%
Total Imports from Taiwan	13,782.9	100.0%	-12.1%

LACD Exports to Taiwan			
(Millions of \$)	2008 Exports	% of Total	'07-'08 Change
Electrical Equipment & Electronic Parts	1,344.9	20.1%	-15.8%
Iron And Steel	768.6	11.5%	51.5%
Computers, Peripherals, Machinery, Appliances & Parts	524.7	7.8%	-7.2%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	471.6	7.0%	14.8%
Plastics & Items Made of Plastic	415.8	6.2%	-2.4%
Cereal Grains	344.8	5.1%	62.7%
Organic Chemicals	323.8	4.8%	7.9%
Optical, Photo, Medical/Surgical Instruments	250.0	3.7%	-8.9%
Aircraft, Spacecraft & Parts	228.4	3.4%	-4.4%
Miscellaneous Chemical Products	162.2	2.4%	31.9%
Aluminum & Items Made of Aluminum	158.5	2.4%	23.9%
Inorganic Chemicals & Related Compounds	133.7	2.0%	25.1%
Leather & Hides	109.2	1.6%	5.4%
Dye, Paint & Inks	100.0	1.5%	28.0%
All Other Products	1,360.3	20.3%	6.7%
Total Exports to Taiwan	6,696.4	100.0%	5.51%

Thailand

Thailand was the LACD's fifth largest trading partner in 2008 with total two-way trade valued at \$11.7 billion, up by 9.3% over 2007. Total Thai imports unloaded in the LACD were valued at \$8.9 billion (also #5), while total U.S. exports to Thailand through the LACD came to \$2.8 billion. (for a #8 ranking). This gave the LACD a trade deficit of -\$6.2 billion for the second consecutive year with Thailand (4th largest). Thailand's import-to-export ratio was 3.2, down from 3.8 in 2007 and 4.3 in 2006.

The value of total imports unloaded in the LACD from Thailand increased by 6.0% during 2008 after declining by roughly the same amount in 2007. Mostly, this escalation was due to higher imports of computer peripherals, electrical equipment & parts (including television screens) and prepared meat & seafood. Imports of Thai rubber products also grew, as did imports of vehicles & parts and iron & steel products. Toys, games, sports equipment and cereals entered into the list of top imports from Thailand in 2008. Apparel & accessories (knit and woven) reversed its growth trend in 2008 and declined by -9.4% for the year.

On the export side, U.S. shipments to Thailand through the LACD grew strongly, by 23.7%, during 2008. Every product category experienced substantial growth except for electrical equipment and parts. The most significant gains were seen in cotton fabrics and miscellaneous chemical products, which together rose by 94.5% during 2008. It will be difficult for this trend to continue as the Thai economy is expected to contract by -3% or more in 2009, depending on the political situation.

The Thai economy grew by 2.6% in 2008 after 5% growth rates over the past few years. The pace of growth slowed as exports declined steeply in the last two quarters of 2008. Note that exports account for more than two thirds of Thailand's GDP, and the U.S. is Thailand's largest foreign customer. Thus, the U.S. economic slowdown really hurt exports in the fourth quarter of 2008, though trade with other developing Asian nations has increased over the past few years and will continue to do so in 2009.

Consumer prices escalated during 2008 as was the case in all of the LACD top five trading partners. The Thai baht weakened against the dollar over the course of 2008, reversing the direction the currency took over the previous four years.

The Thai political scene was a major cause for concern during 2008 and will continue to be so in 2009. The instability and protests have negatively affected economic growth. Foreign direct investment and consumer confidence remain stagnant. Lagging consumer and business demand could also continue to be significant issues.

LACD Imports from Thailand			
(Millions of \$)	2008	% of	'07-'08
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	2,352.7	26.4%	19.0%
Electrical Equipment & Electronic Parts	1,668.8	18.7%	6.5%
Prepared Meat & Seafood	639.0	7.2%	13.5%
Rubber & Items Made of Rubber	633.7	7.1%	5.1%
Apparel & Accessories, Knit	524.4	5.9%	-11.2%
Fish & Seafood	355.1	4.0%	0.2%
Apparel & Accessories, Woven	310.3	3.5%	-6.9%
Vehicles & Parts	276.3	3.1%	29.1%
Plastics & Items Made of Plastic	219.0	2.5%	-20.1%
Iron & Steel Products	161.7	1.8%	19.3%
Toys, Games, Sports Equipment & Accessories	152.5	1.7%	25.7%
Prepared Vegetables, Fruits & Nuts	138.5	1.6%	13.6%
Cereals	129.5	1.5%	51.0%
Special Classification Items	125.8	1.4%	-9.9%
All Other Products	1,239.1	13.9%	-7.6%
Total Imports from Thailand	8,926.4	100.0%	6.0%

LACD Exports to Thailand			
(Millions of \$)	2008	% of	'07-'08
	Exports	Total	Change
Electrical Equipment & Electronic Parts	555.4	20.2%	-2.3%
Computers, Peripherals, Machinery, Appliances & Parts	400.5	14.5%	16.8%
Plastics & Items Made of Plastic	212.1	7.7%	23.8%
Cotton, Yarn & Woven Fabrics	209.5	7.6%	89.7%
Miscellaneous Chemical Products	126.8	4.6%	103.2%
Iron & Steel	112.7	4.1%	50.0%
Rubber & Items Made of Rubber	84.8	3.1%	30.8%
Optical, Photo, Medical & Surgical Instrmnts	73.5	2.7%	4.7%
Aircraft, Spacecraft & Parts	70.9	2.6%	4.4%
Organic Chemicals	70.7	2.6%	21.7%
Miscellaneous Prepared Foods	70.6	2.6%	38.9%
Vehicles & Parts	64.4	2.3%	36.1%
Food Waste & Animal Feed	57.5	2.1%	50.4%
Oils, Perfumery & Cosmetics	53.5	1.9%	24.9%
All Other Products	591.6	21.5%	29.5%
Total Exports to Thailand	2,754.6	100.0%	23.7%

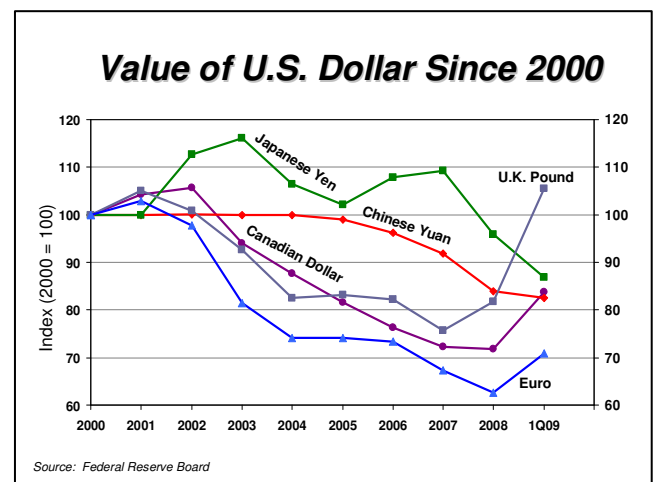
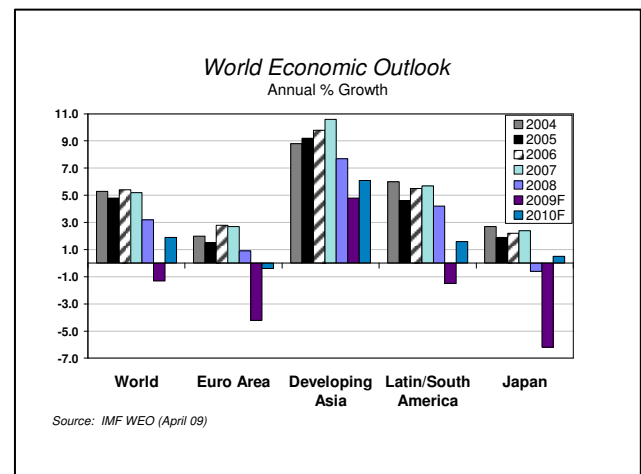
2009 International Trade Outlook

The U.S. economy fell into a severe economic and financial crisis late last year, with real GDP dropping by more than 6% in the fourth quarter of 2008 and the first quarter of 2009. The economic environment deteriorated further as declining home prices impacted the largest financial institutions. All of this led to a squeeze on real estate and business credit, which reduced consumer spending and business investment in plant equipment and inventories. The drop in private sector spending and investment has created an extremely weak economic setting. U.S. unemployment rose to 7.2% by year end and reached 8.9% in April 2009.

The U.S. government has implemented a \$787 billion stimulus package to jump start demand after the private sector went dormant. This was the largest fiscal stimulus plan in American history and should soon start to show results. On the monetary side, the Federal Reserve has eased its policies by reducing interest rates close to zero and has gone even further by purchasing U.S. Treasury securities and mortgage backed securities. For the international trade sector, the most important element in all of this is the health of the banking sector. The decline in letters of credit has negatively impacted trade flows between the top five trading partners. Financial stabilization and freer access to credit markets, along with a resurgence of the housing industry will be key determinants in the recovery process for both the U.S. and the rest of the world. The worst of the downturn should be over by the middle of 2009 and recovery should be well underway by the end of 2010.

The economies of the top five trading partners of the Los Angeles Customs District are expected to face significant declines in GDP growth in 2009 with the exception of China. China's economy is forecasted to grow by 5-8% in 2009. The government has also passed a big stimulus package and is making substantial investments in public infrastructure projects. The Chinese economy has seen double-digit growth rates over the past five years, so anything in the 5-6% range will be well below its potential. However, the fact that it is expected to grow at all in 2009 will, of course, be very helpful for U.S. and LACD trade volumes.

On the flip side, the other four economies (Japan, South Korea, Taiwan and Thailand) are all expected to decline by -3.0% to -7.5%. The main problem for all of these nations is their heavy dependence on exports. Most importantly, these countries are heavily dependent on U.S. demand, which will remain flat (at best) until the end of 2009. Overall, global GDP is forecast to contract by -1.9% in 2009, the first decline since the deep global recession of 1982.



In the near term, the outlook is pretty grim for the LACD. Total two-way trade is expected to decrease by -15.8% in 2009 due to the global economic recession. The decline in trade flows could be made worse if key trading countries decide to promote protectionist policies in an attempt to revive domestic demand. A lot depends on how quickly the

U.S. economy recovers and by how much China grows in 2009.

Total container traffic at the Los Angeles and Long Beach ports is expected to decline in 2009 to 12.4 million TEUs, a drop of -13.5%. The overall plunge will be propelled by a slowdown in imports of

-10.0% and a drop off of -14.6% in exports. The forecast for 2010 calls for a moderate increase in total trade volumes for the local ports. Total traffic is expected to increase by about 1.8% in 2010, bringing total TEUs to 12.6 million. [See chart on page 22]

Challenges for Southern California's International Trade Industry

International trade was an engine of growth for Southern California through 2006, but now the days of strong gains in activity are just a fond memory. The **global economic recession** is a huge challenge for the industry. There are mixed opinions about when international trade volumes will start growing again. Our forecast is for a modest gain in activity (measured by either TEUs or trade value) in 2010. However, it will take a few more years to get back to the levels of 2006.

The decline in trade has financially impacted both ports and all the various industry players, from members of the longshoremen's union (fewer hours worked) to the independent truck drivers (fewer trips) to the railroads (fewer car loadings and lots of stored equipment scattered all around the region).

Another major challenge for Southern California's ports is **environmental remediation**. Being the nation's largest port complex in a region with an active environmental community has brought many headaches for the international trade community. However, progress has been made on a number of fronts. Los Angeles and Long Beach can now claim to be the nation's "greenest ports."

Pollution from international trade is not a problem unique to Southern California. Many of our solutions (on-dock rail, low-pollution trucks and rail locomotives) are being closely watched by other ports around the nation. While several major facility expansions are being planned, there will still be environmental challenges. Some will come from unexpected places, such as the city of Riverside's challenge to a terminal expansion because it will generate more rail traffic through that city.

Southern California has not yet focused on pollution caused by air traffic, but this will come. For example, the European Union has been very aggressive, creating the "EU Emissions Trading Scheme," which includes airlines. Metric tons of CO₂ equivalents generated by airplanes can be traded.

There has been concern about **capacity** at the local ports, but major terminal projects are again moving forward. However, expect some further environmental challenges. In the meantime, both railroads serving Southern California are increasing their track capacity (the BNSF will soon have double track all the way between Los Angeles and Chicago).

The Federal government's economic stimulus package will include funding for highways and bridges, which should help ease other capacity constraints.

Los Angeles and Long Beach face some very aggressive **competition**. There is the myth that the ports are always congested. This image was caused by the 2002 "lockout," the 2004 "congestion crisis," and the lengthy 2008 contract negotiations with the ILWU. Congestion has not been a problem for several years, but memories are long in the international trade community.

Another issue that competitor ports always bring up is that charges for moving containers at Los Angeles and Long Beach are the highest in the nation. These include Alameda Corridor container fees, PierPass fees, and clean truck fees. Many of these fees can be avoided or will phase out, but competitor ports do not make fine distinctions.

Out in the future (roughly 2014) is the expansion of the **Panama Canal** so that it can handle the largest ships. There will be some traffic diversions from Los Angeles and Long Beach, but other factors will influence routing decisions. One will be the tolls charged by the Canal Authority.

Why Los Angeles-Long Beach?

Good question, but some numbers tell a persuasive story – 21.7 million, 7.3 million and 741,058. What do they represent? The local market served by the ports of Los Angeles and Long Beach. The 21.7 million is the current number of residents in the six-county Southern California region. The 7.3 million represents the number of private-sector jobs, while 741,058 is the number of private-sector firms. These numbers are huge but conservative. The local ports and airports also serve Arizona, much of Nevada and of course the business cluster in Tijuana, Mexico.

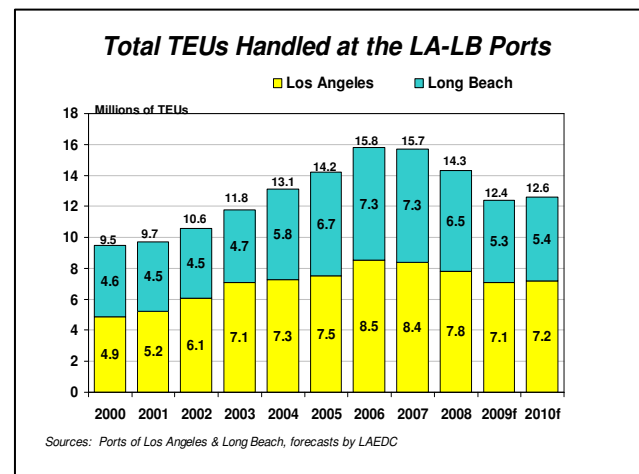
Besides the large local business base, Los Angeles and Long Beach have excellent highway and rail links to the Midwest, the Southeast, and to Laredo, Texas, the latter being a major point of entry for Mexico's industrial heartland. However, some shippers are angry at the railroads for raising intermodal rates and have diverted some traffic to all-water routes to east coast ports.

With port expansions moving forward again, there should be little concern over the ports' ability to handle future growth.

Another would be the push by regulators to require that steamships burn ultra-low sulfur fuel. Railroad intermodal rates will also enter shipper's calculations. There will be trade-offs between land-bridge and all water movement.

However, international trade as an industry in the region is not well understood. There are many constituencies, as well as a number of interest groups. Some of the latter would probably be happy to see international trade go away, regardless of the job loss.

International trade in Southern California can get back on a growth track, but it will require new ways of thinking and all of us pulling together.



Statistical Appendix

TABLE 1: Value of International Two-Way Trade at Nation's Largest Customs Districts
(Billions of \$)

Rank	Customs District	2000	2001	2002	2003	2004	2005	2006	2007	2008	Percent Change 08/'07	% of U.S. 2008
1	Los Angeles, CA	\$230.0	\$212.5	\$212.8	\$232.9	\$261.8	\$291.7	\$326.5	\$347.5	\$356.1	2.5%	10.5%
2	New York, NY	225.6	214.1	209.1	219.4	244.4	267.2	294.7	323.6	353.6	9.3%	10.4%
3	Houston, TX	75.1	71.1	69.3	80.5	104.1	136.3	162.8	184.7	242.0	31.0%	7.1%
4	Detroit, MI	176.9	168.5	180.0	186.8	207.3	230.0	239.8	248.9	234.9	-5.6%	6.9%
5	New Orleans, LA	94.2	85.5	83.7	92.3	113.0	127.4	149.9	172.7	214.2	24.0%	6.3%
6	Laredo, TX	121.0	115.0	113.6	114.8	130.3	138.7	156.0	166.4	173.3	4.2%	5.1%
7	Chicago, IL	72.6	70.5	72.6	79.5	94.9	108.4	120.8	132.9	153.6	15.6%	4.5%
8	Seattle, WA	81.1	79.7	75.9	74.9	86.5	100.1	119.1	132.4	130.1	-1.7%	3.8%
9	San Francisco, CA	127.2	95.1	79.4	79.3	93.2	98.3	110.6	111.7	114.1	2.1%	3.4%
10	Savannah, GA	\$42.0	\$40.8	\$45.2	47.8	59.9	72.2	82.1	93.4	101.0	8.1%	3.0%
U.S. Total		\$1,997.3	\$1,863.7	\$1,845.6	\$1,972.9	\$2,279.4	\$2,570.6	\$2,880.6	\$3,108.8	\$3,390.6	9.1%	100.0%

Note: Includes only imports for consumption (cargo that cleared customs in LACD).

Source: U.S. Census Bureau, TradeUSAonline

NOTE: International trade data from the U.S. Census Bureau are classified by customs district rather than the actual source of production and/or final destination. Therefore, overland shipments are under-reported for customs districts not bordering the country in question. Since much of Southern California's trade with Canada and Mexico utilizes ground transportation like trains and trucks, most of that traffic is captured by inland border "ports" in customs districts such as San Diego and Seattle. Furthermore, since the L.A. Customs District (LACD) has large seaports that handle intermodal cargo for the entire U.S. and airports that serve as hubs for many transpacific routes, LACD's export numbers poorly reflect the amount of production actually occurring here.

TABLE 2: International Container Traffic at Nation's Largest Ports

Total containers in millions of 20ft. equivalent units (TEU)

Rank	Port	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	Los Angeles, CA	2.960	3.378	3.829	4.879	5.184	6.106	7.179	7.321	7.485	8.470	8.355	7.850
2	Long Beach, CA	3.505	4.098	4.408	4.601	4.463	4.526	4.658	5.780	6.710	7.290	7.312	6.488
3	New York, NY	2.457	2.466	2.829	3.051	3.316	3.749	4.068	4.478	4.785	5.086	5.299	5.265
4	Savannah, GA	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.663	1.902	2.160	2.604	2.616
5	Oakland, CA	1.531	1.575	1.664	1.777	1.644	1.708	1.923	2.048	2.274	2.392	2.388	2.236
6	Norfolk, VA	1.233	1.252	1.307	1.348	1.304	1.438	1.646	1.809	1.982	2.046	2.128	2.083
7	Seattle, WA	1.021	1.058	1.195	1.202	1.053	1.173	1.185	1.466	1.746	1.636	1.628	1.376
8	Houston, TX	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.091	1.231	1.295	1.416	1.371
9	Tacoma, WA	0.772	0.725	0.842	0.919	0.881	0.995	1.156	1.211	1.401	1.552	1.403	1.348
10	Charleston, SC	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.402	1.512	1.517	1.408	1.331

Rank	Port	Percent Change			Numerical Change (000s)		
		'08/'07	'07/'06	'08/'04	'08-'07	'07-'06	'08-'04
1	Los Angeles, CA	-6.0%	-1.4%	7.2%	-505.1	-114.8	528.5
2	Long Beach, CA	-11.3%	0.3%	12.2%	-824.6	22.1	708.0
3	New York, NY	-0.6%	4.2%	17.6%	-34.1	213.0	786.6
4	Savannah, GA	0.5%	20.6%	57.3%	11.8	444.1	953.0
5	Oakland, CA	-6.4%	-0.2%	9.2%	-151.7	-3.7	188.7
6	Norfolk, VA	-2.1%	4.0%	15.2%	-45.1	82.1	274.3
7	Seattle, WA	-15.5%	-0.5%	-6.1%	-252.0	-7.8	-89.8
8	Houston, TX	-3.2%	9.3%	25.7%	-44.9	120.3	280.2
9	Tacoma, WA	-3.9%	-9.6%	11.3%	-54.9	-149.4	137.3
10	Charleston, SC	-5.5%	-7.2%	-5.0%	-77.5	-108.9	-70.6

Source: Port Statistical Releases; Pacific Maritime Association

TABLE 3A: Total Tonnage at the West Coast Ports

(Tonnage [1,000s] in short tons [2,000 lbs.])

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total
2000	259,703.3	67.0%	33.0%	8.4%	11.2%	20,114
2001	253,377.8	67.8%	32.2%	-2.4%	-1.3%	-6,326
2002	263,126.8	69.9%	30.1%	3.8%	7.1%	9,749
2003	283,699.0	71.4%	28.6%	7.8%	10.1%	20,572
2004	314,036.5	70.5%	29.5%	10.7%	9.3%	30,338
2005	335,209.8	71.5%	28.5%	6.7%	8.2%	21,173
2006	361,137.2	72.0%	28.0%	7.7%	8.4%	25,927
2007	368,599.3	73.8%	26.2%	2.1%	4.6%	7,462
2008	354,412.6	73.1%	26.9%	-3.8%	-4.8%	-14,187

TABLE 3B: Total Tonnage by West Coast Region

(Tonnage [1,000s] in short tons [2,000 lbs.])

Region	Total Tonnage		Change from 2007		% Share of West Coast Traffic	
	2008	2007	Numerical	Percent	2008	2007
Southern California	210,576.3	222,208.9	-11,632.6	-5.2%	59.4%	60.3%
Northern California	36,772.9	38,917.4	-2,144.5	-5.5%	10.4%	10.6%
Pacific Northwest:	107,063.5	107,472.9	-409.4	-0.4%	30.2%	29.2%
Oregon-Columbia River	44,037.3	42,910.1	1,127.2	2.6%	12.4%	11.6%
Washington	63,026.2	64,562.8	-1,536.6	-2.4%	17.8%	17.5%
West Coast Total	354,412.7	368,599.2	-14,186.5	-3.8%	100.0%	100.0%

TABLE 3C: Total Tonnage by Major West Coast Port

(Tonnage [1,000s] in short tons [2,000 lbs.])

Port	Total Tonnage		Change from 2007		% Share of West Coast Traffic	
	2008	2007	Numerical	Percent	2008	2007
Los Angeles, CA	106,535.1	110,721.0	-4,185.9	-3.8%	30.1%	34.7%
Long Beach, CA	94,909.1	100,969.5	-6,060.4	-6.0%	26.8%	23.1%
Tacoma, WA	34,698.2	33,753.4	944.8	2.8%	9.8%	9.7%
Oakland, CA	28,411.0	29,448.7	-1,037.7	-3.5%	8.0%	7.9%
Seattle, WA	26,728.4	29,513.9	-2,785.5	-9.4%	7.5%	7.0%
Portland, OR	21,682.5	23,166.5	-1,484.0	-6.4%	6.1%	6.7%
Kalama, WA	12,320.3	9,624.1	2,696.2	28.0%	3.5%	2.6%
Vancouver, WA	5,902.6	6,172.7	-270.1	-4.4%	1.7%	1.4%
San Diego, CA	5,560.9	6,547.7	-986.8	-15.1%	1.6%	1.1%
Port Hueneme, CA	3,571.2	3,970.7	-399.5	-10.1%	1.0%	1.2%
All Other Ports	14,093.3	14,711.1	-617.8	-4.2%	4.0%	4.1%
West Coast Total	354,412.6	368,599.3	-14,186.7	-3.8%	100.0%	100.0%

Source: Pacific Maritime Association

TABLE 4: Comparative Tonnage of Major West Coast Ports

(Tonnage [1,000s] in short tons [2,000 lbs.])

Port of Los Angeles, CA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Total	Non-Containerized	Total	Non-Containerized	Total	Non-Containerized
2002	84,415.9	85.4%	14.0%	16.4%	10,396	263
2003	98,370.3	88.4%	16.5%	20.7%	13,954	-965
2004	99,418.3	88.8%	1.1%	1.5%	1,048	-253
2005	98,341.2	89.8%	-1.1%	0.0%	-1,077	-1,104
2006	113,211.2	91.1%	15.1%	16.7%	14,870	104
2007	110,721.0	93.7%	-2.2%	0.7%	-2,490	-3,206
2008	106,535.1	94.5%	-3.8%	-3.0%	-4,186	-1,116

Port of Long Beach, CA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Total	Non-Containerized	Total	Non-Containerized	Total	Non-Containerized
2002	67,814.7	81.9%	-0.8%	-2.2%	-524	724
2003	65,581.1	81.4%	-3.3%	-3.9%	-2,234	-82
2004	78,173.5	82.8%	19.2%	21.3%	12,592	1,223
2005	88,191.6	83.8%	12.8%	14.2%	10,018	832
2006	97,291.5	82.3%	10.3%	8.3%	9,100	2,963
2007	100,969.5	86.4%	3.8%	9.0%	3,678	-3,545
2008	94,909.1	86.5%	-6.0%	-5.9%	-6,060	-915

Port of Tacoma, WA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Total	Non-Containerized	Total	Non-Containerized	Total	Non-Containerized
2002	24,262.0	69.0%	5.2%	13.3%	1,200	-761
2003	27,595.0	70.5%	13.7%	16.3%	3,333	613
2004	30,739.0	66.3%	11.4%	4.7%	3,144	2,221
2005	34,193.1	69.2%	11.2%	16.1%	3,454	183
2006	32,515.5	70.9%	-4.9%	-2.6%	-1,678	-1,063
2007	33,753.4	71.5%	3.8%	4.8%	1,238	131
2008	34,698.2	69.5%	2.8%	-0.1%	945	963

Source: Pacific Maritime Association (PMA)

Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

TABLE 4: Comparative Tonnage of Major West Coast Ports (continued)

(Tonnage [1,000s] in short tons [2,000 lbs.])

Port of Oakland, CA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Non-Containerized	Containerized	Non-Containerized
2002	20,430.7	95.9%	-0.2%	2.4%	-49	462
2003	22,477.6	96.0%	10.0%	10.1%	2,047	1,982
2004	24,683.3	95.7%	9.8%	9.5%	2,206	2,048
2005	27,830.9	96.1%	12.8%	13.2%	3,148	3,123
2006	28,596.8	96.8%	2.8%	3.5%	766	928
2007	29,448.7	97.1%	3.0%	3.3%	852	906
2008	28,411.0	97.7%	-3.5%	-2.8%	-1,038	-812

Port of Seattle, WA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Non-Containerized	Containerized	Non-Containerized
2002	18,238.6	88.5%	-1.6%	8.3%	-301	1,231
2003	19,817.1	81.3%	8.7%	-0.2%	1,579	-27
2004	23,977.3	81.0%	21.0%	20.4%	4,160	3,292
2005	29,515.1	80.3%	23.1%	22.0%	5,538	4,275
2006	28,692.4	76.9%	-2.8%	-6.8%	-823	-1,611
2007	29,513.9	79.0%	2.9%	5.6%	822	1,229
2008	26,728.4	72.8%	-9.4%	-16.6%	-2,786	-3,860

Port of Portland, OR

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Non-Containerized	Containerized	Non-Containerized
2002	17,451.0	18.3%	-3.8%	-10.8%	-688	-386
2003	18,995.5	19.4%	8.9%	15.4%	1,545	493
2004	20,357.3	17.3%	7.2%	-4.4%	1,362	-163
2005	18,727.5	11.3%	-8.0%	-40.1%	-1,630	-1,413
2006	20,173.0	14.0%	7.7%	34.0%	1,446	719
2007	23,166.5	15.7%	14.8%	28.4%	2,994	803
2008	21,682.5	15.9%	-6.4%	-5.2%	-1,484	-190

Source: Pacific Maritime Association (PMA)

Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

TABLE 4: Comparative Tonnage of Major West Coast Ports (continued)

(Tonnage [1,000s] in short tons [2,000 lbs.])

Port of Kalama, WA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total
2002	6,161.6	0.0%	100.0%	-6.6%	-	-436
2003	7,331.1	0.0%	100.0%	19.0%	-	1,170
2004	9,307.1	0.0%	100.0%	27.0%	-	1,976
2005	9,506.3	0.0%	100.0%	2.1%	-	199
2006	8,443.8	0.0%	100.0%	-11.2%	-	-1,063
2007	9,624.1	0.0%	100.0%	14.0%	-	1,180
2008	12,320.3	0.0%	100.0%	28.0%	-	2,696

Port of Vancouver, WA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total
2002	4,861.1	0.1%	99.9%	-6.9%	-64.4%	-359
2003	3,991.0	0.1%	99.9%	-17.9%	56.7%	-870
2004	5,021.4	0.0%	100.0%	25.8%	-53.7%	1,030
2005	4,101.2	0.0%	100.0%	-18.3%	-25.0%	-920
2006	5,440.6	0.1%	99.9%	32.7%	201.1%	1,339
2007	6,172.7	0.1%	99.9%	13.5%	-1.4%	732
2008	5,902.6	0.0%	100.0%	-4.4%	-72.3%	-270

Port of San Diego, CA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total
2002	4,093.2	4.0%	96.0%	-8.9%	64440.0%	-400
2003	4,478.0	20.3%	79.7%	9.4%	453.5%	385
2004	4,703.8	20.8%	79.2%	5.0%	7.2%	226
2005	5,306.9	17.1%	82.9%	12.8%	-6.9%	603
2006	6,704.5	12.4%	87.6%	26.3%	-8.9%	1,398
2007	6,547.7	13.1%	86.9%	-2.3%	3.6%	-157
2008	5,560.9	15.3%	84.7%	-15.1%	-0.5%	-987

Port Hueneme, CA

Year	Total Tonnage		Annual % Change in Tonnage		Numerical Change in Tonnage	
	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total
2002	3,571.1	6.0%	94.0%	8.4%	5.0%	277
2003	3,401.7	8.0%	92.0%	-4.7%	27.0%	-169
2004	4,042.2	5.9%	94.1%	18.8%	-11.6%	641
2005	4,607.0	8.4%	91.6%	14.0%	60.3%	565
2006	4,570.6	7.5%	92.5%	-0.8%	-11.4%	-36
2007	3,970.7	8.7%	91.3%	-13.1%	1.7%	-600
2008	3,571.2	11.2%	88.8%	-10.1%	15.0%	-400

Source: Pacific Maritime Association (PMA)

Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

**TABLE 5: Direct Employment in International Trade
in the Los Angeles Five-County Area**

(Annual averages, in thousands)

Year	International Trade Employment	Total Nonfarm Employment	% of Nonfarm Employment	Annual % Change	
				Int'l Trade Employment	Nonfarm Employment
1980	174.9	5,043.6	3.5%		
1981	175.7	5,101.5	3.4%	0.5%	1.1%
1982	170.0	4,974.2	3.4%	-3.2%	-2.5%
1983	171.4	5,016.3	3.4%	0.8%	0.8%
1984	176.9	5,239.0	3.4%	3.2%	4.4%
1985	193.2	5,429.8	3.6%	9.2%	3.6%
1986	195.2	5,618.3	3.5%	1.0%	3.5%
1987	203.9	5,813.0	3.5%	4.5%	3.5%
1988	217.5	6,002.3	3.6%	6.7%	3.3%
1989	229.6	6,158.0	3.7%	5.6%	2.6%
1990	232.5	6,251.0	3.7%	1.3%	1.5%
1991	236.5	6,075.7	3.9%	1.7%	-2.8%
1992	244.5	5,886.7	4.2%	3.4%	-3.1%
1993	250.2	5,783.9	4.3%	2.3%	-1.7%
1994	270.9	5,813.3	4.7%	8.3%	0.5%
1995	294.4	5,915.5	5.0%	8.7%	1.8%
1996	297.6	6,014.2	4.9%	1.1%	1.7%
1997	316.2	6,183.0	5.1%	6.2%	2.8%
1998	304.7	6,377.1	4.8%	-3.6%	3.1%
1999	323.1	6,550.7	4.9%	6.0%	2.7%
2000	367.5	6,724.4	5.5%	13.7%	2.7%
2001	336.0	6,796.9	4.9%	-8.6%	1.1%
2002	333.7	6,776.8	4.9%	-0.7%	-0.3%
2003	359.8	6,795.3	5.3%	7.8%	0.3%
2004	404.6	6,899.4	5.9%	12.5%	1.5%
2005	450.1	7,028.4	6.4%	11.2%	1.9%
2006	504.4	7,176.8	7.0%	12.1%	2.1%
2007	501.6	7,205.3	7.0%	-0.6%	0.4%
2008	496.0	7,065.9	7.0%	-1.1%	-1.9%
2009f	450.0	6,735.0	6.7%	-9.3%	-4.7%

Sources: California Employment Development Department, International Trade
Employment and forecasts by the LAEDC, based on allocated shares of relevant industries.

TABLE 6: Imports & Exports Through the Los Angeles Customs District

(Billions of \$)

Year	Imports*	% Change	Exports	% Change	Total Trade	% Change
1975	\$7.6	-----	\$5.5	-----	\$13.1	-----
1976	10.0	31.6%	6.1	10.9%	16.1	22.9%
1977	15.5	55.0%	6.2	1.6%	21.7	34.8%
1978	14.6	-5.8%	7.8	25.8%	22.4	3.2%
1979	16.8	15.1%	10.9	39.7%	27.7	23.7%
1980	20.1	19.6%	14.8	35.8%	34.9	26.0%
1981	21.9	9.0%	16.9	14.2%	38.8	11.2%
1982	22.0	0.5%	16.3	-3.6%	38.3	-1.3%
1983	25.5	15.9%	17.1	4.9%	42.6	11.2%
1984	31.2	22.4%	18.4	7.6%	49.6	16.4%
1985	44.3	42.0%	19.5	6.0%	63.8	28.6%
1986	48.7	9.9%	19.9	2.1%	68.6	7.5%
1987	53.9	10.7%	23.7	19.1%	77.6	13.1%
1988	58.1	7.8%	32.0	35.0%	90.1	16.1%
1989	62.8	8.1%	38.6	20.6%	101.4	12.5%
1990	64.6	2.9%	41.7	8.0%	106.3	4.8%
1991	66.7	3.3%	46.0	10.3%	112.7	6.0%
1992	72.6	8.8%	49.4	7.4%	122.0	8.2%
1993	80.2	10.5%	48.3	-2.3%	128.4	5.3%
1994	90.2	12.6%	55.8	15.6%	146.1	13.7%
1995	97.0	7.5%	67.0	20.0%	164.0	12.3%
1996	101.2	4.3%	69.0	2.9%	170.2	3.7%
1997	111.9	10.6%	74.2	7.6%	186.1	9.4%
1998	117.7	5.2%	63.7	-14.2%	181.4	-2.5%
1999	130.6	11.0%	66.4	4.3%	197.0	8.6%
2000	152.7	16.9%	77.3	16.4%	230.0	16.8%
2001	143.5	-6.0%	69.0	-10.8%	212.5	-7.6%
2002	149.5	4.2%	63.3	-8.2%	212.8	0.2%
2003	165.3	10.6%	67.6	6.7%	232.9	9.4%
2004	191.0	15.5%	70.9	4.8%	261.9	12.4%
2005	213.3	11.7%	78.4	10.7%	291.7	11.4%
2006	236.0	10.6%	90.4	15.3%	326.4	11.9%
2007	247.3	4.8%	100.2	10.8%	347.5	6.5%
2008	245.8	-0.6%	110.3	10.0%	356.1	2.5%

*Note: Includes only imports for consumption (cargo that cleared customs in LACD).

Source: U.S. Census Bureau, TradeUSAonline

Table 7: Exports Through the L.A. Customs District, 2008

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Computers, Peripherals, Machinery, Appliances & Parts	\$17,328	\$10,123	\$7,204	58.4%	41.6%	15.7%
Electric Machinery, Sound & TV Equipment & Parts	16,995	3,458	13,535	20.3%	79.6%	15.4%
Optical, Photo & Medical/Surgical Instruments	7,574	1,597	5,976	21.1%	78.9%	6.9%
Plastics & Items Made of Plastic	6,578	6,211	366	94.4%	5.6%	6.0%
Motor Vehicles & Parts	5,936	590	4,269	9.9%	71.9%	5.4%
Aircraft, Spacecraft & Parts	4,879	4,428	451	90.8%	9.2%	4.4%
Iron & Steel	3,464	3,414	50	98.6%	1.4%	3.1%
Miscellaneous Chemical Products	2,980	2,110	870	70.8%	29.2%	2.7%
Cotton, Including Yarn & Woven Products	2,678	2,672	6	99.8%	0.2%	2.4%
Organic Chemicals	2,509	2,394	115	95.4%	4.6%	2.3%
Refined Oil Products & Natural Gas	2,497	2,495	2	99.9%	0.1%	2.3%
Pharmaceutical Products	2,250	250	2,000	11.1%	88.9%	2.0%
Aluminum & Items Made of Aluminum	2,015	129	1,827	6.4%	90.7%	1.8%
Natural Pearls, Precious Stones & Metals; Coins	1,939	1,811	127	93.4%	6.6%	1.8%
Inorganic Chemicals & Related Compounds	1,722	1,555	167	90.3%	9.7%	1.6%
Copper & Items Made of Copper	1,544	1,494	49	96.8%	3.2%	1.4%
Iron & Steel Products	1,523	1,206	317	79.2%	20.8%	1.4%
Meat & Meat Products	1,436	1,435	1	99.9%	0.1%	1.3%
Oils, Seeds & Grains	1,400	1,343	56	96.0%	4.0%	1.3%
Rubber & Items Made of Rubber	1,388	1,328	60	95.7%	4.3%	1.3%
Fruits & Nuts	1,344	1,229	115	91.5%	8.5%	1.2%
Leather, Leather Products & Hides	1,252	1,249	3	99.8%	0.2%	1.1%
Wood Pulp, Wastepaper & Scrap Paperboard	1,068	1,068	0	100.0%	0.0%	1.0%
Toys, Games & Sports Equipment	1,040	528	513	50.7%	49.3%	0.9%
Essential Oils, Perfumes, Cosmetic Preparations	1,032	859	174	83.2%	16.8%	0.9%
Miscellaneous Prepared Foods	1,032	857	175	83.0%	17.0%	0.9%
Soaps, Waxes, Polish, Candles, etc.	934	74	138	7.9%	14.8%	0.8%
Prepared Animal Feed	893	870	23	97.4%	2.6%	0.8%
Dyes, Paint, Inks	879	875	4	99.6%	0.4%	0.8%
Dairy Products, Eggs, Honey, etc.	768	593	175	77.2%	22.8%	0.7%
Paper, Paperboard & Related Products	660	656	3	99.5%	0.5%	0.6%
Furniture, Bedding, Lamps, etc.	594	548	46	92.2%	7.8%	0.5%
Photographic & Cinematographic Products	550	453	97	82.3%	17.7%	0.5%
Cereal Grains	537	418	119	77.9%	22.1%	0.5%
Artworks, Collectors' Pieces & Antiques	469	469	0	99.9%	0.1%	0.4%
Modified Starch, Glue, Enzymes	464	32	432	6.8%	93.2%	0.4%
Glass & Glassware	432	331	101	76.7%	23.3%	0.4%
Prepared Vegetables, Fruits & Nuts	378	331	47	87.5%	12.5%	0.3%
Books, Newspapers, Manuscripts, etc.	353	350	3	99.2%	0.8%	0.3%
Arms & Ammunition	346	220	126	63.5%	36.5%	0.3%
Miscellaneous Metal Products	319	93	225	29.3%	70.7%	0.3%
Apparel & Accessories, Knit or Crochet	313	226	87	72.1%	27.9%	0.3%
Apparel & Accessories, Not Knit or Crochet	301	77	225	25.5%	74.5%	0.3%
Base Metals & Items Made of Base Metals	294	70	224	23.8%	76.2%	0.3%
Special Classification Items	289	169	119	58.6%	41.4%	0.3%
Books, Newspapers, Manuscripts, etc.	285	281	4	98.5%	1.5%	0.3%
Arms & Ammunition	276	197	78	71.6%	28.4%	0.3%
All Other Items (< \$275 million)	\$4,519	\$3,712	\$807	82.1%	17.9%	4.1%
Total	\$110,254	\$66,879	\$41,513	60.7%	37.7%	100.0%

Source: U.S. Census Bureau, TradeUSAonline

Table 8: Imports* Entering the L.A. Customs District, 2008

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electric Machinery, Sound & TV Equipment & Parts	\$58,227	\$47,643	\$10,539	81.8%	18.1%	18.1%
Computers, Peripherals, Machinery, Appliances & Parts	56,012	44,632	11,353	79.7%	20.3%	17.4%
Motor Vehicles & Parts	29,985	29,612	373	98.8%	1.2%	9.3%
Refined Oil Products & Natural Gas	21,422	21,420	1	100.0%	0.0%	6.7%
Toys, Games & Sports Equipment	14,517	13,898	618	95.7%	4.3%	4.5%
Apparel & Accessories, Knit or Crochet	13,841	13,119	722	94.8%	5.2%	4.3%
Apparel & Accessories, Not Knit or Crochet	12,595	11,711	882	93.0%	7.0%	3.9%
Furniture, Bedding, Lamps, etc.	11,932	11,833	98	99.2%	0.8%	3.7%
Footwear & Footwear Parts	9,327	9,100	211	97.6%	2.3%	2.9%
Iron & Steel Products	7,697	7,626	70	99.1%	0.9%	2.4%
Plastics & Items Made of Plastic	7,555	7,413	142	98.1%	1.9%	2.3%
Optical, Photo & Medical/Surgical Instruments	7,207	4,784	2,419	66.4%	33.6%	2.2%
Rubber & Items Made of Rubber	5,912	5,885	27	99.5%	0.5%	1.8%
Natural Pearls, Precious Stones & Metals; Coins	4,447	414	3,829	9.3%	86.1%	1.4%
Leather Products, Including Luggage & Handbags	4,299	4,105	190	95.5%	4.4%	1.3%
Organic Chemicals	4,262	3,728	534	87.5%	12.5%	1.3%
Textiles & Needlecraft	3,218	3,187	31	99.0%	1.0%	1.0%
Iron & Steel	2,999	2,998	1	100.0%	0.0%	0.9%
Special Classification Items	2,801	718	1,966	25.6%	70.2%	0.9%
Miscellaneous Metal Products	2,680	2,569	56	95.9%	2.1%	0.8%
Seafood	2,273	2,085	188	91.7%	8.3%	0.7%
Pharmaceutical Products	2,129	407	482	19.1%	22.6%	0.7%
Paper, Paperboard & Related Products	2,085	2,068	17	99.2%	0.8%	0.6%
Tools & Cutlery	2,023	1,934	89	95.6%	4.4%	0.6%
Wood & Wood Products	1,866	1,859	7	99.6%	0.4%	0.6%
Aluminum & Items Made of Aluminum	1,539	1,513	26	98.3%	1.7%	0.5%
Beverages, Spirits & Vinegar	1,500	1,425	4	95.0%	0.3%	0.5%
Prepared Meat & Seafood Products	1,406	1,404	2	99.9%	0.1%	0.4%
Books, Newspapers, Manuscripts, etc.	1,300	1,247	52	96.0%	4.0%	0.4%
Miscellaneous Manufactured Goods	1,289	1,256	33	97.4%	2.6%	0.4%
Stone, Plaster, Cement & Asbestos Products	1,258	1,229	29	97.7%	2.3%	0.4%
Ceramic Products	1,194	1,174	20	98.3%	1.7%	0.4%
Miscellaneous Chemical Products	1,102	826	275	75.0%	25.0%	0.3%
Copper & Items Made of Copper	1,054	1,027	27	97.4%	2.6%	0.3%
Prepared Vegetables Fruits & Nuts	965	965	1	99.9%	0.1%	0.3%
Glass & Glassware	964	939	25	97.4%	2.6%	0.3%
Fruits & Nuts	934	919	16	98.3%	1.7%	0.3%
Essential Oils, Perfumes, Cosmetic Preparations	841	774	61	92.1%	7.3%	0.3%
Inorganic Chemicals & Related Compounds	803	769	34	95.7%	4.3%	0.2%
Headgear and Headgear Parts	776	747	29	96.3%	3.7%	0.2%
Musical Instruments & Parts	763	744	19	97.5%	2.5%	0.2%
Feathers, Down, Artificial Flowers	717	699	18	97.5%	2.5%	0.2%
Clocks, Watches & Parts	609	362	245	59.4%	40.2%	0.2%
Aircraft, Spacecraft & Parts	557	280	277	50.1%	49.7%	0.2%
Meat & Meat Products	539	520	18	96.5%	3.4%	0.2%
Coffee, Tea, Mate & Spices	526	524	2	99.5%	0.5%	0.2%
All Other Items (< \$500 million)	9,668	8,539	1,096	88.3%	11.3%	3.0%
Total	\$321,616	\$282,630	\$37,154	87.9%	11.6%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau, TradeUSAonline

TABLE 9: Exports Through the L.A. Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group	Asia-			Central/So		North		CIS		World Total
	Oceania	Europe	America	America	Africa	Mideast		Nations		
Machinery & Equipment	\$26,654	\$4,624	\$1,200	\$714	\$202	\$690		\$193		\$34,277
Chemicals & Related Products	10,276	2,435	275	80	39	152		31		13,289
Vehicles, Aircraft & Vessels	7,199	1,941	734	286	139	310		178		10,787
Base Metals & Related Products	9,087	493	63	22	12	63		14		9,754
Plastics & Rubber Products	7,606	200	76	9	12	52		9		7,964
Instruments	4,707	2,553	190	104	65	131		42		7,793
Textiles & Apparel	3,268	205	152	56	16	58		8		3,762
Plant-based Food & Related Products	2,982	250	127	4	12	116		9		3,499
Prepared Foods & Beverages	2,794	117	100	2	7	21		4		3,046
Crude Oil, Products & Mineral Ores	1,415	122	504	844	33	4		10		2,932
Animals, Fish & Related Products	2,075	33	67	7	78	82		54		2,395
Precious Stones, Metals, Coins & Pearls	1,096	568	106	18	2	218		2		2,011
Pulp, Paper, Books & Printed Products	1,889	58	41	8	3	7		1		2,007
Other Manufactures	1,216	298	95	15	24	58		9		1,716
Hides, Leather & Leather Goods	1,382	83	11	2	1	8		0		1,488
Special Classification Items	652	156	44	58	14	6		3		933
Stone, Glass & Ceramic Products	637	51	10	3	5	11		1		718
Art & Collectibles	57	397	1	4	1	4		0		463
Arms & Ammunitions	244	61	2	1	0	10		0		319
Footwear & Apparel Accessories	206	42	35	3	17	15		1		318
Wood & Related Products	250	3	3	0	0	2		0		260
Fats & Waxes	93	6	2	0	0	0		0		101
Total Area Exports	\$85,785	\$14,697	\$3,839	\$2,240	\$682	\$2,018		\$570		\$109,832
Memo: Area % of Total Exports	78.1%	13.4%	3.5%	2.0%	0.6%	1.8%		0.5%		100.0%

Source: U.S. Census Bureau, TradeUSAonline

TABLE 10: Imports* Entering the L.A. Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group	Asia-				Central/So		North		CIS		World Total
	Oceania	Europe	America	Mideast	America	Africa	Nations				
Machinery & Equipment	\$109,847	\$3,356	\$110	\$182	\$671	\$61	\$10	\$114,238			
Vehicles, Aircraft & Vessels	23,797	6,438	19	3	21	628	44	30,950			
Textiles & Apparel	27,684	319	962	74	5	69	9	29,121			
Other Manufactures	27,242	440	18	21	4	9	5	27,739			
Crude Oil, Products & Mineral Ores	1,493	359	7,450	9,788	1,314	977	358	21,740			
Base Metals & Related Products	16,753	510	556	154	373	26	195	18,567			
Footwear & Apparel Accessories	13,998	143	26	10	17	3	2	14,198			
Plastics & Rubber Products	12,946	359	109	38	2	3	9	13,466			
Chemicals & Related Products	7,536	1,617	52	63	1,512	10	28	10,818			
Instruments	7,180	1,132	35	125	98	5	5	8,579			
Prepared Foods & Beverages	3,208	1,343	355	40	106	22	10	5,083			
Precious Stones, Metals, Coins & Pearls	2,172	419	58	1,560	62	51	126	4,447			
Leather Goods, Leather & Hides	4,290	82	17	0	4	1	0	4,394			
Stone, Glass & Ceramic Products	2,821	442	101	42	1	6	3	3,416			
Pulp, Paper, Books & Printed Products	3,208	130	10	3	36	1	0	3,387			
Animals, Fish & Related Products	2,708	158	292	2	9	4	40	3,213			
Special Classification Items	1,975	663	57	24	54	10	14	2,796			
Plant-based Food & Related Products	1,194	115	963	7	15	19	1	2,314			
Wood & Related Products	1,896	61	74	0	0	3	25	2,059			
Arms & Ammunitions	240	193	0	1	5	0	0	440			
Art & Collectibles	83	273	1	3	2	1	1	366			
Fats & Waxes	84	104	25	5	0	4	0	222			
Total Area Imports	\$272,355	\$18,655	\$11,288	\$12,146	\$4,309	\$1,914	\$885	\$321,553			
Memo: Area % of Total Imports	84.7%	5.8%	3.5%	3.8%	1.3%	0.6%	0.3%	100.0%			

*Note: Includes general imports; i.e. cargo unloaded in LACD
Source: U.S. Census Bureau, TradeUSAonline

Table 11A: Major Trading Partners of the Los Angeles Customs District (pg. 1 of 2)
(Billions of \$, general imports*)

2-Way Rank	Country	A. Two-Way Trade Value through LACD					
		2003	2004	2005	2006	2007	2008
1	China**	\$102.61	\$123.21	\$139.15	\$164.77	\$183.31	\$186.60
2	Japan	51.50	54.69	53.81	63.01	60.53	59.30
3	South Korea	18.66	19.74	20.73	23.47	24.57	22.16
4	Taiwan	19.57	19.76	19.74	21.85	22.05	20.48
5	Thailand	8.55	9.55	9.85	11.08	10.65	11.68
6	Malaysia	12.50	11.65	11.42	11.91	9.88	10.29
7	Germany	7.49	7.88	9.03	9.71	8.03	9.00
8	Australia	6.70	7.45	8.17	8.48	8.79	8.92
9	Singapore	8.10	7.94	7.91	8.84	8.69	8.12
10	Indonesia	5.25	5.87	6.11	6.55	7.14	7.45
11	Vietnam	3.03	3.31	3.56	4.46	5.79	7.06
12	Iraq	0.79	1.56	1.38	2.84	3.24	6.74
13	U.K.	4.69	4.98	5.54	5.54	5.53	5.44
14	India	2.92	3.28	3.91	4.35	4.51	4.91
15	Philippines	5.94	5.12	5.15	5.48	5.19	4.55
16	Mexico***	1.95	2.51	2.81	3.28	3.00	3.30
17	Canada***	0.96	1.13	1.30	1.64	2.65	3.25
18	Netherlands	1.98	2.12	2.45	2.98	3.53	2.84
19	France	2.11	2.02	2.35	2.47	2.85	2.84
20	Italy	2.17	2.17	2.49	2.62	2.86	2.80

2-Way Rank	Country	B. Trade Balance with LACD					
		2003	2004	2005	2006	2007	2008
1	China**	-79.32	-95.03	-106.85	-122.27	-133.85	-129.37
2	Japan	-27.67	-32.20	-30.57	-36.71	-33.22	-29.19
3	South Korea	-5.71	-8.13	-6.57	-6.15	-5.34	-3.05
4	Taiwan	-10.56	-10.86	-9.95	-10.45	-9.36	-7.09
5	Thailand	-5.43	-5.77	-5.66	-6.93	-6.20	-6.17
6	Malaysia	-4.40	-4.56	-4.47	-4.56	-3.91	-3.25
7	Germany	-4.44	-4.59	-5.24	-5.57	-2.85	-3.57
8	Australia	3.30	3.14	3.60	3.71	4.08	4.57
9	Singapore	-0.84	0.25	1.52	2.15	2.80	2.96
10	Indonesia	-3.91	-4.18	-4.12	-4.53	-4.71	-3.91
11	Vietnam	-2.60	-2.76	-2.89	-3.65	-4.24	-4.71
12	Iraq	-0.78	-1.54	-1.33	-2.83	-3.20	-6.70
13	U.K.	0.29	0.12	-0.04	-0.53	-0.60	0.04
14	India	-1.36	-1.62	-1.91	-2.24	-2.11	-2.27
15	Philippines	-1.53	-2.01	-1.55	-1.87	-2.16	-1.74
16	Mexico***	0.02	-0.09	-0.51	-0.35	-0.49	-0.46
17	Canada***	-0.43	-0.36	-0.53	-0.83	-1.33	-1.60
18	Netherlands	0.63	0.82	0.71	1.11	0.91	0.81
19	France	0.10	0.13	0.18	0.29	0.41	0.33
20	Italy	-1.31	-1.21	-0.98	-1.16	-1.30	-0.92

Notes: *Includes all cargo unloaded in LACD

**China includes the mainland, Hong Kong, & Macau.

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau, TradeUSAonline

Table 11A: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2)
(Billions of \$, general imports*)

2-Way Rank	Country	C. Exports by Destination Country					
		2003	2004	2005	2006	2007	2008
1	China**	\$11.65	\$14.09	\$16.15	\$21.25	\$24.73	\$28.62
2	Japan	11.92	11.24	11.62	13.15	13.65	15.05
3	South Korea	6.48	5.80	7.08	8.66	9.61	9.55
4	Taiwan	4.50	4.45	4.89	5.70	6.35	6.70
5	Thailand	1.56	1.89	2.10	2.08	2.23	2.75
6	Malaysia	4.05	3.54	3.47	3.68	2.98	3.52
7	Germany	1.53	1.65	1.90	2.07	2.59	2.71
8	Australia	5.00	5.29	5.89	6.09	6.43	6.75
9	Singapore	3.63	4.10	4.71	5.49	5.74	5.54
10	Indonesia	0.67	0.85	1.00	1.01	1.22	1.77
11	Vietnam	0.21	0.28	0.33	0.40	0.77	1.18
12	Iraq	0.01	0.01	0.02	0.01	0.02	0.02
13	U.K.	2.49	2.55	2.75	2.50	2.46	2.74
14	India	0.78	0.83	1.00	1.05	1.20	1.32
15	Philippines	2.21	1.56	1.80	1.81	1.51	1.41
16	Mexico***	0.98	1.21	1.15	1.47	1.26	1.42
17	Canada***	0.26	0.39	0.38	0.41	0.66	0.82
18	Netherlands	1.31	1.47	1.58	2.05	2.22	1.82
19	France	1.10	1.07	1.27	1.38	1.63	1.58
20	Italy	0.43	0.48	0.75	0.73	0.78	0.94

2-Way Rank	Country	D. Imports* by Country of Origin					
		2003	2004	2005	2006	2007	2008
1	China**	\$90.96	\$109.12	\$123.00	\$143.52	\$158.58	\$157.98
2	Japan	39.59	43.44	42.19	49.86	46.88	44.25
3	South Korea	12.18	13.93	13.65	14.81	14.95	12.61
4	Taiwan	15.07	15.31	14.85	16.15	15.70	13.78
5	Thailand	6.99	7.66	7.76	9.00	8.42	8.93
6	Malaysia	8.45	8.10	7.95	8.23	6.90	6.77
7	Germany	5.96	6.23	7.14	7.64	5.44	6.29
8	Australia	1.70	2.16	2.29	2.39	2.36	2.18
9	Singapore	4.47	3.85	3.20	3.34	2.95	2.58
10	Indonesia	4.58	5.02	5.12	5.54	5.93	5.68
11	Vietnam	2.81	3.03	3.22	4.05	5.02	5.88
12	Iraq	0.79	1.55	1.35	2.83	3.22	6.72
13	U.K.	2.20	2.43	2.79	3.03	3.06	2.70
14	India	2.14	2.45	2.91	3.30	3.31	3.59
15	Philippines	3.73	3.56	3.35	3.68	3.67	3.15
16	Mexico***	0.96	1.30	1.66	1.81	1.75	1.88
17	Canada***	0.69	0.75	0.91	1.23	1.99	2.43
18	Netherlands	0.67	0.65	0.87	0.94	1.31	1.01
19	France	1.01	0.95	1.08	1.09	1.22	1.25
20	Italy	1.74	1.69	1.73	1.89	2.08	1.86

Notes: *Includes all cargo unloaded in LACD

**China includes the mainland, Hong Kong, & Macau.

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau, TradeUSAonline

Table 11B: Major Trading Partners of the Los Angeles Customs District (pg. 1 of 2)
(Billions of \$, imports for consumption*)

2-Way RankCountry		A. Two-Way Trade Value through LACD*										
		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	China**	\$35.45	\$41.30	\$51.22	\$51.68	\$61.23	\$74.33	\$92.49	\$109.01	\$126.01	\$141.81	\$143.09
2	Japan	43.03	46.14	51.61	45.57	41.84	41.49	44.00	46.43	50.71	48.26	45.89
3	South Korea	10.77	15.57	19.22	15.67	15.52	16.17	16.84	17.94	20.68	21.81	18.90
4	Taiwan	15.11	15.48	18.01	14.86	14.40	14.22	14.78	15.12	16.71	17.13	15.30
5	Thailand	5.73	6.01	6.94	6.71	6.95	6.68	7.59	7.98	9.00	8.79	9.74
6	Germany	5.43	5.71	6.57	6.66	6.40	7.47	7.84	9.01	9.65	7.97	9.35
7	Malaysia	9.41	10.16	11.26	10.13	10.55	11.31	10.35	9.59	9.66	8.00	8.61
8	Australia	6.96	6.22	6.82	6.20	6.00	6.31	6.94	7.62	7.92	8.20	8.28
9	Singapore	8.90	8.18	8.26	7.69	6.56	7.08	7.30	7.18	8.23	7.99	7.35
10	Indonesia	3.50	3.74	4.14	4.03	3.86	3.68	4.35	4.78	4.99	5.74	6.29
11	Iraq	0.22	0.44	0.80	0.65	0.62	0.79	1.56	1.36	2.84	3.23	6.20
12	Vietnam	0.28	0.32	0.54	0.59	1.07	2.04	2.30	2.72	3.44	4.60	5.72
13	U.K.	4.31	4.20	4.66	4.52	4.38	4.64	4.93	5.56	5.44	5.42	5.25
14	India	1.50	1.76	2.13	2.10	2.24	2.54	2.90	3.48	3.71	3.94	4.37
15	Philippines	4.62	5.61	6.29	4.89	4.24	4.80	4.06	4.35	4.56	4.27	3.74
16	Netherlands	2.24	1.89	2.25	1.91	1.81	1.97	2.13	2.46	2.96	3.56	2.82
17	Canada***	1.18	1.22	1.22	1.53	1.17	0.95	1.16	1.33	1.69	2.75	2.82
18	Italy	2.36	2.43	2.57	2.60	2.36	2.26	2.28	2.60	2.66	2.86	2.79
19	France	2.05	2.23	2.58	2.25	1.86	2.19	2.10	2.42	2.48	2.85	2.78
20	Mexico***	1.82	1.43	2.26	1.92	1.70	1.95	2.46	2.70	3.24	2.78	1.16

2-Way Rank Country		B. Trade Balance with LACD										
		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	China**	-21.59	-25.55	-32.05	-32.11	-41.51	-51.04	-64.31	-76.71	-83.51	-92.35	-85.85
2	Japan	-17.21	-20.29	-20.70	-17.78	-17.82	-17.66	-21.52	-23.19	-24.42	-20.95	-15.78
3	South Korea	-1.43	-1.85	-2.78	-3.32	-3.76	-3.22	-5.23	-3.78	-3.37	-2.58	0.20
4	Taiwan	-4.55	-4.93	-4.94	-4.78	-4.49	-5.21	-5.88	-5.33	-5.30	-4.43	-1.91
5	Thailand	-3.46	-3.36	-3.99	-3.27	-3.90	-3.55	-3.81	-3.79	-4.85	-4.33	-4.23
6	Germany	-1.65	-2.24	-2.53	-3.01	-3.68	-4.42	-4.55	-5.22	-5.51	-2.79	-3.92
7	Malaysia	-3.97	-3.60	-3.89	-4.24	-3.84	-3.21	-3.26	-2.64	-2.31	-2.03	-1.57
8	Australia	4.28	4.10	4.54	3.72	3.52	3.69	3.65	4.15	4.27	4.67	5.21
9	Singapore	-0.94	-0.04	0.92	1.03	0.47	0.18	0.89	2.25	2.76	3.50	3.73
10	Indonesia	-2.17	-2.53	-2.65	-2.68	-2.47	-2.34	-2.65	-2.78	-2.97	-3.31	-2.75
11	Iraq	-0.22	-0.44	-0.80	-0.64	-0.62	-0.78	-1.54	-1.32	-2.82	-3.19	-6.16
12	Vietnam	-0.11	-0.14	-0.27	-0.30	-0.70	-1.61	-1.75	-2.05	-2.64	-3.05	-3.36
13	U.K.	0.75	0.22	0.25	0.37	0.28	0.33	0.18	-0.06	-0.44	-0.49	0.22
14	India	-0.63	-0.92	-1.02	-0.84	-0.98	-0.98	-1.25	-1.49	-1.61	-1.54	-1.74
15	Philippines	-0.58	0.17	0.34	-0.30	-0.34	-0.38	-0.95	-0.75	-0.94	-1.24	-0.93
16	Netherlands	1.33	0.87	0.80	0.63	0.41	0.64	0.81	0.70	1.13	0.88	0.82
17	Canada***	-0.21	-0.18	-0.37	-0.10	-0.34	-0.43	-0.38	-0.56	-0.87	-1.43	0.02
18	Italy	-0.99	-1.05	-1.28	-1.25	-1.29	-1.40	-1.32	-1.09	-1.20	-1.31	-0.92
19	France	0.15	0.20	0.13	0.22	0.13	0.02	0.05	0.12	0.28	0.40	0.38
20	Mexico***	-0.31	0.11	0.33	0.67	0.26	0.02	-0.04	-0.39	-0.30	-0.27	1.16

Notes: *Includes only imports for consumption; i.e., cargo that cleared customs in LACD.

**China includes the mainland, Hong Kong, & Macao.

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau, TradeUSAonline

Table 11B: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2)
(Billions of \$, imports for consumption*)

2-Way Rank Country		C. Exports by Destination Country										
		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	China**	\$6.93	\$7.88	\$9.59	\$9.79	\$9.86	\$11.65	\$14.09	\$16.15	\$21.25	\$24.73	\$28.62
2	Japan	12.91	12.93	15.46	13.89	12.01	11.92	11.24	11.62	13.15	13.65	15.05
3	South Korea	4.67	6.86	8.22	6.18	5.88	6.48	5.80	7.08	8.66	9.61	9.55
4	Taiwan	5.28	5.28	6.53	5.04	4.95	4.50	4.45	4.89	5.70	6.35	6.70
5	Thailand	1.14	1.32	1.48	1.72	1.53	1.56	1.89	2.10	2.08	2.23	2.75
6	Germany	1.89	1.74	2.02	1.83	1.36	1.53	1.65	1.90	2.07	2.59	2.71
7	Malaysia	2.72	3.28	3.68	2.94	3.35	4.05	3.54	3.47	3.68	2.98	3.52
8	Australia	5.62	5.16	5.68	4.96	4.76	5.00	5.29	5.89	6.09	6.43	6.75
9	Singapore	3.98	4.07	4.59	4.36	3.52	3.63	4.10	4.71	5.49	5.74	5.54
10	Indonesia	0.67	0.61	0.75	0.67	0.69	0.67	0.85	1.00	1.01	1.22	1.77
11	Iraq	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.01	0.02	0.02
12	Vietnam	0.09	0.09	0.14	0.15	0.18	0.21	0.28	0.33	0.40	0.77	1.18
13	U.K.	2.53	2.21	2.46	2.45	2.33	2.49	2.55	2.75	2.50	2.46	2.74
14	India	0.43	0.42	0.55	0.63	0.63	0.78	0.83	1.00	1.05	1.20	1.32
15	Philippines	2.02	2.89	3.32	2.30	1.95	2.21	1.56	1.80	1.81	1.51	1.41
16	Netherlands	1.78	1.38	1.53	1.27	1.11	1.31	1.47	1.58	2.05	2.22	1.82
17	Canada***	0.48	0.52	0.43	0.71	0.42	0.26	0.39	0.38	0.41	0.66	0.82
18	Italy	0.68	0.69	0.64	0.67	0.53	0.43	0.48	0.75	0.73	0.78	0.94
19	France	1.10	1.22	1.35	1.23	1.00	1.10	1.07	1.27	1.38	1.63	1.58
20	Mexico***	0.75	0.77	1.29	1.29	0.98	0.98	1.21	1.15	1.47	1.26	1.42

2-Way Rank Country		D. Imports by Country of Origin*										
		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	China**	\$28.52	\$33.43	\$41.63	\$41.89	\$51.37	\$62.69	\$78.40	\$92.86	\$104.76	\$117.08	\$114.47
2	Japan	30.12	33.22	36.16	31.67	29.83	29.57	32.76	34.81	37.56	34.61	30.84
3	South Korea	6.10	8.71	11.00	9.49	9.64	9.70	11.04	10.86	12.02	12.19	9.35
4	Taiwan	9.83	10.21	11.48	9.82	9.44	9.71	10.33	10.23	11.00	10.78	8.60
5	Thailand	4.60	4.69	5.46	4.99	5.43	5.11	5.70	5.89	6.93	6.56	6.98
6	Germany	3.54	3.98	4.55	4.84	5.04	5.95	6.19	7.12	7.58	5.38	6.64
7	Malaysia	6.69	6.88	7.58	7.18	7.19	7.26	6.81	6.11	5.98	5.01	5.09
8	Australia	1.34	1.06	1.14	1.24	1.24	1.31	1.64	1.74	1.82	1.77	1.54
9	Singapore	4.92	4.11	3.67	3.33	3.05	3.45	3.21	2.46	2.74	2.25	1.81
10	Indonesia	2.83	3.13	3.39	3.36	3.17	3.01	3.50	3.78	3.98	4.52	4.52
11	Iraq	0.22	0.44	0.80	0.64	0.62	0.79	1.55	1.34	2.83	3.21	6.18
12	Vietnam	0.19	0.23	0.40	0.44	0.88	1.82	2.03	2.38	3.04	3.82	4.54
13	U.K.	1.78	1.99	2.20	2.08	2.05	2.16	2.37	2.81	2.94	2.96	2.52
14	India	1.07	1.34	1.57	1.47	1.61	1.76	2.08	2.49	2.66	2.74	3.05
15	Philippines	2.60	2.72	2.98	2.59	2.29	2.59	2.50	2.55	2.75	2.75	2.34
16	Netherlands	0.46	0.51	0.72	0.64	0.70	0.67	0.66	0.88	0.91	1.34	1.00
17	Canada***	0.70	0.70	0.80	0.82	0.76	0.69	0.77	0.95	1.28	2.09	2.45
18	Italy	1.68	1.74	1.92	1.92	1.83	1.83	1.80	1.85	1.93	2.09	1.85
19	France	0.95	1.01	1.23	1.01	0.86	1.09	1.03	1.15	1.10	1.22	1.20
20	Mexico***	1.07	0.66	0.97	0.62	0.72	0.97	1.25	1.55	1.77	1.53	1.40

Notes: *Includes only imports for consumption; i.e., cargo that cleared customs in LACD.

**China includes the mainland, Hong Kong, & Macao.

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau, TradeUSAonline

TABLE 12: Exports Through the L.A. Customs District by Destination Country, 2008

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China*	\$28,618	\$21,258	\$7,313	74.3%	25.6%	26.0%
Japan	15,052	10,310	4,426	68.5%	29.4%	13.7%
Korea, South	9,554	6,578	2,947	68.8%	30.8%	8.7%
Australia	6,746	5,126	1,591	76.0%	23.6%	6.1%
Taiwan	6,696	4,744	1,931	70.8%	28.8%	6.1%
Singapore	5,539	3,608	1,861	65.1%	33.6%	5.0%
Malaysia	3,517	1,587	1,914	45.1%	54.4%	3.2%
Thailand	2,755	1,824	896	66.2%	32.5%	2.5%
United Kingdom	2,738	235	2,227	8.6%	81.3%	2.5%
Federal Republic of Germany	2,714	252	2,440	9.3%	89.9%	2.5%
Netherlands	1,821	335	1,483	18.4%	81.4%	1.7%
Indonesia	1,769	1,690	77	95.5%	4.4%	1.6%
France	1,584	84	1,490	5.3%	94.1%	1.4%
Mexico	1,419	453	900	31.9%	63.4%	1.3%
Philippines	1,405	948	453	67.5%	32.2%	1.3%
India	1,319	735	582	55.8%	44.2%	1.2%
Belgium	1,272	217	1,054	17.1%	82.9%	1.2%
Vietnam	1,179	1,106	73	93.8%	6.2%	1.1%
Switzerland	1,161	37	1,114	3.2%	96.0%	1.1%
New Zealand	1,006	656	336	65.2%	33.4%	0.9%
Chile	938	507	131	54.0%	14.0%	0.9%
Italy	937	113	814	12.1%	86.9%	0.8%
Brazil	933	97	831	10.4%	89.1%	0.8%
Canada	821	409	221	49.9%	26.9%	0.7%
United Arab Emirates	818	455	348	55.6%	42.5%	0.7%
Sweden	481	61	417	12.8%	86.6%	0.4%
Israel	419	30	383	7.1%	91.6%	0.4%
Costa Rica	406	79	315	19.6%	77.6%	0.4%
Saudi Arabia	394	301	93	76.3%	23.6%	0.4%
Spain	385	70	313	18.2%	81.4%	0.3%
Russia	369	207	162	56.0%	44.0%	0.3%
Ireland	340	19	321	5.5%	94.4%	0.3%
Luxembourg	306	9	38	2.9%	12.6%	0.3%
Colombia	239	162	77	67.9%	32.1%	0.2%
South Africa	231	53	177	23.0%	76.6%	0.2%
Guatemala	221	210	11	94.9%	5.1%	0.2%
Panama	212	192	20	90.8%	9.2%	0.2%
Turkey	204	28	174	13.9%	85.5%	0.2%
Peru	187	136	50	72.8%	27.0%	0.2%
Finland	169	62	107	36.7%	63.1%	0.2%
Pakistan	153	123	29	80.8%	18.8%	0.1%
Denmark	143	37	104	26.1%	72.6%	0.1%
Argentina	135	22	112	16.5%	83.4%	0.1%
El Salvador	124	119	5	96.1%	3.9%	0.1%
Cambodia	120	119	1	98.9%	1.1%	0.1%
Egypt	117	68	49	58.1%	41.4%	0.1%
Czech Republic	107	6	96	5.1%	89.5%	0.1%
Kuwait	106	70	36	66.3%	33.7%	0.1%
Bangladesh	105	98	7	93.7%	6.2%	0.1%
Hungary	104	6	99	5.3%	94.7%	0.1%
Venezuela	103	75	28	72.7%	27.3%	0.1%
All Other Countries (< \$100 million)	2,062	1,151	835	55.8%	40.5%	1.9%
Total--All Countries	\$110,254	\$66,879	\$41,513	60.7%	37.7%	100.0%

*China includes the mainland, Hong Kong, & Macao.

Source: U.S. Census Bureau, TradeUSAonline

TABLE 13: Imports* Entering L.A. Customs District by Country of Origin, 2008

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$157,983	\$146,411	\$11,448	92.7%	7.2%	49.1%
Japan	44,245	40,132	4,099	90.7%	9.3%	13.8%
Taiwan	13,783	11,689	2,092	84.8%	15.2%	4.3%
Korea, South	12,607	11,277	1,329	89.4%	10.5%	3.9%
Thailand	8,926	6,807	2,102	76.3%	23.6%	2.8%
Malaysia	6,770	5,037	1,728	74.4%	25.5%	2.1%
Iraq	6,720	6,719	1	100.0%	0.0%	2.1%
Federal Republic of Germany	6,287	5,002	1,279	79.6%	20.3%	2.0%
Vietnam	5,885	5,707	177	97.0%	3.0%	1.8%
Indonesia	5,676	5,389	282	94.9%	5.0%	1.8%
Ecuador	3,866	3,849	17	99.6%	0.4%	1.2%
India	3,589	2,088	1,496	58.2%	41.7%	1.1%
Philippines	3,145	2,672	472	84.9%	15.0%	1.0%
Brazil	3,033	3,015	17	99.4%	0.6%	0.9%
United Kingdom	2,698	1,536	1,153	56.9%	42.7%	0.8%
Saudi Arabia	2,684	2,683	1	99.9%	0.0%	0.8%
Singapore	2,583	1,187	1,395	46.0%	54.0%	0.8%
Canada	2,425	998	159	41.1%	6.6%	0.8%
Australia	2,177	1,521	615	69.9%	28.2%	0.7%
Israel	2,042	259	1,745	12.7%	85.5%	0.6%
Mexico	1,884	1,064	666	56.5%	35.4%	0.6%
Italy	1,858	1,171	682	63.0%	36.7%	0.6%
Bangladesh	1,460	1,418	42	97.1%	2.9%	0.5%
Cambodia	1,448	1,408	40	97.2%	2.8%	0.5%
France	1,252	753	480	60.1%	38.4%	0.4%
Netherlands	1,015	585	430	57.6%	42.3%	0.3%
Switzerland	969	281	685	29.0%	70.7%	0.3%
New Zealand	857	642	213	75.0%	24.9%	0.3%
Austria	781	718	63	91.9%	8.1%	0.2%
Russia	769	593	162	77.1%	21.1%	0.2%
Belgium	744	390	353	52.4%	47.5%	0.2%
South Africa	729	687	42	94.2%	5.8%	0.2%
Angola	702	702	0	100.0%	0.0%	0.2%
Peru	678	635	43	93.7%	6.3%	0.2%
Guatemala	670	620	50	92.6%	7.4%	0.2%
Chile	635	558	78	87.7%	12.3%	0.2%
Pakistan	619	592	25	95.6%	4.0%	0.2%
Ireland	614	325	289	52.9%	47.1%	0.2%
Spain	578	299	280	51.6%	48.3%	0.2%
Colombia	536	512	22	95.6%	4.0%	0.2%
Sweden	496	418	78	84.3%	15.7%	0.2%
Argentina	387	381	6	98.4%	1.6%	0.1%
Sri Lanka	350	309	30	88.3%	8.5%	0.1%
Costa Rica	348	231	104	66.3%	30.0%	0.1%
All Other Countries (< \$300 Million)	4,111	3,365	685	81.8%	16.7%	1.3%
Total--All Countries	\$321,616	\$282,630	\$37,154	87.9%	11.6%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

**China includes the mainland, Hong Kong, & Macao.

Source: U.S. Census Bureau, TradeUSAonline

TABLE 14: Top 20 U.S. Ports, 2008

(Billions of \$; General Imports = Value Unloaded)

Rank	Customs District	Port	Total \$	Import \$	Export \$	% of U.S.
1	Los Angeles	Los Angeles, CA	\$245.4	\$210.5	\$34.8	7.2%
2	New York City	JFK International Airport, NY	\$171.1	83.7	87.3	5.0%
3	Houston	Houston, TX	\$147.8	79.0	68.8	4.3%
4	New York City	Newark, NJ	\$143.2	127.5	15.8	4.2%
5	Detroit	Detroit, MI	\$137.5	60.7	76.9	4.0%
6	Chicago	Chicago, IL	\$129.2	92.7	36.5	3.8%
7	Laredo	Laredo, TX	\$118.9	64.6	54.2	3.5%
8	New Orleans	New Orleans, LA	\$95.0	49.6	45.5	2.8%
9	Los Angeles	Long Beach, CA	\$91.9	60.0	31.9	2.7%
10	Buffalo	Buffalo-Niagara Falls, NY	\$86.8	43.9	42.9	2.6%
11	Detroit	Port Huron, MI	\$85.8	47.4	38.5	2.5%
12	Los Angeles	Los Angeles International Airport, CA	\$80.0	37.3	42.7	2.4%
13	---	Low-Value Estimates	\$63.3	22.8	40.6	1.9%
14	Charleston	Charleston, SC	\$62.4	40.1	22.3	1.8%
15	Savannah	Savannah, GA	\$60.5	36.3	24.2	1.8%
16	New York City	New York, NY	\$57.8	18.3	39.6	1.7%
17	Norfolk	Norfolk, VA	\$54.1	30.0	24.0	1.6%
18	San Francisco	San Francisco International Airport, CA	\$53.0	26.2	26.8	1.6%
19	Philadelphia	Philadelphia, PA	\$50.4	42.6	7.8	1.5%
20	El Paso	El Paso, TX	\$49.4	29.2	20.2	1.5%

26	San Francisco	Oakland, CA	\$38.9	26.4	12.5	1.1%
30	San Diego	Otay Mesa Station, CA	\$32.6	22.0	10.6	1.0%
Sum--Top 20 Ports			\$1,983.7	\$1,202.4	\$781.3	58.3%
Total Trade Value--All U.S. Ports			\$3,400.3			

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 15: Top 20 U.S. Ports for Exports, 2008

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	New York City	JFK International Airport, NY	\$87.3	6.7%
2	Detroit	Detroit, MI	76.9	5.9%
3	Houston	Houston, TX	68.8	5.3%
4	Laredo	Laredo, TX	54.2	4.2%
5	New Orleans	New Orleans, LA	45.5	3.5%
6	Buffalo	Buffalo-Niagara Falls, NY	42.9	3.3%
7	Los Angeles	Los Angeles International Airport, CA	42.7	3.3%
8	---	Low Value Shipments	40.6	3.1%
9	New York City	New York, NY	39.6	3.0%
10	Detroit	Port Huron, MI	38.5	3.0%
11	Chicago	Chicago, IL	36.5	2.8%
12	Los Angeles	Los Angeles, CA	34.8	2.7%
13	Los Angeles	Long Beach, CA	31.9	2.5%
14	Miami	Miami International Airport, FL	29.8	2.3%
15	San Francisco	San Francisco International Airport, CA	26.8	2.1%
16	Savannah	Savannah, GA	24.2	1.9%
17	Norfolk	Norfolk, VA	24.0	1.8%
18	Charleston	Charleston, SC	22.3	1.7%
19	El Paso	El Paso, TX	20.2	1.6%
20	Seattle	Seattle-Tacoma International Airport, WA	18.5	1.4%
29	San Francisco	Oakland, CA	12.5	1.0%
35	San Diego	Otay Mesa Station	10.6	0.8%
Sum--Top 20 Export Ports			\$805.9	62.0%
Total Export Value--All U.S. Ports			\$1,300.1	

TABLE 16: Top 20 U.S. Ports for Imports, 2008

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	Los Angeles	Los Angeles, CA	\$210.5	10.0%
2	New York City	Newark, NJ	127.5	6.1%
3	Chicago	Chicago IL	92.7	4.4%
4	New York City	JFK International Aripot, NY	83.7	4.0%
5	Houston	Houston, TX	79.0	3.8%
6	Laredo	Laredo, TX	64.6	3.1%
7	Detroit	Detroit, MI	60.7	2.9%
8	Los Angeles	Long Beach, CA	60.0	2.9%
9	New Orleans	New Orleans, LA	49.6	2.4%
10	Detroit	Port Huron, MI	47.4	2.3%
11	Buffalo	Buffalo-Niagara Falls, NY	43.9	2.1%
12	Philadelphia	Philadelphia, PA	42.6	2.0%
13	Charleston	Charleston, NC	40.1	1.9%
14	New Orleans	Morgan City, LA	38.6	1.8%
15	Los Angeles	Los Angeles International Airport, CA	37.3	1.8%
16	Savannah	Savannah, GA	36.3	1.7%
17	Anchorage	Anchorage, AK	32.1	1.5%
18	Seattle	Seattle, WA	30.2	1.4%
19	Norfolk	Norfolk, VA	30.0	1.4%
20	Baltimore	Baltimore, MD	29.3	1.4%
23	San Francisco	Oakland, CA	26.4	1.3%
24	San Francisco	San Francisco International Airport, CA	26.2	1.2%
28	San Diego	Otay Mesa Station	22.0	1.0%
Sum--Top 20 Import Ports			\$1,236.2	58.9%
Total Import Value--All U.S. Ports			\$2,100.1	

Note: Includes general imports i.e. cargo unloaded in each customs district

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 17: Exports Through the Port of L.A., Port of Long Beach and LAX, 2008

(Millions of \$; Millions of Kg.)

Commodity Group	Total \$ Value			Total Shipping Weight		
	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$7,204	\$6,443	\$20,623	474	459	91
Chemicals & Related Products	5,423	4,093	3,776	2,105	1,716	38
Vehicles, Aircraft & Vessels	2,162	3,006	5,308	244	286	17
Base Metals & Related Products	4,720	4,152	880	4,276	3,435	48
Instruments	943	782	6,056	30	24	24
Plastics & Rubber Products	4,229	3,311	424	1,572	1,810	13
Prepared Foods & Beverages	1,458	1,373	212	1,320	1,385	17
Textiles & Apparel	2,082	1,147	494	1,108	593	17
Plant-based Food & Related Products	1,419	1,840	239	2,654	3,189	86
Other Manufactures	597	474	624	64	52	11
Pulp, Paper, Books & Printed Products	943	889	172	3,021	3,600	12
Crude Oil, Products & Mineral Ores	967	1,907	8	1,727	5,711	3
Hides, Leather & Leather Goods	587	744	159	195	307	3
Animals, Fish & Related Products	1,356	940	99	593	392	5
Precious Stones, Metals, Coins & Pearls	54	78	1,882	0	0	1
Special Classification Items	66	19	848	5	3	2
Stone, Glass & Ceramic Products	310	297	112	109	153	4
Art & Collectibles	10	21	431	1	0	0
Wood & Related Products	110	142	7	141	195	1
Arms & Ammunitions	39	55	224	2	2	1
Footwear & Apparel Accessories	117	120	81	67	46	3
Fats & Waxes	36	62	4	42	64	1
Total Exports by Port/Airport	\$34,832	\$31,896	\$42,664	19,750	23,424	398

TABLE 18: Imports* Through the Port of L.A., Port of Long Beach and LAX, 2008

(Millions of \$; Millions of Kg.)

Commodity Group	Total \$ Value			Total Shipping Weight		
	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$71,230	\$20,746	\$21,797	6,192	2,035	183
Vehicles, Aircraft & Vessels	22,598	2,861	648	2,680	498	14
Textiles & Apparel	24,061	3,252	1,791	2,197	317	87
Other Manufactures	18,111	8,877	741	4,404	1,665	17
Base Metals & Related Products	14,209	4,070	303	6,110	1,423	10
Crude Oil, Products & Mineral Ores	7,289	6,373	1	10,931	9,859	1
Footwear & Apparel Accessories	11,348	2,544	301	1,410	314	15
Plastics & Rubber Products	10,050	3,246	169	3,154	958	11
Chemicals & Related Products	7,477	1,822	1,484	1,647	560	9
Instruments	4,540	1,355	2,675	258	77	18
Leather Goods, Leather & Hides	3,109	1,066	218	459	124	7
Prepared Foods & Beverages	4,385	608	32	2,319	429	2
Stone, Glass & Ceramic Products	2,556	785	73	2,773	632	4
Precious Stones, Metals, Coins & Pearls	330	84	4,030	20	9	3
Pulp, Paper, Books & Printed Products	2,397	921	67	1,222	404	4
Animals, Fish & Related Products	2,644	249	315	586	57	29
Special Classification Items	569	172	2,043	83	27	7
Wood & Related Products	1,551	498	10	891	273	1
Plant-based Food & Related Products	1,673	319	131	1,126	199	20
Art & Collectibles	52	9	296	9	1	0
Arms & Ammunitions	198	40	201	22	4	2
Fats & Waxes	162	58	1	57	38	0
Total Imports by Port/Airport	\$210,538	\$59,957	\$37,330	48,551	19,906	441

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau, TradeUSAonline

TABLE 19: Exports Through the San Diego Customs District, 2008

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$3,586.6	\$3.2	\$69.5	0.1%	1.9%	21.6%
Computers, Peripherals, Machinery, Appliances & Parts	2,381.5	19.9	16.2	0.8%	0.7%	14.3%
Plastics & Items Made of Plastic	1,560.9	3.6	0.3	0.2%	0.0%	9.4%
Motor Vehicles & Parts	1,485.5	2.3	0.1	0.2%	0.0%	8.9%
Optical, Photo & Medical/Surgical Instruments	797.1	1.1	40.1	0.1%	5.0%	4.8%
Iron & Steel Products	579.1	0.8	0.5	0.1%	0.1%	3.5%
Paper, Paperboard & Related Products	575.0	1.1	0.0	0.2%	0.0%	3.5%
Refined Oil Products & Natural Gas	410.4	0.1	0.0	0.0%	0.0%	2.5%
Aluminum & Items Made of Aluminum	356.4	0.5	0.2	0.1%	0.1%	2.1%
Iron & Steel	322.1	0.4	0.1	0.1%	0.0%	1.9%
Miscellaneous Metal Products	252.1	0.0	0.4	0.0%	0.2%	1.5%
Miscellaneous Prepared Foods	231.8	1.9	0.3	0.8%	0.1%	1.4%
Meat & Meat Products	230.7	-	-	-	-	1.4%
Wood & Wood Products	219.2	0.0	-	0.0%	-	1.3%
Rubber & Items Made of Rubber	194.1	0.2	1.0	0.1%	0.5%	1.2%
Apparel & Accessories, Knit Or Crochet	185.3	0.6	0.4	0.3%	0.2%	1.1%
Knitted or Crocheted Fabrics	177.3	0.1	-	0.0%	-	1.1%
Furniture, Bedding, Lamps Etc.	161.8	0.2	1.7	0.1%	1.0%	1.0%
Toys, Games & Sport Equipment	151.9	0.5	0.1	0.3%	0.1%	0.9%
Miscellaneous Chemical Products	134.5	0.2	22.6	0.2%	16.8%	0.8%
Fruits & Nuts	127.9	4.9	-	3.8%	-	0.8%
Copper & Items Made of Copper	116.2	0.2	0.1	0.2%	0.1%	0.7%
Edible Vegetables & Certain Roots & Tubers	116.1	0.1	-	0.1%	-	0.7%
Dyes, Paint, Inks	114.7	0.9	0.0	0.7%	0.0%	0.7%
Glass & Glassware	101.3	0.1	0.2	0.1%	0.2%	0.6%
All Other Items (< \$100 million)	2,037.6	28.1	35.4	1.4%	1.7%	12.3%
Total	\$16,606.9	\$70.8	\$189.2	0.4%	267.4%	100.0%

TABLE 20: Imports Entering the San Diego Customs District, 2008

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$16,620.5	\$258.3	\$0.7	1.6%	0.0%	45.2%
Motor Vehicles & Parts	8,146.2	6,359.5	-	78.1%	-	22.1%
Optical, Photo & Medical/Surgical Instruments	2,250.9	14.9	0.1	0.7%	0.0%	6.1%
Computers, Peripherals, Machinery, Appliances & Parts	1,821.9	104.3	1.0	5.7%	0.0%	5.0%
Special Classification Items	1,236.0	25.9	0.3	2.1%	0.0%	3.4%
Edible Vegetables & Certain Roots & Tubers	751.9	0.3	-	0.0%	-	2.0%
Furniture, Bedding, Lamps, etc.	662.7	0.2	0.0	0.0%	0.0%	1.8%
Plastics & Items Made of Plastic	571.7	0.3	0.2	0.1%	0.0%	1.6%
Apparel & Accessories, Knit Or Crochet	477.5	0.2	0.0	0.0%	0.0%	1.3%
Miscellaneous Metal Products	476.8	0.1	0.0	0.0%	0.0%	1.3%
Fruits & Nuts	386.7	168.3	0.0	43.5%	0.0%	1.1%
Beverages, Spirits & Vinegar	296.2	-	-	-	-	0.8%
Iron & Steel Products	278.2	22.4	0.0	8.1%	0.0%	0.8%
Glass & Glassware	209.7	0.2	0.0	0.1%	0.0%	0.6%
Iron & Steel	191.4	29.0	-	15.1%	0.0%	0.0%
Toys, Games & Sports Equipment	174.9	1.4	0.9	0.8%	0.0%	0.0%
Paper, Paperboard & Related Products	165.0	0.0	0.0	0.0%	0.0%	0.4%
Aircraft, Spacecraft & Parts	158.0	-	-	-	-	0.4%
Miscellaneous Manufactured Products	155.3	0.0	-	0.0%	0.0%	0.4%
Aluminum & Items Made of Aluminum	152.2	0.0	0.0	0.0%	0.0%	0.4%
Stone, Plaster, Cement & Asbestos Products	113.5	-	-	-	-	0.3%
All Other Items (< \$100 million)	1,506.0	126.9	0.2	8.4%	0.0%	4.1%
Total	\$36,803.3	\$7,112.3	\$3.6	19.3%	0.0%	100.0%

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 21: Exports Through the San Diego Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group	Asia-		Central/So		North		Africa		CIS	
	Oceania	Europe	America	America	America	Mideast	Africa	Nations	World Total	
Electrical Equipment, TVs & Electronic Parts	\$27.5	\$31.3	\$2.4	\$3,522.5	\$2.0	\$0.5	\$0.3	\$3,586.5		
Computers, Peripherals, Machinery, Appliances & Parts	20.9	7.0	5.2	2,347.5	0.7	0.2	0.0	\$2,381.5		
Plastics & Items Made of Plastic	1.4	0.2	2.2	1,556.9	0.0	0.0	0.0	\$1,560.8		
Motor Vehicles & Parts	0.9	0.0	1.6	1,482.9	0.0	0.0	0.0	\$1,485.4		
Optical, Photo & Medical/Surgical Instruments	13.7	19.3	2.2	759.8	1.3	0.5	0.4	\$797.2		
Iron or Steel Products	0.9	0.1	0.4	577.7	0.0	0.0	0.0	\$579.0		
Paper, Paperboard & Related Products	0.0	0.1	1.1	573.8	0.0	0.0	0.0	\$575.0		
Refined Oil Products & Natural Gas	0.0	0.1	0.2	410.1	0.0	0.0	0.0	\$410.4		
Aluminum & Items Made of Aluminum	0.1	0.0	0.4	355.8	0.1	0.0	0.0	\$356.4		
Iron & Steel	0.4	0.1	0.1	321.6	0.0	0.0	0.0	\$322.1		
Miscellaneous Metal Products	0.0	0.0	0.0	252.0	0.0	0.0	0.0	\$252.1		
Prepared Foods & Beverages	0.0	0.6	1.9	229.2	0.0	0.0	0.0	\$231.8		
Meat & Meat Products	0.0	0.0	0.0	230.7	0.0	0.0	0.0	\$230.7		
Wood & Wood Products	0.0	0.0	0.0	219.2	0.0	0.0	0.0	\$219.2		
Rubber & Items Made of Rubber	0.3	0.7	0.2	192.9	0.0	0.0	0.0	\$194.1		
Apparel & Accessories, Knit or Crochet	0.0	0.0	0.6	184.7	0.0	0.0	0.0	\$185.3		
Fabrics, Knitted or Crocheted	0.0	0.0	0.1	177.2	0.0	0.0	0.0	\$177.3		
Furniture, Bedding, Lamps, etc.	0.3	1.0	0.2	160.2	0.0	0.0	0.0	\$161.8		
Toys, Games, Sports Equipment	0.2	0.0	0.2	151.4	0.0	0.0	0.0	\$151.9		
Miscellaneous Chemical Products	7.3	13.5	0.6	112.7	0.1	0.1	0.0	\$134.4		
Fruits & Nuts	0.0	0.6	4.3	123.0	0.0	0.0	0.0	\$127.9		
Copper & Items Made of Copper	0.1	0.1	0.2	115.8	0.0	0.0	0.0	\$116.2		
Edible Vegetables, Certain Roots & Tubers	0.0	0.0	0.1	116.0	0.0	0.0	0.0	\$116.1		
Dyes, Paint & Inks	0.3	0.0	0.6	113.8	0.0	0.0	0.0	\$114.6		
Glass & Glassware	0.0	0.0	0.1	101.1	0.1	0.0	0.0	\$101.3		
Total Area Exports	\$103.3	\$98.6	\$44.7	\$16,352.6	\$5.2	\$1.5	\$0.7	\$16,606.6		
Memo: Area % of Total Exports	0.62%	0.59%	0.27%	98.47%	0.03%	0.01%	0.00%	100.0%		

Source: U.S. Census Bureau, TradeUSAonline

TABLE 22: Imports* Entering the San Diego Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group		Asia-			Central/So		North		CIS		World Total
		Oceania	Europe	America	Middle East	America	Africa	Nations			
Electrical Equipment, TVs & Electronic Parts		\$1,210.6	\$20.6	\$0.8	\$0.2	\$15,387.4	\$0.9	\$0.0	\$0.0	\$16,620.5	
Motor Vehicles & Parts		4,581.9	1,783.1	0.0	0.0	1,781.1	0.0	0.0	0.0	8,146.2	
Optical, Photo & Medical/Surgical Instruments		105.1	6.8	0.1	0.5	2,138.2	0.1	0.0	0.0	2,250.9	
Computers, Peripherals, Machinery, Appliances & Parts		167.7	46.3	4.1	0.0	1,603.9	0.0	0.0	0.0	1,821.9	
Special Classification Items		44.1	0.7	28.4	0.0	1,162.7	0.0	0.0	0.0	1,236.0	
Edible Vegetables & Certain Roots & Tubers		0.0	0.0	0.3	0.0	751.6	0.0	0.0	0.0	751.9	
Furniture, Bedding, Lamps, etc.		7.3	0.6	0.0	0.0	654.8	0.0	0.0	0.0	662.7	
Plastics & Items Made of Plastics		20.1	1.3	0.2	0.1	550.1	0.0	0.0	0.0	571.7	
Apparel & Accessories, Knit or Crochet		1.0	0.1	0.8	0.0	475.6	0.0	0.0	0.0	477.5	
Miscellaneous Metal Products		9.2	0.5	0.0	0.0	467.0	0.0	0.0	0.0	476.8	
Fruits & Nuts		0.0	0.0	168.3	0.0	218.4	0.0	0.0	0.0	386.7	
Beverages, Spirits & Vinegar		0.0	1.8	0.0	0.0	294.4	0.0	0.0	0.0	296.2	
Iron or Steel Products		23.9	4.2	0.4	0.0	249.7	0.0	0.0	0.0	278.2	
Glass & Glassware		1.1	1.0	0.0	0.0	207.5	0.0	0.0	0.0	209.7	
Iron & Steel		42.3	12.0	0.0	0.0	137.1	0.0	0.0	0.0	191.4	
Toys, Games & Sports Equipment		17.9	0.5	0.0	0.0	156.5	0.0	0.0	0.0	174.9	
Paper, Paperboard & Related Products		1.8	0.2	0.2	0.0	162.8	0.0	0.0	0.0	165.0	
Aircraft, Spacecraft & Parts		0.0	0.1	0.0	0.0	157.9	0.0	0.0	0.0	158.0	
Miscellaneous Manufactured Items		56.9	2.6	0.0	0.0	95.7	0.0	0.0	0.0	155.3	
Aluminum and Items Made of Aluminum		1.5	0.0	0.0	0.2	149.5	0.0	1.0	1.0	152.2	
Stone, Plaster, Cement & Asbestos Products		1.9	21.2	1.0	0.0	89.3	0.0	0.0	0.0	113.5	
Textiles & Needlecraft		2.0	0.0	0.0	0.0	87.5	0.0	0.0	0.0	89.5	
Total Area Imports		\$6,387.7	\$1,936.3	\$260.1	\$1.2	\$28,214.5	\$2.3	\$1.1	\$1.1	\$36,803.2	
Memo: Area % of Total Imports		17.36%	5.26%	0.71%	0.00%	76.66%	0.01%	0.00%	0.00%	100.0%	

Note: Includes general imports (cargo that is unloaded in each customs district)

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 23: Exports Through the San Diego Customs District by Destination Country, 2008
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$16,342.5	\$2.5	\$9.3	0.0%	0.1%	98.4%
Ecuador	32.1	32.1	0.0	99.9%	0.1%	0.2%
Federal Republic of Germany	28.7	0.0	28.5	0.0%	99.5%	0.2%
United Kingdom	22.0	0.3	21.7	1.4%	98.5%	0.1%
China*	21.5	7.2	14.0	33.5%	65.1%	0.1%
Japan	21.2	1.8	14.3	8.6%	67.2%	0.1%
France	16.5	0.0	16.5	0.1%	99.7%	0.1%
Korea, South	15.5	11.6	2.4	74.9%	15.4%	0.1%
Singapore	11.8	1.9	9.5	16.5%	80.4%	0.1%
Canada	10.1	1.1	9.1	10.4%	89.6%	0.1%
Malaysia	7.8	0.8	7.0	10.3%	89.1%	0.0%
Australia	7.2	0.3	6.8	3.7%	93.4%	0.0%
Netherlands	7.0	0.0	7.0	0.0%	100.0%	0.0%
Brazil	5.5	0.0	1.1	0.4%	20.5%	0.0%
Taiwan	5.4	0.1	5.2	1.2%	98.0%	0.0%
Philippines	4.3	0.3	2.7	7.7%	62.9%	0.0%
Belgium	4.1	0.2	3.7	5.0%	91.2%	0.0%
Vietnam	3.5	3.5	0.1	98.3%	1.7%	0.0%
Italy	3.2	0.0	3.1	0.0%	99.7%	0.0%
Spain	3.0	0.2	2.8	5.9%	93.6%	0.0%
United Arab Emirates	1.9	0.9	1.1	44.5%	55.5%	0.0%
Switzerland	1.8	0.4	1.4	20.9%	79.1%	0.0%
Chile	1.7	0.4	0.7	25.0%	40.5%	0.0%
Ireland	1.6	0.0	1.6	0.0%	100.0%	0.0%
Israel	1.6	0.1	1.6	3.9%	96.1%	0.0%
India	1.6	0.4	1.2	26.0%	73.8%	0.0%
Denmark	1.5	0.0	1.4	0.0%	99.8%	0.0%
Austria	1.3	0.0	1.3	0.0%	99.0%	0.0%
Norway	1.2	0.0	1.2	0.0%	99.7%	0.0%
Sweden	1.2	0.0	1.2	0.0%	99.6%	0.0%
Indonesia	1.1	0.7	0.3	68.3%	31.7%	0.0%
New Zealand	1.0	0.6	0.5	55.5%	44.5%	0.0%
Poland	1.0	0.0	1.0	2.8%	97.2%	0.0%
All Other Countries (< \$1 million)	15.3	3.4	10.0	22.1%	65.3%	0.1%
Total-All Countries	\$16,606.9	\$70.8	\$189.2	0.4%	1.1%	100.0%

* China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 24: Imports* Entering the San Diego Customs District by Country of Origin, 2008
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$28,203.0	\$3.3	\$0.1	0.0%	0.0%	76.6%
Japan	5,081.8	4,888.6	0.2	96.2%	0.0%	13.8%
Federal Republic of Germany	1,279.1	1,247.1	0.5	97.5%	0.0%	3.5%
China**	512.6	29.1	1.4	5.7%	0.3%	1.4%
Korea, South	480.0	51.5	0.1	10.7%	0.0%	1.3%
United Kingdom	178.0	156.9	0.2	88.1%	0.1%	0.5%
Slovakia	174.8	174.8	0.0	100.0%	0.0%	0.5%
Equador	172.0	172.0	0.0	100.0%	0.0%	0.5%
Taiwan	153.5	40.2	0.0	26.2%	0.0%	0.4%
Malaysia	74.7	0.0	0.0	0.0%	0.0%	0.2%
Italy	68.4	58.7	0.1	85.9%	0.1%	0.2%
Finland	68.0	67.7	0.0	99.6%	0.0%	0.2%
Portugal	54.8	54.7	0.0	100.0%	0.0%	0.1%
Hungary	42.0	40.7	0.0	96.7%	0.0%	0.1%
Guatemala	28.7	28.3	0.0	98.7%	0.0%	0.1%
Bahamas	28.1	21.9	0.0	77.9%	0.0%	0.1%
Norway	23.2	23.1	0.0	99.4%	0.0%	0.1%
Philippines	21.9	0.0	0.0	0.0%	0.0%	0.1%
Indonesia	21.3	14.9	0.0	69.9%	0.0%	0.1%
Singapore	15.6	0.0	0.0	0.0%	0.3%	0.0%
Thailand	15.4	0.2	0.0	1.6%	0.0%	0.0%
Netherlands	11.6	3.7	0.0	32.0%	0.1%	0.0%
Canada	11.5	0.0	0.0	0.3%	0.1%	0.0%
All Other Countries (< \$10 Million)	83.2	34.8	1.0	41.9%	1.2%	0.2%
Total--All Countries	\$36,803.3	\$7,112.3	\$3.6	19.3%	0.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in SDCC

** China includes the mainland Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 25: Top Trading Partners of San Diego Customs District, 2008

(Millions of \$)

Country	Total Two-Way Trade	Imports*	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export ratio
Mexico	\$44,545.5	\$28,203.0	\$16,342.5	-\$11,860.5	83.4%	1.7
Japan	5,103.0	5,081.8	21.2	-5,060.6	9.6%	239.6
Federal Republic of Germany	1,307.8	1,279.1	28.7	-1,250.4	2.4%	44.6
China**	534.1	512.6	21.5	-491.1	1.0%	23.8
Korea, South	495.5	480.0	15.5	-464.5	0.9%	30.9
Ecuador	204.1	172.0	32.1	-140.0	0.4%	5.4
United Kingdom	199.9	178.0	22.0	-156.0	0.4%	8.1
Slovakia	174.9	174.8	0.1	-174.8	0.3%	3,083.9
Taiwan	158.9	153.5	5.4	-148.2	0.3%	28.7
All Other Countries (< \$100 million)	686.4	565.8	120.6	-445.3	1.3%	4.7
Total--All Countries	\$53,410.2	\$36,803.3	\$16,606.9	-\$20,196.3	100.0%	2.2

*Note: Includes general imports; i.e. cargo unloaded in SDCD

** China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 26: Imports* from San Diego Customs District's Top Trading Partners, 2007

(Millions of \$)

Commodity Group	Mexico	Japan	Germany	Top-3 Trading Partners Total	World Total
Electrical Equipment, TVs, & Electronic Parts	\$15,905.1	\$405.7	\$80.4	\$16,391.2	\$17,463.5
Motor Vehicles & Parts	1,578.1	4,975.7	1,167.9	7,721.7	8,402.0
Optical, Photo & Medical/Surgical Instruments	2,045.0	14.6	1.8	2,061.4	2,113.0
Computers, Peripherals, Machinery, Appliances & Parts	1,570.9	34.5	10.4	1,615.8	1,721.9
Special Classification Items	1,039.1	1.4	0.1	1,040.5	1,060.5
Furniture, Bedding, Lamps Etc.	737.6	0.0	0.1	737.7	740.1
Edible Vegetables & Certain Roots & Tubers	701.1			701.1	701.4
Miscellaneous Metal Products	653.9	0.0	0.3	654.2	664.9
Plastics & Items Made of Plastic	549.6	8.8	0.6	559.0	577.2
Apparel & Accessories, Knit Or Crochet	459.5			459.5	460.5
All Other Items	3,266.4	15.9	21.6	3,304.0	3,787.2
Total Area Imports	\$28,506.1	\$5,456.7	\$1,283.0	\$35,245.8	\$37,692.3
Memo: Area % of Total Imports	75.6%	14.5%	3.4%	93.5%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau, TradeUSAonline

TABLE 27: Exports Through the San Francisco Customs District, 2008

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$12,561.0	\$455.0	\$12,103.5	3.6%	96.4%	28.7%
Computers, Peripherals, Machinery, Appliances & Parts	7,692.6	953.2	6,739.0	12.4%	87.6%	17.6%
Optical, Photo & Medical/Surgical Instruments	4,918.2	308.8	4,609.1	6.3%	93.7%	11.2%
Refined Oil Products & Natural Gas	3,271.8	3,271.6	0.2	100.0%	0.0%	7.5%
Fruits & Nuts	1,967.2	1,867.3	99.9	94.9%	5.1%	4.5%
Meat & Meat Products	1,548.2	1,546.1	2.0	99.9%	0.1%	3.5%
Miscellaneous Chemical Products	933.4	311.1	622.2	33.3%	66.7%	2.1%
Pharmaceutical Products	896.2	15.4	880.8	1.7%	98.3%	2.0%
Inorganic Chemicals & Related Compounds	787.4	692.9	94.5	88.0%	12.0%	1.8%
Motor Vehicles & Parts	744.7	626.8	117.9	84.2%	15.8%	1.7%
Iron & Steel	679.8	675.3	4.5	99.3%	0.7%	1.6%
Beverages, Spirits & Vinegar	658.0	637.2	20.8	96.8%	3.2%	1.5%
Cereal Grains	581.9	581.7	0.1	100.0%	0.0%	1.3%
Aircraft, Spacecraft, & Parts	416.8	32.8	367.3	7.9%	88.1%	1.0%
Aluminum & Items Made of Aluminum	401.1	378.2	22.8	94.3%	5.7%	0.9%
Plastics & Items Made of Plastic	354.9	224.9	129.9	63.4%	36.6%	0.8%
Prepared Vegetables, Fruit & Nuts	328.0	321.4	6.5	98.0%	2.0%	0.7%
Leather, Leather Products & Hides	327.8	327.5	0.2	99.9%	0.1%	0.7%
Organic Chemicals	323.8	210.6	113.3	65.0%	35.0%	0.7%
Wood Pulp; Wastepaper & Scrap Paperboard	309.8	309.8	0.0	100.0%	0.0%	0.7%
Dairy Products, Eggs, Honey, Etc	260.5	259.3	1.2	99.5%	0.5%	0.6%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	230.2	200.2	30.1	86.9%	13.1%	0.5%
Toys, Games & Sports Equipment	190.2	101.4	88.8	53.3%	46.7%	0.4%
Cotton, Incl. Yarn & Woven Fabrics	175.7	175.2	0.5	99.7%	0.3%	0.4%
Special Classification Items	175.1	5.8	17.9	3.3%	10.2%	0.4%
Arms & Ammunition	167.7	31.8	135.9	18.9%	81.1%	0.4%
Miscellaneous Prepared Foods	159.6	149.4	10.2	93.6%	6.4%	0.4%
Edible Vegetables & Certain Roots & Tubers	157.2	148.7	8.6	94.5%	5.5%	0.4%
Copper & Items Made of Copper	155.4	139.2	16.2	89.6%	10.4%	0.4%
Dyes, Paint, Inks	140.6	35.5	105.1	25.2%	74.8%	0.3%
Natural Pearls, Precious Stones & Metals; Coins	129.4	28.9	100.5	22.3%	77.7%	0.3%
Essential Oils; Perfumes, Cosmetic Preparations	117.0	52.1	64.9	44.5%	55.5%	0.3%
Books, Newspapers, Manuscripts Etc.	112.6	8.1	104.6	7.2%	92.8%	0.3%
Photographic, Cinematographic Goods	108.7	6.9	101.8	6.4%	93.6%	0.2%
Glass & Glassware	104.5	39.7	64.8	38.0%	62.0%	0.2%
Iron & Steel Products	104.3	65.9	38.4	63.2%	36.8%	0.2%
Furniture, Bedding, Lamps Etc.	103.5	86.5	17.0	83.6%	16.4%	0.2%
All Other Items (< \$100 million)	1,438.3	1,092.6	345.7	76.0%	24.0%	3.3%
Total	\$43,733.0	\$16,374.8	\$27,186.8	30.0%	62.2%	100.0%

Source: U.S. Census Bureau, TradeUSAonline

TABLE 28: Imports* Entering the San Francisco Customs District, 2008

(Millions of \$)

Commodity	Total Value			% by Ship		% of Total
	By Ship	By Air			% by Air	
Electrical Equipment, TVs, & Electronic Parts	\$15,460.2	\$3,396.5	\$12,045.0	22.0%	77.9%	21.5%
Refined Oil Products & Natural Gas	14,482.5	14,482.1	0.4	100.0%	0.0%	20.1%
Computers, Peripherals, Machinery, Appliances & Parts	13,830.1	5,640.6	8,178.2	40.8%	59.1%	19.2%
Motor Vehicles & Parts	5,755.2	5,684.8	70.3	98.8%	1.2%	8.0%
Optical, Photo & Medical/Surgical Instruments	2,431.1	525.4	1,898.9	21.6%	78.1%	3.4%
Beverages, Spirits & Vinegar	1,418.7	1,404.7	5.4	99.0%	0.4%	2.0%
Furniture, Bedding, Lamps Etc.	1,286.6	1,259.4	27.0	97.9%	2.1%	1.8%
Special Classification Items	1,183.1	135.2	1,027.8	11.4%	86.9%	1.6%
Apparel & Accessories, Woven	1,168.3	991.4	176.8	84.9%	15.1%	1.6%
Apparel & Accessories, Knit Or Crochet	1,086.7	993.7	92.7	91.4%	8.5%	1.5%
Toys, Games & Sports Equipment	944.6	798.9	145.6	84.6%	15.4%	1.3%
Iron & Steel Products	828.4	809.9	18.4	97.8%	2.2%	1.1%
Organic Chemicals	767.6	244.3	523.2	31.8%	68.2%	1.1%
Plastics & Items Made of Plastic	765.4	681.0	84.1	89.0%	11.0%	1.1%
Miscellaneous Chemical Products	625.0	88.5	536.4	14.2%	85.8%	0.9%
Iron & Steel	587.9	586.6	1.3	99.8%	0.2%	0.8%
Footwear & Parts	532.5	505.7	26.7	95.0%	5.0%	0.7%
Wood & Wood Products	520.1	517.8	2.3	99.6%	0.4%	0.7%
Coffee, Tea, Mate & Spices	504.5	503.2	1.3	99.7%	0.3%	0.7%
Animal Or Vegetable Fats, Oils Etc. & Waxes	451.3	449.1	2.2	99.5%	0.5%	0.6%
Rubber & Items Made of Rubber	386.3	375.5	10.3	97.2%	2.7%	0.5%
Inorganic Chemicals & Related Compounds	383.6	320.0	63.6	83.4%	16.6%	0.5%
Aluminum & Items Made of Aluminum	362.2	289.9	72.3	80.0%	19.9%	0.5%
Textile Products, Incl Blankets & Linens	353.7	339.9	13.3	96.1%	3.8%	0.5%
Leather Products, Incl Luggage & Handbags	338.9	307.0	31.6	90.6%	9.3%	0.5%
Paper, Paperboard & Related Products	310.9	304.2	6.6	97.9%	2.1%	0.4%
Glass & Glassware	283.2	214.5	68.6	75.8%	24.2%	0.4%
Pearls, Precious Stones & Metals, Coins	267.1	25.6	225.4	9.6%	84.4%	0.4%
Prepared Vegetables, Fruit & Nuts	262.5	262.2	0.3	99.9%	0.1%	0.4%
Sugars & Sugar Confectionary	236.5	236.4	0.1	100.0%	0.0%	0.3%
Fertilizers	231.6	231.5	0.2	99.9%	0.1%	0.3%
Miscellaneous Metal Products	220.9	194.6	26.3	88.1%	11.9%	0.3%
Pharmaceutical Products	214.9	71.9	142.8	33.4%	66.5%	0.3%
Ceramic Products	203.5	126.6	77.0	62.2%	37.8%	0.3%
Stone, Plaster, Cement & Asbestos Products	200.3	184.0	16.3	91.9%	8.1%	0.3%
Photographic & Cinematographic Products	189.8	31.2	158.6	16.4%	83.6%	0.3%
Meat & Meat Products	184.2	181.6	2.6	98.6%	1.4%	0.3%
Books, Newspapers, Manuscripts Etc.	179.8	157.4	22.2	87.6%	12.4%	0.2%
Fruits & Nuts	149.1	148.9	0.2	99.9%	0.1%	0.2%
Tools & Cutlery	148.2	122.8	25.4	82.8%	17.1%	0.2%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	139.7	92.6	46.2	66.3%	33.0%	0.2%
Prep Cereal, Flour, Starch Or Milk; Bakers Wares	127.8	127.7	0.1	99.9%	0.1%	0.2%
Seafood	121.7	95.2	26.1	78.2%	21.5%	0.2%
Cork & Articles Of Cork	118.3	107.6	10.7	91.0%	9.0%	0.2%
Artworks, Collectors' Pieces & Antiques	106.4	13.0	76.4	12.2%	71.8%	0.1%
Edible Vegetables & Certain Roots & Tubers	103.3	102.8	0.5	99.5%	0.5%	0.1%
26 Ores, Slag & Ash	101.9	101.8	0.1	99.9%	0.1%	0.1%
21 Miscellaneous Edible Preparations	100.0	92.2	7.6	92.3%	7.7%	0.1%
All Other Items (< \$100 million)	1,418.6	1,184.6	233.1	83.5%	16.4%	2.0%
Total	\$72,074.6	\$45,741.7	\$26,228.5	63.5%	36.4%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in SFCD

Source: U.S. Census Bureau, TradeUSAonline

TABLE 29: Exports Through the San Francisco Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group	Asia-			Central/So		North		Midwest		Africa	Nations	CIS	World Total
	Oceania	Europe	America	America	America								
Machinery & Equipment	\$16,470.3	\$2,897.9	\$116.4	\$412.5	\$205.8	\$78.0	\$72.8	\$20,253.6					
Instruments	3,251.3	1,448.9	74.7	83.8	45.9	14.9	29.7	4,949.3					
Chemicals & Related Products	1,953.7	1,399.7	15.0	9.0	36.5	10.8	8.3	3,433.0					
Vehicles, Aircraft & Vessels	690.8	166.7	1,373.6	1,092.3	9.1	42.2	3.2	3,377.9					
Crude Oil & Mineral Ores	1,718.9	884.5	41.8	2.0	287.7	20.5	33.8	2,989.1					
Prepared Foods & Beverages	1,798.1	17.2	13.0	1.0	11.6	22.1	8.7	1,871.6					
Animals, Fish & Related Products	870.9	537.4	33.8	4.4	36.9	13.6	8.9	1,505.7					
Base Metals & Related Products	1,385.8	84.9	4.3	7.1	4.0	.6	3.5	1,490.2					
Plant-based Food & Related Products	899.5	173.2	2.8	12.0	48.0	7.2	47.1	1,189.8					
Pulp, Paper, Books & Printed Products	424.4	43.7	2.9	1.0	1.6	1.0	.0	474.6					
Hides, Leather & Leather Goods	301.7	85.0	7.8	2.6	5.4	1.0	1.9	405.4					
Plastics & Rubber Products	339.4	9.7	.2	.6	1.0	.0	.0	351.0					
Textiles & Apparel	252.8	25.1	21.6	4.7	4.0	5.1	.1	313.5					
Other Manufactures	200.0	22.7	3.7	1.6	7.4	4.3	.3	240.0					
Arms & Ammunitions	149.3	14.9	.3	2.3	1.4	5.2	1.9	175.1					
Special Classification Items	165.7	1.4	.1	.0	.5	.0	.0	167.7					
Stone, Glass & Ceramic Products	123.7	18.0	11.0	2.1	1.0	.3	.8	156.8					
Precious Stones, Metals, Coins & Pearls	87.0	14.3	.0	27.6	.4	.0	.0	129.4					
Art & Collectibles	17.9	60.0	.1	.9	.2	.0	.0	79.1					
Wood & Related Products	67.2	5.6	5.1	.0	.1	.1	.0	78.1					
Fats & Waxes	62.2	6.2	5.6	.1	2.5	.3	.0	76.8					
Footwear & Apparel Accessories	14.2	4.1	1.4	.4	1.3	3.8	.0	25.2					
Total Area Exports	\$31,244.6	\$7,921.1	\$1,734.9	\$1,668.1	\$712.1	\$231.1	\$221.2	\$43,733.0					
Memo: Area % of Total Exports	37.5%	8.9%	51.6%	0.8%	0.7%	0.2%	0.2%	100.0%					

Source: U.S. Census Bureau, TradeUSAonline

TABLE 30: Imports* Entering the San Francisco Customs District by Product & Area, 2008
(Millions of \$)

Commodity Group	Asia-			Central/So		North		CIS		World Total
	Oceania	Europe	America	Mideast	America	Africa	Nations			
Machinery & Equipment	\$27,020.3	\$1,994.9	\$18.3	\$84.6	\$159.8	\$8.8	\$3.5		\$29,290.2	
Mineral Ores & Crude Oil	424.5	550.0	4,302.0	7,833.1	267.7	1,143.1	112.3		14,632.6	
Vehicles, Aircraft & Vessels	5,637.2	235.3	2.6	2.3	1.5	2.6	0.8		5,882.3	
Chemicals & Related Products	1,267.6	954.1	181.1	20.1	118.0	14.3	19.1		2,574.2	
Instruments	1,770.7	709.2	0.2	15.4	18.6	1.0	3.3		2,518.4	
Textiles & Apparel	2,363.6	35.8	6.6	2.7	0.9	6.2	0.8		2,416.6	
Other Manufactures	2,190.4	125.8	1.6	5.7	1.6	4.5	0.2		2,329.9	
Prepared Foods & Beverages	911.1	1,044.9	286.0	1.8	59.0	21.7	4.8		2,329.3	
Base Metals & Related Products	1,983.5	229.2	16.4	17.8	1.9	12.2	0.2		2,261.1	
Special Classification Items	901.1	211.0	5.1	11.1	51.5	2.5	0.8		1,183.1	
Plastics & Rubber Products	1,010.9	133.7	3.5	1.8	1.2	0.2	0.4		1,151.7	
Plant-based Food & Related Products	542.2	101.8	373.3	5.6	9.3	54.5	1.4		1,088.2	
Footwear & Apparel Accessories	987.0	25.3	0.4	0.0	0.3	2.1	0.0		1,015.1	
Stone, Glass & Ceramic Products	513.9	149.6	15.6	6.3	0.5	1.0	0.1		687.0	
Wood & Related Products	251.1	334.1	75.2	0.1	3.3	0.2	1.0		665.2	
Pulp, Paper, Books & Printed Products	413.0	70.9	3.6	2.4	1.3	0.0	0.2		491.6	
Fats & Waxes	340.5	97.9	7.0	0.0	0.1	5.7	0.0		451.3	
Animals, Fish & Related Products	309.4	44.8	6.9	0.0	0.7	0.1	0.5		362.4	
Hides, Leather & Leather Goods	340.5	9.1	0.4	0.1	0.1	0.4	0.1		350.6	
Precious Stones, Metals, Coins & Pearls	251.0	3.6	0.2	4.5	6.4	1.3	0.0		267.1	
Art & Collectibles	13.9	84.0	0.1	6.5	1.0	0.9	0.1		106.4	
Arms & Ammunitions	15.3	5.1	0.0	0.0	0.1	0.0	0.0		20.4	
Total Area Imports	\$49,458.6	\$7,150.1	\$5,306.3	\$8,022.0	\$704.7	\$1,283.4	\$149.5		\$72,074.6	
Memo: Area % of Total Imports	75.6%	10.3%	4.6%	5.9%	0.8%	2.2%	0.6%		100.0%	

*Note: Includes general imports; i.e. cargo unloaded in LACD
Source: U.S. Census Bureau, TradeUSAonline

TABLE 31: Exports Through the San Francisco Customs District by Destination Country, 2008
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Japan	7,120.3	3,208.5	3,860.7	45.1%	54.2%	16.3%
China*	6,401.1	2,536.0	3,846.1	39.6%	60.1%	14.6%
Taiwan	3,924.7	1,112.8	2,806.7	28.4%	71.5%	9.0%
Singapore	3,807.6	509.7	3,281.0	13.4%	86.2%	8.7%
Korea, South	3,753.2	1,390.6	2,345.1	37.1%	62.5%	8.6%
Federal Republic of Germany	1,896.0	418.8	1,474.7	22.1%	77.8%	4.3%
Philippines	1,444.8	182.1	1,253.4	12.6%	86.7%	3.3%
United Kingdom	1,299.9	403.5	893.7	31.0%	68.7%	3.0%
Malaysia	1,272.6	150.4	1,104.7	11.8%	86.8%	2.9%
Chile	1,191.5	1,172.5	18.9	98.4%	1.6%	2.7%
Netherlands	1,161.5	276.0	885.0	23.8%	76.2%	2.7%
Thailand	1,031.6	281.0	750.4	27.2%	72.7%	2.4%
Australia	950.6	358.2	589.3	37.7%	62.0%	2.2%
Canada	879.7	552.3	325.9	62.8%	37.0%	2.0%
Mexico	788.2	550.3	237.6	69.8%	30.1%	1.8%
India	629.1	313.8	314.4	49.9%	50.0%	1.4%
Switzerland	611.3	50.0	561.0	8.2%	91.8%	1.4%
France	601.7	184.0	415.0	30.6%	69.0%	1.4%
Italy	580.1	214.3	364.9	36.9%	62.9%	1.3%
Belgium	365.7	186.2	179.4	50.9%	49.1%	0.8%
Vietnam	265.5	193.1	72.4	72.7%	27.3%	0.6%
Spain	260.2	194.4	64.9	74.7%	25.0%	0.6%
Indonesia	253.3	175.7	69.1	69.3%	27.3%	0.6%
United Arab Emirates	240.1	164.5	75.6	68.5%	31.5%	0.5%
Sweden	187.0	39.7	146.7	21.2%	78.5%	0.4%
Ireland	186.3	19.0	167.1	10.2%	89.7%	0.4%
Israel	184.1	71.7	111.6	38.9%	60.6%	0.4%
Russia	168.3	84.1	84.2	50.0%	50.0%	0.4%
Brazil	165.2	95.5	69.6	57.8%	42.2%	0.4%
Turkey	158.5	112.0	46.3	70.7%	29.2%	0.4%
Saudi Arabia	126.3	101.5	24.8	80.4%	19.6%	0.3%
New Zealand	121.0	62.2	58.4	51.4%	48.3%	0.3%
Hungary	103.3	0.7	101.4	0.6%	98.2%	0.2%
All Other Countries (< \$100 million)	1,602.9	1,009.9	586.6	63.0%	36.6%	3.7%
Total--All Countries	\$43,733.0	\$16,374.8	\$27,186.8	37.4%	62.2%	100.0%

* China includes the mainland Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 32: Imports* Entering the San Francisco Customs District by Country of Origin, 2008

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$16,462.9	\$11,140.5	\$5,303.4	67.7%	32.2%	22.8%
Japan	10,795.5	5,903.6	4,887.1	54.7%	45.3%	15.0%
Saudi Arabia	6,183.9	6,183.5	0.3	100.0%	0.0%	8.6%
Korea, South	4,234.4	2,290.0	1,943.4	54.1%	45.9%	5.9%
Malaysia	4,104.9	530.5	3,567.1	12.9%	86.9%	5.7%
Taiwan	3,689.9	1,277.5	2,407.6	34.6%	65.2%	5.1%
Thailand	2,184.4	745.9	1,436.5	34.1%	65.8%	3.0%
Ecuador	2,160.0	2,160.0	0.1	100.0%	0.0%	3.0%
Singapore	1,943.0	211.9	1,727.2	10.9%	88.9%	2.7%
Federal Republic of Germany	1,870.9	1,016.7	851.6	54.3%	45.5%	2.6%
Australia	1,799.4	1,565.0	233.5	87.0%	13.0%	2.5%
Philippines	1,579.9	443.6	1,134.8	28.1%	71.8%	2.2%
Colombia	1,552.2	1,552.0	0.1	100.0%	0.0%	2.2%
Iraq	1,235.9	1,235.9		100.0%	0.0%	1.7%
France	883.2	722.8	147.1	81.8%	16.7%	1.2%
Algeria	823.9	823.9		100.0%	0.0%	1.1%
Vietnam	746.3	702.3	43.8	94.1%	5.9%	1.0%
Indonesia	738.2	562.3	175.6	76.2%	23.8%	1.0%
Italy	616.3	511.7	104.5	83.0%	17.0%	0.9%
United Kingdom	552.6	217.7	330.5	39.4%	59.8%	0.8%
Ireland	536.2	40.6	495.6	7.6%	92.4%	0.7%
Canada	495.4	340.9	134.6	68.8%	27.2%	0.7%
Netherlands	409.9	307.0	103.0	74.9%	25.1%	0.6%
Switzerland	359.1	181.6	177.3	50.6%	49.4%	0.5%
New Zealand	342.3	274.3	68.0	80.1%	19.9%	0.5%
Brazil	339.5	338.8	0.6	99.8%	0.2%	0.5%
India	335.4	247.2	87.7	73.7%	26.2%	0.5%
Oman	332.0	331.4	0.7	99.8%	0.2%	0.5%
Norway	329.6	319.9	9.7	97.0%	3.0%	0.5%
Peru	300.5	300.4	0.1	100.0%	0.0%	0.4%
Belgium	259.2	186.2	73.0	71.8%	28.2%	0.4%
Angola	257.1	257.1		100.0%	0.0%	0.4%
Portugal	221.9	117.1	103.7	52.8%	46.7%	0.3%
Mexico	209.3	110.6	85.1	52.8%	40.6%	0.3%
Spain	209.0	158.6	50.3	75.9%	24.1%	0.3%
Sweden	199.0	113.3	85.6	57.0%	43.0%	0.3%
Bangladesh	190.4	180.9	9.5	95.0%	5.0%	0.3%
Cambodia	167.1	164.8	2.3	98.6%	1.4%	0.2%
Austria	157.5	79.9	77.6	50.7%	49.2%	0.2%
Trinidad and Tobago	154.2	154.2		100.0%	0.0%	0.2%
Chile	147.1	145.3	1.8	98.8%	1.2%	0.2%
Israel	135.9	25.5	110.2	18.8%	81.1%	0.2%
Russia	130.5	123.0	7.6	94.2%	5.8%	0.2%
Denmark	126.7	113.5	13.2	89.6%	10.4%	0.2%
Hungary	121.1	17.7	103.3	14.7%	85.3%	0.2%
United Arab Emirates	110.4	108.9	1.5	98.6%	1.3%	0.2%
Bolivia	107.5	107.4	0.1	99.9%	0.1%	0.1%
Argentina	103.3	103.0	0.3	99.7%	0.3%	0.1%
All Other Countries (< \$100 Million)	1,129.6	995.3	131.8	88.1%	11.7%	1.6%
Total--All Countries	\$72,074.6	\$45,741.7	\$26,228.5	63.5%	36.4%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 33: Top Trading Partners of San Francisco Customs District, 2008

(Millions of \$)

Country	Total Two-Way Trade*	Imports*	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export ratio
China**	\$22,864.0	\$16,462.9	6,401.1	-\$10,061.9	19.7%	2.6
Japan	\$17,915.8	10,795.5	7,120.3	-3,675.3	15.5%	1.5
Korea, South	\$7,987.6	4,234.4	3,753.2	-481.3	6.9%	1.1
Taiwan	\$7,614.7	3,689.9	3,924.7	234.8	6.6%	0.9
Saudi Arabia	\$6,310.2	6,183.9	126.3	-6,057.6	5.4%	49.0
Singapore	\$5,750.6	1,943.0	3,807.6	1,864.6	5.0%	0.5
Malaysia	\$5,377.5	4,104.9	1,272.6	-2,832.3	4.6%	3.2
Federal Republic of Germany	\$3,766.9	1,870.9	1,896.0	25.2	3.3%	1.0
Thailand	\$3,215.9	2,184.4	1,031.6	-1,152.8	2.8%	2.1
Philippines	\$3,024.8	1,579.9	1,444.8	-135.1	2.6%	1.1
Australia	\$2,750.0	1,799.4	950.6	-848.7	2.4%	1.9
Ecuador	\$2,171.3	2,160.0	11.2	-2,148.8	1.9%	192.5
United Kingdom	\$1,852.5	552.6	1,299.9	747.4	1.6%	0.4
Colombia	\$1,596.2	1,552.2	43.9	-1,508.3	1.4%	35.3
Netherlands	\$1,571.5	409.9	1,161.5	751.6	1.4%	0.4
France	\$1,484.9	883.2	601.7	-281.5	1.3%	1.5
Canada	\$1,375.0	495.4	879.7	384.3	1.2%	0.6
Chile	\$1,338.6	147.1	1,191.5	1,044.5	1.2%	0.1
Iraq	\$1,237.8	1,235.9	1.9	-1,234.0	1.1%	662.9
Italy	\$1,196.3	616.3	580.1	-36.2	1.0%	1.1
Vietnam	\$1,011.8	746.3	265.5	-480.8	0.9%	2.8
All Other Countries (< \$1 billion)	14,393.9	8,426.6	5,967.3	-2,459.3	12.4%	1.4
Total--All Countries	\$115,807.7	\$72,074.6	\$43,733.0	-\$28,341.6	100.0%	1.6

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 34: Imports* from San Francisco Customs District's Top Trading Partners, 2008

(Millions of \$)

Commodity Group	China**	Japan	South Korea	Top-3 Trading Partners Total	World Total
Computers, Peripherals, Machinery, Appliances & Parts	\$4,324.9	\$3,252.5	\$862.2	\$8,439.7	\$13,830.1
Electrical Equipment, TVs, & Electronic Parts	4,224.9	2,473.0	1,053.3	\$7,751.2	\$15,460.2
Motor Vehicles & Parts	367.8	2,813.6	1,365.1	\$4,546.5	\$5,755.2
Optical, Photo & Medical/Surgical Instruments	322.0	780.7	76.3	\$1,178.9	\$2,431.1
Furniture; Bedding; Lamps, Etc,	923.1	10.4	1.5	\$935.1	\$1,286.6
Toys, Games & Sports Equipment	700.2	67.4	81.1	\$848.8	\$944.6
Apparel & Accessories, Woven	559.6	0.6	1.8	\$562.1	\$1,168.3
Iron & Steel	73.0	35.6	416.3	\$524.9	\$587.9
Plastics & Items Made of Plastic	447.6	49.3	21.8	\$518.7	\$765.4
Iron & Steel Products	409.8	21.6	68.7	\$500.1	\$828.4
All Other Items	4,109.9	1,290.9	286.4	5,687.1	29,016.8
Total Area Imports	\$16,462.9	\$10,795.5	\$4,234.4	\$31,492.9	\$72,074.6
Memo: Area % of Total Imports	22.8%	15.0%	5.9%	43.7%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in SFCD

** China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

TABLE 35: California Exports by Destination Country

(Millions of \$; Origin of Movement Series)

Country	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Mexico	\$11,133.2	\$12,177.4	\$13,559.2	\$17,515.5	\$16,343.1	\$16,066.6	\$14,870.8	\$17,249.3	\$17,711.5	\$19,627.7	\$18,346.8	\$20,504.0
Canada	10,759.1	11,875.6	12,381.6	14,075.9	11,816.0	10,091.9	11,234.7	12,201.5	13,261.7	14,247.2	16,273.6	17,732.2
China	5,719.6	5,541.6	6,048.2	7,726.9	8,648.2	8,183.5	9,623.9	11,985.7	12,753.0	14,833.8	15,520.3	16,795.1
Japan	16,129.5	13,496.4	12,893.8	16,444.1	14,635.1	11,109.2	11,739.5	13,328.0	13,485.5	13,984.5	13,457.4	13,068.9
Korea, Republic Of	5,913.9	3,683.0	5,343.1	6,917.4	5,034.9	4,716.1	4,825.6	5,962.9	6,312.4	7,045.2	7,408.6	7,746.4
Germany	3,799.1	4,420.6	4,329.1	5,263.1	4,657.4	3,480.0	3,557.5	3,690.9	4,266.2	4,540.2	5,560.0	5,759.1
United Kingdom	5,022.7	5,359.3	5,074.4	5,984.5	5,588.8	4,346.4	4,357.3	5,207.8	4,979.6	5,063.2	5,216.6	5,538.3
Taiwan	5,684.2	5,170.9	5,398.5	7,362.5	5,664.5	5,365.1	4,436.4	5,363.0	5,379.7	5,637.0	5,785.8	5,148.4
Netherlands	3,093.5	3,654.4	3,987.0	4,958.7	4,318.2	3,571.4	3,411.1	3,819.6	3,600.7	4,042.0	4,077.0	4,348.1
Singapore	5,355.4	4,467.9	4,604.5	5,011.1	4,226.8	3,296.8	3,365.7	4,163.4	3,787.7	4,605.5	4,283.8	4,085.3
Australia	2,254.0	2,402.0	2,185.2	2,442.0	2,084.5	1,910.5	1,896.8	2,260.0	2,473.9	2,809.6	2,821.3	3,175.7
France	2,306.4	2,310.0	2,254.5	2,942.8	2,242.0	1,882.7	1,915.6	2,953.9	2,693.8	2,434.6	2,727.0	2,710.1
Malaysia	2,854.6	2,317.1	2,092.0	2,978.4	2,554.2	1,998.2	1,726.0	2,005.7	1,943.0	2,513.0	2,206.1	2,534.2
Belgium	1,082.2	1,243.7	1,032.5	1,087.0	1,131.7	1,248.9	1,420.3	1,717.5	1,766.0	1,878.5	2,026.0	2,443.8
India	406.3	425.4	416.1	596.3	635.8	674.6	850.0	1,027.8	1,342.1	1,689.3	1,949.5	2,328.5
Brazil	1,043.5	1,155.7	1,240.8	1,298.8	1,184.0	774.3	818.0	1,211.3	1,398.2	1,607.0	2,034.2	2,322.3
Italy	1,104.4	1,167.1	1,276.3	1,534.3	1,393.9	1,095.0	1,365.0	1,219.4	1,430.8	1,872.8	2,044.0	2,222.2
Switzerland	1,280.8	1,089.2	867.7	960.0	844.8	708.8	602.3	830.5	970.1	1,302.5	1,976.9	2,051.9
Thailand	2,106.7	1,202.5	1,224.8	2,022.4	1,790.1	1,241.0	1,214.7	1,506.2	1,699.2	1,657.4	1,795.2	2,005.3
Israel	608.9	644.7	867.8	1,073.8	812.2	734.8	752.9	993.6	1,449.1	1,550.7	1,741.3	1,773.5
Chile	321.5	312.9	279.1	283.3	280.6	244.4	212.4	233.9	499.6	602.7	880.4	1,697.6
Philippines	1,884.7	1,402.1	1,492.6	1,930.6	2,011.3	1,107.0	1,007.0	1,046.2	1,148.1	1,386.0	1,233.6	1,294.9
United Arab Emirates	174.0	193.1	189.1	212.9	225.8	262.6	279.5	399.6	1,142.0	942.4	947.9	1,156.5
Spain	613.6	669.6	698.0	814.5	719.8	556.0	686.2	901.9	978.0	1,000.8	1,076.6	1,087.0
Sweden	706.5	697.9	595.6	687.8	614.2	626.2	613.5	603.7	688.4	865.1	1,053.1	1,014.8
Indonesia	847.1	312.6	254.2	410.8	455.6	481.4	405.2	462.4	515.1	520.6	576.7	843.3
Vietnam	54.5	44.8	43.2	78.8	87.5	99.5	104.1	152.2	538.3	257.9	587.4	743.7
Ireland	726.8	989.7	1,131.9	1,231.0	1,030.4	956.0	1,124.9	902.6	997.8	795.3	728.3	720.7
Russia	244.4	371.2	314.0	143.2	167.0	151.6	219.8	266.3	313.7	370.4	493.2	705.9
Costa Rica	66.4	121.2	164.3	142.6	174.4	198.0	231.2	263.2	429.1	276.4	340.3	640.3
Saudi Arabia	626.8	1,269.7	744.9	371.6	222.0	175.7	198.0	190.3	232.3	315.1	435.4	635.4
New Zealand	346.1	315.9	347.7	363.0	340.9	344.3	375.8	425.1	584.2	842.1	460.2	508.5
Turkey	460.5	288.6	228.1	258.4	220.3	175.0	163.0	208.9	336.1	305.0	354.2	458.5
Denmark	269.4	239.0	224.9	245.5	244.0	219.1	237.9	305.9	311.5	317.2	494.3	455.6
Colombia	164.8	165.1	132.8	124.5	131.8	147.1	139.8	119.5	156.1	200.4	320.8	419.3
All Other Countries	3,995.6	4,570.3	4,002.9	4,146.3	4,245.3	3,937.6	3,924.2	4,983.1	5,137.6	5,831.7	7,084.7	8,137.9
Total all Countries	\$99,160.8	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,177.5	\$93,906.3	\$110,162.8	\$116,711.9	\$127,770.8	\$134,318.9	\$144,813.3

Sources: WISERTrade, U.S. Census Bureau

TABLE 36: California Exports by Product Category
(Millions of \$; Origin of Movement Series)

Industry	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Computers & Electronic Products	\$47,380.1	\$45,594.2	\$49,457.2	\$61,447.3	\$50,311.4	\$39,660.1	\$36,695.8	\$42,327.1	\$41,745.6	\$44,550.4	\$43,701.2	\$41,744.8
Transportation Equipment	9,598.9	10,227.3	8,800.8	8,158.3	8,445.3	7,108.8	8,605.3	11,743.9	13,239.5	13,501.2	13,784.2	16,237.1
Machinery, Except Electrical	9,733.7	8,426.4	8,720.7	13,774.4	10,695.3	9,479.5	9,438.5	12,638.2	13,101.5	14,867.1	14,475.5	13,347.6
Chemicals	4,196.2	4,092.4	4,015.9	4,774.7	5,189.5	5,423.3	5,967.5	6,653.0	7,217.8	8,706.9	10,443.8	12,130.6
Misc. Manufactured Commodities	3,637.7	3,580.6	3,757.4	4,106.6	4,369.8	4,492.9	4,884.0	5,652.7	6,426.4	7,382.9	8,496.5	10,348.4
Agricultural Products	3,596.8	3,485.7	2,859.2	3,589.9	3,916.5	3,991.3	4,777.5	5,230.7	6,048.6	6,392.2	6,732.1	7,691.3
Food & Kindred Products	3,364.1	3,208.8	3,199.2	3,433.7	3,900.6	3,551.6	4,163.0	4,164.8	4,637.3	5,224.1	5,967.0	7,502.3
Waste & Scrap	742.8	558.6	602.4	899.0	1,040.7	1,060.7	1,417.9	1,947.7	2,445.8	3,373.6	4,550.2	6,093.5
Petroleum & Coal Products	1,044.9	717.1	700.6	921.5	1,007.3	838.8	885.3	942.6	1,564.0	1,775.7	2,560.8	5,513.7
Electrical Eqmt, Appls. & Components	3,126.6	2,816.0	2,897.2	3,967.7	3,325.3	2,987.8	2,936.3	3,443.8	3,701.6	4,453.0	4,679.4	4,424.9
Fabricated Metal Products, Nesoi	1,815.6	2,157.5	1,915.6	2,094.9	2,450.3	2,158.3	2,298.7	2,592.3	3,054.3	3,559.6	3,656.5	3,589.5
Primary Metal Manufacturing	1,076.4	1,323.5	957.8	1,270.5	1,114.3	1,012.8	1,166.7	1,344.2	1,630.5	1,938.7	2,081.8	2,472.1
Special Classification Provisions, Nesoi	2,533.5	2,550.9	2,820.9	2,662.8	2,523.4	2,356.0	2,244.6	2,323.7	2,488.0	2,071.9	2,370.2	2,378.5
Plastics & Rubber Products	1,379.6	1,195.9	1,324.9	1,668.8	1,639.2	1,534.4	1,573.8	1,737.2	1,949.5	2,117.7	2,159.1	2,291.4
Apparel & Accessories	1,169.9	1,030.5	1,018.3	1,128.9	1,119.9	1,114.6	1,041.2	1,047.3	1,236.4	1,282.2	1,281.3	1,452.9
Beverages & Tobacco Products	534.0	620.1	590.1	621.8	660.3	656.4	730.5	929.5	774.8	994.8	1,094.3	1,182.1
Paper	893.9	887.4	958.5	1,090.3	1,066.3	1,051.3	1,068.6	1,148.7	1,079.9	1,097.8	1,115.8	1,161.0
Nonmetallic Mineral Products	441.9	423.3	485.1	740.9	800.4	733.2	540.0	594.1	526.2	591.6	712.9	781.8
Textiles & Fabrics	332.8	362.7	407.6	464.4	553.7	613.8	650.2	728.5	743.6	688.6	672.8	679.2
Used Or Second-Hand Merchandise	283.3	342.6	283.1	308.8	247.6	216.2	228.2	286.1	335.4	432.6	802.7	631.5
Printing, Publishing & Similar Products	556.3	627.9	595.8	661.5	667.1	577.8	544.3	550.2	569.7	479.7	566.2	599.2
Leather & Allied Products	195.2	162.7	200.2	247.1	259.9	213.9	264.4	303.0	333.3	361.1	396.3	472.9
Furniture & Fixtures	259.9	277.5	253.1	332.8	273.3	259.8	251.9	275.7	293.5	324.4	373.7	409.6
Wood Products	424.8	393.5	412.9	473.1	428.7	392.7	402.5	424.5	424.9	467.3	411.5	381.1
Oil & Gas	69.4	47.2	35.0	75.2	53.2	70.8	314.3	145.8	93.2	198.1	270.1	347.0
Textile Mill Products	130.2	134.0	140.8	149.8	152.9	150.4	156.7	167.2	174.4	188.2	224.3	226.1
Fish (Fresh/Chilled/Frozen), Marine Pdts	207.2	122.3	170.2	199.4	190.9	177.0	187.8	209.5	236.0	201.5	218.7	209.9
Prepackaged Software	0.0	0.0	0.0	0.0	0.0	0.0	110.8	318.4	356.5	295.9	218.5	162.4
Minerals & Ores	125.5	104.7	99.5	136.8	138.7	115.5	179.9	139.0	140.6	118.2	130.3	161.7
Livestock & Livestock Products	100.4	84.0	66.6	60.2	46.5	45.7	61.4	48.7	90.9	90.0	118.4	134.9
Forestry Products, NESOI	54.6	51.5	43.6	33.0	36.0	41.9	45.8	46.9	41.4	35.2	42.9	43.9
Goods Returned To Canada	154.6	161.2	129.7	146.1	152.5	90.1	73.2	57.7	10.6	8.5	9.9	10.4
Total--All Industries	\$99,160.8	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,177.5	\$93,906.3	\$110,162.8	\$116,711.9	\$127,770.8	\$134,318.9	\$144,813.3

Note: NESOI = Not elsewhere specified or included.

Source: WISERTrade, U.S. Census Bureau

TABLE 37: California Exports by Point of Exit

(Millions of \$; Origin of Movement Series)

Exit Point	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
L.A. International Airport, CA	\$20,481.7	\$20,189.4	\$21,196.6	\$23,795.4	\$21,273.8	\$20,101.9	\$20,197.3	\$23,513.2	\$25,236.8	\$26,562.5	\$27,758.4	\$28,360.6
S.F. International Airport, CA	29,967.6	25,106.7	26,588.5	35,714.5	28,135.7	19,229.8	16,926.1	20,640.7	21,315.8	25,023.7	24,214.9	21,349.3
Port of Long Beach, CA	4,406.3	3,484.9	3,103.5	4,210.4	6,409.1	5,092.6	5,469.2	5,671.6	6,709.7	7,183.2	9,486.0	11,397.8
Port of Los Angeles, CA	6,919.8	5,759.7	4,843.6	5,844.7	5,319.9	5,136.5	6,136.5	6,384.9	6,605.0	7,485.1	9,331.3	11,375.0
Otay Mesa Station, CA	3,073.2	3,696.9	4,589.5	7,996.6	7,967.9	7,933.9	7,632.8	8,385.4	8,489.5	8,693.9	8,935.6	9,779.6
Port of Oakland, CA	4,164.0	4,037.3	3,847.1	6,240.8	5,930.8	5,321.7	6,062.7	6,908.6	5,888.7	6,423.7	7,715.3	8,645.1
New Orleans, LA	1,806.6	2,310.8	2,954.7	4,334.4	3,713.5	3,221.7	3,145.9	3,481.6	2,073.7	2,490.4	3,882.5	4,493.0
J.F.K. International Airport, NY	1,682.0	1,799.7	1,914.6	2,528.5	2,000.4	1,779.0	1,996.5	2,663.1	3,185.5	3,088.1	3,514.2	4,095.7
Calexico-East, CA	1,936.5	2,593.9	3,173.8	3,203.6	2,798.4	3,185.8	3,256.2	3,756.2	3,949.2	4,296.8	3,885.2	3,728.8
Detroit, MI	2,779.3	2,846.5	2,974.6	3,171.6	2,525.5	2,418.0	2,763.5	3,000.2	3,508.2	3,740.8	3,717.5	3,668.6
Houston, TX	583.0	732.0	738.1	662.3	926.4	1,185.7	1,436.0	1,771.3	2,179.5	2,523.4	2,665.1	3,589.4
Cleveland, OH	1,762.3	1,787.4	2,109.7	2,617.8	1,803.3	1,592.9	1,330.0	2,180.7	3,415.3	3,740.0	3,654.2	3,534.7
Port Huron, MI	783.4	1,007.1	1,209.1	1,317.4	1,356.2	1,449.5	2,040.8	1,936.1	1,965.0	2,095.2	2,795.0	3,296.5
Blaine, WA	1,330.4	1,445.1	1,322.0	1,417.8	1,347.9	1,278.5	1,429.9	1,721.7	1,984.8	2,310.5	2,524.5	2,937.9
Laredo, TX	1,377.6	1,464.1	1,487.0	1,672.9	1,569.8	1,421.4	1,368.2	1,741.9	1,868.0	2,357.2	1,879.6	2,398.9
Miami International Airport, FL	932.8	1,047.5	943.3	935.3	864.4	664.9	702.6	830.3	1,133.0	1,191.0	1,612.1	2,185.7
Port of San Francisco, CA	200.5	158.0	156.6	237.7	208.2	124.7	83.4	303.4	712.6	821.4	897.7	1,600.3
Anchorage, AK	878.6	1,132.9	1,339.9	611.4	711.0	559.8	571.8	614.6	1,681.7	2,160.3	1,704.2	1,381.3
Buffalo-Niagara Falls, NY	1,388.8	1,794.5	1,533.4	1,595.8	1,252.3	936.3	1,169.1	999.6	1,058.2	1,049.6	1,086.1	1,248.0
Sweetgrass, MN	391.1	423.1	462.6	544.6	534.8	623.1	576.7	638.6	748.2	881.2	1,150.2	1,230.3
Chicago, IL	623.1	499.0	347.1	493.7	415.3	411.6	992.4	1,503.6	1,214.5	840.4	930.4	926.8
New York, NY	141.9	197.6	191.3	191.2	266.9	271.6	259.8	345.8	452.2	584.8	619.5	904.2
Tecate, CA	351.7	410.7	463.1	426.6	383.9	444.1	398.0	452.4	518.2	555.3	581.9	524.7
Newark, NJ	514.7	532.5	441.1	266.4	294.4	256.2	221.0	269.9	399.9	398.0	430.9	507.5
Philadelphia, PA	671.6	112.4	6.0	48.0	9.9	2.5	9.3	20.9	29.7	309.5	512.5	504.6
Atlanta, GA	141.7	257.1	188.6	209.4	201.2	155.8	174.7	242.0	329.2	410.6	316.0	431.0
El Paso, TX	86.1	74.7	173.4	489.5	263.8	119.4	115.6	241.9	283.5	368.9	352.6	413.1
Norfolk, VA	78.5	130.5	106.5	69.8	77.9	89.0	102.7	124.0	197.7	261.9	292.0	363.3
Champlain-Rouses Point, NY	212.2	293.3	297.4	333.8	309.5	214.0	248.4	290.6	293.3	298.9	342.9	350.4
San Jose International Airport, CA	297.9	502.8	555.6	296.4	278.2	264.6	96.5	228.9	222.4	524.0	471.3	305.9
Seattle-Tacoma Int'l Airport, WA	410.0	331.4	315.7	385.2	412.1	403.2	552.6	2,796.0	1,509.0	1,666.7	546.3	286.9
Memphis, TN	244.3	318.3	210.0	327.7	169.4	127.0	76.4	102.1	107.7	217.4	272.0	277.5
Dallas-Fort Worth, TX	67.5	94.8	80.3	227.8	144.8	123.6	179.4	363.5	506.2	973.1	496.0	209.1
Tacoma, WA	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2
Other Points of Exit	8,406.9	9,128.3	7,988.4	7,154.2	6,833.0	6,006.7	6,205.6	5,775.3	6,979.4	6,151.5	5,510.9	8,444.5
Total--All Exit Points	\$99,160.8	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,214.3	\$93,994.9	\$109,967.8	\$116,818.6	\$127,746.1	\$134,151.8	\$144,813.3

Sources: WISERTrade, U.S. Census Bureau