

INTERNATIONAL TRADE TRENDS & IMPACTS The Southern California Region

MAY 2010









World Trade Center Association Los Angeles - Long Beach

LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION THE KYSER CENTER FOR ECONOMIC RESEARCH



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International Trade Trends & Impacts:

The Southern California Region

2009 Results and 2010 Outlook

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As Southern California's premier business leadership organization, the mission of the LAEDC is to attract, retain, and grow businesses and jobs for the regions of Los Angeles County.

Since 1996, the LAEDC has helped retain or attract more than 162,000 jobs, providing \$7.5 billion in direct economic impact from salaries and more than \$136 million in tax revenue benefit to local governments and education in Los Angeles County.

Regional Leadership

The members of the LAEDC are civic leaders and ranking executives of the region's leading public and private organizations. Through financial support and direct participation in the mission, programs, and public policy initiatives of the LAEDC, the members are committed to playing a decisive role in shaping the region's economic future.

Business Services

The LAEDC's Business Development and Assistance Program provides essential services to L.A. County businesses at no cost, including coordinating site searches, securing incentives and permits, and identifying traditional and nontraditional financing including industrial development bonds. The LAEDC also works with workforce training, transportation, and utility providers.

Economic Information

Through our public information and for-fee research, the LAEDC provides critical economic analysis to business decision makers, education, media, and government. We publish a wide variety of industry focused and regional analysis, and our Economic Forecast report, produced by the **Kyser Center for Economic Research**, has been ranked #1 by the Wall Street Journal.

Economic Consulting

The LAEDC consulting practice offers thoughtful, highly regarded economic and policy expertise to private- and public-sector clients. The LAEDC takes a flexible approach to problem solving, supplementing its in-house staff when needed with outside firms and consultants. Depending on our clients' needs, the LAEDC will assemble and lead teams for complex, long-term projects; contribute to other teams as a subcontractor; or act as sole consultant.

Leveraging our Leadership

The LAEDC operates several subsidiary enterprises, including the World Trade Center Association Los Angeles-Long Beach (WTCA LA-LB), which facilitates trade expansion and foreign investment, the California Transportation and Logistics Institute, which enhances the quantity and quality of workforce training for the logistics industry, and L.A. PLAN, which assists major public landowners in developing real estate through the LAEDC network. In addition, the LAEDC's Center for Economic Development partners with the Southern California Leadership Council to help enable public sector officials, policy makers, and other civic leaders to address and solve public policy issues critical to the region's economic vitality and quality of life.

Global Connections

The World Trade Center Association Los Angeles-Long Beach works to support the development of international trade and business opportunities for Southern California companies as the leading international trade association, trade service organization and trade resource in Los Angeles County. It also promotes the Los Angeles region as a destination for foreign investment. The WTCA LA-LB is a subsidiary of the Los Angeles County Economic Development Corporation. For more information, please visit <u>www.wtca-lalb.org</u>

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2009 International Trade Results and 2010 Outlook

- Global trade flows decline in 2009
- Improving activity during 2010 and 2011
- Los Angeles still #1 international trade center in the U.S.
- Export volumes increasing due to strong growth in Asia
- International trade industry poised for growth

By the Numbers:

	<u>2009</u>	<u>2010F</u>	<u>% Change</u>
Ports of LA-LB TEU's	11.8 Mil	13.0 Mil	+10.2%
Exports	3.1 Mil	3.5 Mil	+12.0%
Imports	6.0 Mil	6.5 Mil	+8.0%
Two-Way Trade Values at LACD	\$283.0 Bil	\$308.5 Bil	+9.0%
Int'l Trade Employment (Five-county area)	482,500	477,700	-1.0%

Things to Watch:

Ocean Shipping

- Pace of recovery in demand?
- Rate increases?
- "Slow steaming" a new normal?
- Security: 10 + 2

Rail Transportation

- Pace of recovery in demand?
- Intermodal rates rising?
- Funding for "Colton Crossing?
- Near-dock for BNSF & UP When?
- Is traffic diversion a threat?

Air Transportation

- Pace of recovery in demand?
- New capacity how soon?
- Security 100% screening

Port Trucking

Clean truck programs

2009 -- A Year to Forget!

The only good thing about 2009 is that it is behind us. All sectors of the international trade industry took a beating, as trade activity declined dramatically. The steamship lines, airlines, railroads and trucking companies all took it on the chin in 2009. There were fears that some shipping lines and truck carriers might fail. Employees also felt the downdraft. Port truckers saw business slump, while members of the Longshoremen's union saw work hours decline.

Steps taken to survive the business slump—such as service reductions and laying up ships came back to bite many cargo carriers by year-end 2009. Traffic jumped late in the year and shippers fretted about both a shortage of capacity ("rolling" of containers was a hot button) and higher rates. In 2010, carriers are scrambling to bring their operations up to meet expected demand.

What Happened in 2009?

The "great recession" battered the global economy, especially early in the year. Worse yet, global trade flows actually declined for the first time since the last deep recession in 1982. International trade activity in Southern California certainly felt the sting of the downturn in trade. Trade related employment dropped across the region, from longshore workers at the ports, to truckers and distribution center employees in the Inland Empire. Port revenues declined, resulting in some staff layoffs.

Most economists feel that the recession ended during the 2nd or 3rd quarter of 2009 in the U.S., a little earlier in developing Asia and later in Japan and Europe. In any event, international trade flows began to revive in the second half of 2009. Still, the recession was deep and the recovery was slow to get moving. When it did so, goods movement accelerated as retailers discovered they had managed their inventories too carefully and were at risk of shortages during the crucial holiday season.

Another concern during 2009 was the rising price of oil. One coping tactic used by the

steamship lines was "slow steaming" (operating their ships at slower speeds), which cut down on diesel usage as well as reducing environmental pollution. The railroads handled the business slump by parking equipment and furloughing some employees. One indicator of the slowdown in rail traffic is the number of trains moving on the Alameda Corridor. In 2006, the recent peak in container activity at the local ports, 19,924 trains used the Corridor. In 2009, that number had fallen to 13,048 trains. The airfreight lines also parked equipment, and when traffic surged in late 2009, they had to struggle to keep up.

While business was down at the ports, there were still other issues to deal with in 2009. The ports of Long Beach and Los Angeles developed different clean truck programs, with the latter wanting to do away with independent operators. The idea of being required to hire employee truck drivers was not well received by trucking groups or shippers, and the issue is now working its way through the courts.

In response to shipper complaints, the two ports implemented a marketing program

during the second half of 2009, while the two railroads, BNSF and Union Pacific, worked with shippers on intermodal rates.

What Will Influence 2010's Results?

For the international trade industry, the year 2010 is off to an encouraging start. Export volumes have been increasing since the third quarter of 2009, helped along by the early recovery in Asian economies as well as the lower value of the U.S. dollar. U.S. consumers seem to be going to the mall more frequently, which will help boost import activity. Manufacturing activity also is on the rise, which implies higher demand for imported industrial materials and components.

Another factor in 2010 will be U.S./China relations. There have been calls for China to revalue its currency, as well as spats over import volumes (charges of dumping), with tires being a good example. Thus far, all

this appears to be the usual "noise," and it should not affect trade flows through the San Pedro Bay ports. However, both capitals need to be monitored in case flareups that are more serious occur in a US election year.

On the trade security front, the introduction of the TWIC (transportation worker identification credential) seemed to go off with few problems. Right now the focus is on the introduction of the "10 + 2" rule. This requires importers to provide much more details about their imports—where the product was manufactured, who loaded the item into the containers and where before Customs will approve loading the container on a U.S. bound ship.

The availability of trade finance was a concern in 2008 and 2009. However, availability will improve as the economy recovers and perceived transaction risks wane over the balance of 2010.

Trade Results for 2009

The Los Angeles Customs District maintained its number one ranking in the U.S. in 2009, despite a -20.4% decline in the value of two-way trade to \$283.0 billion. The number two district, New York, recorded an even steeper -24.5% drop to \$266.7 billion. The Detroit Customs District moved back in to the third spot, despite the woes of the auto industry. Its two-way trade value dropped by -28.1% to \$169.9 billion. Houston fell back to number four,



with a -31.5% fall in value to \$165.9 billion. This mostly reflected the drop in oil prices.

The smallest decline in trade values among the nation's top 10 customs districts during 2009 was recorded by Savannah, GA, which slipped by -13.6% to \$87.2 billion, moving it past the San Francisco District to the ninth spot. The San Francisco District saw its trade value drop by -24.2% to \$86.5 billion.

Combining California's three customs districts, total two-way trade value declined by -18.7% in 2009 to \$334.9 billion. The San Diego Customs District, which did not make the top 10 list, reported a 2009 total trade value of \$16.6 billion, down by -7.9% from 2008.



As usual, international trade activity at the Los Angeles Customs District was dominated by imports. The 2009 value was \$196.8 billion, which was down by -19.9% from 2008. The value of exports declined by -21.6% to \$86.2 billion. However, 2008's export value of \$110.0 billion was the highest for this measure since records were started.

The **number of containers handled** is the other commonly used measure of

international trade activity. (Containers are measured in TEUs or 20-foot equivalent units. Most containers nowadays are 40-feet or two TEUs).



There were no changes in the nation's top 10 container port ranking based on TEUs handled in 2009. The Port of Los Angeles remained the nation's top port based on this measure, even though activity declined by -14.0% to 6.7 million TEUs. The Port of Long Beach continued as number two, but 2009's container count dropped by -21.9% to nearly 5.1 million TEUs. The New York Customs District ranked third, with 2009 volume down by -13.4% to about 4.6 million TEUs. The Port of Houston bucked the overall trend with a tiny gain of +0.1%. After that, the smallest decline in container volume during 2009 was recorded by the Port of Seattle, down by "only" -6.7% to 1.3 million TEUs. However, that port saw its 2008 container count drop by -15.5%.

The number of trains running on the **Alameda Corridor** is another indicator of international trade activity. The Alameda Corridor is a dedicated rail line that carries trains loaded with containers from the ports to the BNSF and UP rail yards east of downtown Los Angeles.

Train activity peaked in 2006 at an annual average of 55 trains per day (TPD). Declines were registered in 2007 (down by -10.9% to 49 TPD) and again in 2008 (down by -10.2% to 44 TPD). The lowest level of activity came in 2009, when an average of 36 TPD used the Alameda Corridor, -18.2% compared with 2008.



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

Trade in Services

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

One prominent example is international film box office receipts. These totaled \$19.3 billion in 2009, according to the Motion Picture Producers Association. This is almost twice the level of domestic (U.S. and Canada) box office receipts and has

been growing steadily since 2005. However, about 55% of these receipts go to theater owners. According to the U.S. Department of Commerce, U.S. receipts for film and television rentals abroad totaled \$13.6 billion in 2008 (this money would all go to domestic film companies). Video games are evidently not included. Using the 2008 ratio of foreign rental receipts to international box office receipts suggests that 2009 rental receipts were about \$14.3 billion.



Another important service export activity is international tourism Southern to California. Foreign visitors to Los Angeles County spent \$4.5 billion in 2008. Some people do not think of this as an "export," but it is. Tourists like to shop, visit theme parks and other local attractions, and spend money on local food and lodging (and generating tax revenue). The largest number of international visitors to Los Angeles County come from Mexico, Canada and the United Kingdom.



Another service export is work performed overseas by Los Angeles-based architecture and engineering firms. International students attending local colleges and universities also represent a service export (USC ranks number one in the nation in number of foreign students, 7,482 at last count). Finally, there is medical tourism, as wealthy offshore residents come to Los Angeles for special medical treatments. Often times they will be accompanied by 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 West Coast ports. Not surprisingly, nobody was in the plus column during 2009. Total tonnage moving through all of the ports combined fell by -16.4% to 92 million short tons. Ports in Northern California recorded the smallest decline in tonnage, down by -10.8% to nearly 32.8 million short tons. Southern California's ports saw tonnage fall by -17.2% to 174.4 million tons. Losses at the region's ports ranged from -20.1% at Long Beach, to -16.1% at Port Hueneme, to -13.6% at Los Angeles and to -13.0% at San Diego.

Southern California's share of West Coast tonnage in 2009 slipped to 58.8% from 59.4% the previous year. Northern California's ports saw an increase in share, moving from 10.4% in 2008 to 11.1% in 2009.

The roster of the world's top container ports continued to change in 2009. Singapore remained number one, handling 25.9 million TEUs, virtually unchanged from 2008. Shanghai held on to the second spot with 25.0 million TEUs moved in 2009, which was down by -10.7% from the previous year. Hong Kong remained in third place in 2009, with 21.0 million TEUs passing through, down by -13.5% from 2008. Shenzhen remained fourth in 2009, declining by -14.5% to 18.3 million TEUs. Busan, Korea moved into fifth place in 2009, despite a -11.2% decline to 11.9 million TEUs. Los Angeles-Long Beach dropped back to sixth place in 2009, with 11.8 million TEUs handled.



Note: People sometimes will 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 reported by the U.S. Bureau of the Census, and the customs district is a reporting device. The Los Angeles District includes the seaports of Hueneme (in Ventura County), Long Beach and Los Angeles, and Los Angeles and Ontario international airports. Also in the mix are several oil terminals along the coast and McCarran Field in Las Vegas.

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

Airport Cargo Trends

Air cargo moves more rapidly than other methods, but airfreight rates are a good deal higher. Thus, airborne imports and

exports tend to be small, lightweight, highvalue products needing quick delivery. However, the recession caused some reassessment of how quickly the goods needed to get there versus the cost, and airfreight volumes tumbled in 2009.



Airfreight at LAX moves in two ways. In addition to the specialized international air cargo carriers, a surprisingly large amount of freight moves in the cargo holds of international passenger flights. By volume, international air cargo tonnage moving through LAX decreased by -7.9% to 893,619 tons in 2009. This followed 2008's decline of -12.9%. The largest drop, of -8.9%, came in exports (departures in LAX terminology). Import volume (or arrivals) fell by -7.1% last year and were probably helped by the yearend 2009 scramble by retailers to fill depleted inventories. For 2010, an +11.0% increase is being forecast to 991,900 tons.

Only international cargo carriers operate out of Los Angeles/Ontario International Airport (ONT). By volume, ONT's international airfreight activity fell by -28.4% in 2009 to 24,729 tons. This followed a comparatively modest -1.2% decline in 2008. Import activity at ONT in 2009 plummeted by -37.0%, while export volume fell by -9.6%. Statistics about the value of international freight moving through the Los Angeles Customs District are interesting. In 2009, the value of imports moving by air totaled \$32.4 billion, while \$220.0 billion moved by sea. Exports moving by air were valued at \$33.0 billion in 2009, while seaborne exports totaled \$52.2 billion.

The top import commodities moving by air into the local customs district in 2009 were: "computers, peripherals, machinery, appliances & parts" at \$11.0 billion; followed by "electric machinery, sound & TV equipment & parts" valued at \$9.3 billion. There was a considerable distance to the next most valuable import, which was "natural pearls, precious stones & metals" at \$2.8 billion.

On the export side, the top airborne 2009 commodity in was "electric machinery, sound & TV equipment & parts" at \$8.6 billion. Second was "optical, photo & medical/surgical instruments" valued at \$5.3 billion. Third was "aircraft, spacecraft & parts" at almost \$5.0 billion, followed by "computers, peripherals, machinery, appliances & parts" with a 2009 value of \$4.4 billion.

Job Trends in International Trade

International trade is an important driver of activity in many parts of the Southern California economy. Because it plays such an important role, the Kyser Center estimated how many people work in industries on which international trade activity – imports and/or exports- has a direct influence.

Several sectors are included in our analysis. The largest number of employees are involved in wholesale distribution of goods that are heavily traded, i.e. exports have significant share of U.S. production and/or imports have a significant share of the domestic U.S. market. The second most important group is workers involved in goods movement at the region's ports and airports, and in the trucking and rail industries. Finally, a smaller number of employees work in logistics, freight forwarding, trade finance, accounting and legal issues focused on international trade.

Preliminary results of the analysis are displayed in the accompanying chart and in Table 5 in the Appendix. Except for a setback in 2002 (following a late 2001/early 2002 plunge in global trade post 911), employment in Southern California's trade sensitive industries increased every year from 1999 through 2007. However, the Great Recession brought back-to-back declines in 2008 and 2009 - a total decline of 79,900 jobs or -14.2%. The drop-off in trade related jobs exceeded that experienced by total nonfarm employment (a two-year decline of -8.8%). Thus, the International trade share of total nonfarm employment fell from 7.7% in 2007 to 7.2% in 2009.



What about 2010? The February 2010 LAEDC forecast for nonfarm employment in the fivecounty region was for a decline of -0.6% for 2010. Downward revisions of source data since February suggests the declines will be larger, perhaps in the range of -1.5% to -2.0%. However, international trade is feeling the effects of recovery sooner than the rest of the It is likely that the 2010 economy. employment change will be "less negative" than total nonfarm employment; more like a -Then, international trade 1.0% decline. employment should be 477,700 in 2010, for a decline of just -4,800 jobs this year. An increase of +3.5% is likely for 2011, bringing total international trade sensitive employment to 495,000 workers, an increase of +17,300 jobs over 2010.

Why is employment falling in 2010 if the economy is recovering and activity is rising? Job counts in international trade sensitive industries and economy-wide declined throughout 2009. Though we expect employment to rise during 2010, the annual figures are averages for the months of 2009 and 2010. At the 2011 rate, it will be four more years (i.e. not until 2015) before employment in international trade sensitive industries returns to its 2007 peak.

Product Trade Trends

Exports: The top export commodity moving out of the Los Angeles Customs District in 2009 was "computers. peripherals, machinery, appliances & parts," with a value of \$12.5 billion. Some 64.5% of these items left by ship. The number two export commodity was "electric machinery, sound & TV equipment & parts," with a value of \$11.4 billion. The lion's share of these items, 75.6%, moved by air. The number "optical, three commodity, photo. medical/surgical instruments." had a value of \$6.8 billion, and 78.0% moved by air. Right on its heels was "aircraft, spacecraft & parts" with a value of not guite \$6.8 billion and 73.3% of these products moved by air.

Some of the more interesting exports out of the Los Angeles Customs District in 2009 were: pharmaceutical products at \$1.7 billion; natural pearls, precious stones & metals at \$956 million; and toys, games & sports equipment at \$879 million.



Imports: On the import side (general cargo unloaded in the customs district), the largest commodity in 2009 was "computers, peripherals, machinery, appliances & parts" with a value of \$47.8 billion. The bulk of these goods (76.9%) arrived by ship. Number two was "electric machinery, sound & TV equipment & parts" with a value of \$47.8 billion (yes, the top imports and export commodities are the same). In third spot was "motor vehicles & parts" at \$18.7 billion, while "apparel & accessories. knit or crochet" was fourth with a 2009 value of \$12.8 billion. Further down the roster was "apparel & accessories, not knit or crochet" at \$11.3 billion (a fine distinction but important in the apparel industry). A related item was "footwear & footwear parts" with a 2009 value of \$9.0 billion.



Trade Partners

China (which includes the mainland, Hong Kong and Macau) continued to be the Los Angeles Customs District dominant trading partner, with a two-way value of \$155.3 billion in 2009. This nation led in both imports (\$132.4 billion) and exports (\$22.9 billion). Japan was the second largest trading partner for Los Angeles, with a total two-way value of \$42.3 billion. Imports from that nation were valued at \$30.6 billion, while exports were valued at \$11.7 billion. South Korea was the Los Angeles District's third largest trading partner, with a total trade value of \$17.7 billion, comprised of imports at \$10.3 billion and exports at \$7.4 billion.

There were some changes in the list of the top 10 trading partners for the Los Angeles Customs District in 2009. Most notable was Germany's slide from number 7 in 2008 to number 11 in 2009. Vietnam moved up the ranks, taking the 8th spot in 2009 after placing 11th in 2008.

Three members of the EU were in the top 20 trading partners of the Los Angeles District, including Germany, the U.K. and the Netherlands.

What about trade between Los Angeles and Canada and Mexico? The reported 2009 two-way trade values were \$2.64 billion and \$2.67 billion, respectively. However, these numbers are understated, as 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 continued to run a huge trade deficit with the Los Angeles Customs District in 2009, -\$109.5 billion. Japan's trade deficit, at -\$18.9 billion, was much smaller. In both cases, the deficits were lower than 2008. In the case of China, the record deficit was -\$133.8 billion recorded in 2007, which gives a dramatic illustration of the recent weakness in international trade activity.





Trade Values by Port

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 the merchandise unloaded at the various ports, not the value of the merchandise that clears customs. Merchandise could enter 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 number one in the nation with a 2009 total two-way trade value of \$197.3 billion. The bulk of this was in imports with a value of \$169.2 billion. Number two was JFK International Airport with a total value of \$129.2 billion. Exports totaled \$67.4 billion versus \$61.8 billion in imports. Third ranked was the port of New Jersey with a 2009 value of \$110.9 billion. Imports accounted for the bulk of the activity here, with a value of \$98.3 billion.

The port of Long Beach ranked ninth nationally in 2009, with a total value of \$68.6 billion. Imports accounted for \$44.4 billion in activity here. Los Angeles International Airport was 11th, with a two-way trade value of \$65.5 billion. Activity was almost balanced here, with imports at \$32.5 billion and exports at \$33.0 billion. San Francisco International Airport placed twentieth in 2009, with a total value of \$40.0 billion. Exports accounted for \$21.1 billion of the total.

Rounding out the California ports, the port of Oakland ranked 23rd, with a total twoway trade value of \$34.0 billion, while Otay Mesa Station (in San Diego County) had a 2009 two-way trade total of \$29.3 billion, with imported goods making up \$19.9 billion of the total.

Trade Infrastructure Projects

An efficient transportation system is a vital component of a vigorous economy. Goods movement in Southern California has long benefited from one of the most productive transportation networks in the world. However, much of the current transportation infrastructure is characterized by congestion resulting in costly delays. Despite a challenging economic environment, Southern California governments and industries involved in trade and goods movement are investing infrastructure projects aggressively in designed address operational to inefficiencies, capacity constraints and environmental concerns. The region's competitive advantage in international trade depends on sustaining a highly developed transportation system; one that allows goods to move through the region efficiently and inexpensively, thus reducing congestion and minimizing environmental costs.

Many people in the local international trade industry are breathing easier now that major expansion projects are back on track at the two local ports. However, there still are some important trade infrastructure projects where funding remains uncertain or there is community opposition. The Pier G Project at the Port of Long Beach (PoLB) is a multi-year plan to modernize the ITS container facility and expand on-dock rail operations. In late 2008, the first of a new generation of environmentallv friendly deep-water container terminals was completed at Berth G232. Part of the port's long-term green lease program, Berth G232 includes a new container wharf with shore-side power capabilities designed to cut docked ship emissions by 90%. Construction of a new terminal administration complex is currently underway, and building is set to start soon on a new maintenance and repair facility and an on-dock rail yard.

In April 2009, the environmental impact report for the Middle Harbor Project was certified by the Long Beach Board of Harbor Commissioners. The Middle Harbor is a \$750 million redevelopment project that will consolidate and modernize piers D, E and F. A fifty-five 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, 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 and are expected to reduce air pollution generated at the facility by half from 2005 levels. Phase I construction was scheduled to begin in early 2010 and is expected to take up to ten years with a total project cost of \$750 million.

Other major projects include replacing the aging **Gerald Desmond Bridge**. The Gerald Desmond Bridge connects Long Beach with

Terminal Island and is a major commuter corridor as well as a vital transportation link for goods moving in and out of the ports approximately 15% of all goods coming into the country cross the Gerald Desmond Bridge. Built in the 1960s, the bridge was not designed to handle today's traffic volumes and is deteriorating. A \$1.1 billion replacement project is under consideration and is expected to take five years to complete. The new bridge will be higher, to allow additional clearance for ships, and wider to ease the flow of cars and trucks that use the bridge. Also, the U.S. Army Corps of Engineers and the PoLB will commence this year with a \$40 million dredging project to aid navigation in and around the port. Additionally, there are also proposals under consideration to build a new terminal (Pier S) on existing vacant land at the port with an estimated project cost of \$650 million, and to redevelop an existing rail yard on Pier B to expand ondock rail use.

At the **Port of Los Angeles (PoLA)**, work on the **TransPacific (TRAPAC)** terminal is expected to be completed this year. This was a \$500 million redevelopment project to expand the capacity of the terminal to 243 acres with on-dock rail. PoLA anticipates the expanded on-dock rail capacity will eliminate more than 200,000 truck trips per year into and out of the terminal. TRAPAC was the first terminal expansion to take place at the port in seven years.

Also at the Port of Los Angeles, the \$200 million expansion of the **China Shipping Terminal** from 72 acres to 142 acres is moving forward. The expansion will increase the terminal's capacity to accommodate an annual throughput of 1.4 million TEUs. Earlier this year, the PoLA received a \$22 million Federal stimulus grant (American Recovery and Reinvestment Act) for the construction of roadway improvements along a 1.3 mile segment of **Harry Bridges Blvd.** in Wilmington. Harry Bridges Blvd. is the main truck route from San Pedro and Wilmington to SR-47. Although the project will widen the street, it will remain a twolane highway in each direction with the capacity to increase to three lanes each when needed. Construction should be completed in 2012.

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 but sources for funding the \$40 million design and \$350 million construction costs have not yet been determined (some federal funds were approved for the first part of the construction). The plan is to replace the seismically deficient Schuyler Heim Bridge over Cerritos Channel and to add a fourlane 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.

A new intermodal facility proposed by the BNSF Railroad is currently undergoing an environmental review. 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. Several proposed sites are under consideration and will be evaluated during the EIR process. 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, ondock 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.

In February, the Los Angeles International **Airport** began construction on the new \$1.5 billion Bradley West modernization project. The renovated international terminal will comprise 1.25 million square feet of new building area including food and retail concessions, expanded federal inspection/customs facilities and 15 new boarding gates. The enlarged passenger waiting areas will be capable of accommodating the Airbus A380 and the Boeing B787 Dreamliner.

A bit of good news came out of Sacramento in December regarding Proposition 1B funding. In October 2009, the State Treasurer's Office (STO) sold \$4.1 billion worth of bonds. From the proceeds, the California Department of Transportation received \$307 million - enough to fund existing construction projects across the state through the end of the 2009-10 fiscal year (ending June 2010). In November 2009, the STO sold another \$2.2 billion in bonds, which provided an additional \$716 million to the DOT for regional transportation projects. These funds will be used for ongoing projects but will also provide some money for new construction and transit development.

Real Estate Impacts

International trade activity has a huge impact on Southern California's industrial real estate market. While the worst of the recession is now behind us. and international trade is on the upswing, the region's industrial real estate market continues to feel the recession's impact. Stubbornly high unemployment rates have dampened consumer and business confidence, and spending dropped well below prerecession levels. Many companies allowed their inventories to run down thus reducing the flow of goods to and from the ports. This in turn, had a negative impact on the demand for warehouse space throughout the region.

Also affecting demand for space is the trend in "slow steaming" and its impact on importers (especially retailers') inventory strategies. Slow steaming adds a day to typical transit times between Asia and San Pedro Bay. However, extending the shipper's distribution chain by even a day means he will have to hold more inventory in the U.S., which can drive up a firm's total logistics cost.

The Southern California industrial real estate market can be divided into three primary regions: Los Angeles County, the Inland Empire and Orange County. Los Angeles County had over 471 million square feet of warehouse/distribution space at the close of 2009 with just 28,000 square feet of new space under construction. Depending on location, asking rental rates for warehouse/ distribution facilities ranged from \$0.42 per square foot (Central Los Angeles) to \$0.56 per square foot (in the



San Fernando Valley). During the fourth quarter of 2009, asking rents for warehouse/distribution space declined on average by -17.5% to \$0.47 per square foot compared with the closing months of 2008. Even so, with a countywide industrial vacancy rate of 3.3% at year-end (versus 2.3% in 2008) and limited land availability, the market for industrial properties in Los Angeles County remained the tightest in the nation.

There are fewer buildings in the Inland Empire than in Los Angeles County, but more are mega-warehouses (500,000 to over 1,000,000 square feet). The Inland Empire attracts users who need large blocks of lowcost land for 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). Transportation costs account for roughly 50% of the total cost of operations for logistics companies, so factors such as rental rates and availability could be considered secondary to location.¹

Preparing Portfolios of Global Logistics Challenges; Grubb & Ellis Company (August 2009)

The vacancy rate for all industrial space in the Inland Empire was 12.5% at year-end 2009 with vacancy rates for warehouse/distribution space at 12.7%. Over the course of the recession, vacancy rates for logistics related properties doubled. By the end of 2009, rental rates for warehouse/distribution space had plunged by -22.0% to \$0.33 per square foot. In 2008, 30.4 million square feet of new speculative construction was built. The pace of new construction slowed considerably in 2009 (just over 1.3 million square feet of additional new space was underway during the fourth quarter). However, excess supply remains a problem, particularly in cities west of I-15 (more competitive rental rates are luring companies to some of the eastern submarkets), and that suggests vacancy rates will continue to climb and rents to fall. Still, there are signs things are looking up for 2010. In the latter part of 2009, 55 transactions were completed for space in excess of 100,000 square feet and during the just the first quarter of 2010, there were 24 transactions for space in excess of 100,000 square feet.

Orange County has approximately 145 distribution buildings over 100,000 square feet², 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. Despite overall industrial vacancy rates reaching 6.7% (4Q09), Orange County rents are on average 30% higher per square foot (due to land costs) than what one would pay for similar space in Los Angeles County.

The vacancy rate for warehouse /distribution space in Orange County was 7.5% during the fourth quarter of 2009 and asking rents were down by -24.3% to \$0.53/square foot compared to the same period in 2008.

There's not much that is positive that can be said for the region's industrial real estate market in 2009, but a note of cautious optimism may be in order for 2010. Vacancy rates were up across the region and rental rates were down again in the first quarter of 2010, but drivers of industrial demand are starting to improve. Manufacturing activity, freight shipments, international trade flows, inventory restocking and retail sales all have improved over the last few months. On the other hand, the recession was so deep that it will take some time for industrial and distribution activity to regain lost ground. A resurgence of industrial real estate will lag other sectors because of the large pipeline of projects that were completed during the downturn. The market should hit bottom by the end of the year, with recovery finally taking hold in 2011.

² Logistics Market Trends; Grubb & Ellis Company (March 2009)

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

<u>China</u>

China (includes the Mainland, Hong Kong, and Macau) was once again the LACD's largest trading partner in 2009 with total two-way trade valued at \$155.3 billion, down by -16.8% from 2008. Total Chinese imports unloaded in the LACD were \$132.4 billion (#1), while total U.S. exports to China through the LACD came to \$22.9 billion (again #1). This gave the LACD a trade deficit of -\$109.5 billion (also #1). China's import-to-export ratio of 5.8 was once again by far the highest among the LACD's top trading partners, and slightly higher than the 2008 ratio of 5.5.

The list of China's major import product groups continues to be dominated by electronics equipment and nondurable consumer goods. One of the major drivers of imports is electronic products components and (dominated by flat-panel TV demand). As expected due to the U.S. recession, the value of imports from China unloaded in the LACD tumbled by -16.2% during 2009, with iron and steel products experiencing the largest fluctuation with a -37.3% drop. Electronic equipment and components saw a -16.3% plunge compared with 2008, as the U.S. recession dramatically reduced business and consumer spending. All the major product groups experienced declines in 2009, including computer products & machinery (down by nearly -10% from 2008) and toys (dropping by nearly -21%). The overall decline in Chinese imports can be attributed to the lack of demand caused by the U.S. recession.

Many of the LACD's exports to China are driven by the nation's huge appetite for raw materials

LACD General Imports from China*			
(Millions of \$)	2009	% of	08-'09
	Imports	Total	Change
Electrical Equipment & Parts, Electronic Components	\$30,881.8	23.3%	-16.3%
Computers, Peripherals, Machinery, Appliances & Parts	26,577.5	20.1%	-9.7%
Toys, Games, Sports Equipment & Accessories	10,711.8	8.1%	-20.5%
Footwear & Parts	7,634.9	5.8%	-5.3%
Furniture, Bedding, Lamps, etc.	7,326.5	5.5%	-21.4%
Apparel & Accessories, Not Knit or Crochet	6,593.8	5.0%	-6.4%
Apparel & Accessories, Knit or Crochet	6,413.1	4.8%	-1.6%
Plastics & Items Made of Plastic	3,857.8	2.9%	-13.1%
Iron & Steel Products	2,954.7	2.2%	-37.3%
Leather, Handbags & Related Products	2,963.0	2.2%	-23.3%
Vehicles & Parts	2,822.5	2.1%	-28.9%
Textiles Art, Needlecraft Sets	2,202.6	1.7%	-11.9%
Optic, Photo, Medical/Surgical Instruments	1,963.7	1.5%	-15.9%
Organic Chemicals	1,597.5	1.2%	-36.0%
Rubber & Items Made of Rubber	1,548.3	1.2%	-18.8%
All Other Products	16,400.6	12.4%	-21.9%
Total General Imports from China	132,450.1	100.0%	-16.2%
LACD Exports to China*			
(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$3,186,2	13.9%	-15.0%

(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$3,186.2	13.9%	-15.0%
Electrical Equipment & Electronic Parts	\$3,007.0	13.1%	-40.7%
Plastics & Items Made of Plastic	2,552.5	11.2%	-3.2%
Vehicles & Parts	1,394.2	6.1%	2.2%
Optic, Photo, Medical/Surgical Instruments	1,119.7	4.9%	-7.1%
Copper & Items Made of Copper	966.9	4.2%	-17.5%
Iron & Steel	878.6	3.8%	-17.6%
Aluminum & Items Made of Aluminum	712.3	3.1%	-32.3%
Paper, Paperboard & Related Products	702.4	3.1%	-8.3%
Cotton, Yarn & Woven Fabric	686.7	3.0%	-50.9%
Rubber & Items Made of Rubber	584.0	2.6%	0.1%
Organic Chemicals	540.0	2.4%	-14.1%
Miscellaneous Chemical Products	512.8	2.2%	-9.3%
Leather & Leather Goods, Hides	491.2	2.1%	-31.8%
Iron & Steel Products	483.0	2.1%	-18.2%
All Other Products	5,055.8	22.1%	-15.5%
Total Exports to China	22,873,3	100.0%	-19.9%

*China includes the mainland. Hong Kong & Macao

and components as inputs to its growing manufacturing sector's activities. However, the Chinese manufacturing sector slowed in early 2009. The largest LACD export product groups—computers, electronic parts, and plastic products—all confirm this trend. China became less dependent on almost all of these and the major products in 2009 when compared to 2008. The exception was vehicles and auto parts, where China surpassed the U.S. as the largest auto market in the world. Also, China looked more towards Australia and Brazil to meet many raw material requirements and also increased component imports from other Asian nations. The demand for American cotton and textile fabrics witnessed the most significant deterioration when compared with 2008 as these exports plunged by nearly -52%. The second worst performance was in electronics; this category plummeted by roughly -41% in 2009.

In November 2008, the Chinese government passed the largest economic stimulus package in the world relative to the size of the economy. China did not stop there. In 2009, China's banks launched the largest financial lending programs in history as banks extended Rmb 9,590bn (\$1.4 billion) in new loans (more than double the total from 2008). These two economic policies combined, offset the losses from diminished exports and ultimately led to a surge in economic growth throughout the mainland. Initially, the economy was led by government spending and investment in infrastructure. Then came a wave of strong domestic demand bolstered by government investment subsidies. Increased consumer spending was mainly seen in durable goods including appliances, consumer electronics and automobiles.

The resiliency of the Chinese economy in 2009 was by far the top international story last year and will continue to be in 2010. This past year, China became the largest exporter in the world surpassing Germany. Also, China moved ahead of the U.S. as the biggest auto market. In addition, China is expected to become the second largest economy in the world in 2010 overtaking Japan based on current \$US exchange rates. China's GDP expanded by +8.7% in 2009. The most recent GDP figures show that China's economy grew by +11.9% in the first quarter of 2010. Indeed, the Chinese economy is so strong many observers are apprehensive the economy will overheat in 2010.

The outlook for 2010 is extremely bright for China as the economic policies put in place last year are expected to continue, albeit at a more moderate pace. The government is concerned about possible problems resulting from such expansionary policies. Inflation is potentially the biggest concern, as the economy could overheat if the government does not tighten policy soon. In fact, the Chinese government has raised reserve requirements to slow down the pace of lending. Another concern is whether or not asset bubbles are emerging within the Chinese real estate and equity markets. A big question going forward is whether or not the Chinese government will allow the currency to appreciate in order to avoid inflation and resolve global imbalances. Most observers expect an appreciation sometime in the next six months. Once again, this year's top economic performer is expected to be China, with GDP expected to grow by +10.0%.

<u>Japan</u>

Japan was the LACD's second largest trading partner in 2009 with total two-way trade valued at \$42.3 billion, down by -28.7% from 2008. Total Japanese imports unloaded in the LACD were valued at \$30.6 billion (#2), while total U.S. exports to Japan through the LACD came to \$11.7 billion (again #2). This gave the LACD a trade deficit of -\$18.9 billion (also #2). Japan's import-to-export ratio was 2.6, the third highest among the LACD's top five trading partners, though it was below the 2.9 registered in 2008.

The value of Japan's imports unloaded in the LACD dropped by -30.8% during 2009, after declining by -5.6% in 2008. Three major factors in this performance were sharp declines in the number of motor vehicles & parts, computers and electrical equipment &

LACD General Imports from Japan			
(Millions of \$)	2009	% of	08-'09
	Imports	Total	Change
Vehicles & Parts	\$9,697.7	31.7%	-38.7%
Computers, Peripherals, Machinery, Appliances & Parts	7,360.7	24.0%	-31.6%
Electrical Equipment & Electronic Parts	4,731.8	15.5%	-29.4%
Optic, Photo, Medical/Surgical Instruments	1,475.8	4.8%	-22.2%
Rubber & Items Made of Rubber	1,195.7	3.9%	-16.5%
Plastics & Items Made of Plastic	685.8	2.2%	-21.2%
Organic Chemicals	577.6	1.9%	-10.2%
Special Classification Provisions	493.9	1.6%	118.4%
Iron & Steel Products	445.7	1.5%	-27.6%
Miscellaneous Chemical Products	418.2	1.4%	-22.4%
Photographic & Cinematographic Goods	277.9	0.9%	-19.6%
Metal Tools, Cutlery & Parts	255.5	0.8%	-16.0%
Iron & Steel	194.9	0.6%	-38.5%
Clocks, Watches & Parts	185.6	0.6%	-30.4%
Paper, Paperboard & Related Products	172.0	0.6%	-20.6%
All Other Products	2,440.4	8.0%	-25.4%
Total General Imports from Japan	30,609.0	100.0%	-30.8%

LACD Exports to Japan			
(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Aircraft, Spacecraft & Parts	\$1,200.3	10.3%	-16.3%
Optic, Photo, Medical/Surgical Instruments	989.7	8.5%	-7.5%
Electrical Equipment & Electronic Parts	869.9	7.5%	-20.5%
Computers, Peripherals, Machinery, Appliances & Parts	803.2	6.9%	-38.4%
Inorganic Chemicals & Related Compounds	642.2	5.5%	0.8%
Plastic & Items Made of Plastic	607.3	5.2%	-36.8%
Meat & Meat Products	502.3	4.3%	9.9%
Vehicles & Parts	487.6	4.2%	-38.0%
Organic Chemicals	417.2	3.6%	-40.2%
Special Classification Provisions	382.2	3.3%	14.2%
Miscellaneous Chemical Products	355.5	3.0%	-41.5%
Prepared Animal Feed	293.2	2.5%	2.2%
Refined Oil Products	291.1	2.5%	-43.4%
Essential Oils, Perfumes & Cosmetics	248.3	2.1%	-0.1%
Miscellaneous Prepared Foods	229.1	2.0%	-9.9%
All Other Products	3,342.2	28.7%	-23.4%
Total Exports to Japan	11.661.6	100.0%	-22.5%

Electronic components coming from Japan through the LACD's ports. U.S. demand for these products fell sharply in 2009 and the yen strengthened against the dollar. Imports of optic, photo, medical instruments and rubber products also weakened in 2009. A reduction in direct imports of plastic products through the LACD also contributed to the weakness in Japanese imports in 2009. Other notable declines in product group imports through the LACD included drop-offs in iron & steel and clocks & watches. However, a notable increase occurred within the special classification provisions (imports of articles exported and returned) which surged by over +118%.

LACD exports of goods to Japan declined by -22.5% during 2009 after rising by 10% in 2008. The LACD's major exports to Japan include aircraft, spacecraft and parts; optic, photo, and medical instruments; electrical equipment & electronic parts; instruments and plastics. Exports of all these products decreased in 2009. At the top of the list were computers & parts (-38.4%); vehicles & parts (-38.0%); plastics & plastic products (-36.8%); electrical equipment & parts (down by -20.5% in 2009); and aircraft & parts (-16.3%). Farther down, significant drop-offs in exports were registered by organic chemicals (down by -40.2%), miscellaneous chemical products (-41.5%) and refined oil products (-43.4%), the largest yearly decline.

The Japanese economy suffered its worst recession in 2008-2009 since World War II. The island nation came out of the recession in the second guarter of 2009 as a result of a massive stimulus package. Japan was one of the largest casualties of the global collapse in world trade as its economy is heavily dependent upon exports. The Japanese economy experienced record unemployment, falling real wages, a sharp drop in industrial production and a slump in business investment beginning in late 2008 and early 2009. Reflecting these conditions, 2009 was a very historic year for Japan, as the main opposition party, the Democratic Party of Japan (DPJ) came to power for the first time since after World War II. The DPJ has tried to focus on boosting consumer spending as well as implementing an additional stimulus package. Overall, the multiple stimulus packages along with near-zero interest rates for most of 2009 led to a modest domestic recovery in the second half of 2009. In addition, strong demand from the emerging Asian countries helped revive exports and further expanded the modest recovery. Nonetheless, Japan's GDP did drop by -5.2% in 2009.

Key obstacles still lie ahead for Japan in 2010 and 2011. The big issues are related to its public indebtedness, deflation and a rising currency. Fiscal policy stimulus will be constrained by the already high budget deficits and will become less important by the second half of 2010. Monetary policy is expected to

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remain loose in order to further boost the weak recovery and to counter the deflationary environment. Most observers agree that the Japanese economic recovery will be particularly unstable, as the nation attempts to address its structural problems related to the labor market and weak domestic consumption. Thus, the recovery in 2010 will be highly dependent upon how strongly external demand returns and whether or not consumer spending and business investment revive. Japan's GDP grew by +1.5% in the first quarter of 2010. Based on the most recent IMF forecast, the Japanese economy is projected to witness a sluggish growth rate of +1.9% in 2010.

The Japanese Yen weakened by -7.5% from the onset of the financial crisis until April 2009 as the Japanese economy faced its worst economic environment since World War II. However, the Yen recovered from April 2009 to December 2009 appreciating by +9.2%. From September 2008, the beginning of the financial crisis, to December 2009, the Yen appreciated by nearly +18%.

South Korea

South Korea was the LACD's third largest trading partner in 2009 with total two-way trade valued at \$17.7 billion, down by -20.3% from 2008. Total Korean imports unloaded in the LACD were valued at \$10.3 billion (moving from a #4 ranking in 2008 to a #3 ranking), while total U.S. exports to South Korea through the LACD moved down to \$7.4 billion (also at #3). This gave the LACD a trade deficit of -\$2.9 billion (#8). South Korea's import-to-export ratio, at 1.4, remained the lowest among the LACD's top five trading partners in 2009.

The value of South Korea's imports to the LACD dropped by a significant -18.5% during 2009.

LACD General Imports from South Korea			
(Millions of \$)	2009	% of	08-'09
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$2,949.9	28.7%	-11.2%
Electrical Equipment & Electronic Parts	1,934.8	18.8%	-16.5%
Vehicles & Parts	1,333.2	13.0%	-21.1%
Refined Oil Products	594.9	5.8%	16.6%
Optic, Photo, Medical/Surgical Instruments	486.9	4.7%	-18.8%
Rubber & Items Made of Rubber	437.6	4.3%	-31.4%
Plastics & Items Made of Plastic	396.5	3.9%	-9.9%
Iron & Steel Products	252.5	2.5%	-52.2%
Pulp, Paper & Paperboard	121.6	1.2%	-32.2%
Aircraft, Spacecraft & Parts	105.4	1.0%	23.0%
Iron & Steel	105.2	1.0%	-66.8%
Organic Chemicals	105.2	1.0%	30.3%
Fabrics, Knitt or Crochet	103.1	1.0%	-20.8%
Apparel & Accessories, Knit or Crochet	92.6	0.9%	-35.5%
Furniture, Bedding, Lamps, etc.	90.2	0.9%	-1.7%
All Other Products	1,181.9	11.5%	-23.6%
Total General Imports from South Korea	10,291.4	100.0%	-18.5%

LACD Exports to South Korea			
(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$1,097.2	14.7%	-33.6%
Electrical Equipment & Electronic Parts	1,067.5	14.3%	-17.0%
Optic, Photo, Medical/Surgical Instruments	473.1	6.3%	-26.1%
Aircraft, Spacecraft & Parts	412.3	5.5%	-19.0%
Iron & Steel	339.0	4.6%	-39.1%
Plastics & Items Made of Plastic	296.1	4.0%	-36.5%
Vehicles & Parts	231.7	3.1%	-53.5%
Miscellaneous Chemical Products	223.8	3.0%	-17.7%
Organic Chemicals	219.5	2.9%	-5.4%
Meat & Meat Products	211.6	2.8%	-30.8%
Leather & Leather Goods, Hides	187.1	2.5%	-8.0%
Inorganic Chemicals	179.2	2.4%	41.6%
Refined Oil Products	173.0	2.3%	158.6%
Aluminum & Items Made of Aluminum	165.9	2.2%	-35.7%
Iron & Steel Products	134.8	1.8%	9.4%
All Other Products	2,037.9	27.4%	-13.6%
Total Exports to South Korea	7,449.9	100.0%	-22.0%

The greatest decline came in iron and steel, which plummeted by -66.8% after rising by over 52% in 2008. In addition, iron and steel products experienced the second highest dropoff in 2009 falling by over -52%. The overall slowdowns in industrial production and construction associated with the U.S. recession were the key reasons for these declines. Other notable decreases were seen in imports of apparel, pulp & paper and rubber products. Of the top imports from South Korea, vehicles & parts and electronics witnessed the most substantial declines. The reduction in U.S. consumer spending caused by the weak labor market along with the lack of business investment contributed to the overall declines seen in imports.

Among imported products, only refined oil products and organic chemicals experienced growth over the year. LACD demand for refined oil products from South Korea made a strong comeback as crude prices plummeted in early 2009 after reaching all-time highs in mid 2008. (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 exports to South Korea dropped by -22.0% during 2009 after edging down by -0.6% in 2008. The top three exports include computers, machinery, appliances & parts; electrical equipment & parts; and optic and medical instruments. All three categories saw large declines ranging from -17.0% to -33.6%. The largest declines in 2009 were seen in vehicles & parts and iron & steel as the South Korean economic recession decreased demand along with a greater dependence upon Chinese exports. On a positive note, refined oil products exports surged dramatically increasing by 158.6% over 2009. Again, the drop in crude oil prices early in the year made LACD oil products more attractive. The other positive trends came in exports of inorganic chemicals and iron & steel products through the LACD, which expanded by +41% and +9% respectively in 2009. Both products were new entries into the top exports list.

The South Korean economy surprised many observers in 2009. Most did not foresee the economy actually growing in the midst of the global economic crisis, because South Korea is heavily dependent upon exports. The first half of 2009 saw the South Korean economy rescued by a massive fiscal stimulus package. The big story in the second half of 2009 was increased consumer spending. Growing private demand and a comeback in exports (mainly stemming from Chinese demand) over the second half of 2009 led to a small-but-positive GDP growth rate of +0.2% for 2009.

The year ahead should see a significant rebound in South Korean economic growth, as

both consumer spending and exports are positioned to come back strongly. The robust recovery in the other Asian economies along with a modest recovery in the U.S. and Europe also bode well for South Korean exports. This implies an attractive environment for business investment in 2010 and beyond. Monetary policy likely will begin to tighten in the second half of 2010. In the first quarter 2010, South Korea's economy expanded by +1.8% on a quarter-to-quarter basis. The South Korean economy is projected to grow by roughly +4.5% to +5.0% in 2010.

The South Korean Won fluctuated greatly in 2009 due to the effects of the financial crisis and the global economic recession. The Won collapsed after the onset of the financial crisis, plunging by over -30% through March 2009. Over the rest of the year, the Won strengthened by over +22%. Overall, the Won depreciated against the Dollar by -1.3% from the onset of the financial crisis in September 2008 until the end of 2009.

Note: The U.S.-Korea Free Trade Agreement still has not received U.S. Congressional or Korean National Assembly approval. The U.S. and particularly, the LACD would benefit greatly from this Trade Agreement as a large percentage of two-way trade with South Korea comes through the LACD.

<u>Taiwan</u>

Taiwan was the LACD's fourth largest trading partner in 2009 with total two-way trade valued at \$14.4 billion, down by -29.8% from 2008. Total Taiwanese imports unloaded in the LACD were valued at \$10.0 billion (moving from #3 in 2008 to #4), while total U.S. exports to Taiwan through the LACD were \$4.4 billion, falling from a #5 ranking to a #6 ranking. This gave the LACD a trade deficit of -\$5.6 billion (still the third largest). Taiwan's import-toexport ratio was 2.3, up from 2.1 in 2008.

The value of total imports from Taiwan to the LACD fell significantly in 2009, down by -27.5%. There were marked declines in almost all direct import products except for refined oil products. The most significant declines came in iron & steel, iron & steel products, other metal products and rubber products as the inputs needed for U.S. production all dropped dramatically due to the recession. Of the top imports, electrical equipment & parts and computers & peripherals - some of which undoubtedly now come from China experienced declines of -28.5% and -29.6%, respectively. On the positive side, the LACD recorded higher imports of refined oil products, which rose by over +122% with the drop in crude prices.

The value of total exports leaving the LACD for Taiwan fell by -34.6% during 2009. The worst deterioration came from exports of agricultural products like soybeans & grains; (plummeting by -75.3%) and exports of electronic components (weakening by -68.3%) in 2009. The products-computers, top export peripherals, machinery, appliances & partswitnessed another year of decline in 2009 as exports dropped by -9.4%. Exports of iron & steel completed a dramatic turnaround in 2009 falling by -48.1% after increasing by over +51% in 2008. The Taiwanese economy contracted by -1.9% in 2009. The financial and economic crisis proved to be too much for the export-led economy to handle. Taiwan's exports were down by more than -20% in 2009, ultimately halting any chance of economic growth.

However, the economic recovery in Taiwan is expected to be strong, as both exports and domestic consumption are set to increase.

LACD General Imports from Taiwan			
(Millions of \$)	2009	% of	08-'09
	Imports	Total	Change
Electrical Equipment & Electronic Parts	\$2,966.5	29.6%	-28.5%
Computers, Peripherals, Machinery, Appliances & Parts	1,555.4	15.5%	-29.6%
Vehicles & Parts	895.0	8.9%	-16.9%
Iron & Steel Products	698.2	7.0%	-39.4%
Plastics & Items Made of Plastic	543.3	5.4%	-25.2%
Furniture, Bedding, Lamps, etc.	322.8	3.2%	-23.3%
Toys, Games, Sports Equipment & Accessories	304.4	3.0%	-21.7%
Optical, Photo, Medical/Surgical Instruments	256.3	2.6%	-10.7%
Miscellaneous Metal Products	231.8	2.3%	-35.6%
Refined Oil Products	227.3	2.3%	122.1%
Apparel & Accessories, Knit or Crochet	219.3	2.2%	-29.0%
Metal Tools, Cutlery & Parts	204.1	2.0%	-20.1%
Rubber & Items Made of Rubber	186.2	1.9%	-32.5%
Iron & Steel	135.9	1.4%	-66.8%
Special Classification Provisions	114.7	1.1%	-28.4%
All Other Products	1,169.3	11.7%	-21.9%
Total General Imports from Taiwan	10,030.5	100.0%	-27.5%

LACD Exports to Taiwan			
(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$455.4	10.4%	-9.4%
Electrical Equipment & Electronic Parts	426.4	9.7%	-68.3%
Iron & Steel	398.7	9.1%	-48.1%
Aircraft, Spacecraft & Parts	330.5	7.6%	30.6%
Plastics & Items Made of Plastic	308.5	7.0%	-25.8%
Optical, Photo, Medical/Surgical Instruments	274.1	6.3%	9.9%
Cereal Grains	225.3	5.1%	-34.7%
Organic Chemicals	178.7	4.1%	-44.8%
Miscellaneous Chemicals	142.1	3.2%	-12.4%
Oils, Seeds & Grains	116.7	2.7%	-75.3%
Miscellaneous Prepared Foods	98.9	2.3%	29.3%
Dyes, Paint, Inks	94.7	2.2%	-5.3%
Inorganic Chemicals & Retlated Compounds	93.0	2.1%	-30.4%
Vehicles & Parts	88.3	2.0%	27.2%
Meat & Meat Products	85.8	2.0%	10.9%
All Other Products	1,059.4	24.2%	-24.6%
Total Exports to Taiwan	4.376.5	100.0%	-34.6%

Export demand from China and other emerging economies will rise. Finally, the outlook for both industrial production and fixed investment spending is positive. The first quarter of 2010 saw Taiwan's economy grow by +1.0%. Consensus forecasts are calling for +6% to +6.5% GDP growth in 2010.

In 2009, Taiwan continued to strengthen its economic ties with China as cross-strait travel again grew significantly over the year. The current Taiwanese government supports closer ties with the mainland, and the two governments have signed a number of agreements over the past two years to encourage trade between the two nations and to focus on economic ties rather than political disagreements. In fact, China is Taiwan's largest export market and its second largest source of imports.

<u>Thailand</u>

Thailand was the LACD's fifth largest trading partner in 2009 with total two-way trade valued at \$9.6 billion, down by -17.9% from 2008. Total Thai imports unloaded in the LACD were valued at \$7.5 billion (also #5), down by -16.3%. Total U.S. exports to Thailand through the LACD came to \$2.1 billion, down by -23.4% (for a #7 ranking, moving up a rank from 2008). This gave the LACD a trade deficit of -\$5.4 billion with Thailand (again the fourth largest). Thailand's import-to-export ratio was 3.6, up from 3.2 in 2008 and down from 3.8 in 2007.

The value of total imports unloaded in the LACD from Thailand decreased by -16.3% during 2009 after increasing by +6.0% in 2008. Mostly, this decline was due to lower imports of computer peripherals, electrical equipment & parts (including television screens) and prepared meat & seafood. Imports of Thai rubber products also fell, as did apparel and imports of fish & seafood. Optic, photo and medical instruments entered into the list of top imports from Thailand in 2009, increasing by nearly +24%. Both vehicles & parts and toys & games reversed their growth trend in 2009 and declined by -23.9% and -31.2% respectively for the year.

On the export side, U.S. shipments to Thailand through the LACD fell significantly, by -23.4%, during 2009 after growing strongly in 2008. The top three export product categories experienced substantial declines including electrical equipment & parts, computers & peripherals and plastic products. The largest drops were seen in miscellaneous chemical products, vehicles & parts, and cotton fabrics, which plummeted by -53.9%, -48.2%, and -46.8%, respectively, after witnessing extremely strong gains in 2008. The Thai economy contracted by -2.3% in 2009, a key factor in lower exports through the LACD.

LACD General Imports from Thailand			
(Millions of \$)	2009	% of	08-'09
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	\$1,781.7	23.9%	-24.3%
Electrical Equipment & Electronic Parts	1,481.9	19.8%	-11.2%
Prepared Meat & Seafood	627.6	8.4%	-1.7%
Rubber & Items Made of Rubber	549.6	7.4%	-13.3%
Apparel & Accessories, Knit or Crochet	421.1	5.6%	-19.7%
Fish & Seafood	344.7	4.6%	-2.9%
Apparel & Accessories, Not Knit or Crochet	268.1	3.6%	-13.6%
Vehicles & Parts	210.3	2.8%	-23.9%
Plastics & Items Made of Plastic	161.1	2.2%	-26.5%
Prepared Vegetables, Fruits & Nuts	151.9	2.0%	9.7%
Cereal Grains	135.1	1.8%	4.3%
Iron & Steel Products	109.3	1.5%	-32.6%
Toys, Games, Sports Equipment & Accessories	104.9	1.4%	-31.2%
Special Classification Provisions	103.8	1.4%	-17.5%
Optical, Photo, Medical/Surgical Instruments	95.7	1.3%	23.9%
All Other Products	920.2	12.3%	-20.8%
Total General Imports from Thailand	7,467.0	100.0%	-16.3%

LACD Exports to Thailand			
(Millions of \$)	2009	% of	08-'09
	Exports	Total	Change
Electrical Equipment & Electronic Parts	\$458.1	21.7%	-17.5%
Computers, Peripherals, Machinery, Appliances & Parts	327.6	15.5%	-17.9%
Plastics & Items made of Plastic	150.6	7.1%	-29.0%
Cotton, Yarn & Woven Fabrics	111.5	5.3%	-46.8%
Aircraft, Spacecraft & Parts	110.4	5.2%	47.0%
Optical, Photo, Medical/Surgical Instruments	78.2	3.7%	7.8%
Miscellaneous Prepared Foods	73.3	3.5%	3.8%
Organic Chemicals	65.0	3.1%	-8.1%
Prepared Animal Feeds	63.9	3.0%	11.1%
Miscellaneous Chemical Products	58.5	2.8%	-53.9%
Rubber and Items Made of Rubber	57.1	2.7%	-31.9%
Essential Oils, Perfumes & Cosmetics	56.5	2.7%	5.6%
Oils, Seeds & Grains	43.6	2.1%	1105.8%
Soaps, Waxes, Polish, Candles, etc	36.8	1.7%	-6.7%
Vehicles & Parts	33.4	1.6%	-48.2%
All Other Products	386.5	18.3%	-41.5%
Total Exports to Thailand	2,111.1	100.0%	-23.4%

The Thai economy was hit very hard by the lack of external demand in 2009. Thailand's exports represent nearly 70% of its GDP, and the collapse in world trade that resulted from the global downturn was devastating. In response, the Thai government implemented strong fiscal stimulus policies to counter the loss of demand from the U.S., Japan and Europe. The stimulus prevented the Thai economy from experiencing a deep recession in 2009 and will provide the impetus needed for recovery in 2010. Overall, the Thai economy bottomed out in the second quarter of 2009 and began to stabilize in the second half of 2009.

A major concern for Thailand's economy in 2010 will again be political unrest. The Thai economy badly needs the private and foreign direct investment that would come with political stability. Another critical issue for the Thai economy will be how exports recover. The prospects are encouraging, as a surge of Chinese demand was very helpful to the economy in 2009. Thailand will benefit greatly from this new source of demand. Higher oil prices are a huge concern in Thailand, Asia's largest net importer of petroleum (relative to GDP). Assuming political stability (which looks ever more unlikely), higher exports and sustained fiscal injections in 2010, Thailand's GDP is projected to increase by +5.0% to +5.5%. The Thai political scene continues under stress. Observers are projecting that continued unrest could reduce growth from -2.0 to -3.0 percentage points as foreign direct investment, tourism, consumption and consumer confidence would all be negatively impacted.

Los Angeles Customs District's Top 10 Trading Partners, 2009

Country	Two-Way Trade (Billions \$)	Rank	LACD Imports** (Billions \$)	Rank	LACD Exports (Billions \$)	Rank	Merchandise Trade Balance (Billions \$)	Import-to- Export Ratio
China*	155.3	1	\$132.4	1	\$22.9	1	-\$109.5	5.8
Japan	42.3	2	30.6	2	11.7	2	-18.9	2.6
South Korea	17.7	3	10.3	3	7.4	3	-2.9	1.4
Taiwan	14.4	4	10.0	4	4.4	6	-5.6	2.3
Thailand	9.6	5	7.5	5	2.1	7	-5.4	3.6
Malaysia	8.6	6	6.6	6	2.0	8	-4.6	3.3
Australia	7.8	7	1.8	17	6.0	4	4.3	0.3
Vietnam	7.2	8	5.9	7	1.3	14	-4.6	4.5
Singapore	7.2	9	2.7	11	4.5	5	1.8	0.6
Indonesia	6.6	10	5.2	8	1.4	13	-3.8	3.7
		т	wo-Way Trade Per Person		LACD Imports Per Person		LACD Exports Per Person	Mer. Trade Bal. per Person
Country	Population		(\$/Person)		(\$/Person)		(\$/Person)	(\$/Person)
China*	1,346,227,885		\$115.4		\$98.3		\$17.0	-\$81.3
Japan	127,078,679		332.9		240.8		92.1	-\$148.7
South Korea	48,508,972		364.9		212.3		152.5	-\$59.8
Taiwan	22,974,347		626.8		435.3		191.5	-\$243.8
Thailand	65,998,436		145.5		113.6		31.8	-\$81.8
Malaysia	25,715,819		334.4		256.7		77.8	-\$178.9
Australia	21,262,641		366.8		82.3		282.2	\$199.9
Vietnam	88,576,758		81.3		66.6		14.7	-\$51.9
Singapore	4,657,542		1,545.9		579.7		966.2	\$386.5
Indonesia	240,271,522		27.5		21.6		5.8	-\$15.8
Notes: *China Includes the ** Includes general in Sources: U.S. Census Bure	mainland, Hong Kor mports au; Population data	ng and Mac from the C	ao Central Intelligence	e Agency, \	World Fact Book			

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.

2010 World Economic and Trade Outlook

World trade flows collapsed near the end of 2008 and then weakened further over the first half of 2009 due to a plunge in global demand. The Los Angeles Customs District (LACD) was severely impacted by this deterioration in global commerce. The number of loaded import containers handled at the local ports (Port of Los Angeles and Port of Long Beach) dropped by -17.6% in 2009, the third consecutive year of decline. Loaded export containers tumbled by - 14.8% after rising by +9% in 2008.



The "Great Recession", especially the global financial crisis period of late 2008 and early 2009, was the worst economic environment since the 1930s. By the end of 2009, the Great Recession had ended in many nations, and countries around the world (including the U.S.) began to register quarterly GDP growth. In addition, both industrial production and global trade flows halted their respective downward trends in the second half of 2009, producing a global economic recovery.

Unprecedented government stimulus programs, restocking of inventories and higher spending (both consumer and business) were the main factors driving the recovery. First, simultaneous expansionary fiscal and monetary policies implemented by governments in both the developed economies and the emerging economies were key ingredients that have led to a global recovery. Second, after a long period of de-stocking, companies had to eventually replenish inventories and that began in the latter half of 2009. Finally, consumer and business spending came back in the major economies, while the developing world, particularly in Asia, experienced a surge in domestic consumption.

The recovery is extremely unbalanced across the globe as the developing countries are leading the overall global recovery. In fact, the recovery is also uneven within the developing economies. In particular, it is emerging Asia that is leading the global recovery. China and India have witnessed remarkable growth rates amidst the difficult economic conditions of 2009. In 2010, the developing world is expected to experience robust growth rates, especially in China, India, Taiwan, Indonesia, Vietnam, Brazil and South Korea. These nations should lead the global recovery while the developed or advanced economies will continue to experience sluggish growth rates. The recovery in the developed world will remain fragile as big question marks remain pertaining to high unemployment, low private demand, access to credit and when to withdraw stimulus programs.

The recoveries in Japan and Europe should be substantially weaker than in the developing world. The U.S and Canadian economies are projected to perform relatively better than Japan and Europe, though significantly underperforming China and India. The only nations that are forecasted to continue their downward spirals in 2010 are Greece (based on its recent sovereign debt crisis) and Spain (as the country was especially hit hard by the financial and economic crisis and has most recently seen unemployment reach 20%).

Over the next few years, U.S. exports should be helped by the Obama administration's recently announced National Export Initiative (NEI), which attempts to double the country's total exports over the next five years. If successful, the NEI would make a significant difference in potential exports through the LACD to our top trading partners, particularly, China, Japan, South Korea and the ASEAN nations (Thailand, Malaysia, Vietnam, Indonesia and the Philippines). In addition, finalizing the U.S.-South Korean Free Trade Agreement in the coming year or next would have a substantial impact on imports and exports through the LACD. Also, in the next few years, U.S. trade could benefit greatly from the successful completion of the Doha Round (the current trade negotiation round of the World Trade Organization) and the Trans-Pacific Partnership Agreement (a trade agreement that could set the precedent for the entire Asia-Pacific region currently includes Australia, Vietnam, Singapore, Brunei, Chile, New Zealand and Peru), which has just successfully completed its first round of negotiations.

The Asian economies of the top five trading partners of the Los Angeles Customs District are

expected to perform exceptionally well in 2010 (with the exception of Japan, which is forecasted to grow at a more moderate rate). The Chinese economy has returned to doubledigit growth and this will obviously bode very well for U.S. and LACD trade volumes. Of course, a strong recovery in LACD imports will heavily depend upon the strength of the U.S. economic recovery. The latest IMF outlook projects the U.S. economy growing by +3.1% in 2010. up from earlier estimates. Anv appreciation of the Renminbi Yuan (CNY) on the part of the Chinese government could translate into cheaper U.S. goods and lead to an increase in U.S. exports. The other four key economies (Japan, South Korea, Taiwan and Thailand) are also expected to grow this year, by +1.9% to +6.5%.

The overall outlook is promising for the LACD and world trade volumes. Total world trade is expected to increase by +9% to +10% in 2010, reflecting the global economic recovery. The growth in trade flows could be lower if the Asian economy does not perform as well as expected and/or if key trading countries decide to promote protectionist policies to revive domestic demand. Also, a lot depends on how strongly the U.S. economy can recover. The answer to these questions will ultimately go a long way in determining LACD and world trade volume figures for 2010. Total LACD two-way trade value is forecasted to increase to \$308.5 billion in 2010, a rise of +9% from 2009. LACD two-way trade value should continue its rebound in 2011, growing by +5% as world trade growth declines slightly.

Total container traffic at the Los Angeles and Long Beach ports is expected to expand in 2010 to 13.0 million TEUs, a rise of +10.2%. The overall growth will be propelled by a rise in imports of +8% and an increase in exports of +12%. The forecast for 2011 calls for a more moderate increase in total trade volumes for both local ports. Total traffic is expected to increase by +5% in 2011, bringing total TEUs to 13.6 million. [See chart on page 28]

Challenges for Southern California's International Trade Industry

The international trade industry has gone through several difficult years, with activity and job counts down and lots of heated discussion over environmental issues and expansion activity. While the outlook for 2010 calls for an upturn, it will be several years before the industry gets back to the peak levels of activity recorded in 2006 - 2007.

In the meantime, Southern California's international trade industry faces many significant challenges.

Panama Canal expansion: Slated to open in 2014, many industry observers expect that this project will result in significant diversion of traffic from Los Angeles/Long Beach to Gulf and East Coast ports. Indeed, the latter have been quite active in positioning themselves to obtain this business. However, there are many aspects to this discussion and not all lead inevitably to that conclusion. 1.) What tolls will the Canal authority charge? They will probably move higher in order to pay off their bonds. 2.) Will there be sufficient water to operate the expanded Canal? 3.) Will the Gulf and East Coast ports be ready to handle the larger ships? They will have to invest in deeper channels, larger berths and enough Panamax cranes. Additional considerations include enlarged terminal capacity and rail access. 4.) The expanded Canal will be able to handle ships up to 12,500 TEU capacity. Some steamship lines have already ordered larger ships. 5.) Finally, what will be the cost of diesel fuel? The trip through the Canal will be longer and use more fuel.

Competition from existing ports: While U.S. West Coast ports are always jousting for business, there are serious competitors in Canada. Ports in the Vancouver area have been combined and are busy improving their

facilities. They are being assisted by the provincial government. Further to the north is Prince Rupert, which touts its deep channels, direct ship-to-rail transfer, and rail service to the U.S. Midwest.

Mexican ports: There has been lengthy discussion of new or expanded ports in Mexico. However, because of the huge cost of some of these projects—and the global financial and credit crunch—there wasn't much action in 2009.

Rail capacity out of Los Angeles/Long Beach: The mainline of the BNSF to the Midwest is almost completely double-tracked, and Union Pacific is well along on double-tracking their "Sunset" route to the Midwest and Southeast. However, a critical bottleneck exists much closer to home-"Colton Crossing," where the two main lines cross one another, and there can be serious delavs. Some TIGER (Transportation Investment Generating Economic Recovery) money has been allocated to this project, but it is uncertain if an agreement can be reached

Differing port trucking plans: The clean truck plan at the port of Long Beach allows continued use of independent truckers, while Los Angeles insists that drivers be employed by a firm. The latter situation would make the drivers eligible for unionization, and many shippers feel this would drive up operating costs. Lawsuits opposing the employee driver part of the plan have been filed and are working their way through the courts.

How quickly will the Los Angeles/Long Beach expansions come on line? The major terminal projects at the two ports will begin opening up this year. Given that it will take several years to get back to the peak levels of 2006-2007, there should be no capacity crunch.

Perceptions of port friendliness: Both ports are trying to improve their image with shipping lines and customers. And they are being innovative, considering a port-wide appointment system for trucks in addition to Pierpass.

Understanding international trade: When the international trade industry is in the media, it is usually because there is a dispute or controversy. The Southern California community does not really understand how important this industry is and the benefits it brings to the region.

Why Los Angeles/Long Beach?

Many stories are spun about the ports of Los Angeles/Long Beach. One that seems to have died is that, "they are always congested." The sharp slowdown in business has finally put that to rest. Another story was that the two ports were expensive to use, referring to container fees charged for environmental clean-up and infrastructure. Many of these fees have gone away.

So, what is the case for Los Angeles/Long Beach?

Large local market: Over 21.8 million people live in the six Southern California counties, and there is easy access to markets in Arizona and Nevada. There are over 726,000 business establishments in the region, employing nearly 7.3 million people. This is something that few other ports can offer.

Excellent transportation infrastructure: In addition to the seaports (there are three in metropolitan Los Angeles including Port Hueneme in Ventura County), there are two international airports. The region has excellent highway and rail connections to the Midwest and Southeast. The enhanced rail capacity (all double-tracked) could be critical as businesses seek the lowest all-in costs of transportation and logistics.

Port capacity: With terminal expansions at the two ports moving again, there should be no concern about future capacity.

Green ports: The two ports have been leaders in environmental remediation, and are on their way to becoming the "greenest" ports in the world. It was difficult to attain this status, but it is now a competitive advantage. Other ports will simply have to follow the same path.

International trade in Southern California is getting back on the growth track, but the path ahead will not be worry-free.

Statistical Appendix

Statistical Appendix

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

												Percent	Change	% of U.S.
Rank	Customs District	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	80./60	08/'07	2009
-	Los Angeles, CA	\$230.0	\$212.5	\$212.8	\$232.9	\$261.7	\$291.6	\$326.4	\$347.3	\$355.8	\$283.0	-20.4%	2.5%	10.9%
2	New York, NY	225.6	214.1	209.1	219.4	244.4	267.2	294.7	323.6	353.4	266.7	-24.5%	9.2%	10.2%
ო	Detroit, MI	176.9	168.5	180.0	186.8	207.3	230.0	239.8	248.9	236.4	169.9	-28.1%	-5.0%	6.5%
4	Houston, TX	75.1	71.1	69.3	80.5	104.1	136.3	162.8	184.7	242.1	165.9	-31.5%	31.0%	6.4%
വ	New Orleans, LA	94.2	85.5	83.7	92.3	113.0	127.4	149.9	172.7	214.2	149.6	-30.1%	24.0%	5.7%
9	Laredo, TX	121.0	115.0	113.6	114.8	130.3	138.7	156.0	166.4	173.3	146.0	-15.7%	4.2%	5.6%
~	Chicago, IL	72.6	70.5	72.6	79.5	94.9	108.4	120.8	132.9	153.3	127.9	-16.6%	15.4%	4.9%
ω	Seattle, WA	81.1	79.7	75.9	74.9	82.8	95.4	108.5	119.4	120.4	101.3	-15.9%	0.9%	3.9%
თ	Savannah, GA	\$42.0	\$40.8	45.2	47.8	59.9	72.2	82.1	93.4	101.0	87.2	-13.6%	8.1%	3.3%
10	San Francisco, CA	127.2	95.1	79.4	79.3	93.2	98.3	110.6	111.7	114.1	86.5	-24.2%	2.1%	3.3%
	U.S. Total	\$1,997.3	\$1,863.7	\$1,845.6	\$1,972.9	\$2,275.5	\$2,565.7	\$2,869.9	\$3,094.5	\$3,381.0	\$2,606.1	-22.9%	9.3%	100.0%

Note: Includes only imports for consumption (cargo that cleared customs in each customs district) 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

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Rank	Port	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
-	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	6.749
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	5.068
ო	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	4.562
4	Savannah, GA*	0.735	0.731	0.793	0.949	1.077	1.328	1.521	1.662	1.902	2.160	2.604	2.616	2.357
ъ	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	2.045
9	Houston, TX*	0.934	0.959	1.031	1.062	1.058	1.147	1.244	1.438	1.594	1.607	1.772	1.795	1.797
~	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	1.745
ω	Charleston, SC*+	1.218	1.278	1.483	1.633	1.528	1.593	1.691	1.864	1.987	1.968	1.754	1.636	1.368
თ	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	1.285
10	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	1.076

*Note: 1997-2006 data sourced from the American Association of Port Authorities All other data provided by the ports [†]TEU count for 2009 based on fiscal year ending June 30, 2011

		Perc	ent Char	agu	Numeri	cal Change	(s000)
Rank	Port	80,/60,	70'/80'	109/04	80,-60,	20,-80.	109-'04
ŀ	Los Angeles, CA	-14.0%	-6.0%	-7.8%	-1,101.0	-505.1	-572.4
2	Long Beach, CA	-21.9%	-11.3%	-12.3%	-1,420.2	-824.6	-712.3
ო	New York, NY	-13.4%	-0.6%	1.9%	-703.5	-34.1	83.0
4	Savannah, GA	-9.9%	0.5%	41.8%	-259.6	11.8	694.6
വ	Oakland, CA	-8.5%	-6.4%	-0.1%	-191.0	-151.7	-2.3
9	Houston, TX	0.1%	1.3%	25.0%	1.9	23.8	359.6
7	Norfolk, VA	-16.2%	-2.1%	-3.5%	-338.1	-45.1	-63.7
ω	Charleston, SC	-16.4%	-6.8%	-26.6%	-267.5	-118.8	-495.9
თ	Seattle, WA	-6.7%	-15.5%	-12.4%	-92.0	-252.0	-181.7
10	Tacoma, WA	-20.2%	-3.9%	-11.2%	-272.3	-54.9	-135.0

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TABLE 3A: Total Tonnage at the West Coast Ports (Tonnage [thousands] in short tons [2,000 lbs])

				Anr	nual % Change in	Tonnage	Nur	nerical Change in	Tonnage
Year	Total Tonnage	Containerized N	on-Containerized	Total	Containerized N	on-Containerized	Total	Containerized N	on-Containerizec
2001	253,377.8	67.8%	32.2%	-2.4%	-1.3%	-4.7%	-6,326	-2,311	-4,015
2002	263,126.8	69.9%	30.1%	3.8%	7.1%	-3.1%	9,749	12,271	-2,522
2003	283,699.0	71.4%	28.6%	7.8%	10.1%	2.4%	20,572	18,666	1,906
2004	313,992.9	70.6%	29.4%	10.7%	9.3%	14.1%	30,294	18,877	11,417
2005	335,196.6	71.5%	28.5%	6.8%	8.2%	3.2%	21,204	18,267	2,937
2006	361,068.6	72.0%	28.0%	7.7%	8.4%	5.9%	25,872	20,233	5,639
2007	368,599.3	73.8%	26.2%	2.1%	4.6%	-4.4%	7,531	12,008	-4,477
2008	354,397.5	73.1%	26.9%	-3.9%	-4.8%	-1.2%	-14,202	-12,999	-1,203
2009	296,433.2	75.3%	24.7%	-16.4%	-13.8%	-23.2%	-57,964	-35,835	-22,129
TAB	LE 3B: Tota	al Tonnage	at the West C	Coast Pc	orts				

(Tonnage [thousands] in short tons [2,000 lbs])

	Total To	onnage	Change	from 2008	% Share of West	Coast Traffic
Region	2009	2008	Numerical	Percent	2009	2008
Southern California	174,369.2	210,583.6	-36,214.4	-17.2%	58.8%	59.4%
Northern California	32,771.0	36,743.9	-3,972.9	-10.8%	11.1%	10.4%
Pacific Northwest:	89,292.9	107,070.3	-17,777.4	-16.6%	30.1%	30.2%
Oregon-Columbia River	34,048.4	44,038.0	-9,989.6	-22.7%	11.5%	12.4%
Washington	55,244.5	63,032.3	-7,787.8	-12.4%	18.6%	17.8%
West Coast Total	296,433.1	354,397.8	-57,964.7	-16.4%	100.0%	100.0%

TABLE 3c: Total Tonnage at the West Coast Ports (Tonnage [thousands] in short tons [2,000 lbs])

	Total Tor	nage	Change fr	om 2008	% Share o	f West Coast Ti	raffic
Port	2009	2008	Numerical	Percent	2009	2004	1997
Los Angeles, CA	92,022.1	106,541.8	-14,519.7	-13.6%	31.0%	31.7%	21.1%
Long Beach, CA	75,844.0	94,914.0	-19,070.0	-20.1%	25.6%	24.9%	27.6%
Tacoma, WA	28,700.5	34,700.6	-6,000.1	-17.3%	9.7%	9.8%	10.0%
Oakland, CA	25,070.0	26,731.1	-1,661.1	-6.2%	8.5%	7.6%	10.0%
Seattle, WA	27,871.5	28,415.6	-544.1	-1.9%	9.4%	7.9%	8.4%
Portland, OR	16,348.3	21,683.2	-5,334.9	-24.6%	5.5%	6.5%	8.0%
Kalama, WA	9,065.2	12,320.3	-3,255.1	-26.4%	3.1%	3.0%	3.4%
Vancouver, WA	3,505.6	5,556.5	-2,050.9	-36.9%	1.2%	1.5%	1.1%
San Diego, CA	5,134.5	5,902.6	-768.1	-13.0%	1.7%	1.6%	2.6%
Port Hueneme, CA	2,997.6	3,571.2	-573.6	-16.1%	1.0%	1.3%	0.9%
All Other Ports	9,873.9	14,060.6	-4,186.7	-29.8%	3.3%	4.3%	6.9%
West Coast Total	296,433.2	354,397.5	-57,964.3	-16.4%	100.0%	100.0%	100.0%

Source: Pacific Maritime Association

Statistical Appendix

TABLE 4: Comparative Tonnage of Major West Coast Ports (Tonnage [thousands] in short tons [2,000 lbs])

Port of Los Angeles, CA

				An	nual % Change in	Tonnage	Nun	nerical Change in	Tonnage
Year	Total Tonnage	Containerized	Non-Containerized	Total	Containerized 1	Von-Containerized	Total	Containerized N	Von-Containerized
2003	98,370.3	88.4%	11.6%	16.5%	20.7%	-7.8%	13,954	14,919	-965
2004	99,418.3	88.8%	11.2%	1.1%	1.5%	-2.2%	1,048	1,301	-253
2005	98,341.2	89.8%	10.2%	-1.1%	0.0%	-9.9%	-1,077	26	-1,103
2006	113,211.2	91.1%	8.9%	15.1%	16.7%	1.0%	14,870	14,766	104
2007	110,779.6	93.7%	6.3%	-2.1%	0.7%	-31.6%	-2,432	770	-3,202
2008	106,541.8	94.5%	5.5%	-3.8%	-3.0%	-16.1%	-4,238	-3,118	-1,120
2009	92,022.1	95.6%	4.4%	-13.6%	-12.7%	-29.7%	-14,520	-12,793	-1,727

Port of Long Beach, CA

				Ani	nual % Change i	n Tonnage	NUN	nerical Change in	Tonnage
Year	Total Tonnage	Containerized N	Von-Containerized	Total	Containerized	Non-Containerized	Total	Containerized N	on-Containerized
2003	65,581.1	81.4%	18.6%	-3.3%	-3.9%	-0.7%	-2,234	-2,152	-82
2004	78,173.5	82.8%	17.2%	19.2%	21.3%	10.0%	12,592	11,369	1,223
2005	88,191.6	83.8%	16.2%	12.8%	14.2%	6.2%	10,018	9,187	832
2006	97,291.5	82.3%	17.7%	10.3%	8.3%	20.8%	9,100	6,137	2,963
2007	100,967.8	86.4%	13.6%	3.8%	9.0%	-20.6%	3,676	7,220	-3,544
2008	94,914.0	86.5%	13.5%	-6.0%	-5.9%	-6.7%	-6,054	-5,137	-916
2009	75,844.0	86.6%	13.4%	-20.1%	-20.0%	-20.4%	-19,070	-16,461	-2,609

Port of Tacoma, WA

				An	nual % Change in	Tonnage	Nur	nerical Change in	n Tonnage
Year	Total Tonnage	Containerized N	Jon-Containerized	Total	Containerized 1	Von-Containerized	Total	Containerized 1	Non-Containerized
2003	27,595.0	70.5%	29.5%	13.7%	16.3%	8.1%	3,333	2,720	613
2004	30,739.0	66.3%	33.7%	11.4%	4.7%	27.3%	3,144	923	2,221
2005	34,193.1	69.2%	30.8%	11.2%	16.1%	1.8%	3,454	3,272	182
2006	32,515.5	70.9%	29.1%	-4.9%	-2.6%	-10.1%	-1,678	-615	-1,062
2007	33,753.4	71.5%	28.5%	3.8%	4.8%	1.4%	1,238	1,107	131
2008	34,700.6	69.5%	30.5%	2.8%	-0.1%	10.0%	947	-15	962
2009	28,700.5	67.6%	32.4%	-17.3%	-19.6%	-11.9%	-6,000	-4,738	-1,262

Source: Pacific Maritime Association (PMA) Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

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Statistical Appendix

TABLE 4: Comparative Tonnage of Major West Coast Ports (continued) (Tonnage [thousands] in short tons [2,000 lbs])

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				Ani	ual % Change in	Tonnage	Nun	nerical Change in T	onnage
Year	Total Tonnage	Containerized No	n-Containerized	Total	Containerized	Non-Containerized	Total	Containerized No	n-Containerized
2003	22,477.6	96.0%	4.0%	10.0%	10.1%	7.7%	2,047	1,982	65
2004	24,683.3	95.7%	4.3%	9.8%	9.5%	17.5%	2,206	2,048	157
2005	27,830.9	96.1%	3.9%	12.8%	13.2%	2.4%	3,148	3,123	25
2006	28,596.8	96.8%	3.2%	2.8%	3.5%	-15.0%	766	928	-162
2007	29,449.7	97.1%	2.9%	3.0%	3.3%	-5.8%	852	906	-53
2008	28,415.6	97.7%	2.3%	-3.5%	-2.8%	-26.1%	-1,034	-808	-227
2009	27,871.5	98.3%	1.7%	-1.9%	-1.3%	-27.9%	-544	-366	-179

Port of Seattle, WA

				An	nual % Change ii	ר Tonnage	NUN	nerical Change in T	onnage
Year	Total Tonnage	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total	Containerized No.	n-Containerized
2003	19,817.1	81.3%	18.7%	8.7%	-0.2%	76.8%	1,579	-27	1,605
2004	23,977.3	81.0%	19.0%	21.0%	20.4%	23.5%	4,160	3,292	869
2005	29,515.1	80.3%	19.7%	23.1%	22.0%	27.7%	5,538	4,275	1,263
2006	28,692.4	76.9%	23.1%	-2.8%	-6.8%	13.5%	-823	-1,612	789
2007	29,514.0	79.0%	21.0%	2.9%	5.6%	-6.2%	822	1,229	-408
2008	26,731.1	72.8%	27.2%	-9.4%	-16.6%	17.3%	-2,783	-3,857	1,074
2009	25,070.0	75.4%	24.6%	-6.2%	-2.8%	-15.4%	-1,661	-542	-1,119

Port of Portland, OR

				Ani	านal % Change in	Tonnage	Nun	nerical Change in T	onnage
Year	Total Tonnage	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total	Containerized No	n-Containerized
2003	18,995.5	19.4%	80.6%	8.9%	15.4%	7.4%	1,545	493	1,052
2004	20,357.3	17.3%	82.7%	7.2%	-4.4%	10.0%	1,362	-163	1,525
2005	18,727.5	11.3%	88.7%	-8.0%	-40.1%	-1.3%	-1,630	-1,413	-217
2006	20,173.0	14.0%	86.0%	7.7%	34.0%	4.4%	1,446	719	726
2007	23,166.5	15.7%	84.3%	14.8%	28.4%	12.6%	2,994	802	2,191
2008	21,683.2	15.9%	84.1%	-6.4%	-5.2%	-6.6%	-1,483	-189	-1,295
2009	16,348.3	16.4%	83.6%	-24.6%	-22.4%	-25.0%	-5,335	-772	-4,563

Source: Pacific Maritime Association (PMA) Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

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TABLE 4: Comparative Tonnage of Major West Coast Ports (continued) (Tonnage [thousands] in short tons [2,000 lbs])

Port of Kalama, WA

				An	nual % Change i	n Tonnage	Nun	nerical Change in	Tonnage
Year	Total Tonnage (Containerized N	Von-Containerized	Total	Containerized	Non-Containerized	Total	Containerized N	Ion-Containerized
2003	7,331.1	0.0%	100.0%	19.0%		19.0%	1,170		1,170
2004	9,307.1	0.0%	100.0%	27.0%		27.0%	1,976		1,976
2005	9,506.3	0.0%	100.0%	2.1%		2.1%	199	I	199
2006	8,443.8	0.0%	100.0%	-11.2%	ı	-11.2%	-1,063	ı	-1,063
2007	9,624.1	0.0%	100.0%	14.0%		14.0%	1,180	I	1,180
2008	12,320.3	0.0%	100.0%	28.0%	ı	28.0%	2,696	ı	2,696
2009	9,065.2	0.0%	100.0%	-26.4%		-26.4%	-3,255		-3,255
Port	of Vancouver, V	VA							

				An	nual % Change ir	I Tonnage	Nun	nerical Change in ⁻	Tonnage
Year	Total Tonnage	Containerized N	on-Containerized	Total	Containerized	Non-Containerized	Total	Containerized No	on-Containerized
2003	3,991.0	0.1%	99.9%	-17.9%	56.7%	-17.9%	-870	2	-872
2004	5,021.4	0.0%	100.0%	25.8%	-53.7%	25.9%	1,030	Ņ	1,033
2005	4,101.2	0.0%	100.0%	-18.3%	-25.0%	-18.3%	-920	Ļ	-920
2006	5,440.6	0.1%	99.9%	32.7%	201.1%	32.6%	1,339	ო	1,336
2007	6,172.7	0.1%	99.9%	13.5%	-1.4%	13.5%	732	0	732
2008	5,902.6	0.0%	100.0%	-4.4%	72.3%	-4.3%	-270	ကု	-267
2009	5,134.5	0.2%	99.8%	-13.0%	689.9%	-13.2%	-768	6	-777
	of San Diano								

ort of san plego, CA

				Ani	nual % Change i	n Tonnage	Nun	nerical Change i	n Tonnage
Year	Total Tonnage	Containerized No.	n-Containerized	Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2003	4,478.0	20.3%	79.7%	9.4%	453.5%	-9.2%	385	746	-362
2004	4,703.8	20.8%	79.2%	5.0%	7.2%	4.5%	226	65	160
2005	5,309.0	17.1%	82.9%	12.8%	-6.9%	18.1%	605	-68	673
2006	6,704.4	12.4%	87.6%	26.3%	-8.9%	33.5%	1,395	-81	1,476
2007	6,547.7	13.1%	86.9%	-2.3%	3.6%	-3.2%	-157	30	-186
2008	5,556.5	15.3%	84.7%	-15.1%	-0.5%	-17.3%	-991	4	-987
2009	3,505.6	24.0%	76.0%	-36.9%	-1.4%	-43.4%	-2,051	-12	-2,039

Port Hueneme, CA

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				An	nual % Change in	Tonnage	Nur	nerical Change i	n Tonnage
Year	Total Tonnage	Containerized	Non-Containerized	Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2003	3,401.7	8.0%	92.0%	-4.7%	27.0%	-6.8%	-169	58	-227
2004	4,042.1	5.9%	94.1%	18.8%	-11.6%	21.5%	640	-32 -	672
2005	4,603.1	8.4%	91.6%	13.9%	60.3%	10.9%	561	145	416
2006	4,570.6	7.5%	92.5%	-0.8%	-11.4%	0.3%	-33	-44	=
2007	3,970.7	8.7%	91.3%	-13.1%	1.7%	-14.3%	-600	9	-606
2008	3,571.2	11.2%	88.8%	-10.1%	15.0%	-12.5%	-400	52	-452
2009	2,997.6	11.0%	89.0%	-16.1%	-17.4%	-15.9%	-574	-70	-504

Source: Pacific Maritime Association (PMA) Note: PMA Calculates container tonnage by multiplying the number of TEUs by 17 tons.

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

(Annual averages, in thousands)

	International	Total	% of	Annual % Change	
	Trade	Nonfarm	Nonfarm	Int'l Trade	Nonfarm
Year	Employment	Employment	Employment	Employment	Employment
1999	481.4	6,623.7	7.3%	-1.0%	3.3%
2000	501.0	6,793.7	7.4%	4.1%	2.6%
2001	506.5	6,845.2	7.4%	1.1%	0.8%
2002	494.1	6,827.7	7.2%	-2.5%	-0.3%
2003	514.5	6,845.1	7.5%	4.1%	0.3%
2004	528.0	6,875.2	7.7%	2.6%	0.4%
2005	545.0	7,122.8	7.7%	3.2%	3.6%
2006	557.5	7,282.3	7.7%	2.3%	2.2%
2007	562.4	7,327.7	7.7%	0.9%	0.6%
2008	519.2	7,225.8	7.2%	-7.7%	-1.4%
2009e	482.5	6,683.6	7.2%	-7.1%	-7.5%

Sources: California Employment Development Department, US Census Bureau, LAEDC Note: International trade employment figures are preliminary and subject to revision

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	10.6%	291.6	11.4%
2006	236.0	10.7%	90.4	15.4%	326.4	11.9%
2007	247.3	4.8%	100.0	10.7%	347.3	6.4%
2008	245.8	-0.6%	110.0	10.0%	355.8	2.5%
2009	196.8	-19.9%	86.2	-21.6%	283.0	-20.4%

TABLE 6: Imports* & Exports through the Los Angeles Customs District (Billions of \$)

*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, 2009

(Millions of \$)

	Total			% by	% by	% of
Commodity	Value	By Ship	By Air	Ship	Air	Total
Computers, Peripherals, Machinery, Appliances & Parts	\$12,521	\$8,080	\$4,435	64.5%	35.4%	14.5%
Electric Machinery, Sound & TV Equipment & Parts	11,358	2,763	8,583	24.3%	75.6%	13.2%
Optical, Photo & Medical/Surgical Instruments	6,848	1,507	5,340	22.0%	78.0%	7.9%
Aircraft, Spacecraft, & Parts	6,781	574	4,969	8.5%	73.3%	7.9%
Plastics & Items Made of Plastic	5,429	5,120	309	94.3%	5.7%	6.3%
Motor Vehicles & Parts	3,885	3,591	294	92.4%	7.6%	4.5%
Miscellaneous Chemical Products	2,328	1,605	724	68.9%	31.1%	2.7%
Iron & Steel	1,967	1,927	40	98.0%	2.0%	2.3%
Organic Chemicals	1,944	1,823	121	93.8%	6.2%	2.3%
Pharmaceutical Products	1,677	312	1,364	18.6%	81.4%	1.9%
Refined Oil Products & Natural Gas	1,597	1,595	2	99.9%	0.1%	1.9%
Inorganic Chemicals & Related Compounds	1,574	1,483	91	94.2%	5.8%	1.8%
Cotton, Including Yarn & Woven Products	1,558	1,554	5	99.7%	0.3%	1.8%
Fruits & Nuts	1,342	1,224	119	91.2%	8.8%	1.6%
Meat & Meat Products	1,240	1,236	4	99.7%	0.3%	1.4%
Aluminum & Items Made of Aluminum	1,218	1,123	95	92.2%	7.8%	1.4%
Copper & Items Made of Copper	1,200	1,154	46	96.2%	3.8%	1.4%
Iron & Steel Products	1,196	960	236	80.3%	19.7%	1.4%
Rubber & Items Made of Rubber	1,125	1,080	45	96.0%	4.0%	1.3%
Oils, Seeds & Grains	1,026	950	76	92.6%	7.4%	1.2%
Special Classification Items	994	68	86	6.8%	8.6%	1.2%
Miscellaneous Prepared Foods	984	817	166	83.1%	16.9%	1.1%
Prepared Animal Feed	983	981	2	99.7%	0.3%	1.1%
Essential Oils, Perfumes, Cosmetic Preparations	978	816	162	83.4%	16.6%	1.1%
Natural Pearls, Precious Stones & Metals; Coins	956	132	769	13.8%	80.4%	1.1%
Wood Pulp, Wastepaper & Scrap Paperboard	880	880	0	100.0%	0.0%	1.0%
Toys, Games & Sports Equipment	879	521	358	59.3%	40.7%	1.0%
Leather, Leather Products & Hides	870	867	3	99.7%	0.3%	1.0%
Soaps, Waxes, Polish, Candles, etc.	795	769	25	96.8%	3.2%	0.9%
Dyes, Paints & Inks	724	545	179	75.3%	24.7%	0.8%
Photographic & Cinematographic Products	534	440	95	82.3%	17.7%	0.6%
Paper, Paperboard & Related Products	527	483	44	91.7%	8.3%	0.6%
Furniture; Bedding; Lamps, Etc,	394	323	71	82.0%	18.0%	0.5%
Arms & Ammunition; Parts & Accessories	385	78	307	20.3%	79.7%	0.4%
Modified Starch, Glue, Enzymes	344	263	80	76.6%	23.4%	0.4%
Apparel & Accessories, Knit or Crochet	324	65	259	20.2%	79.8%	0.4%
Prepared Vegetables, Fruits & Nuts	301	297	4	98.7%	1.3%	0.3%
Dairy Products, Eggs, Honey, Etc	295	291	4	98.8%	1.2%	0.3%
Cereal Grains	291	291	1	99.8%	0.2%	0.3%
Glass & Glassware	286	243	43	85.1%	14.9%	0.3%
Artworks, Collectors' Pieces & Antiques	284	10	274	3.6%	96.4%	0.3%
Books, Newspapers, Manuscripts, etc.	282	182	100	64.7%	35.3%	0.3%
Apparel & Accessories, Not Knit or Crochet	257	57	200	22.2%	77.8%	0.3%
Miscellaneous Metal Products	250	177	73	70.8%	29.2%	0.3%
Leather Apparel, Handbags, Luggage, etc.	243	82	161	33.8%	66.2%	0.3%
Ores, Slag & Ash	238	234	4	98.2%	1.8%	0.3%
All Other Items (< \$225 million)	\$4,098	\$3,346	\$749	81.7%	18.3%	4.8%
Total	\$86,187	\$52,920	\$31,111	61.4%	36.1%	100.0%

TABLE 8: Imports* Entering the L.A. Customs District, 2009

(Millions of \$)

	Total			% by	% by	% of
Commodity	Value	By Ship	By Air	Ship	Air	Total
Computers, Peripherals, Machinery, Appliances & Parts	\$47,793	\$36,769	\$11,010	76.9%	23.0%	18.8%
Electric Machinery, Sound & TV Equipment & Parts	47,791	38,471	9,282	80.5%	19.4%	18.8%
Motor Vehicles & Parts	18,713	18,521	190	99.0%	1.0%	7.4%
Apparel & Accessories, Knit or Crochet	12,822	12,201	621	95.2%	4.8%	5.0%
Refined Oil Products & Natural Gas	11,765	11,741	0	99.8%	0.0%	4.6%
Toys, Games & Sports Equipment	11,570	11,333	236	97.9%	2.0%	4.6%
Apparel & Accessories, Not Knit or Crochet	11,318	10,568	748	93.4%	6.6%	4.5%
Furniture, Bedding, Lamps, etc.	9,472	9,398	68	99.2%	0.7%	3.7%
Footwear & Footwear Parts	9,018	8,867	138	98.3%	1.5%	3.5%
Plastics & Items Made of Plastic	6,305	6,160	145	97.7%	2.3%	2.5%
Optical, Photo & Medical/Surgical Instruments	6,205	3,992	2,203	64.3%	35.5%	2.4%
Iron & Steel Products	4.819	4.770	50	99.0%	1.0%	1.9%
Rubber & Items Made of Rubber	4,723	4,701	21	99.5%	0.4%	1.9%
Leather Apparel, Handbags, Luggage, etc.	3.358	3,195	160	95.2%	4.8%	1.3%
Natural Pearls, Precious Stones & Metals: Coins	3.315	353	2.808	10.7%	84.7%	1.3%
Organic Chemicals	2,912	2 714	197	93.2%	6.8%	1 1%
Textiles & Needlecraft	2 888	2 858	29	99.0%	1.0%	1 1%
Special Classification Items	2,000	679	2 083	24 1%	74.0%	1.1%
Pharmaceutical Products	2 243	483	428	21.5%	19 1%	0.9%
Seefood	2,240	1 850	183	Q1 0%	9.0%	0.070
Miscollanoous Motal Products	2,000	1 010	105	91.0%	2.0%	0.0%
Paper, Paperboard & Related Products	1 653	1,919	12	00.2%	2.0 %	0.0%
Taple & Cutlen	1,000	1,040	10	99.2 /o	0.0 /0	0.7 %
Nood & Wood Broducto	1,021	1,000	60	90.0%	4.0%	0.6%
Wood & Wood Products	1,413	1,405	8	99.4%	0.6%	0.6%
Prepared Meat & Searood Products	1,381	1,379	1	99.9%	0.1%	0.5%
Beverages, Spirits & Vinegar	1,325	1,262	2	95.3%	0.1%	0.5%
Aluminum & Items Made of Aluminum	1,298	1,286	12	99.1%	0.9%	0.5%
Miscellaneous Manufactured Goods	1,150	1,120	30	97.4%	2.6%	0.5%
Books, Newspapers, Manuscripts, etc.	1,078	1,031	46	95.7%	4.2%	0.4%
Fruits & Nuts	1,074	1,057	17	98.4%	1.6%	0.4%
Iron & Steel	918	916	2	99.8%	0.2%	0.4%
Ceramic Products	916	903	13	98.6%	1.4%	0.4%
Stone, Plaster, Cement & Asbestos Products	884	864	19	97.8%	2.2%	0.3%
Miscellaneous Chemical Products	877	735	141	83.8%	16.1%	0.3%
Prepared Vegetables Fruits & Nuts	832	831	1	99.9%	0.1%	0.3%
Glass & Glassware	783	755	27	96.5%	3.4%	0.3%
Essential Oils, Perfumes, Cosmetic Preparations	741	693	47	93.5%	6.4%	0.3%
Headgear & Headgear Parts	645	629	16	97.5%	2.5%	0.3%
Copper & Items Made of Copper	534	516	18	96.6%	3.4%	0.2%
Muscial Instruments & Parts	529	519	9	98.2%	1.8%	0.2%
Inorganic Chemicals & Releated Compounds	512	484	28	94.6%	5.4%	0.2%
Arms & Ammunition; Parts & Accessories	491	276	215	56.2%	43.8%	0.2%
Aircraft, Spacecraft & Parts	484	260	220	53.6%	45.4%	0.2%
All Other Items (< \$475 million)	9,122	8,291	818	90.9%	9.0%	3.6%
Total	\$254,152	\$219,952	\$32,409	86.5%	12.8%	100.0%

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

Statistical Appendix

TABLE 9: Exports through the L.A. Customs District by Product & Area, 2009 (Millions of \$)

Commodity GroupOceaniaMachinery & Equipment\$18,193Machinery & Equipment\$18,193Chemicals & Related Products\$,391Vehicles, Aircraft & Vessels7,391Instruments4,174Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Food & Beverages2,759Textiles & Apparel2,098	nia Europe 193 \$2,669	America	America		A fui a c	Natione	Total
Machinery & Equipment\$18,193Chemicals & Related Products\$,869Vehicles, Aircraft & Vessels7,391Instruments4,174Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Food & Beverages2,759Textiles & Apparel2,098	193 \$2,669			Mideast	AIrica		
Chemicals & Related Products8,869Vehicles, Aircraft & Vessels7,391Natruments4,174Instruments6,043Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Foods & Beverages2,759Textiles & Apparel2,098		\$1,356	\$675	\$640	\$177	\$169	\$23,879
Vehicles, Aircraft & Vessels7,391Instruments4,174Instruments4,174Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Foods & Beverages2,759Textiles & Apparel2,098	369 1,587	250	78	158	48	31	11,019
Instruments4,174Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Foods & Beverages2,759Textiles & Apparel2,098	391 1,853	797	265	439	115	22	10,937
Base Metals & Related Products6,043Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Foods & Beverages2,759Textiles & Apparel2,098	174 2,380	209	89	120	59	37	7,068
Plastics & Rubber Products6,261Plant-based Food & Related Products2,406Prepared Foods & Beverages2,759Textiles & Apparel2,098	343 371	61	13	63	7	14	6,572
Plant-based Food & Related Products 2,406 Prepared Foods & Beverages 2,759 Textiles & Apparel 2,098	261 147	80	S	45	10	9	6,554
Prepared Foods & Beverages 2,759 Textiles & Apparel 2,098	406 227	139	ъ	197	20	0	3,003
Textiles & Apparel 2,098	759 67	92	ო	19	5	8	2,953
	398 200	117	43	42	o	5	2,514
Crude Oil, Products & Mineral Ores 1,224	224 38	174	449	10	29	10	1,935
Animals, Fish & Related Products 1,687	387 42	33	Ð	35	33	2	1,856
Pulp, Paper, Books & Printed Products 1,604	504 34	30	7	10	N	0	1,689
Other Manufactures 1,028	171 171	80	ω	52	20	8	1,367
Hides, Leather & Leather Goods 1,035	335 56	12	N	13	-	-	1,120
Special Classification Items 696	396 174	45	41	7	20	10	994
Precious Stones, Metals, Coins & Pearls 591	591 211	84	ω	59	4	0	956
Stone, Glass & Ceramic Products 485	485 39	10	N	10	ო	-	550
Arms & Ammunitions 265	265 114	-	-	4	0	0	385
Footwear & Apparel Accessories 196	196 24	39	-	15	22	-	298
Art & Collectibles 48	48 228	-	N	5	0	0	284
Wood & Related Products 181	181 3	ო	0	N	-	0	190
Fats & Waxes 62	62 4	-	0	0	0	0	66
Total Area Exports \$67,296	296 \$10,638	\$3,612	\$1,703	\$1,945	\$584	\$410	\$86,187
Memo: Area % of Total Exports 78.1%	1% 12.3%	4.2%	2.0%	2.3%	0.7%	0.5%	100.0%

Source: U.S. Census Bureau, TradeUSAonline

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Statistical Appendix

TABLE 10: Imports* Entering the L.A. Customs District by Product & Area, 2009 (Millions of \$)

			0				00	
	ASIA-		Central/So		North		כומ	
Commodity Group	Oceania	Europe	America	Mideast	America	Africa	Nations	World Total
Machinery & Equipment	\$92,336	\$2,626	\$45	\$134	\$411	\$27	\$4	\$95,584
Textiles & Apparel	25,133	206	721	55	ო	49	9	26,174
Other Manufactures	21,842	308	1	12	6	5	9	22,192
Vehicles, Aircraft & Vessels	15,640	3,363	4	4	10	428	4	19,454
Footwear & Apparel Accessories	13,021	78	39	10	13	ო	-	13,166
Crude Oil, Products & Mineral Ores	1,151	226	4,148	4,350	1,126	544	301	11,845
Base Metals & Related Products	10,785	331	159	91	113	26	120	11,624
Plastics & Rubber Products	10,635	267	80	43	0	N	0	11,028
Chemicals & Related Products	6,018	1,095	27	31	1,584	9	1	8,771
Instruments	5,877	1,064	4	160	81	4	0	7,193
Prepared Foods & Beverages	3,081	1,173	327	24	95	28	14	4,742
Leather Goods, Leather & Hides	3,342	62	11	0	0	0	0	3,418
Precious Stones, Metals, Coins & Pearls	1,864	391	104	827	14	47	69	3,315
Special Classification Items	1,845	821	26	25	92	5	0	2,817
Animals, Fish & Related Products	2,327	162	263	0	14	5	31	2,803
Pulp, Paper, Books & Printed Products	2,609	91	თ	-	21	0	0	2,733
Stone, Glass & Ceramic Products	2,215	281	59	20	0	4	e	2,583
Plant-based Food & Related Products	1,111	117	1,041	9	6	16	0	2,300
Wood & Related Products	1,445	40	57	-	-	ო	17	1,563
Arms & Ammunitions	296	187	0	-	9	0	0	491
Fats & Waxes	58	87	33	5	0	N	0	184
Art & Collectibles	41	118	-	З	-	9	0	170
Total Area Imports	\$222,673	\$13,094	\$7,170	\$5,805	\$3,608	\$1,210	\$592	\$254,152
Memo: Area % of Total Imports	87.6%	5.2%	2.8%	2.3%	1.4%	0.5%	0.2%	100.0%

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

Source: U.S. Census Bureau, TradeUSA online

The Kyser Center for Economic Research

2010 International Trade Report

TABLE 11A: Major Trading Partners of the Los Angeles Customs District (pg. 1 of 2) (Billions of \$, General Imports*)

			A. Two-Way Trade Value through LACD											
2-Way														
Rank	Country	2003	2004	2005	2006	2007	2008	2009						
1	China**	\$102.61	\$123.21	\$139.15	\$164.77	\$183.24	\$186.54	\$155.32						
2	Japan	51.50	54.69	53.81	63.01	60.48	59.29	42.27						
3	South Korea	18.66	19.74	20.73	23.47	24.55	22.18	17.74						
4	Taiwan	19.57	19.76	19.74	21.85	22.04	20.48	14.41						
5	Thailand	8.55	9.55	9.85	11.08	10.65	11.68	9.58						
6	Malaysia	12.50	11.65	11.42	11.91	9.72	10.28	8.56						
7	Australia	6.70	7.45	8.17	8.48	8.79	8.92	7.77						
8	Vietnam	3.03	3.31	3.56	4.46	5.79	7.06	7.21						
9	Singapore	8.10	7.94	7.91	8.84	8.69	8.12	7.20						
10	Indonesia	5.25	5.87	6.11	6.55	7.14	7.45	6.58						
11	Germany	7.49	7.88	9.03	9.71	8.02	9.00	5.48						
12	India	2.92	3.28	3.91	4.35	4.51	4.91	4.16						
13	U.K.	4.69	4.98	5.54	5.54	5.53	5.44	3.90						
14	Philippines	5.94	5.12	5.15	5.48	5.19	4.54	3.57						
15	Mexico***	1.95	2.41	2.73	3.24	2.92	3.28	2.67						
16	Canada***	0.96	1.13	1.30	1.64	2.66	3.30	2.64						
17	Iraq	0.79	1.56	1.38	2.84	3.24	6.74	2.54						
18	Netherlands	1.98	2.12	2.45	2.98	3.52	2.83	2.47						
19	Ecuador	0.99	1.41	2.14	2.87	2.50	3.95	2.30						
20	Brazil	0.87	1.19	1.81	2.29	2.48	3.97	2.29						

			B. Trade Balance with LACD										
2-Way													
Rank	Country	2003	2004	2005	2006	2007	2008	2009					
1	China**	-\$79.32	-\$95.03	-\$106.85	-\$122.27	-\$133.78	-\$129.43	-\$109.58					
2	Japan	-27.67	-32.20	-30.57	-36.71	-33.17	-29.18	-18.95					
3	South Korea	-5.71	-8.13	-6.57	-6.15	-5.32	-3.07	-2.84					
4	Taiwan	-10.56	-10.86	-9.95	-10.45	-9.34	-7.08	-5.65					
5	Thailand	-5.43	-5.77	-5.66	-6.93	-6.19	-6.17	-5.36					
6	Malaysia	-4.40	-4.56	-4.47	-4.56	-3.75	-3.27	-4.60					
7	Australia	3.30	3.14	3.60	3.71	4.07	4.57	4.28					
8	Vietnam	-2.60	-2.76	-2.89	-3.65	-4.24	-4.71	-4.60					
9	Singapore	-0.84	0.25	1.52	2.15	2.80	2.95	1.81					
10	Indonesia	-3.91	-4.18	-4.12	-4.53	-4.71	-3.91	-3.85					
11	Germany	-4.44	-4.59	-5.24	-5.57	-2.84	-3.57	-1.96					
12	India	-1.36	-1.62	-1.91	-2.24	-2.11	-2.27	-1.78					
13	U.K.	0.29	0.12	-0.04	-0.53	-0.60	0.04	-0.28					
14	Philippines	-1.53	-2.01	-1.55	-1.87	-2.16	-1.75	-1.56					
15	Mexico***	0.02	-0.20	-0.59	-0.39	-0.57	-0.49	0.15					
16	Canada***	-0.43	-0.36	-0.53	-0.83	-1.33	-1.55	-2.05					
17	Iraq	-0.78	-1.54	-1.33	-2.83	-3.20	-6.70	-2.47					
18	Netherlands	0.63	0.82	0.71	1.11	0.91	0.81	0.83					
19	Ecuador	-0.89	-1.33	-2.06	-2.80	-2.34	-3.78	-2.17					
20	Brazil	0.04	0.09	-0.21	-0.74	-0.83	-2.10	-0.74					

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.

1.65

0.06

0.78

C. Exports by Destination Country 2-Way Rank Country 2003 2004 2005 2006 2007 2008 2009 1 China*' \$11.65 \$14.09 \$16.15 \$21.25 \$24.73 \$28.56 \$22.87 11.92 11.24 11.62 13.15 13.65 15.05 11.66 2 Japan 7.45 6.48 5.80 7.08 8.66 9.55 3 South Korea 9.61 Taiwan 4.50 4.45 4.89 5.70 6.35 6.70 4.38 4 1.89 2.08 2.23 2.75 2.11 5 Thailand 1.56 2.10 4.05 3.54 3.68 2.99 3.50 1.98 6 Malaysia 3.47 Australia 5.00 5.29 5.89 6.09 6.43 6.75 6.03 7 8 Vietnam 1.30 0.21 0.28 0.33 0.40 0.77 1.18 4.50 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 1.36 Germany 1.53 1.65 1.90 2.07 2.59 2.71 1.76 11 India 0.78 0.83 1.05 1.20 1.19 12 1.00 1.32 U.K. 2.49 2.55 2.75 2.50 2.47 2.74 1.81 13 1.56 1.01 14 Philippines 2.21 1.80 1.81 1.51 1.40 15 Mexico*** 0.98 1.11 1.07 1.43 1.18 1.40 1.41 16 Canada*** 0.26 0.39 0.38 0.41 0.66 0.87 0.29 17 0.01 0.01 0.02 0.01 0.02 0.02 0.04 Iraq

1.31

0.05

0.45

1.47

0.04

0.64

1.58

0.04

0.80

2.05

0.03

0.78

2.22

0.08

0.83

1.82

0.08

0.93

 Table 11B: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2)

 (Billions of \$, General Imports*)

			D.	Imports [®]	* by Cour	ntry of O	rigin	
2-Way	a .			0005				
капк	Country	2003	2004	2005	2006	2007	2008	2009
1	China**	\$90.96	\$109.12	\$123.00	\$143.52	\$158.51	\$157.99	\$132.45
2	Japan	39.59	43.44	42.19	49.86	46.83	44.24	30.61
3	South Korea	12.18	13.93	13.65	14.81	14.93	12.62	10.29
4	Taiwan	15.07	15.31	14.85	16.15	15.69	13.78	10.03
5	Thailand	6.99	7.66	7.76	9.00	8.42	8.93	7.47
6	Malaysia	8.45	8.10	7.95	8.23	6.74	6.77	6.58
7	Australia	1.70	2.16	2.29	2.39	2.36	2.18	1.74
8	Vietnam	2.81	3.03	3.22	4.05	5.02	5.88	5.90
9	Singapore	4.47	3.85	3.20	3.34	2.94	2.58	2.69
10	Indonesia	4.58	5.02	5.12	5.54	5.93	5.68	5.22
11	Germany	5.96	6.23	7.14	7.64	5.43	6.29	3.72
12	India	2.14	2.45	2.91	3.30	3.31	3.59	2.97
13	U.K.	2.20	2.43	2.79	3.03	3.07	2.70	2.09
14	Philippines	3.73	3.56	3.35	3.68	3.67	3.14	2.56
15	Mexico***	0.96	1.30	1.66	1.81	1.75	1.88	1.26
16	Canada***	0.69	0.75	0.91	1.23	1.99	2.43	2.35
17	Iraq	0.79	1.55	1.35	2.83	3.22	6.72	2.50
18	Netherlands	0.67	0.65	0.87	0.94	1.31	1.01	0.82
19	Ecuador	0.94	1.37	2.10	2.84	2.42	3.87	2.23
20	Brazil	0.42	0.55	1.01	1.51	1.66	3.03	1.52

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, TradeUSA online

18

19

20

Netherlands

Ecuador

Brazil

The Kyser Center for Economic Research

TABLE 11B: Major Trading Partners of the Los Angeles Customs (pg. 1 or 2)

(Billions of \$, Imports for Consumption*)

			A. Two-Way Trade Value through LACD*									
2-Way												
Rank	Country	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	China**	\$41.30	\$51.22	\$51.68	\$60.96	\$73.91	\$91.99	\$108.36	\$125.33	\$141.21	\$142.96	\$121.95
2	Japan	46.14	51.61	45.57	41.74	41.03	43.43	46.21	50.14	47.62	45.86	32.19
3	South Korea	15.57	19.22	15.67	15.35	16.03	16.58	17.41	19.88	20.60	18.90	15.58
4	Taiwan	15.48	18.01	14.86	14.35	14.15	14.69	14.97	16.61	16.93	15.30	10.76
5	Thailand	6.01	6.94	6.71	6.95	6.65	7.57	7.97	9.00	8.78	9.74	8.05
6	Australia	6.22	6.82	6.20	6.00	6.31	6.94	7.62	7.92	8.20	8.28	7.12
7	Malaysia	10.16	11.26	10.13	10.36	11.11	10.12	9.39	9.48	7.82	8.59	7.05
8	Singapore	8.18	8.26	7.69	6.44	6.95	7.16	7.09	8.16	7.95	7.35	6.50
9	Vietnam	0.32	0.54	0.59	1.07	2.03	2.30	2.71	3.41	4.63	5.72	5.89
10	Germany	5.71	6.57	6.66	6.05	7.39	7.91	8.95	9.39	9.72	9.35	5.82
11	Indonesia	3.74	4.14	4.03	3.88	3.68	4.33	4.76	4.97	5.73	6.29	5.46
12	India	1.76	2.13	2.10	2.24	2.53	2.90	3.44	3.64	3.92	4.37	3.79
13	United Kingdom	4.20	4.66	4.52	4.42	4.68	4.90	5.58	5.44	5.53	5.26	3.69
14	Philippines	5.61	6.29	4.89	4.21	4.76	4.02	4.31	4.52	4.21	3.73	2.99
15	Iraq	0.44	0.80	0.65	0.55	0.57	1.44	1.46	2.68	3.21	6.20	2.80
16	Canada***	1.22	1.22	1.53	1.17	0.95	1.15	1.33	1.69	2.75	3.32	2.72
17	Netherlands	1.89	2.25	1.91	1.81	1.97	2.12	2.46	2.96	3.55	2.82	2.46
18	Brazil	1.09	1.17	1.13	1.10	0.97	1.35	1.89	2.40	2.64	4.06	2.39
19	Mexico***	1.43	2.26	1.92	1.69	1.92	2.36	2.64	3.26	2.69	2.80	2.37
20	Ecuador	0.80	1.11	0.77	0.87	1.01	1.37	2.20	2.80	2.56	4.03	2.26

			B. Trade Balance with LACD									
2-Way	_											
Rank	Country	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	China**	-\$25.55	-\$32.05	-\$32.11	-\$41.23	-\$50.62	-\$63.81	-\$76.06	-\$82.82	-\$91.75	-\$85.84	-\$76.21
2	Japan	-20.29	-20.70	-17.78	-17.72	-17.20	-20.95	-22.98	-23.85	-20.31	-15.76	-8.86
3	South Korea	-1.85	-2.78	-3.32	-3.59	-3.08	-4.97	-3.25	-2.57	-1.38	0.20	-0.68
4	Taiwan	-4.93	-4.94	-4.78	-4.44	-5.15	-5.79	-5.18	-5.20	-4.24	-1.91	-2.01
5	Thailand	-3.36	-3.99	-3.27	-3.89	-3.53	-3.78	-3.78	-4.85	-4.32	-4.23	-3.83
6	Australia	4.10	4.54	3.72	3.52	3.69	3.65	4.15	4.27	4.67	5.21	4.94
7	Malaysia	-3.60	-3.89	-4.24	-3.66	-3.01	-3.03	-2.44	-2.13	-1.85	-1.58	-3.10
8	Singapore	-0.04	0.92	1.03	0.60	0.31	1.04	2.34	2.83	3.54	3.73	2.51
9	Vietnam	-0.14	-0.27	-0.30	-0.70	-1.61	-1.75	-2.05	-2.61	-3.08	-3.36	-3.29
10	Germany	-2.24	-2.53	-3.01	-3.33	-4.34	-4.62	-5.16	-5.25	-4.54	-3.92	-2.31
11	Indonesia	-2.53	-2.65	-2.68	-2.50	-2.34	-2.64	-2.77	-2.95	-3.30	-2.75	-2.73
12	India	-0.92	-1.02	-0.84	-0.98	-0.97	-1.24	-1.45	-1.54	-1.52	-1.74	-1.42
13	United Kingdom	0.22	0.25	0.37	0.24	0.29	0.20	-0.08	-0.43	-0.60	0.22	-0.07
14	Philippines	0.17	0.34	-0.30	-0.31	-0.35	-0.91	-0.71	-0.90	-1.18	-0.94	-0.98
15	Iraq	-0.44	-0.80	-0.64	-0.55	-0.56	-1.42	-1.42	-2.66	-3.17	-6.17	-2.72
16	Canada***	-0.18	-0.37	-0.10	-0.34	-0.42	-0.38	-0.56	-0.87	-1.43	-1.58	-2.14
17	Netherlands	0.87	0.80	0.63	0.41	0.64	0.81	0.70	1.14	0.88	0.82	0.84
18	Brazil	0.29	0.13	0.07	-0.14	-0.06	-0.07	-0.29	-0.85	-0.99	-2.20	-0.84
19	Mexico***	0.11	0.33	0.67	0.26	0.05	-0.14	-0.50	-0.41	-0.34	0.00	0.46
20	Ecuador	-0.68	-0.96	-0.63	-0.74	-0.91	-1.29	-2.13	-2.73	-2.40	-3.86	-2.14

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

TABLE 11B: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2) (Billions of \$, Imports for Consumption)

			C. Exports by Destination Country									
2-Way												
Rank	Country	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	China**	\$7.88	\$9.59	\$9.79	\$9.86	\$11.65	\$14.09	\$16.15	\$21.25	\$24.73	\$28.56	\$22.87
2	Japan	12.93	15.46	13.89	12.01	11.92	11.24	11.62	13.15	13.65	15.05	11.66
3	South Korea	6.86	8.22	6.18	5.88	6.48	5.80	7.08	8.66	9.61	9.55	7.45
4	Taiwan	5.28	6.53	5.04	4.95	4.50	4.45	4.89	5.70	6.35	6.70	4.38
5	Thailand	1.32	1.48	1.72	1.53	1.56	1.89	2.10	2.08	2.23	2.75	2.11
6	Australia	5.16	5.68	4.96	4.76	5.00	5.29	5.89	6.09	6.43	6.75	6.03
7	Malaysia	3.28	3.68	2.94	3.35	4.05	3.54	3.47	3.68	2.99	3.50	1.98
8	Singapore	4.07	4.59	4.36	3.52	3.63	4.10	4.71	5.49	5.74	5.54	4.50
9	Vietnam	0.09	0.14	0.15	0.18	0.21	0.28	0.33	0.40	0.77	1.18	1.30
10	Germany	1.74	2.02	1.83	1.36	1.53	1.65	1.90	2.07	2.59	2.71	1.76
11	Indonesia	0.61	0.75	0.67	0.69	0.67	0.85	1.00	1.01	1.22	1.77	1.36
12	India	0.42	0.55	0.63	0.63	0.78	0.83	1.00	1.05	1.20	1.32	1.19
13	United Kingdom	2.21	2.46	2.45	2.33	2.49	2.55	2.75	2.50	2.47	2.74	1.81
14	Philippines	2.89	3.32	2.30	1.95	2.21	1.56	1.80	1.81	1.51	1.40	1.01
15	Iraq	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.01	0.02	0.02	0.04
16	Canada***	0.52	0.43	0.71	0.42	0.26	0.39	0.38	0.41	0.66	0.87	0.29
17	Netherlands	1.38	1.53	1.27	1.11	1.31	1.47	1.58	2.05	2.22	1.82	1.65
18	Brazil	0.69	0.65	0.60	0.48	0.45	0.64	0.80	0.78	0.83	0.93	0.78
19	Mexico***	0.77	1.29	1.29	0.98	0.98	1.11	1.07	1.43	1.18	1.40	1.41
20	Ecuador	0.06	0.08	0.07	0.07	0.05	0.04	0.04	0.03	0.08	0.08	0.06

			D. Imports by Country of Origin									
2-Way												
Rank	Country	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	China**	\$33.43	\$41.63	\$41.89	\$51.10	\$62.26	\$77.90	\$92.21	\$104.07	\$116.48	\$114.40	\$99.08
2	Japan	33.22	36.16	31.67	29.73	29.12	32.19	34.59	36.99	33.97	30.81	20.53
3	South Korea	8.71	11.00	9.49	9.47	9.55	10.77	10.33	11.22	10.99	9.35	8.13
4	Taiwan	10.21	11.48	9.82	9.40	9.65	10.24	10.08	10.91	10.58	8.61	6.38
5	Thailand	4.69	5.46	4.99	5.42	5.09	5.67	5.88	6.92	6.55	6.98	5.94
6	Australia	1.06	1.14	1.24	1.24	1.31	1.64	1.74	1.82	1.77	1.54	1.09
7	Malaysia	6.88	7.58	7.18	7.01	7.06	6.58	5.91	5.80	4.83	5.08	5.07
8	Singapore	4.11	3.67	3.33	2.92	3.32	3.06	2.38	2.67	2.21	1.81	1.99
9	Vietnam	0.23	0.40	0.44	0.88	1.82	2.02	2.38	3.01	3.85	4.54	4.59
10	Germany	3.98	4.55	4.84	4.69	5.87	6.27	7.05	7.32	7.13	6.63	4.06
11	Indonesia	3.13	3.39	3.36	3.19	3.01	3.49	3.77	3.96	4.52	4.52	4.09
12	India	1.34	1.57	1.47	1.61	1.75	2.07	2.44	2.59	2.72	3.05	2.61
13	United Kingdom	1.99	2.20	2.08	2.09	2.20	2.35	2.83	2.94	3.06	2.52	1.88
14	Philippines	2.72	2.98	2.59	2.26	2.56	2.46	2.51	2.71	2.70	2.33	1.98
15	Iraq	0.44	0.80	0.64	0.55	0.57	1.43	1.44	2.67	3.19	6.19	2.76
16	Canada***	0.70	0.80	0.82	0.76	0.68	0.77	0.94	1.28	2.09	2.45	2.43
17	Netherlands	0.51	0.72	0.64	0.70	0.67	0.66	0.88	0.91	1.33	1.00	0.81
18	Brazil	0.40	0.52	0.53	0.62	0.52	0.71	1.09	1.63	1.82	3.13	1.62
19	Mexico***	0.66	0.97	0.62	0.72	0.94	1.25	1.57	1.83	1.51	1.40	0.96
20	Ecuador	0.74	1.04	0.70	0.80	0.96	1.33	2.16	2.77	2.48	3.95	2.20

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

TABLE 12: Exports through the L.A. Customs District by Destination Country, 2009 (Millions of \$)

				% by		% of
Country	Total Value	By Ship	By Air	Ship	% by Air	Total
China*	\$22,873	\$18,028	\$4,784	78.8%	20.9%	26.5%
Japan	11,662	7,509	3,779	64.4%	32.4%	13.5%
South Korea	7,450	5,400	2,013	72.5%	27.0%	8.6%
Australia	6,026	4,192	1,336	69.6%	22.2%	7.0%
Singapore	4,502	3,144	1,306	69.8%	29.0%	5.2%
Taiwan	4,377	3,185	1,153	72.8%	26.3%	5.1%
Thailand	2,111	1,335	731	63.2%	34.6%	2.4%
Malaysia	1,977	944	966	47.7%	48.9%	2.3%
United Kingdom	1,811	108	1,657	5.9%	91.5%	2.1%
Germany	1,756	133	1,613	7.6%	91.9%	2.0%
Netherlands	1,649	248	1,364	15.0%	82.7%	1.9%
Mexico	1,411	284	895	20.1%	63.4%	1.6%
Indonesia	1,365	1,182	181	86.6%	13.2%	1.6%
Vietnam	1,304	1,147	157	88.0%	12.0%	1.5%
France	1,250	83	1,154	6.7%	92.3%	1.4%
India	1,187	577	601	48.6%	50.6%	1.4%
Belgium	1,010	66	944	6.6%	93.4%	1.2%
Philippines	1.006	773	228	76.9%	22.6%	1.2%
Chile	934	302	121	32.4%	12.9%	1.1%
New Zealand	817	521	282	63.8%	34.5%	0.9%
Brazil	776	83	680	10.7%	87.6%	0.9%
United Arab Emirates	756	455	297	60.3%	39.3%	0.9%
Costa Bica	706	90	616	12 7%	87.3%	0.8%
Italy	704	87	609	12.4%	86.5%	0.8%
Switzerland	553	18	526	3.3%	95.2%	0.6%
Sweden	420	29	389	6.9%	92.4%	0.5%
Saudi Arabia	359	237	121	65.9%	33.8%	0.0%
Spain	342	49	288	14 4%	84.2%	0.4%
Canada	202	182	110	62 2%	37.6%	0.4%
Bussia	272	1/3	130	52.2%	47 7%	0.0%
Israel	233	30	198	13.0%	85.1%	0.3%
Turkov	108	44	150	22.3%	76 5%	0.0%
South Africa	182	44	133	26.1%	73.1%	0.2%
Guatomala	191	169	14	02.1%	7.6%	0.2%
Lobanon	101	100	14	52.4 /o 71 30/	27.0%	0.2%
Pakistan	177	1/9	43	82.0%	15 5%	0.2%
Panama	177	140	17	00.9%	11.5%	0.2%
Colombia	144	70	71	50.4 /o	11.3 /0	0.2%
lineland	144	12	107	50.2%	49.3%	0.2%
Remu	141	4	137	2.0%	97.2%	0.2%
Argenting	105	105	33 110	75.9%	23.0%	0.2%
Argentina	135	12	113	15.6%	84.1%	0.2%
Bangladesh	124	116	8	93.8%	6.2%	0.1%
Kuwalt	114	/5	39	65.7%	34.3%	0.1%
El Salvador	105	100	5	95.3%	4.7%	0.1%
Denmark	103	16	85	15.6%	82.5%	0.1%
INORWAY	102	21	80	20.2%	78.6%	0.1%
All Other Countries (< \$100 million)	2,124	1,157	919	54.5%	43.3%	2.5%
TotalAll Countries	\$86,187	\$52,920	\$31,111	61.4%	36.1%	100.0%

 $^{\ast}\mbox{China}$ includes the mainland, Hong Kong, & Macao.

TABLE 13: Imports* Entering L.A. Customs District by Country of Origin, 2009 (Millions of \$)

				% by	% by	% of
Country	Total Value	By Ship	By Air	Ship	Air	Total
China*	\$132,450	\$121,498	\$10,906	91.7%	8.2%	52.1%
Japan	30,609	27,365	3,239	89.4%	10.6%	12.0%
South Korea	10,291	9,297	993	90.3%	9.6%	4.0%
Taiwan	10,030	8,343	1,687	83.2%	16.8%	3.9%
Thailand	7,467	5,618	1,833	75.2%	24.6%	2.9%
Malaysia	6,580	4,555	2,020	69.2%	30.7%	2.6%
Vietnam	5,902	5,731	170	97.1%	2.9%	2.3%
Indonesia	5,216	4,906	297	94.1%	5.7%	2.1%
Germany	3,720	2,804	914	75.4%	24.6%	1.5%
India	2,972	1,660	1,309	55.9%	44.0%	1.2%
Singapore	2,694	1,508	1,179	56.0%	43.8%	1.1%
Philippines	2,564	2,117	443	82.6%	17.3%	1.0%
Iraq	2,503	2,503		100.0%	0.0%	1.0%
Canada	2,346	843	121	36.0%	5.2%	0.9%
Ecuador	2,234	2,216	19	99.2%	0.8%	0.9%
United Kingdom	2,092	1,015	1,066	48.5%	51.0%	0.8%
Australia	1,742	1,108	605	63.6%	34.7%	0.7%
Brazil	1,517	1,507	10	99.3%	0.7%	0.6%
Italy	1,300	831	440	63.9%	33.9%	0.5%
Bangladesh	1,281	1,239	41	96.8%	3.2%	0.5%
Mexico	1,262	678	442	53.7%	35.0%	0.5%
Saudi Arabia	1,235	1,235	1	99.9%	0.1%	0.5%
Israel	1,225	145	1,047	11.9%	85.4%	0.5%
Cambodia	1,100	1,074	25	97.7%	2.3%	0.4%
France	941	537	401	57.1%	42.7%	0.4%
Netherlands	821	344	474	41.8%	57.7%	0.3%
New Zealand	761	556	204	73.1%	26.8%	0.3%
Ireland	690	292	398	42.3%	57.7%	0.3%
Switzerland	653	231	415	35.4%	63.5%	0.3%
Chile	629	576	53	91.6%	8.4%	0.2%
Russia	541	458	83	84.7%	15.3%	0.2%
Pakistan	535	510	22	95.4%	4.0%	0.2%
Guatemala	526	441	86	83.7%	16.3%	0.2%
Angola	524	524	0	100.0%	0.0%	0.2%
South Africa	506	469	37	92.7%	7.2%	0.2%
Oman	485	470	4	97.0%	0.8%	0.2%
Belaium	471	272	196	57.8%	41.7%	0.2%
Peru	445	409	36	91.9%	8.1%	0.2%
Sweden	412	305	106	74.1%	25.9%	0.2%
Spain	391	169	222	43.2%	56.8%	0.2%
Austria	321	239	83	74.2%	25.7%	0.1%
Argentina	321	313	8	97.6%	2.4%	0.1%
Colombia	313	275	35	87.8%	11.2%	0.1%
Venezuela	306	306	0	100.0%	0.0%	0.1%
			0		0.070	0.170
All Other Countries (< \$300 Million)	3.225	2.460	741	76.3%	23.0%	1.3%
TotalAll Countries	\$254.152	\$219.952	\$32.409	86.5%	12.8%	100.0%

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

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

TABLE 14: Top 20 U.S. Ports, 2009(Billions of \$, General Imports – value of cargo unloaded)

Rank	Customs District	Port	Total \$	Import \$	Export \$	% of U.S.
1	Los Angeles	Los Angeles, CA	\$197.3	\$169.2	\$28.0	7.5%
2	New York City	JFK International Airport, NY	\$129.2	61.8	67.4	4.9%
3	New York City	Newark, NJ	\$110.9	98.3	12.7	4.2%
4	Chicago	Chicago, IL	\$109.9	78.4	31.5	4.2%
5	Houston	Houston, TX	\$106.4	48.5	57.9	4.1%
6	Laredo	Laredo, TX	\$98.4	52.7	45.7	3.8%
7	Detroit	Detroit, MI	\$98.1	42.5	55.6	3.8%
8	New Orleans	New Orleans, LA	\$78.3	40.1	38.2	3.0%
9	Los Angeles	Long Beach, CA	\$68.6	44.4	24.2	2.6%
10	Buffalo	Buffalo-Niagara Falls, NY	\$65.6	30.6	35.1	2.5%
11	Los Angeles	Los Angeles International Airport, CA	\$65.5	32.5	33.0	2.5%
12	Detroit	Port Huron, MI	\$63.9	32.9	31.0	2.4%
13		Low-Value Estimates	\$51.8	17.0	34.9	2.0%
14	Savannah	Savannah, GA	\$47.8	27.7	20.1	1.8%
15	New York City	New York, NY	\$45.3	15.3	30.0	1.7%
16	Charleston	Charleston, NC	\$45.1	28.7	16.4	1.7%
17	El Paso	El Paso, TX	\$43.3	25.4	18.0	1.7%
18	Norfolk	Norfolk, VA	\$43.2	24.1	19.2	1.7%
19	Maimi	Miami International Aiport, FL	\$41.0	12.2	28.8	1.6%
20	San Francisco	San Francisco International Airport, CA	\$40.0	18.8	21.1	1.5%
23	San Francisco	Oakland, CA	\$34.0	21.2	12.9	1.3%
28	San Diego	Otay Mesa Station, CA	\$29.3	19.9	9.4	1.1%
		SumTop 20 Ports	\$1,549.7	\$900.9	\$648.9	59.3%
		Total Trade ValueAll U.S. Ports	\$2,614.8			

TABLE 15: Top 20 U.S. Ports for Exports, 2009

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	New York City	JFK International Airport, NY	\$67.4	6.4%
2	Houston	Houston, TX	57.9	5.5%
3	Detroit	Detroit, MI	55.6	5.3%
4	Laredo	Laredo, TX	45.7	4.3%
5	New Orleans	New Orleans, LA	38.2	3.6%
6	Buffalo	Buffalo-Niagara Falls, NY	35.1	3.3%
7		Low Value Shipments	34.9	3.3%
8	Los Angeles	Los Angeles International Airport, CA	33.0	3.1%
9	Chicago	Chicago, IL	31.5	3.0%
10	Detroit	Port Huron, MI	31.0	2.9%
11	New York City	New York, NY	30.0	2.8%
12	Miami	Miami International Airport, FL	28.8	2.7%
13	Los Angeles	Los Angeles, CA	28.0	2.7%
14	Los Angeles	Long Beach, CA	24.2	2.3%
15	San Francisco	San Francisco International Airport, CA	21.1	2.0%
16	Savannah	Savannah, GA	20.1	1.9%
17	Norfolk	Norfolk, PA	19.2	1.8%
18	El Paso	El Paso, TX	18.0	1.7%
19	Charleston	Charleston, SC	16.4	1.6%
20	Dallas-Fort Worth	Dallas-Fort Worth, TX	16.3	1.5%
24	San Francisco	Oakland, CA	12.9	1.2%
33	San Diego	Otay Mesa Station	9.4	0.9%
		SumTop 20 Export Ports	\$652.5	61.7%
		Total Export ValueAll U.S. Ports	\$1,056.9	

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 16: Top 20 U.S. Ports for Imports*, 2009

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	Los Angeles	Los Angeles, CA	\$169.2	10.9%
2	New York City	Newark, NJ	98.3	6.3%
3	Chicago	Chicago, IL	78.4	5.0%
4	New York City	JFK International Airport, NY	61.8	4.0%
5	Laredo	Laredo, TX	52.7	3.4%
6	Houston	Houston, TX	48.5	3.1%
7	Los Angeles	Long Beach, CA	44.4	2.8%
8	Detroit	Detroit, MI	42.5	2.7%
9	New Orleans	New Orleans, LA	40.1	2.6%
10	Detroit	Port Huron, MI	32.9	2.1%
11	Los Angeles	Los Angeles International Airport, CA	32.5	2.1%
12	Buffalo	Buffalo-Niagara Falls, NY	30.6	2.0%
13	Charleston	Charleston, SC	28.7	1.8%
14	Savannah	Savannah, GA	27.7	1.8%
15	Anchorage	Anchorage, AK	26.9	1.7%
16	Seattle	Seattle, WA	25.6	1.6%
17	El Paso	El Paso, TX	25.4	1.6%
18	Philadelphia	Philadelphia, PA	24.5	1.6%
19	Norfolk	Norfolk, VA	24.1	1.5%
20	Dallas-Fort Worth	Dallas-Fort Worth, TX	21.7	1.4%
21	San Francisco	Oakland, CA	21.2	1.4%
23	San Diego	Otay Mesa Station, CA	19.9	1.3%
26	San Francisco	San Francisco International Airport, CA	18.8	1.2%
		SumTop 20 Import Ports	\$936.2	60.1%
		Total Import ValueAll U.S. Ports	\$1,557.9	

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

TABLE 17: Exports through	the Port of L.A.,	, Port of Long	Beach and	LAX, 2009
(Millions of \$, Millions of Kilograms)		-		

	To	otal \$ Value		Total S	Shipping W	eight
Commodity Group	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$59,010	\$16,125	\$20,186	5,025	1,514	168
Vehicles, Aircraft & Vessels	13,947	2,034	415	1,827	362	8
Textiles & Apparel	21,948	2,708	1,502	2,081	260	82
Other Manufactures	15,568	6,282	327	3,639	1,119	12
Base Metals & Related Products	8,933	2,475	212	3,511	827	8
Crude Oil, Products & Mineral Ores	3,666	3,906	1	8,831	9,418	0
Footwear & Apparel Accessories	10,735	2,217	211	1,323	271	12
Plastics & Rubber Products	8,448	2,413	165	2,721	743	10
Chemicals & Related Products	6,344	1,450	924	1,417	495	7
Instruments	3,682	1,144	2,356	201	59	14
Leather Goods, Leather & Hides	2,426	812	180	334	95	6
Prepared Foods & Beverages	4,192	468	32	2,154	293	2
Stone, Glass & Ceramic Products	1,995	529	58	2,328	395	3
Precious Stones, Metals, Coins & Pearls	286	68	2,960	19	7	4
Pulp, Paper, Books & Printed Products	1,994	681	58	1,029	290	3
Animals, Fish & Related Products	2,274	254	274	541	56	28
Special Classification Items	523	169	2,120	67	23	6
Wood & Related Products	1,219	335	9	724	190	1
Plant-based Food & Related Products	1,631	258	153	1,143	168	19
Art & Collectibles	35	4	127	5	1	0
Arms & Ammunitions	229	46	215	23	5	2
Fats & Waxes	161	23	1	56	13	0
Total Imports by Port/Airport	\$169,246	\$44,399	\$32,484	39,000	16,602	397

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

TABLE 18: Imports* through the Port of L.A., Port of Long Beach and LAX, 2009 (Millions of \$, Millions of Kilograms)

	Т	otal \$ Value		Total Shipping Weight		
Commodity Group	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$5,519	\$5,306	\$12,969	474	459	91
Chemicals & Related Products	4,856	3,289	2,870	2,105	1,716	38
Vehicles, Aircraft & Vessels	1,611	2,284	6,467	244	286	17
Base Metals & Related Products	3,326	2,563	678	4,276	3,435	48
Instruments	884	756	5,399	30	24	24
Plastics & Rubber Products	3,539	2,660	351	1,572	1,810	13
Prepared Foods & Beverages	1,425	1,320	200	1,320	1,385	17
Textiles & Apparel	1,270	706	497	1,108	593	17
Plant-based Food & Related Products	1,345	1,384	264	2,654	3,189	86
Other Manufactures	534	373	456	64	52	11
Pulp, Paper, Books & Printed Products	874	670	141	3,021	3,600	12
Crude Oil, Products & Mineral Ores	663	1,146	9	1,727	5,711	3
Hides, Leather & Leather Goods	400	551	168	195	307	3
Animals, Fish & Related Products	1,067	683	100	593	392	5
Precious Stones, Metals, Coins & Pearls	94	41	820	0	0	1
Special Classification Items	56	24	911	5	3	2
Stone, Glass & Ceramic Products	263	184	102	109	153	4
Art & Collectibles	8	3	272	1	0	0
Wood & Related Products	93	90	6	141	195	1
Arms & Ammunitions	37	41	285	2	2	1
Footwear & Apparel Accessories	120	109	69	67	46	3
Fats & Waxes	33	30	2	42	64	1
Total Exports by Port/Airport	\$28,019	\$24,213	\$33,036	19,750	23,424	398

TABLE 19: Exports through the San Diego Customs District, 2009

(Millions of \$)

				% by	% by	% of
Commodity	Total Value	By Ship	By Air	Ship	Air	Total
Electrical Equipment, TVs, & Electronic Parts	\$3,219.7	\$2.5	\$71.5	0.1%	2.2%	23.0%
Computers, Peripherals, Machinery, Appliances & Parts	1,765.5	7.8	14.2	0.4%	0.8%	12.6%
Plastics & Items Made of Plastic	1,448.7	4.1	0.3	0.3%	0.0%	10.3%
Optical, Photo & Medical/Surgical Instruments	1,040.7	0.2	60.7	0.0%	5.8%	7.4%
Motor Vehicles & Parts	885.0	1.2	0.1	0.1%	0.0%	6.3%
Paper, Paperboard & Related Products	520.5	0.2	0.0	0.0%	0.0%	3.7%
Refined Oil Products & Natural Gas	464.2	0.3		0.1%		3.3%
Iron & Steel Products	381.2	0.4	0.5	0.1%	0.1%	2.7%
Aluminum & Items Made of Aluminum	245.6	0.4	0.1	0.2%	0.0%	1.8%
Miscellaneous Prepared Foods	209.5	1.5	0.4	0.7%	0.2%	1.5%
Iron & Steel	206.2	0.2	0.0	0.1%	0.0%	1.5%
Miscellaneous Metal Products	197.5	0.1	0.3	0.0%	0.2%	1.4%
Miscellaneous Chemical Products	190.1	0.2	28.5	0.1%	15.0%	1.4%
Apparel & Accessories, Knit Or Crochet	184.5	0.0	0.4	0.0%	0.2%	1.3%
Meat and Meat Products	180.3					1.3%
Wood & Wood Products	166.2	0.0	0.0	0.0%	0.0%	1.2%
Knitted or Crocheted Fabrics	145.1	0.0		0.0%		1.0%
Rubber & Items Made of Rubber	140.2	0.3	0.7	0.2%	0.5%	1.0%
Toys, Games & Sports Equipment	127.7	0.4	0.3	0.3%	0.2%	0.9%
Furniture, Bedding, Lamps, Etc.	126.3	0.0	1.0	0.0%	0.8%	0.9%
Fruits & Nuts	104.5	2.8		2.7%		0.7%
All Other Items (< \$100 million)	2,057.9	30.2	23.3	1.5%	1.1%	14.7%
Total	\$14.007.1	\$52.9	\$202.2	0.4%	1.4%	100.0%

Source: U.S. Census Bureau, TradeUSAOnline

TABLE 20: Imports* Entering the San Diego Customs District, 2009 (Millions of \$)

	Total			% by		% of
Commodity	Value	By Ship	By Air	Ship	% by Air	Total
Electrical Equipment, TVs, & Electronic Parts	\$13,960.5	\$159.8	\$0.2	1.1%	0.0%	46.6%
Motor Vehicles & Parts	5,190.1	3,594.5		69.3%	0.0%	17.3%
Optical, Photo & Medical/Surgical Instruments	2,251.8	19.4	0.3	0.9%	0.0%	7.5%
Computers, Peripherals, Machinery, Appliances & Parts	1,509.3	93.8	2.1	6.2%	0.0%	5.0%
Special Classification Items	1,037.3	6.8	0.1	0.7%	0.0%	3.5%
Edible Vegetables & Certain Roots & Tubers	686.7	0.1		0.0%	0.0%	2.3%
Plastics & Items Made of Plastic	567.7	0.1	0.1	0.0%	0.0%	1.9%
Furniture, Bedding, Lamps, Etc.	529.4	0.1	0.0	0.0%	0.0%	1.8%
Apparel & Accessories, Knit Or Crochet	433.8	0.0	0.0	0.0%	0.0%	1.4%
Fruits & Nuts	433.3	182.1		42.0%	0.0%	1.4%
Miscellaneous Metal Products	383.9			0.0%	0.0%	1.3%
Beverages, Spirits & Vinegar	283.3			0.0%	0.0%	0.9%
Glass & Glassware	227.2		0.0	0.0%	0.0%	0.8%
Iron & Steel Products	209.9	35.5		16.9%	0.0%	0.7%
Toys, Games & Sports Equipment	179.1	0.1	0.0	0.0%	0.0%	0.0%
Paper, Paperboard & Related Products	137.7			0.0%	0.0%	0.0%
Aircraft, Spacecraft & Parts	135.3		0.3	0.0%	0.0%	0.5%
Miscellaneous Manufactured Products	122.6			0.0%	0.0%	0.4%
Prepared Cereals, Flour, Starch or Milk	122.6			0.0%	0.0%	0.4%
Prepared Vegetables, Fruits & Nuts	114.0	0.3		0.2%	0.0%	0.4%
Iron & Steel	106.2	23.1		21.8%	0.0%	0.4%
All Other Items (< \$100 million)	1,316.5	77.6	0.5	5.9%	0.0%	4.4%
Total	\$29,938.0	\$4,193.2	\$3.6	14.0%	0.0%	100.0%

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

Statistical Appendix

World

Total

\$1,765.5 \$3,219.7 \$1,448.7 \$1,040.7 CIS \$0.3 3.3 0.0 0.2 0.0 0.0 Nations 0.1 | \$0.6 0.4 0.7 0.0 0.0 0.0 0.0 Africa ł 0.1 ł 1 1 į į İ 0.0 3.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.8 \$2.0 1.4 ł 0.1 Mideast 380.5 969.5 883.5 520.1 463.8 207.5 205.9 162.0 184.5 180.3 166.2 145.1 127.0 125.4 101.7 89.8 80.1 88.4 82.0 245.1 197.1 139.1 North 1,444.8 1,745.1 America \$3,140.7 0.2 3.8 0.2 0.2 0.2 1.5 0.0 0.0 0.0 0.3 0.0 2.7 0.8 0.9 0.3 \$3.4 3.0 0.7 0.4 0.1 0.1 0.7 Central/So 4. America Europe 0.3 17.9 0.0 0.6 0.0 \$26.9 6.3 0.2 0.2 0.1 0.0 0.3 0.0 0.0 0.0 0.7 1.0 27.1 1 ł 0.4 0.2 \$45.8 35.2 0.0 8.5 0.8 0.5 0.0 0.0 0.2 0.0 0.2 7.3 0.1 0.4 0.1 0.1 8.7 0.1 Asia-Oceania ł ł Computers, Peripherals, Machinery, Appliances & Parts Optical, Photo & Medical/Surgical Instruments Electrical Equipment, TVs & Electronic Parts Edible Vegetables & Certain Roots & Tubers Apparel & Accessories, Knit or Crochet Paper, Paperboard & Related Products **Commodity Group** Aluminum & Items Made of Aluminum Refined Oil Products & Natural Gas Miscellaneous Chemical Products Plastics & Items Made of Plastic Toys, Games, Sports Equipment Rubber & Items Made of Rubber Furniture, Bedding, Lamps, etc. Miscellaneous Prepared Foods Miscellaneous Metal Products Fabrics, Knitted or Crocheted Wood & Wood Products Motor Vehicles & Parts Meat & Meat Products Iron or Steel Products Oils, Seeds & Grain Dyes, Paint & Inks (Millions of \$) Fruits & Nuts Iron & Steel

\$209.5 \$206.2 \$197.5 \$184.5 \$180.3

\$190.1

\$126.3 \$104.5

\$91.7 \$90.

\$140.2

\$127.7

\$166.2 \$145. - \$88.8 \$82.2 100.0%

\$14,007.1

\$4.0 0.03%

\$2.3 0.02%

\$9.8

0.07%

98.01%

0.74%

\$13,728.9

\$36.8 0.26%

\$103.4

\$122.0 0.87%

Total Area Exports

Glass & Glassware

0.1

1

\$885.0 \$520.5 \$464.2 \$381.2 \$245.6

TABLE 21: Exports through the San Diego Customs District by Product & Area, 2009

Source: U.S. Census Bureau, TradeUSAonline

Memo: Area % of Total Exports

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Statistical Appendix

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

	Asia-	-	Central/So		North		CIS	
Commodity Group	Oceania	Europe	America	Middle East	America	Africa	Nations	World Total
Electrical Equipment, TVs & Electronic Parts	\$1,001.4	\$58.2	\$2.8	\$0.2	\$13,004.5	\$4.8	\$1.7	\$14,073.6
Motor Vehicles & Parts	2,272.5	994.4	0.0		1,632.1	0.0		4,899.0
Optical, Photo & Medical/Surgical Instruments	424.1	25.0	3.8	3.6	2,146.7	0.2	0.1	2,603.6
Computers, Peripherals, Machinery, Appliances & Parts	201.3	52.7	2.0	1.6	1,302.6	0.1	0.1	1,560.2
Special Classification Items	71.1	5.3	15.4	0.9	973.6	0.4		1,066.8
Edible Vegetables & Certain Roots & Tubers		0.0	0.1		686.6			686.7
Plastics & Items Made of Plastic	38.9	4.9	0.3	Э.1	540.2	0.0		587.4
Furniture, Bedding, Lamps, etc.	22.0	1.3	0.0	0.0	520.5	0.0	0.0	543.9
Apparel & Accessories, Knit or Crochet	16.6	0.0	2.3	0.0	433.2	-		452.2
Fruits & Nuts	0.0	0.0	181.7	-	251.5	0.0	-	433.4
Miscellaneous Metal Products	12.5	0.7	0.0	0.0	373.0	0.0		386.2
Toys, Games & Sports Equipment	128.0	0.8	0.0		157.5	0.0	0.0	286.4
Beverages, Spirits & Vinegar	0.0	0.5			282.9	0.0		283.5
Iron & Steel	56.5	2.8	0.0	0.0	170.9	0.0	0.0	230.2
Glass & Glassware	1.0	1.0	0.0	1	226.1	0.0		228.2
Paper, Paperboard & Related Products	3.6	0.2			134.3	0.0	0.0	138.2
Aircraft, Spacecraft & Parts	2.1	1.1	0.0		134.9			138.1
Miscellaneous Manufactured Items	51.8	1.3			69.8	0.0		122.9
Prepared Cereals, Flour, Starch or Milk; Bakers' Wares		0.0			122.5			122.6
Prepared Vegetables, Fruits & Nuts	0.0		0.4		113.7	-		114.1
Iron & Steel	36.3	13.0	1	0.0	59.2	1		108.5
Textiles & Needlecraft	6.0	0.3	0.0		90.1	0.0		96.4
Stone, Plaster, Cement & Abestos Products	2.6	17.6	0.3		74.4	0.0		94.9
Apparel & Accessories, Not Knit or Crochet	14.5	0.1	0.8	0.0	64.3			79.8
Aluminum & Items Made of Aluminum	2.2	0.1	0.0	0.0	76.2		0.3	78.8
Total Area Imports	\$4,473.9	\$1,216.1	\$223.9	\$10.2	\$24,500.4	\$6.5	\$3.5	\$30,434.5
Memo: Area % of Total Imports	14.70%	4.00%	0.74%	0.03%	80.50%	0.02%	0.01%	100.0%

*Note: Includes general imports; cargo unloaded in SDCD Source: U.S. Census Bureau, TradeUSAOnline

TABLE 23: Exports through the San Diego Customs District

by Destination Country, 2009

(Millions of \$)

	Total			% by	% by	% of
Country	Value	By Ship	By Air	Ship	Air	Total
Mexico	\$13,722.1	\$3.4	\$6.5	0.0%	0.0%	98.0%
China*	29.3	3.1	20.1	10.5%	68.7%	0.2%
Germany	25.6	0.0	25.6	0.0%	99.7%	0.2%
Ecuador	25.4	25.3	0.0	99.8%	0.2%	0.2%
South Korea	21.7	2.2	4.9	10.1%	22.6%	0.2%
Japan	21.5	1.2	14.3	5.8%	66.4%	0.2%
France	15.4	0.1	14.8	0.5%	96.3%	0.1%
United Kingdom	13.8	0.4	13.3	2.8%	97.0%	0.1%
Taiwan	12.4	0.3	8.6	2.8%	69.5%	0.1%
Australia	11.0	0.9	9.3	8.1%	84.6%	0.1%
Spain	10.3	6.1	4.2	59.2%	40.7%	0.1%
Netherlands	9.9	0.2	9.7	1.9%	97.9%	0.1%
Singapore	9.0	2.9	6.1	32.2%	67.3%	0.1%
Canada	6.8	0.0	6.8	0.0%	100.0%	0.0%
Malaysia	6.0	0.1	5.8	2.3%	97.2%	0.0%
Italy	6.0	0.0	5.9	0.0%	99.0%	0.0%
Brazil	5.2	0.0	0.8	0.2%	15.3%	0.0%
Philippines	4.7	0.2	4.5	3.8%	95.2%	0.0%
Israel	4.5	0.0	4.5	0.0%	99.9%	0.0%
Belgium	3.1	0.0	3.0	1.4%	94.4%	0.0%
United Arab Emirates	2.6	0.2	0.6	8.7%	21.5%	0.0%
Greece	2.4	0.0	2.4	0.0%	100.0%	0.0%
Sweden	2.2	0.0	2.2	0.0%	100.0%	0.0%
Norway	2.1	0.3	1.9	12.6%	87.4%	0.0%
Austria	2.1	0.0	2.1	0.0%	99.8%	0.0%
Switzerland	2.0	0.2	1.8	7.6%	92.4%	0.0%
Ukraine	1.8	0.0	1.8	0.0%	100.0%	0.0%
Georgia	1.6	0.0	1.6	0.0%	100.0%	0.0%
Denmark	1.6	0.3	1.3	16.4%	83.6%	0.0%
Poland	1.6	0.0	1.6	0.0%	100.0%	0.0%
India	1.6	0.2	1.3	15.5%	84.5%	0.0%
Costa Rica	1.6	1.0	0.5	65.9%	34.1%	0.0%
Iraq	1.3	1.2	0.1	90.8%	9.2%	0.0%
Ireland	1.1	0.0	1.1	0.0%	100.0%	0.0%
Finland	1.1	0.0	1.1	0.0%	100.0%	0.0%
i indita		0.0		0.070	100.070	01070
All Other Countries (< \$1 million)	16.6	3.1	11.9	18.5%	71.5%	0.1%
TotalAll Countries	\$14.007.1	\$52.9	\$202.2	0.4%	1.4%	100.0%

* China includes the mainland, Hong Kong and Macao

Source: U.S. Census Bureau, TradeUSAonline

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TABLE 24: Imports* Entering the San Diego Customs District by Country of Origin, 2009

(Millions of \$)

				% by	% by	% of
Country	Total Value	By Ship	By Air	Ship	Air	Total
Mexico	\$24,483.1	\$41.0	\$0.0	0.2%	0.0%	81.8%
Japan	2,728.4	2,543.5	0.2	93.2%	0.0%	9.1%
Germany	879.9	853.4	0.2	97.0%	0.0%	2.9%
South Korea	603.4	277.6		46.0%	0.0%	2.0%
**China	512.9	41.7	0.3	8.1%	0.1%	1.7%
Ecuador	191.6	191.6		100.0%	0.0%	0.6%
Taiwan	110.5	25.7	0.0	23.3%	0.0%	0.4%
Malaysia	62.5	0.0	0.1	0.0%	0.2%	0.2%
United Kingdom	59.4	49.6	0.3	83.4%	0.5%	0.2%
Slovakia	39.7	39.7	0.0	99.8%	0.0%	0.1%
Finland	30.7	30.4		99.1%	0.0%	0.1%
Thailand	27.4	0.6	0.0	2.0%	0.0%	0.1%
Italy	24.2	15.3	0.9	63.5%	3.6%	0.1%
All Other Countries (< \$10 Million)	184.4	83.2	1.6	45.1%	0.9%	0.6%
TotalAll Countries	\$29,938.0	\$4,193.2	\$3.6	14.0%	0.0%	100.0%

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

** China includes the mainland Hong Kong and Macao

TABLE 25: Top Trading Partners of San Diego Customs District, 2009 (Millions of \$)

					% of Total	
	Total Two-			Trade	Two-Way	Import-to-
Country	Way Trade	Imports*	Exports	Balance	Trade	Export ratio
Mexico	\$38,209.1	\$24,487.0	\$13,722.1	-\$10,764.9	86.0%	1.8
Japan	2,701.2	2,679.8	21.5	-2,658.3	6.1%	124.8
Germany	927.7	902.0	25.6	-876.4	2.1%	35.2
China**	771.8	742.6	29.3	-713.3	1.7%	25.4
South Korea	722.4	700.7	21.7	-678.9	1.6%	32.3
Ecuador	193.5	168.1	25.4	-142.7	0.4%	6.6
Taiwan	144.4	132.0	12.4	-119.6	0.3%	10.6
United Kingdom	113.4	99.6	13.8	-85.8	0.3%	7.2
Malaysia	81.1	75.1	6.0	-69.1	0.2%	12.5
All Other Countries (< \$100 million)	576.9	447.5	140.5	-306.9	1.3%	3.2
TotalAll Countries	\$44,441.6	\$30,434.5	\$14,007.1	-\$16,427.4	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, 2009 (Millions of \$)

				Top-3 Trading	
Commodity Group	Mexico	Japan	Germany	Partners Total	World Total
Electrical Equipment, TVs & Electronic Parts	\$13,000.9	\$233.5	\$8.0	\$13,242.4	\$14,073.6
Motor Vehicles & Parts	1,631.9	2,268.3	840.7	\$4,741.0	4,899.0
Optical, Photo & Medical/Surgical Instruments	2,145.3	27.8	10.7	\$2,183.9	2,603.6
Computers, Peripherals, Machinery, Appliances & Parts	1,299.9	63.1	16.4	\$1,379.4	1,560.2
Special Classifcation Items	973.0	0.5	1.8	\$975.3	1,066.8
Edible Vegetables & Certain Roots & Tubers	686.6			\$686.6	686.7
Plastics & Items Made of Plastic	539.2	6.9	2.4	\$548.5	587.4
Furniture, Bedding, Lamps, etc.	520.3	0.0	0.1	\$520.4	543.9
Apparel & Accessories, Knitted or Crocheted	433.2			\$433.2	452.2
Fruits & Nuts	251.5		0.0	\$251.5	433.4
All Other Items	3,005.0	79.6	21.8	\$3,106.5	3,527.6
Total Area Imports	\$24,487.0	\$2,679.8	\$902.0	\$28,068.8	\$30,434.5
Memo: Area % of Total Imports	80.5%	8.8%	3.0%	92.2%	100.0%

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

TABLE 27: Exports through the San Francisco Customs District, 2009

(Millions of \$)

	Total			% by	% by	% o f
Commodity	Value	By Ship	By Air	Ship	Air	Total
Electrical Equipment, TVs, & Electronic Parts	\$9,568.4	\$483.8	\$9,081.9	5.1%	94.9%	25.8%
Computers, Peripherals, Machinery, Appliances & Parl	6,086.0	843.5	5,239.8	13.9%	86.1%	16.4%
Optical, Photo & Medical/Surgical Instruments	4,288.5	380.5	3,907.7	8.9%	91.1%	11.6%
Fruits & Nuts	2,629.2	2,516.7	112.5	95.7%	4.3%	7.1%
Meat & Meat Products	1,582.8	1,579.8	3.1	99.8%	0.2%	4.3%
Refined Oil Products & Natural Gas	1,545.4	1,545.1	0.3	100.0%	0.0%	4.2%
Cereal Grains	892.0	891.9	0.1	100.0%	0.0%	2.4%
Pharmaceutical Products	841.6	18.2	823.4	2.2%	97.8%	2.3%
Miscellaneous Chemical Products	790.7	301.0	489.7	38.1%	61.9%	2.1%
Aircraft, Spacecraft, & Parts	678.0	104.9	573.0	15.5%	84.5%	1.8%
Beverages, Spirits & Vinegar	629.8	610.4	19.3	96.9%	3.1%	1.7%
Inorganic Chemicals & Related Compounds	580.3	534.4	45.9	92.1%	7.9%	1.6%
Motor Vehicles & Parts	570.9	510.8	60.0	89.5%	10.5%	1.5%
Iron & Steel	568.2	565.1	3.1	99.5%	0.5%	1.5%
Plastics & Items Made of Plastic	394.5	284.2	110.3	72.0%	28.0%	1.1%
Organic Chemicals	378.5	279.4	99.1	73.8%	26.2%	1.0%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	325.4	293.6	31.8	90.2%	9.8%	0.9%
Wood Pulp; Wastepaper & Scrap Paperboard	289.0	289.0	0.0	100.0%	0.0%	0.8%
Prepared Vegetables, Fruit & Nuts	277.0	262.2	14.8	94.6%	5.4%	0.7%
Leather, Leather Products & Hides	243.5	243.2	0.3	99.9%	0.1%	0.7%
Aluminum & Items Made of Aluminum	233.5	218.4	15.1	93.5%	6.5%	0.6%
Arms & Ammunition	200.0	37.9	162.1	18.9%	81.1%	0.5%
Toys, Games & Sports Equipment	198.2	129.9	68.3	65.5%	34.5%	0.5%
Miscellaneous Prepared Foods	187.6	164.6	22.9	87.8%	12.2%	0.5%
Special Classification Items	163.6	13.1	31.2	8.0%	19.1%	0.4%
Food Industry Waste Products; Animal Feed	163.5	162.0	1.5	99.1%	0.9%	0.4%
Edible Vegetables & Certain Roots & Tubers	152.1	142.3	9.9	93.5%	6.5%	0.4%
Glass & Glassware	148.2	112.1	36.1	75.7%	24.3%	0.4%
Dairy Products, Eggs, Honey, Etc	141.8	140.7	1.2	99.2%	0.8%	0.4%
Dyes, Paint, Inks	138.2	29.4	108.9	21.2%	78.8%	0.4%
Essential Oils; Perfumes, Cosmetic Preparations	134.2	85.8	48.3	64.0%	36.0%	0.4%
Cotton, Incl. Yarn & Woven Fabrics	129.8	129.6	0.2	99.8%	0.2%	0.4%
Copper & Items Made of Copper	129.2	118.2	11.0	91.5%	8.5%	0.3%
Natural Pearls, Precious Stones & Metals; Coins	104.0	10.1	93.4	9.7%	89.8%	0.3%
All Other Items (< \$100 million)	1,637.6	1,105.1	532.5	67.5%	32.5%	4.4%
Total	\$37,021.0	\$15,136.7	\$21,758.5	30.0%	58.8%	100.0%

TABLE 28: Imports* Entering the San Francisco Customs District, 2009

(Millions of \$)

	Total			% by		% of
Commodity	Value	By Ship	By Air	Ship	% by Air	Total
Electrical Equipment, TVs, & Electronic Parts	\$11,067.9	\$2,628.5	\$8,429.7	23.7%	76.2%	22.1%
Computers, Peripherals, Machinery, Appliances & Parts	10,641.7	4,776.7	5,859.1	44.9%	55.1%	21.3%
Refined Oil Products & Natural Gas	7,173.9	7,173.8	0.1	100.0%	0.0%	14.3%
Motor Vehicles & Parts	2,669.5	2,593.0	76.3	97.1%	2.9%	5.3%
Optical, Photo & Medical/Surgical Instruments	2,010.3	539.3	1,466.8	26.8%	73.0%	4.0%
Furniture, Bedding, Lamps Etc.	1,198.6	1,182.8	15.7	98.7%	1.3%	2.4%
Beverages, Spirits & Vinegar	1,147.3	1,138.3	4.2	99.2%	0.4%	2.3%
Special Classification Items	1,097.3	111.9	945.9	10.2%	86.2%	2.2%
Apparel & Accessories, Knit Or Crochet	1,069.5	979.2	90.2	91.6%	8.4%	2.1%
Apparel & Accessories, Woven	1,037.4	886.8	150.5	85.5%	14.5%	2.1%
Toys, Games & Sports Equipment	778.2	706.9	71.3	90.8%	9.2%	1.6%
Plastics & Items Made of Plastic	704.3	630.6	73.4	89.5%	10.4%	1.4%
Miscellaneous Chemical Products	472.3	76.7	395.6	16.2%	83.8%	0.9%
Coffee, Tea, Mate & Spices	469.8	468.3	1.4	99.7%	0.3%	0.9%
Iron & Steel Products	449.2	432.2	16.9	96.2%	3.8%	0.9%
Metallic Ores, Slag & Ash	413.2	413.1	0.1	100.0%	0.0%	0.8%
Organic Chemicals	396.9	216.2	180.6	54.5%	45.5%	0.8%
Footwear & Parts	376.8	352.6	24.1	93.6%	6.4%	0.8%
Wood & Wood Products	372.1	371.1	0.9	99.8%	0.2%	0.7%
Textile Products, Incl Blankets & Linens	359.0	350.5	8.3	97.6%	2.3%	0.7%
Bubber & Items Made of Bubber	342.5	332.6	9.7	97.1%	2.8%	0.7%
Paper, Paperboard & Related Products	277.0	272.3	4.7	98.3%	1.7%	0.6%
Sugars & Sugar Confectionary	265.4	265.2	0.1	99.9%	0.0%	0.5%
Animal Or Vegetable Fats, Oils Ftc. & Waxes	259.2	256.4	2.8	98.9%	1 1%	0.5%
Leather Products Incl Luggage & Handbags	251.2	228.0	23.2	90.8%	9.2%	0.5%
Prepared Vegetables Fruit & Nuts	242.5	242.2	0.3	99.9%	0.1%	0.5%
Pharmaceutical Products	233.1	78.4	154 7	33.6%	66.3%	0.5%
Aluminum & Items Made of Aluminum	223.4	192.0	31.2	85.9%	14.0%	0.0%
Iron & Steel	218.4	217.6	0.8	99.6%	0.4%	0.4%
Glass & Glassware	211.9	176.0	35.9	83.0%	16.9%	0.4%
Pearls Precious Stones & Metals Coins	205.9	19.3	176.5	9.4%	85.8%	0.4%
Ceramic Products	183.1	125.0	58.1	68.3%	31.7%	0.4%
Inorganic Chemicals & Belated Compounds	173.8	155.0	17 7	89.3%	10.2%	0.470
Miscellaneous Metal Products	168 7	153.2	15.5	90.8%	9.2%	0.070
Meat & Meat Products	168.6	166.9	1 7	99.0%	1.0%	0.070
Seafood	157.3	132.9	24.4	84.5%	15.5%	0.076
Fruits & Nuts	146.4	146.2	0.2	99.0%	0.1%	0.070
Soubeans & Misc. Grains Seeds Fruits Plants	1/2 8	00 R	51.0	63.5%	35.7%	0.070
Photographic & Cinematographic Products	135.0	11 7	123.3	8 7%	Q1 3%	0.3%
Pren Cereal Flour, Starch Or Milk: Bakers Wares	129 /	120.2	0.2	0.7 /6 00.0%	0.1%	0.3%
Stong, Plastor, Compart & Ashostos, Products	129.4	117 2	12.1	00 7%	0.1/0	0.3%
Books, Nowenapore, Manuscripte Etc.	117.3	107.6	0.7	01.7 %	9.0 /o	0.3%
Toole & Cutlony	105.2	00.1	9.7 15 0	91.7 /0	0.3/0	0.2%
10015 & Cullery	105.5	90.1	10.2	07.0%	14.4/0	0.2%
	104.1	91.1 101 E	12.9	07.070	0 70/	0.2%
Missellenseus Drenered Food	102.2	101.5	0.7	99.3%	0.1%	0.2%
Iniscenarieous Frepareu Food	101.5	92.2	9.2	90.9%	9.1%	0.2%
All Other Items (< \$100 million)	1,337.3	1,094.1	235.0	81.8%	17.6%	2.7%
Total	\$50,037.8	\$31,113.6	\$18,838.0	62.2%	37.6%	100.0%

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

Table 29: Exports through the San Francisco Customs District by Product & Area, 2009 (Millions of \$)

	Asia-		Central/So	North			CIS	World
Commodity Group	Oceania	Europe	America	America	Mideast	Africa	Nations	Total
Machinery & Equipment	\$12,602.8	\$2,450.1	\$97.5	\$214.0	\$191.6	\$51.1	\$47.3	\$15,654.4
Instruments	3,036.0	1,010.1	64.9	59.4	100.3	24.5	17.0	4,312.2
Plant-based Food & Related Products	2,438.3	1,084.1	36.6	1.2	441.2	60.9	44.1	4,106.5
Chemicals & Related Products	1,811.1	1,186.5	17.6	23.0	47.1	12.0	9.5	3,106.9
Animals, Fish & Related Products	1,763.8	6.9	7.9	0.9	10.7	13.6	7.6	1,811.3
Crude Oil & Mineral Ores	489.6	97.5	415.6	573.7	1.1	23.5	1.0	1,602.1
Prepared Foods & Beverages	963.8	452.3	28.6	2.5	39.2	7.5	7.5	1,501.4
Vehicles, Aircraft & Vessels	983.3	162.9	9.5	5.2	80.5	12.7	20.2	1,274.3
Base Metals & Related Products	1,067.6	46.2	12.3	3.4	5.6	1.2	1.3	1,137.6
Pulp, Paper, Books & Printed Products	398.3	40.4	5.1	1.3	2:1	0.3	0.1	447.5
Plastics & Rubber Products	356.4	51.7	7.9	1.3	4.5	1.9	1.3	424.8
Other Manufactures	249.8	26.1	15.8	1.6	3.8	9.5	0.2	306.9
Hides, Leather & Leather Goods	258.8	5.8	0.1	0.1	0.3	0.1	0.0	265.1
Stone, Glass & Ceramic Products	178.7	21.6	2.3	0.1	1.6	0.4	0.0	204.6
Arms & Ammunitions	198.2	1.3	0.0	0.5	0.0	0.0	0.0	200.0
Textiles & Apparel	161.4	16.6	7.9	0.3	5.0	4.3	0.5	196.1
Special Classification Items	136.4	13.5	1.6	0.9	2.8	4.7	3.7	163.6
Precious Stones, Metals, Coins & Pearls	82.4	7.9	0.1	13.0	0.6	0.0	0.0	104.0
Wood & Related Products	49.5	9.0	5.7	0.0	2.6	0.2	0.0	67.0
Fats & Waxes	57.5	7.8	0.0	0.0	0.0	0.1	0.0	65.5
Art & Collectibles	12.6	28.0	0.0	0.5	0.4	0.0	0.0	41.6
Footwear & Apparel Accessories	16.5	3.5	1.1	0.5	1.5	4.4	0.2	27.8
Total Area Exports	\$27,312.8	\$6,729.7	\$738.0	\$903.4	\$942.6	\$233.1	\$161.5	\$37,021.0
Memo: Area % of Total Exports	73.8%	18.2%	2.0%	2.4%	2.5%	0.6%	0.4%	100.0%

Source: U.S. Census Bureau

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Statistical Appendix

TABLE 30: Imports* Entering the San Francisco Customs District by Product & Area, 2009 (Millions of \$)

	Acia-		Central/So		North		U U U	
Commodity Group	Oceania	Europe	America	Mideast	America	Africa	Nations	World Total
Machinery & Equipment	\$20,159.1	\$1,296.5	\$28.1	\$70.5	\$148.3	\$4.3	\$2.8	\$21,709.6
Mineral Ores & Crude Oil	690.0	269.2	1,963.6	3,414.5	191.0	771.3	314.7	7,614.3
Vehicles, Aircraft & Vessels	2,575.2	183.0	0.5	1.6	1.7	1.2	0.1	2,763.3
Chemicals & Related Products	901.6	504.2	81.2	12.2	99.1	3.2	20.8	1,622.3
Instruments	1,436.3	612.5	0.1	16.8	6.4	0.5	3.1	2,075.6
Textiles & Apparel	2,179.1	28.8	17.1	10.7	0.2	4.4	0.0	2,240.4
Other Manufactures	1,927.5	144.1	1.1	4.1	0.5	1.2	2.4	2,080.8
Prepared Foods & Beverages	850.1	830.7	292.8	2.5	52.1	32.1	7.1	2,067.3
Base Metals & Related Products	1,050.1	148.3	14.4	10.3	0.8	5.6	1.9	1,231.5
Special Classification Items	859.7	176.4	4.8	18.8	32.6	4.2	0.8	1,097.3
Plastics & Rubber Products	944.4	91.5	2.2	7.2	0.5	0.4	0.5	1,046.8
Plant-based Food & Related Products	526.2	106.4	357.9	3.9	21.9	43.4	0.5	1,060.2
Footwear & Apparel Accessories	823.4	16.2	1.2	0.0	0.1	0.2	0.2	841.4
Stone, Glass & Ceramic Products	411.9	96.1	10.0	5.2	0.2	0.9	0.1	524.4
Wood & Related Products	187.2	238.6	51.1	0.0	0.6	0.8	2.7	480.9
Pulp, Paper, Books & Printed Products	342.6	45.1	4.8	. .	0.5	0.1	0.2	394.4
Fats & Waxes	174.1	72.9	5.1	0.1	0.0	7.0	0.0	259.2
Animals, Fish & Related Products	315.7	40.4	11.1	0.0	1.3	0.3	13.6	382.4
Hides, Leather & Leather Goods	252.5	5.6	0.0	0.1	0.1	0.2	0.1	258.6
Precious Stones, Metals, Coins & Pearls	196.7	1.7	0.5	4.6	1.6	0.7	0.0	205.9
Art & Collectibles	14.2	43.8	1.0	0.2	0.2	1.2	0.0	60.6
Arms & Ammunitions	15.9	4.6	0.0	0.0	0.1	0.0	0.0	20.6
Total Area Imports	\$36,833.4	\$4,956.6	\$2,848.6	\$3,584.7	\$559.7	\$883.1	\$371.7	\$50,037.8
Memo: Area % of Total Imports	73.6%	9.9%	5.7%	7.2%	1.1%	1.8%	0.7%	100.0%
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*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau, TradeUSA online

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TABLE 31: Exports through the San Francisco Customs District by Destination Country, 2009

(Millions of \$)

	Total			% by	% by	% of
Country	Value	By Ship	By Air	Ship	Air	Total
Japan	\$6,805.9	\$3,651.2	\$3,115.7	53.6%	45.8%	18.4%
China*	6,379.6	2,675.5	3,681.4	41.9%	57.7%	17.2%
Taiwan	3,514.4	819.6	2,690.1	23.3%	76.5%	9.5%
South Korea	2,676.2	1,056.4	1,608.1	39.5%	60.1%	7.2%
Singapore	2,318.4	461.9	1,834.1	19.9%	79.1%	6.3%
Germany	1,541.8	431.3	1,109.3	28.0%	71.9%	4.2%
Malaysia	1,202.0	194.5	1,006.6	16.2%	83.7%	3.2%
Australia	1,143.8	522.5	617.3	45.7%	54.0%	3.1%
United Kingdom	1,036.9	375.1	658.5	36.2%	63.5%	2.8%
Netherlands	1,004.2	208.7	795.0	20.8%	79.2%	2.7%
Philippines	985.7	178.5	803.8	18.1%	81.5%	2.7%
Thailand	750.3	153.3	597.0	20.4%	79.6%	2.0%
India	562.5	282.1	280.0	50.1%	49.8%	1.5%
Mexico	485.4	334.1	149.5	68.8%	30.8%	1.3%
France	481.5	204.1	277.1	42.4%	57.6%	1.3%
Italy	465.8	182.5	283.3	39.2%	60.8%	1.3%
Canada	418.0	245.0	172.4	58.6%	41.2%	1.1%
Belgium	385.0	235.3	149.6	61.1%	38.9%	1.0%
Switzerland	363.6	37.8	325.6	10.4%	89.5%	1.0%
Chile	360.5	339.2	21.2	94.1%	5.9%	1.0%
Vietnam	331.3	261.3	69.9	78.9%	21.1%	0.9%
United Arab Emirates	307.8	210.8	96.9	68.5%	31.5%	0.8%
Sweden	307.6	44.8	262.5	14.6%	85.3%	0.8%
Spain	249.5	196.6	52.3	78.8%	21.0%	0.7%
Indonesia	243.6	194.3	49.3	79.8%	20.2%	0.7%
Ireland	241.0	10.9	230.1	4.5%	95.5%	0.7%
Israel	184.8	81.7	103.0	44.2%	55.7%	0.5%
Saudi Arabia	163.1	131.0	32.1	80.3%	19.7%	0.4%
Jordan	152.9	148.6	4.3	97.2%	2.8%	0.4%
New Zealand	145.0	57.3	86.9	39.5%	59.9%	0.4%
Turkey	137.3	116.8	20.5	85.0%	14.9%	0.4%
Russia	113.2	68.8	44.4	60.8%	39.2%	0.3%
All Other Countries (< \$100 million)	1,562.2	1,025.2	531.0	65.6%	34.0%	4.2%
TotalAll Countries	\$37,021.0	\$15,136.7	\$21,758.5	40.9%	58.8%	100.0%

* China includes the mainland Hong Kong and Macao

TABLE 32: Imports* through the San Francisco Customs District by Destination Country, 2009

(Millions of \$)

				% by	% by	% of
Country	Total Value	By Ship	By Air	Ship	Air	Total
China**	\$13,919.4	\$9,540.8	\$4,341.1	68.5%	31.2%	27.8%
Japan	7,417.5	3,766.8	3,648.0	50.8%	49.2%	14.8%
South Korea	3,019.6	1,146.5	1,872.6	38.0%	62.0%	6.0%
Taiwan	2,977.3	1,032.4	1,943.9	34.7%	65.3%	6.0%
Saudi Arabia	2,522.8	2,521.9	0.9	100.0%	0.0%	5.0%
Malaysia	2,019.3	409.9	1,607.6	20.3%	79.6%	4.0%
Thailand	1,624.0	660.9	961.9	40.7%	59.2%	3.2%
Germany	1,326.7	753.6	572.4	56.8%	43.1%	2.7%
Singapore	1,255.7	207.0	1,048.3	16.5%	83.5%	2.5%
Australia	1,167.9	994.9	173.0	85.2%	14.8%	2.3%
Philippines	1,101.5	291.9	808.8	26.5%	73.4%	2.2%
Ecuador	792.8	792.7	0.1	100.0%	0.0%	1.6%
Colombia	658.4	657.1	1.3	99.8%	0.2%	1.3%
Vietnam	650.6	597.5	53.1	91.8%	8.2%	1.3%
France	641.1	498.1	136.8	77.7%	21.3%	1.3%
Italy	609.6	545.9	63.4	89.5%	10.4%	1.2%
Indonesia	591.6	455.9	135.2	77.1%	22.9%	1.2%
Irag	510.2	510.2		100.0%	0.0%	1.0%
Algeria	409.9	409.3	0.6	99.9%	0.1%	0.8%
Netherlands	406.9	329.2	77.6	80.9%	19.1%	0.8%
United Kingdom	402.0	176.5	223.8	43.9%	55.7%	0.8%
Canada	355.9	258.4	80.2	72.6%	22.5%	0.7%
New Zealand	331.1	255.4	75.6	77.2%	22.8%	0.7%
Switzerland	329.9	151.9	177.7	46.0%	53.9%	0.7%
India	301.4	214.0	85.8	71.0%	28.5%	0.6%
Brazil	299.7	297.6	1.9	99.3%	0.6%	0.6%
Angola	274.3	274.3	-	100.0%	0.0%	0.5%
Ireland	263.6	33.5	230.1	12.7%	87.3%	0.5%
United Arab Emirates	260.1	256.9	3.1	98.8%	1.2%	0.5%
Peru	259.4	259.2	0.2	99.9%	0.1%	0.5%
Mexico	203.8	102.4	92.5	50.3%	45.4%	0.4%
Chile	180.3	177.7	2.6	98.6%	1.4%	0.4%
Russia	176.8	169.3	7.4	95.8%	4.2%	0.4%
Bangladesh	176.1	165.9	10.3	94.2%	5.8%	0.4%
Austria	155.7	80.9	74.8	51.9%	48.1%	0.3%
Kazakhstan	150.7	150.7	0.0	100.0%	0.0%	0.3%
Spain	140.9	125.4	15.4	89.0%	11.0%	0.3%
Cambodia	140 7	139.4	12	99.1%	0.9%	0.3%
Israel	135.2	54.3	80.8	40.2%	59.8%	0.3%
Trinidad and Tobago	126.4	126.4	00.0	100.0%	0.0%	0.3%
Argentina	117.6	117.4	0.2	99.9%	0.1%	0.2%
Portugal	102 5	88 5	14 0	86.3%	13.7%	0.2%
	102.0	00.0	1 7.0	00.070	10.7 /0	0.270
All Other Countries (< \$100 Million)	1,531.2	1,315.3	213.8	85.9%	14.0%	3.1%
TotalAll Countries	\$50,037.8	\$31,113.6	\$18,838.0	62.2%	37.6%	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

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					% of Total	
	Total Two-			Trade	Two-Way	Import-to-
Country	Way Trade*	Imports*	Exports	Balance	Trade	Export ratio
China**	\$20,299.0	\$13,919.4	6,379.6	-\$7,539.8	23.3%	2.2
Japan	\$14,223.4	7,417.5	\$6,805.9	-611.5	16.3%	1.1
Taiwan	\$6,491.7	2,977.3	3,514.4	537.1	7.5%	0.8
Korea, South	\$5,695.8	3,019.6	2,676.2	-343.4	6.5%	1.1
Singapore	\$3,574.1	1,255.7	2,318.4	1,062.8	4.1%	0.5
Malaysia	\$3,221.3	2,019.3	1,202.0	-817.2	3.7%	1.7
Federal Republic of Germany	\$2,868.5	1,326.7	1,541.8	215.1	3.3%	0.9
Saudi Arabia	\$2,685.9	2,522.8	163.1	-2,359.7	3.1%	15.5
Thailand	\$2,374.3	1,624.0	750.3	-873.7	2.7%	2.2
Australia	\$2,311.8	1,167.9	1,143.8	-24.1	2.7%	1.0
Philippines	\$2,087.1	1,101.5	985.7	-115.8	2.4%	1.1
United Kingdom	\$1,438.9	402.0	1,036.9	634.9	1.7%	0.4
Netherlands	\$1,411.1	406.9	1,004.2	597.3	1.6%	0.4
France	\$1,122.6	641.1	481.5	-159.5	1.3%	1.3
Italy	\$1,075.5	609.6	465.8	-143.8	1.2%	1.3
Vietnam	\$981.8	650.6	331.3	-319.3	1.1%	2.0
Indonesia	\$835.2	591.6	243.6	-348.0	1.0%	2.4
Ecuador	\$821.1	792.8	28.3	-764.6	0.9%	28.0
All Other Countries (< \$800 million)	13,539.5	7,591.6	5,948.0	-1,643.6	15.6%	1.3
TotalAll Countries	\$87,058.8	\$50,037.8	\$37,021.0	-\$13,016.8	100.0%	1.4

TABLE 33: Top Trading Partners of San Francisco Customs District, 2009 (Millions of \$)

*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 34: Imports* from San Francisco Customs District's Top Trading Partners, 2009 (Millions of \$)

				Top-3 Trading	World
Commodity Group	China**	Japan	Taiwan	Partners Total	Total
Computers, Peripherals, Machinery, Appliances & Part	\$4,103.8	\$2,635.4	\$674.3	\$7,413.5	\$10,641.7
Electrical Equipment, TVs, & Electronic Parts	3,208.7	1,526.7	1,573.0	6,308.3	11,067.9
Motor Vehicles & Parts	273.9	1,472.7	116.3	1,862.9	2,669.5
Optical, Photo & Medical/Surgical Instruments	273.8	611.9	74.7	960.3	2,010.3
Furniture; Bedding; Lamps, Etc,	841.3	3.1	32.6	877.0	1,198.6
Toys, Games & Sports Equipment	610.5	40.6	39.3	690.4	778.2
Plastics & Items Made of Plastic	432.0	47.6	66.2	545.8	704.3
Apparel & Accessories, Woven	514.7	0.5	5.9	521.1	1,037.4
Special Classification Items	172.1	241.3	80.0	493.4	1,097.3
Apparel & Accessories, Knit Or Crochet	466.3	0.2	17.8	484.3	1,069.5
Footwear & Parts	343.6	0.0	1.2	344.9	376.8
Miscellaneous Chemical Products	24.6	261.7	37.4	323.7	472.3
Iron & Steel Products	256.0	17.1	33.8	306.9	449.2
All Other Items	2,398.2	558.7	224.9	3,181.8	16,464.9
Total Area Imports	\$13,919.4	\$7,417.5	\$2,977.3	\$24,314.2	\$50,037.8
Memo: Area % of Total Imports	27.8%	14.8%	6.0%	48.6%	100.0%

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

** China includes the mainland, Hong Kong and Macao

TABLE 35: California Exports by Destination County (Millions of \$, Origin of Movement Series)

Country	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Mexico	\$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	\$20,472.3	\$17,484.8
China	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	16,751.8	15,585.1
Canada	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	17,850.2	14,280.0
Japan	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	13,061.8	10,905.1
South Korea	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	7,746.9	5,944.8
Germany	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	5,758.5	4,442.2
Taiwan	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	5,149.3	4,120.9
United Kingdom	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	5,537.6	3,916.3
Netherlands	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	4,348.3	3,567.2
Australia	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	3,175.5	3,444.6
Singapore	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	4,084.6	3,238.1
France	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	2,701.0	2,317.2
India	425.4	416.1	596.3	635.8	674.6	850.0	1,027.8	1,342.1	1,689.3	1,949.5	2,328.6	2,181.6
Brazil	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	2,322.2	2,051.5
Belgium	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	1,984.3
Italy	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	2,222.3	1,889.1
Malaysia	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	2,521.4	1,625.9
Thailand	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	2,005.2	1,466.6
Switzerland	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	1,334.4
Israel	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	1,220.4
United Arab Emirates	193.1	189.1	212.9	225.8	262.6	279.5	399.6	1,142.0	942.4	947.9	1,156.4	1,150.7
Chile	312.9	279.1	283.3	280.6	244.4	212.4	233.9	499.6	602.7	880.4	1,697.5	1,146.8
Sweden	697.9	595.6	687.8	614.2	626.2	613.5	603.7	688.4	865.1	1,053.1	1,014.8	1,118.2
Philippines	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	1,276.9	1,007.5
Spain	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	946.8
Vietnam	44.8	43.2	78.8	87.5	99.5	104.1	152.2	538.3	257.9	587.4	743.7	905.9
Indonesia	312.6	254.2	410.8	455.6	481.4	405.2	462.4	515.1	520.6	576.7	843.1	661.0
Ireland	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	606.3
Saudi Arabia	1,269.7	744.9	371.6	222.0	175.7	198.0	190.3	232.3	315.1	435.4	635.2	594.9
Turkey	288.6	228.1	258.4	220.3	175.0	163.0	208.9	336.1	305.0	354.2	458.7	473.7
New Zealand	315.9	347.7	363.0	340.9	344.3	375.8	425.1	584.2	842.1	460.2	508.0	438.1
Russia	371.2	314.0	143.2	167.0	151.6	219.8	266.3	313.7	370.4	493.2	705.6	404.6
Denmark	239.0	224.9	245.5	244.0	219.1	237.9	305.9	311.5	317.2	494.3	455.6	320.3
Colombia	165.1	132.8	124.5	131.8	147.1	139.8	119.5	156.1	200.4	320.8	419.3	319.8
Argentina	545.7	404.8	377.1	300.3	93.4	119.1	171.3	198.5	243.2	315.5	355.8	305.3
All Other Countries	4,145.8	3,762.4	3,911.8	4,119.3	4,042.3	4,036.3	5,055.7	5,346.1	5,864.9	7,109.6	8,420.7	6,742.2
Total all Countries	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,177.5	\$93,906.3	\$110,143.6 \$	5116,689.9 \$	\$127,770.8	b134,318.9 (\$144,805.7 \$	3120,142.2
Sources: WISERTrade, U.	S. Census Bui	eau										

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Statistical Appendix

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	2009
Computers & Electronic Products	\$47,380.1	\$45,594.2	\$49,457.2	\$61,447.3	\$50,311.4	\$39,660.1	\$36,695.8	\$42,150.0	\$41,559.5	\$44,336.2	\$43,477.8	\$41,495.0	\$35, 182.8
Transportation Equipment	9,598.9	10,227.3	8,800.8	8,158.3	8,445.3	7,108.8	8,605.3	11,915.3	13,423.2	13,734.6	14,037.5	16,500.8	12,827.0
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	13,367.9	10,709.2
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	12,145.3	10,234.0
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	10,352.3	9,130.0
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	7,678.6	7,848.8
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	7,494.8	6,440.9
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	6,049.6	3,939.1
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	3,439.5	3,689.0	4,446.2	4,661.5	4,416.7	3,416.5
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	3,572.0	3,157.7
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	5,581.5	3,067.8
Plastics & Rubber Products	1,379.6	1, 195.9	1,324.9	1,668.8	1,639.2	1,534.4	1,573.8	1,735.9	1,947.3	2,114.7	2,155.8	2,289.4	2,119.3
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	2,376.6	2,007.1
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	2,471.4	1,779.1
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	1,436.0	1,453.0
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	1,182.3	1,168.2
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	1,160.2	1,053.8
Nonmetallic Mineral Products	441.9	423.3	485.1	740.9	800.4	733.2	540.0	589.9	523.9	589.5	710.8	774.5	701.2
Used Or Second-Hand Merchandise	283.3	342.6	283.1	308.8	247.6	216.2	228.2	282.4	333.1	425.2	796.0	623.1	540.9
Textiles & Fabrics	332.8	362.7	407.6	464.4	553.7	613.8	650.2	728.5	743.6	688.6	672.8	679.6	536.2
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	599.3	504.9
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	472.5	464.8
Furniture & Fixtures	259.9	277.5	253.1	332.8	273.3	259.8	251.9	275.7	293.5	324.4	373.7	407.0	337.4
Wood Products	424.8	393.5	412.9	473.1	428.7	392.7	402.5	424.5	424.9	467.3	411.5	381.0	307.8
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	301.1
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	209.8	237.9
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	226.3	223.5
Prepackaged Software	0.0	0.0	0.0	0.0	0.0	0.0	110.8	318.4	356.5	295.9	218.5	\$163.5	\$177.2
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	114.6
Minerals & Ores	125.5	104.7	99.5	136.8	138.7	115.5	179.9	139.0	140.6	118.2	130.3	160.7	105.6
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	50.8
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	12.1	4.1
TotalAll Industries	\$99,160.8	\$95,768.0	\$97,920.1 \$	\$119,640.4 \$	\$106,777.0	\$92,177.5	\$93,906.3 \$:110,143.6 {	\$116,689.9 \$	\$127,770.8 \$	\$134,318.9	\$144,805.7	\$120,142.2

Note: NESOI = Not elsew here specified or included. Source: WISERTrade, U.S. Census Bureau

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Statistical Appendix

TABLE 37: California Exports by Point of Exit (Millions of \$, Origin of Movement Series)

Exit Point	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
L.A. International Airport, CA	\$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	\$24,007.8
S.F. International Airport, CA	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	16,795.5
Port of Los Angeles, CA	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	8,893.2
Port of Long Beach, CA	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	8,730.4
Port of Oakland, CA	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	8,673.8
Otay Mesa Station, CA	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	8,606.9
J.F.K. International Airport, NY	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	3,637.7
New Orleans, LA	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	3,628.9
Calexico-East, CA	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	3,105.5
Port Huron, MI	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	3,029.1
Cleveland, OH	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	2,997.3
Detroit, MI	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	2,929.5
Houston, TX	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	2,876.8
Blaine, WA	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	2,456.4
Laredo, TX	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	1,917.5
Miami International Airport, FL	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	1,786.4
Anchorage, AK	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	1,159.1
Sweetgrass, MN	423.1	462.6	544.6	534.8	623.1	576.7	638.6	748.2	881.2	1,150.2	1,230.3	1,075.5
Buffalo-Niagara Falls, NY	1,794.5	1,533.4	1,595.8	1,252.3	936.3	1,169.1	9.666	1,058.2	1,049.6	1,086.1	1,248.0	927.4
Port of San Francisco, CA	158.0	156.6	237.7	208.2	124.7	83.4	303.4	712.6	821.4	897.7	1,600.3	831.8
Chicago, IL	499.0	347.1	493.7	415.3	411.6	992.4	1,503.6	1,214.5	840.4	930.4	926.8	821.2
Newark, NJ	532.5	441.1	266.4	294.4	256.2	221.0	269.9	399.9	398.0	430.9	507.5	636.8
New York, NY	197.6	191.3	191.2	266.9	271.6	259.8	345.8	452.2	584.8	619.5	904.2	603.1
Port of Richmond, CA	198.8	235.6	167.6	151.2	169.0	188.3	78.4	73.2	72.3	176.2	1,163.1	540.7
Atlanta, GA	257.1	188.6	209.4	201.2	155.8	174.7	242.0	329.2	410.6	316.0	431.0	470.8
Tecate, CA	410.7	463.1	426.6	383.9	444.1	398.0	452.4	518.2	555.3	581.9	524.7	391.8
Washington, D.C.	146.0	139.6	144.7	213.4	159.6	94.7	114.2	116.2	174.0	238.0	273.5	383.1
Philadelphia, PA	112.4	6.0	48.0	9.9	2.5	9.3	20.9	29.7	309.5	512.5	504.6	378.5
El Paso, TX	74.7	173.4	489.5	263.8	119.4	115.6	241.9	283.5	368.9	352.6	413.1	314.0
Champlain-Rouses Point, NY	293.3	297.4	333.8	309.5	214.0	248.4	290.6	293.3	298.9	342.9	350.4	301.5
San Jose International Airport, CA	502.8	555.6	296.4	278.2	264.6	96.5	228.9	222.4	524.0	471.3	305.9	301.3
Port Hueneme, CA	283.2	183.4	234.3	68.1	38.0	47.8	34.1	93.3	149.5	106.9	148.6	297.5
Seattle-Tacoma Int'l Airport, WA	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	296.7
Nogales, AZ	241.5	222.8	214.3	216.4	338.0	207.6	264.5	249.0	217.3	214.9	265.5	291.1
Other Points of Exit	8,869.5	7,671.0	7,086.0	6,643.2	5,708.9	6,092.9	5,941.0	7,326.5	7,058.0	5,901.9	7,510.8	6,047.7
Total-All Exit Points	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	120.142.2

Sources: WISERTrade, U.S. Census Bureau

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