

THE KYSER CENTER FOR ECONOMIC RESEARCH

INTERNATIONAL TRADE OUTLOOK

The Southern California Region, 2014-2015



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ECONOMIC DEVELOPMENT CORPORATION



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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.

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The World Trade Center 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 World Trade Center Los Angeles-Long Beach is a subsidiary of the Los Angeles County Economic Development Corporation. For more information, please visit www.wtca-lalb.org

Table of Contents

Executive Summary	1
U.S. Outlook.....	3
Southern California Outlook	5
Los Angeles County Outlook.....	6
International Outlook.....	7
World Trade Outlook.....	15
Southern California Trade Results and Comparisons	15
Special Reports.....	27
NAFTA at 20.....	27
Trans-Pacific Partnership (TPP) Agreement	29
Transatlantic Trade and Investment Partnership (T-TIP).....	30
Shifting Trade Patterns	30
The Los Angeles Customs District's (LACD's) – 2013 Top Trading Partners.....	31
China	31
Japan.....	34
South Korea.....	37
Taiwan.....	40
Germany	42
Vietnam	44
Trade-Related Infrastructure Projects	48
Industrial Real Estate and International Trade	54
Challenges and Opportunities	58
Statistical Appendix	63

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EXECUTIVE SUMMARY

With the U.S. economy advancing slowly but surely in 2013 and with the nation's major trading partners in various stages of recovery or expansion, international trade at the national level grew modestly last year and led to continued improvement in the Southern California goods movement and trade picture. The Los Angeles Customs District (LACD) held onto the top spot among customs districts for two-way trade last year, while container activity at the San Pedro ports – the largest port complex in the Western Hemisphere -- finally rose above the 14 million container plateau of recent years. Transportation and warehousing employment increased for the third year in a row.

The trade picture is expected to improve in 2014 and 2015 as it builds upon the gains from last year. The economies of the U.S. and its major trading partners are poised for somewhat faster growth this year. The consumer sector in the U.S. is in its best shape since the recession, as gauged by employment, incomes, access to credit, and improvement in its balance sheet. Europe has finally moved beyond its recession, while much of developing Asia and Latin America is growing albeit at modest rates. U.S. exports are expected to increase by roughly five percent this year and next, while U.S. imports are projected to grow by about two percent this year and five percent next year.

Los Angeles County and the rest of Southern California serve as the largest transportation node in the U.S. Forty percent of the nation's containers pass through the twin ports of Los Angeles and Long Beach. The twin ports registered a 3.4% increase in container activity to 14.6 million containers last year, with 7.43 million loaded inbound containers, 3.62 million loaded outbound containers, and 3.54 million empties. Container throughput is expected to grow by over five percent this year and next, hitting 15.4 million containers this year and 16.3 million in 2015. Both imports and exports are projected to improve this year with imports outperforming exports.

LACD two-way trade hit a record-setting volume of \$414.5 billion last year. While this was largely due to activity at the San Pedro ports, Los Angeles International Airport (LAX) also contributed with \$91.6 billion in air cargo, with imports totaling \$46.2 billion and exports valued at \$42.4 billion. Looking ahead, LACD two-way trade is expected to grow by three percent in 2014 to over \$427 billion with a five percent increase anticipated in 2015 to \$450 billion.

The largest export categories by value moving out of the LACD in 2013 were *computers, peripherals, machinery and parts; electrical equipment, TVs and parts, aircraft, spacecraft and parts; and medical, surgical and dental instruments*. The largest import categories by value moving into the LACD last year included *computers, peripherals, machinery and parts; electrical*

equipment, TVs and parts, motor vehicles and parts; and refined oil products and natural gas.

The LACD's partners mainly come from the Pacific Rim. China led the top five trade partners last year with two-way trade of \$173 billion or 42% of total LACD two-way trade, followed by Japan (\$43.5 billion), South Korea (\$23.5 billion) and Taiwan (\$15.8 billion). However, the fifth largest trading partner was Germany with \$11.4 billion.

Note that the top two import categories are the same as the top two export categories. It is quite common for a country to import and export the same category of goods. Product differentiation is one reason why this occurs. Countries may specialize in manufacturing different grades of a product based on available technologies and workforce skills and then trade to satisfy domestic demand for other levels of quality. Variations in transportation cost and seasonal factors may also play a role.

The goods movement and international trade industries are one of the most important economic engines in the Los Angeles County and Southern California economies. Based on analysis by the LAEDC's Economic Policy and Analysis Group, trade is one of Los Angeles County's largest income-generating "traded" industry clusters with 163,600 international trade-oriented jobs in Los Angeles County in 2012, an increase of 3.2% compared with 2011. International trade employment accounted for 4.1% of total nonfarm payroll jobs in Los Angeles County in 2012.

Despite being the largest in the country, the San Pedro port complex faces stiff competition from ports around the country, particularly those on the West Coast. The eventual widening of the Panama Canal also poses challenges in the future. Both the Port of Los Angeles and the Port of Long Beach are investing billions of dollars in infrastructure in an effort to meet those challenges and maintain their preeminence in the U.S. shipping industry.

With growth expected to continue nationally and globally over the next few years, important trade agreements completed or in negotiation, and with the region's preferred location, the long term trade prospects are promising. This bodes well, not only for the international trade sector, but for the Southern California region as a whole.

U.S. OUTLOOK

As the U.S. economy moved through the second quarter of 2014, it appears to have shaken off the effects of the harsh winter that beset much of the country in early 2014. Disappointing job gains in January gave way to more solid gains in subsequent months. The unemployment rate showed no improvement early in the year, but finally edged down to 6.3% in April. Weak Gross Domestic Product (GDP) growth during the first quarter of 2014 should be followed by stronger, although still modest, growth during the rest of the year with faster growth expected in 2015.

It has taken some time but job and income gains, improved household balance sheets, and somewhat easier credit conditions finally ignited increased spending by households. **Consumer spending** rose by two percent last year, and spending on durable goods in particular rose significantly as spending on household furnishings and other durable goods surpassed pre-recession levels. Sales of new cars and trucks hit 15.5 million vehicles in 2013 and rose to 16.3 million vehicles as of March.

Consumer spending is expected to surpass last year's two percent increase as household fundamentals improve, with a gain of 2.4% anticipated in 2014 and stronger growth expected (3.0%) next year. Spending on consumer durables, nondurables, and services are all expected to increase. Home prices will also increase although supply constraints may limit sales.

Business fixed investment spending will also contribute to future economic growth, having increased by 2.7% last year. Equipment expenditures and intellectual property saw the largest gains, with structures increasing more modestly. Meanwhile, residential fixed investment, which includes both single- and multi-family construction, saw a 12.2% gain last year.

Business investment spending should accelerate this year and next with an increase of nearly 6.0% expected this year, climbing to nearly 7.0% next year. All major categories of business investment are expected to trend up, especially as lenders ease standards to attract business. Residential investment will continue to recover from the depths of the recession with substantial increases expected this year and next.

The **Government** sector will be less of a burden this year and next than it was in 2013, when federal sequestration budget cuts along with state and local budget woes imposed a significant drag on the economy. Federal spending is expected to decrease over the next few years, while state and local budgets should improve after four successive years of cuts. As the recession recedes further from view, state and local budgets will continue to improve.

International Trade grew in 2013, as income gains drove a modest increase in imports while U.S. exports surpassed the \$2 trillion mark for the first time in 2013, an important milestone at a time when the U.S. hopes to improve its balance of trade by expanding exports. In percentage terms, imports grew by 1.4% last year, while exports increased by 2.7%.

Over this year and next, more pronounced growth in both imports and exports is anticipated, driven by faster growth here and abroad. Both imports and exports will advance to new record levels, with the gap widening slightly over the next two years as the U.S. economy improves more rapidly than its trading partners.

Although improvement in the **Labor Market** has been uncomfortably slow, it has stayed on course. The overall or “headline” unemployment rate fell below the seven percent threshold in late 2013, and edged down to 6.3% by April 2014. Steady employment gains have chipped away at recession-related job losses. As of March, the private sector had recovered all the jobs that were lost during the recession. By late 2014, total wage and salary (nonfarm) jobs including both the private and public sectors, should exceed the pre-recession peak as well, a significant and long overdue milestone.

The unemployment rate is projected to continue to improve over the course of this year and into 2015. The labor market is within striking distance of achieving its long-run average unemployment rate of 6.2% -- possibly sometime in late 2014 or the first half of 2015 if nonfarm job growth maintains a steady trajectory over the next 18 months.

Inflation has been low in recent years, and most likely will remain subdued over the foreseeable future. The labor market has tightened over the past year but wage increases thus far have been modest at best. Measures of the economy’s productive capacity show slack as well. Increases in commodities prices have been muted by weak global growth, although this could turn around in the next couple of years as global economic conditions improve. All in all, inflation based on the Consumer Price Index (CPI) is expected to be below two percent this year and next, while other gauges of inflation are projected to be similarly muted.

Looking at the overall picture, GDP should achieve growth rates of 2.5% to 3.0% this year and next, exceeding last year’s 1.9% growth rate. Most industries will add jobs, with the resulting job creation driving the unemployment rate down over the next 18 months. Inflation is expected to remain subdued, giving the Federal Reserve the latitude to foster expansion by keeping short rates low while at the same time reducing financial market intervention by winding down its long-bond buying program.

SOUTHERN CALIFORNIA OUTLOOK

The Southern California economy expanded in the first part of 2014, despite a slight dampening of activity early in the year as a result of severe weather elsewhere in the country. By the end of the first quarter, the region had picked up where it left off in late 2013, with steady, solid gains in nonfarm jobs across the region. Los Angeles County added jobs at a 2.6% year-to-year rate (an increase of 90,800 jobs) in April, with a much-needed 2.4% increase in the Inland Empire. Orange County registered a 1.9% increase and Ventura County saw a gain of 2.0%.

Unemployment rates across the region have declined over the past year. The rate in Los Angeles County fell from 10.0% in April 2013 to 8.3% in April of this year. The county should hit its long run rate of 8.0% late this year or in 2015. Orange County's rate remains the lowest in the region at 5.0% in April, down from 5.9% a year ago, well below its long run rate of 5.6%. The Inland Empire saw an 8.3% rate in April, down from 9.7% a year earlier and matching its long run rate. Finally, Ventura County's unemployment rate was 6.1% in April, down from 7.2% a year earlier with the long-run rate of 6.7% within range.

Unemployment rates will edge down through the end of 2014, but improvement will come slowly as better economic news will draw new entrants to the labor force. Faster job gains are expected in the private sector this year and in 2015, except for manufacturing, which has exhibited a declining trend for several years, and for financial activities, where layoffs have been precipitated by a drop-off in activities related to distressed properties. Government sector jobs continue to be under pressure but should be flat or slightly higher than a year ago. Given the anticipated job gains this year and next, Southern California's counties are expected to surpass pre-recession peak employment levels late this year or sometime in 2015.

Home prices continued to post double-digit percentage gains in early 2014, but generally fell short of the twenty percent *plus* gains experienced last year. The Inland Empire was the exception, with price gains exceeding twenty percent early in 2014. Price increases have been driven in part by very tight inventories of homes for sale, a condition that has also contributed to a sharp decline in sales activity. On the demand side, homebuyer interest is strong but affordability has slipped with rising prices, despite low interest rates. Smaller price gains are expected this year than in 2013. New home construction should increase substantially this year but will fall below historic average as well as peak levels.

On the commercial side of real estate, office space vacancy rates remain quite high and lease rates low with little new construction in the pipeline. Industrial space, on the other hand, is experiencing very low vacancy rates and upward

pressure on lease rates. Demand for industrial space, especially large distribution centers, has been strong enough to encourage new construction, particularly in the Inland Empire.

Personal income continues to grow slowly as households across the region benefit from job and income gains. Single digit increases in personal income and taxable sales are expected both this year and in 2015.

LOS ANGELES COUNTY OUTLOOK

Recovery in Los Angeles County recovery continued in early 2014 with nonfarm jobs showing a solid 2.1% yearly gain during the first quarter of this year. Moreover, because of revisions to official employment counts earlier this year, annual job gains for 2013 were revised upward from a 1.6% increase to a 2.6% increase, while 2012 saw a revision from 1.8% to 2.5%. This corresponded to an upward revision from 124,700 jobs created to 204,900 jobs created over the two-year period.

While still high, the unemployment rate came down substantially in 2013, falling from 10.9% in 2012 to 9.8%. As of April 2014, the seasonally adjusted unemployment rate stood at 8.3%. By comparison, the unemployment rate in Los Angeles County has averaged 8.0% since 2000.

Nonfarm jobs in Los Angeles County are expected to grow by 2.4% this year, with a 2.6% gain to come next year. Nearly all private industry sectors will add jobs this year, led by health care, leisure and hospitality, and professional, scientific and technical services. Government employment will be flat or up slightly as federal cuts are offset by local and state job increases stemming from the improved fiscal health of state and local governments. The annual unemployment rate will drop to 8.7% this year and to 7.8% in 2015. Personal income, which fell sharply during the worst of the recession, will register steady percentage gains in the low single digits this year and next, contributing to a healthier consumer sector.

INTERNATIONAL OUTLOOK

The key developments for the international economy so far this year have centered on China, Europe, Japan and the emerging economies. First, as was expected, the growth rate of the Chinese economy continued to slow down. This had a negative effect on the global economy and will continue to do so if a further deceleration materializes. Second, the economic situation in Europe has improved so far this year, likely translating into stronger global growth and increased trade volumes for the remainder of the year and next. Third, Japanese Prime Minister Shinzo Abe's government has effectively implemented expansionary (providing stimulus) fiscal and monetary policies that have provided the desired short term outcomes with respect to inflation and economic growth. At the same time, the weakening of the Japanese yen has had important implications for international trade and finance. Meanwhile, it remains to be seen how a recently enacted large sales tax increase will affect the Japanese economy in the coming months. Finally, emerging markets are experiencing a slowdown in activity for several reasons, one of which includes the Fed's tapering of its QE3 program.

Europe, China, Japan along with the U.S. (the four largest economies in the world) will largely determine the direction of the global economy through the rest of this year and into 2015. Advanced economies overall will perform more strongly and contribute more to global growth in 2014, while the emerging economies will contribute less to global growth.

China, Japan, South Korea and Taiwan are the Los Angeles Customs District's (LACD's) top four trading partners, representing more than 75% of total container volume through the ports of Los Angeles and Long Beach. China alone represents nearly 60% of two-way trade flows. Adding in the ASEAN-5 nations, roughly 90% of all trade that takes place at the San Pedro Bay ports results from China, Japan, South Korea, Taiwan, Vietnam, Thailand, Indonesia, Malaysia and the Philippines – meaning Northeast and Southeast Asia. Many of these nations are also the Los Angeles Metro Area's top export markets and largest sources of foreign direct investment (FDI) into Los Angeles County. Finally, Canada, Mexico, the Euro Zone (mainly Germany), India, Australia and the United Kingdom (UK) round out the list of nations that are either already closely connected to the Los Angeles regional economy or are becoming ever more interconnected.

This section will provide an outlook for these economies and pay special attention to the Chinese, Japanese, Korean, Taiwanese, Canadian, and Mexican economies as they will have the greatest impact on the Southern California economy.

China

China is the Los Angeles Customs District's (LACD) #1 trading partner and the Los Angeles Metropolitan Area's #3 export market. It is also one of the largest sources of FDI into Los Angeles County, with Chinese investment doubling since 2007-2008. The growth potential for Chinese investment into the Southern California region is enormous. China's continued economic rise will only benefit Southern California's goods and services exports and investment attraction, leading to the creation of thousands of jobs and billions in capital flows.

Through the first part of 2014, the Chinese economy continued the slowdown that began in 2013. The Chinese economy is expected to grow by 7.0% to 7.5% this year. As growth in Europe and the U.S. propels Chinese exports this year and next, and with continued infrastructure investment in the inland areas along with economic reforms, China is forecasted to avoid growth below 7.0%. However, as the Chinese government relies less on growth from fixed investments the economy will struggle to achieve a higher growth trajectory. As a result, the Chinese economy will witness growth in the 7.0% range in 2015.

Japan

Japan is Los Angeles County's #1 source of foreign direct investment. In addition, it is the LACD's #2 trading partner and the Los Angeles Metropolitan Area's #4 export market. The Japanese economy performed relatively well in 2013 as a direct result of expansionary fiscal and monetary policies. Expansionary monetary policy led to a drop of nearly 30% in the value of the yen vis-à-vis the U.S. Dollar over the past year and a half. This has translated into a resurgence of Japanese exports.

Japan's economic policies (nicknamed "Abenomics" after Prime Minister Abe) are based on three fundamental pillars: increase government spending, increase the money supply, and undertake structural reforms. The first two pillars have been implemented in the form of a 10.3 trillion yen fiscal stimulus package and the Bank of Japan's accommodative monetary policy and additional asset purchases. While these policies have had the expected positive outcomes, growth will be limited to the 1.0% to 1.5% range in both this year and in 2015 as consumer spending will be constrained by an increase in the value-added tax (sales tax) from 5% to 8% that went into effect in April. The third pillar of Abenomics has been postponed until later this year.

South Korea

After experiencing slow growth in 2012, the Korean economy grew by nearly 3.0% in 2013. Growth slowed a bit in the second half of 2013 due to a decline in Chinese demand and the strengthening of the Korean Won vis-à-vis the Japanese Yen. Korea's three main growth engines (exports, corporate investment, and

domestic demand) all recovered last year. Exports represent roughly 50% of Korea's GDP and performed well in 2013.

The South Korean export and economic outlook for this year and 2015 will mainly depend upon the global economic environment, especially developments in China, Europe, and the U.S., all of which are significant destinations for Korean exports. In the near term, Korean exports will be driven by more robust growth in Europe and the U.S. Over time, Korea will benefit from free trade agreements with Europe and the U.S.

Japan and South Korea export similar goods to Europe and the U.S., but the weaker Japanese yen has made Japanese goods relatively cheaper, while Korean goods have become relatively more expensive. Free trade agreements with Europe and the U.S. have negated some of those losses as the lowering or elimination of tariffs has made Korean goods more affordable for European and American consumers.

With exports, government spending, and corporate investment all expected to increase, the Korean economy is expected to expand by 3.5% to 4.0% this year and by 4.0% in 2015.

Taiwan

Taiwan is the LACD's fourth largest trading partner and one of Los Angeles County's top 10 sources of FDI. Similar to South Korea and Thailand, Taiwan heavily depends upon external demand, with export activity accounting for roughly 70% of Taiwan's GDP. Taiwan is more interconnected to the Chinese economy than any other nation in the world. The slowdown in China, along with the recession in Europe, weakened the economy over the past couple of years, prompting the Taiwanese government to implement both expansionary monetary and fiscal policies. The Taiwanese economy expanded by 2.2% in 2013 even as exports decelerated for most of the year. Taiwan is headed for stronger growth this year, as GDP in the first quarter of 2014 increased by 3.0% when compared to a year earlier, the strongest growth in over a year. The LAEDC expects Taiwan to come back strongly over the next couple of years by growing close to 4.0% in 2014 and 2015.

Canada

Canada is the Los Angeles Metropolitan Area's largest export market and Los Angeles County's fifth largest source of foreign direct investment (FDI). Like the U.S., the Canadian economy witnessed sub-par growth over the past couple of years, which is not surprising considering Canada's economy depends heavily upon exports, roughly 75% to 80% of which go to the U.S. In the same vein, acceleration in the U.S. economy will most likely benefit Canada's economy in 2014. The Canadian economy has also become more connected to the Chinese

economy mainly due to commodity exports. The fall in commodity prices (particularly petroleum prices) has negatively impacted the economy over the past two years.

Canada's GDP grew by roughly 1.7% in 2013 as weakness in the housing sector and consumer spending along with tepid export growth prevented any further expansion. A weaker Canadian dollar, U.S. GDP growth along the lines of 3%, and a stronger global economy will bode well for Canada this year and in 2015. Canada will witness an increase in exports this year and most likely a jump in business investment. These factors along with household consumption will go a long way in determining whether Canada can get over the hump and begin to push for growth in the 2.5% range.

The Canadian economy is expected to expand in the range of 2.0% to 2.5% this year and to experience stronger growth of 2.5% or higher in 2015. This all depends upon what happens in the U.S., global commodity prices, domestic consumption and the household debt situation.

Mexico

Mexico is the Los Angeles Metropolitan Area's second largest export market after Canada, and one of Los Angeles County's largest sources of FDI. Like Canada, Mexico is heavily dependent upon U.S. demand for its goods. Nearly 80% of its manufactured exports (goods) go to the U.S. As a result, the strength of the U.S. economy directly influences Mexico's growth potential. However, Mexico's economy has undergone a transformation in recent years, becoming more diversified while relying less on external demand and more on domestic demand. This transformation allowed Mexico to grow by close to 4.0% going into 2013, but a decline in construction, a reduction in government spending, and a slight slowdown in exports to the U.S. ultimately resulted in weaker growth in 2013.

Major economic reforms by the President Nieto-led government will come into effect this year and next. While the reforms target energy, education, fiscal policy and social security, the most significant change was to open both the oil and gas industries to foreign investment. If successful, these reforms can potentially transform the Mexican economy on many levels, and spur long run growth reaching 6% according to the Organization of Economic Co-operation and Development (OECD).

The Mexican economy is projected to grow by roughly 3.0% this year and by 3.5% in 2015 as exports, government spending, and investment face an improved environment, and as the U.S. economy strengthens. As mentioned above, Mexico has substantial long-run potential and will most likely become one of the ten largest economies in the world by 2030, especially if it continues to progress on its reform agenda.

Euro Zone/Germany

The euro zone recession officially ended in the third quarter of last year, a welcome development for the global economy. The recovery continued into the first quarter of 2014 and GDP growth is projected to reach 1.2% in 2014 before accelerating to the 1.5% range in 2015. However, the recovery in the euro zone will be sluggish or moderate at best due to the ongoing credit and banking sector issues. The economic difficulties of the last few years have affected euro zone members in different ways. In particular, countries such as Greece, Portugal, Spain and Italy contracted substantially in recent years and face monumental challenges such as economic stagnation and very high unemployment that will take years to overcome.

Germany is now the LACD's fifth largest trading partner as it surpassed Thailand in the 2013 rankings. As the largest economy in the euro zone, Germany has long been the economic driver of the euro zone. Germany managed to avoid a recession and actually managed to produce some growth albeit very minimal in 2012 and 2013. This year should see moderate economic growth as both the domestic situation and exports improve. Over the past few months Germany has witnessed a consistent drop in unemployment, which bodes well for personal consumption. GDP growth in the 1.5% to 2.0% range is expected both this year and in 2015. The German high-tech, export-led economy provides an excellent economic development model for the U.S., California and Southern California to emulate going forward.

Vietnam

Vietnam became the LACD's sixth largest trading partner in 2013, surpassing Thailand. Over the past decade, LACD imports from Vietnam have grown substantially and have propelled Vietnam into the top ten rankings. Its imports have gained significant traction over the past few years as Vietnam has become an attractive alternative to China for global manufacturers due to the increase in the costs of production in China. This has been mostly attributable to the rise in Chinese wages over recent years.

The Vietnamese economy has performed well over the past few years with GDP growth reaching 5.4% in 2013. Vietnam has averaged 6.6% growth since 2000 with rates above 7% leading up to the global recession in 2008-2009. The key drivers of growth over the past couple of years have been domestic consumption along with exports, while the ability to attract foreign direct investment has also contributed to Vietnam's recent economic success. The Vietnamese economy expanded by nearly 5% in the first quarter of 2014 (the strongest in three years) and is projected to grow by 5.6% this year and by 5.7% in 2015.

ASEAN-5 (Vietnam, Thailand, Indonesia, Malaysia, and the Philippines)

In addition to China, the ASEAN-5 nations have been the star performers of the global economy in recent years. The ASEAN-5 nations achieved tremendous economic growth over the past decade, especially leading up to the 2008 global financial crisis. Even in the immediate aftermath of the crisis (2010-2012) these nations experienced robust growth rates that were mainly propelled by domestic consumption growth. The economies began to decelerate last year in response to China's slowdown and internal issues (both financial and political). GDP growth for the ASEAN-5 dropped from 6.2% in 2012 to 5.2% in 2013. This drop-off is expected to continue this year with GDP growth projected at 4.9%, but is expected to turn around with 5.4% growth next year.

India

Like Vietnam, India has emerged as an important LACD trading partner in recent years. The second largest nation in the world (by population) entered into the top 10 rankings for the first time last year as the eighth largest partner ahead of both Australia and Indonesia. India is often overlooked when discussing LACD trading partners, as the story is normally dominated by Northeast and Southeast Asia. However, LACD two-way trade with India has grown substantially over the past decade. Two-way trade grew from the \$2 to \$3 billion range in 2002-2003 to over \$10 billion in 2013, spurred both by an expansion of LACD imports from India and by increases in LACD exports to India (as it continues to experience an expansion of the middle class). This development bodes well for the Southern California economy in the long term as India becomes one of the largest economies in the world.

The Indian economy experienced a slower growth over the past couple of years, expanding by roughly 5.0% in 2012 and 3.8% in 2013 after witnessing over 10% growth just a few years ago. The Indian economy continues to face challenges in the form of large fiscal deficits, declining investment, high inflation, and high interest rates. Government spending is constrained by a burgeoning fiscal deficit and the Central Bank of India cannot implement expansionary monetary policy as inflation remains a top concern. India faces political challenges as well. The recent elections were won by the National Democratic Alliance, a center-right coalition led by the Bhartiya Janata Party (BJP) and the leader of that party Narendra Modi, who will be the next Prime Minister. This will most likely translate into pro-business policies and economic reforms. However, it will be interesting to see how the new Modi government coordinates both fiscal and monetary policy in the coming months.

The good news is that the Indian economy seems to have finally bottomed out and should turn the corner this year and in 2015 particularly due to the recent election results (as they have produced a strong coalition government). The Indian economy will expand by roughly 5.0% this year and by over 6.0% in

2015, especially if strong effective political leadership makes it possible to implement sound fiscal policies and much needed structural reforms.

Australia

Australia is the LACD's ninth largest trading partner and is the only top ten trading partner with which the LACD has a trade surplus. In addition, it represents the ninth largest source of foreign direct investment into Los Angeles County.

The Australian economy experienced lackluster growth in 2013 as global commodity prices declined and demand from China continued to deteriorate. Domestically, consumer spending along with a weakening in manufacturing and utilities were the main culprits. The big news out of Australia was political in nature as elections this past September saw a change in leadership, with a Liberal-National coalition led by new Prime Minister Tony Abbott. The new government is expected to push for a more diversified economy. The Australian economy had been heavily reliant upon mineral exports and other commodities. While these were great assets during the boom years, the softness in global markets (mainly due to the slowdown in China) has prompted Australia to find new alternative sources of growth.

The Australian economy should experience a slightly better 2014 and 2015 as exports, commodity prices, and investment face an improved environment. The Australian economy should grow by roughly 2.5% to 3.0% this year and by 3.0% in 2015 as the global economy strengthens. Australian economic growth will also be heavily dependent upon what transpires in China.

United Kingdom

The United Kingdom (UK) significantly outperformed the euro zone over most of last year, a pleasant surprise that continued into the first half of 2014. Economic growth witnessed its fastest pace in three years over the first quarter of 2014. The most significant contributor to this turnaround has been personal consumption. The best performing sectors have been all related to the consumer sector, including retail trade, leisure and hospitality and construction.

The UK economy is projected to be Europe's fastest growing major economy both this year and in 2015. Economic growth in the UK should be roughly 2.0% over the next two years. This will be welcome news for the U.S, California and Southern California economies as both exports to the UK and investment flows should increase.

RISKS FOR 2014-2015

The global economy still faces many of the same threats as in recent years, but they have subsided substantially. These included a euro zone breakup, a fiscal crisis in the U.S., a public debt crisis in Japan, deflation in many advanced economies, the Iranian nuclear issue, and a wider regional conflict in North Africa and the Middle East. However, the global economy now faces a new set of risks that include the Chinese economy, U.S. monetary policy and the actions of the Federal Reserve, problems in emerging markets, the crisis with Russia, and territorial disputes in Asia. While these concerns pose challenges, it is expected that the global economy will continue to register modest growth through the rest of 2014 and into 2015.

FOREIGN EXCHANGE (FX) OUTLOOK

The emerging market currencies will be subject to more volatile exchange rate movements as the Federal Reserve continues to taper its QE3 program. The euro and the pound should strengthen based upon the macroeconomic fundamentals for both areas this year. The biggest currency story of this year should continue to be the depreciation of the Japanese yen as it has already exceeded 100 yen per U.S. dollar and is expected to further depreciate over the course of this year. This could have an impact on trade flows between the U.S. and Japan and on flows between the U.S. and other countries such as South Korea and Taiwan to the extent that all three countries produce and demand similar goods. Locally, this could impact both two-way trade and investment flows between Southern California and its major international partners.

WHO WILL LEAD THE WAY?

Asian developing nations were expected to lead the way again this year, and have generally done so in the first quarter of 2014. A higher pace of growth is expected later this year and into next year, mainly due to stronger demand in the advanced economies, especially in Europe if inflation and political environments improve.

According to the latest IMF World Economic Outlook (WEO) published in April 2014, the global economy is expected to grow by 3.6% this year and by 3.9% in 2015 following a 3.0% increase in 2013. China and the Association of Southeast Asian Nations-5 (ASEAN-5, which includes the aforementioned Vietnam, Thailand, Indonesia, Malaysia and the Philippines) will be the strongest performers in 2014 and 2015, although these economies will experience lower rates of growth than in recent years. In percentage terms, the advanced economies will grow at slower rates than developing countries, but the euro zone will once again see growth after its prolonged recession, and advanced economies will contribute a larger share to global economic growth. The euro

zone nations (Greece, Spain, Portugal and Italy) will be the weakest of the advanced economies in 2014 and 2015.

WORLD TRADE OUTLOOK

Based on data from the World Trade Organization (WTO), world merchandise trade flows grew by 2.0% in 2013, following an increase of 2.3% in 2012. The last two years have been well below the 20-year average of 5.3%, mainly because of the recession in Europe and slow economic growth in the other advanced economies. For all of 2013, world trade volumes including both goods and services grew by 3.0%, after expanding by 2.8% in 2012. Trade volumes will continue to expand in 2014 and the rate of growth will accelerate in response to the improved prospects for Europe and the U.S. World trade volumes (meaning goods only) are projected to expand by 4.7% in 2014 and then reach that aforementioned 20-year average of 5.3% in 2015.

In advanced economies, imports of goods are expected to increase by 3.4% in 2014 and 3.9% in 2015, while exports in advanced economies are forecasted to increase by 3.6% in 2014 and 4.3% in 2015. Developing or emerging economies are expected to witness growth of 6.3% on the import side and 6.4% on the export side for 2014. In 2015, developing economies are projected to witness increases of 7.1% on the import side and 6.8% on the export side. Trans-Pacific westbound trade offers the best prospects for growth as Developing Asia continues to demand greater amounts of U.S. goods and services. In fact, trans-Pacific westbound trade (goods only) is expected to increase by 3.7% this year.

SOUTHERN CALIFORNIA TRADE RESULTS AND COMPARISONS

The Ports of Los Angeles and Long Beach witnessed a strong year in 2013. The combined total loaded cargo for both ports was up by roughly 3%, mainly because of both a stronger than expected peak season and a much stronger than expected November and December. A new trend has emerged in the industry over the past two years whereby shippers form alliances to allow cargo volumes to move more fluidly between the Ports of Los Angeles and Long Beach. As a result, total loaded cargo volume at the Port of Los Angeles was down again in 2013 by roughly 4%, while total loaded volume at the Port of Long Beach was up by over 12%.

Nevertheless, the Ports of Los Angeles and Long Beach maintained their top two rankings in the U.S. during 2013, handling a total of 14.6 million containers, up by 3.4%. In addition, the Los Angeles Customs District (LACD) maintained the top position in the U.S. in 2013 with a two-way trade value of \$414.5 billion (ahead of New York). In 2013, the value of total two-way trade at the LACD increased by 2.7% on a year-over-year basis.

International airport cargo, which generally consists of small, lightweight, high-value products that require quick delivery, mainly passes through both LAX and Ontario International Airport. Freight tonnage passing through LAX dropped slightly by -0.98% in 2013 on an annual basis, while at Ontario, freight tonnage increased by 1.4% in 2013.

Over 40% of the nation's imported containers come through the ports of Los Angeles and Long Beach. The outlook for 2014 and into 2015 is bright as the U.S. economy could reach a three percent GDP growth rate and most of its top trading partners experience strong growth. Total container traffic at the Port of Los Angeles and the Port of Long Beach is projected to expand in 2014 to 15.4 million TEUs, a rise of 5.5%, and then continuing to increase in 2015 by 5.8% to 16.3 million TEUs. Both imports and exports should improve this year with imports outperforming exports. The expected improvement in trade will positively impact both ports as well as all the other goods movement industry players, from the longshoremen's union to the independent truck drivers and the railroads.

The Obama administration's National Export Initiative (NEI) set a goal of doubling the country's total exports over the four year period ending in 2014. Exports have been a bright spot for the U.S. economy over the past few years, but are behind the NEI target as export growth weakened in 2013 (up by 2.8%) compared to prior years (up by 16.7% in 2010, by 14.2% in 2011, and by 4.4% in 2012). Exports would have to reach roughly \$3.16 trillion in order to meet the goal of doubling, an increase of more than \$1 trillion over last year's record of \$2 trillion. Even if exports fall short of the NEI target, continued expansion of exports has benefitted the U.S. economy. Most recently, the U.S. Department of

Commerce launched the new “Look South Initiative”, which is a government-led effort to encourage U.S. companies to export to Latin America.

The LACD has benefitted from the NEI. The Port of Los Angeles (POLA) set a record in 2010 with 1,841,274 twenty-foot equivalent units (TEUs) exported, and then surpassed that record in 2011 with exports of 2,109,394 TEUs. However, exports dropped by 3.1% in 2012 to 2,043,076 TEUs and again in 2013 at 1,921,069 TEUs (still the third highest in history). By comparison, the Port of Long Beach set a new record in 2013 with 1,704,930 TEUs exported, which contributed to a record for the combined ports at 3.62 million TEUs exported. Exports have been especially robust over the last four years, particularly to China (up by over 50%) and the rest of Developing Asia. This would have reduced bilateral trade deficits between the LACD and most of its major trading partners, if not for recent increases in imports.

U.S. export destinations have slowly undergone a transformation over the past few years from advanced economies (particularly Europe and Japan) to faster growing emerging markets in Asia (mainly China and Southeast Asia) and Latin America (including Mexico). This change in focus has resulted in substantial growth for U.S. exports since the end of the Great Recession, which has translated into higher economic output and more jobs. Based on data from the U.S. Department of Commerce, the nation has created over 1.6 million private sector jobs export-related jobs since 2009 with a significant number of those gains occurring in California and Southern California. The outlook for LACD and Los Angeles Metropolitan Area exports is bright as Developing Asia will experience some of the strongest growth rates over the course of the next four decades.

Recent findings from the updated report titled “Export Nation 2013” by the Brookings Institution show that the Los Angeles Metropolitan Area (includes L.A. and Orange Counties) is the top exporting region in the U.S. with roughly \$94 billion in goods and services exports. The study also reports that exports account for 12% of the Los Angeles Metropolitan Area’s Gross Regional Product. The area’s top exports include aircraft products and parts (aerospace related), film and music industry royalties (mostly movies), petroleum products, precision instruments (also aerospace related), and semiconductors (machinery and equipment).

The dataset from Brookings is truly unique as it estimates exports by production location, in contrast to Los Angeles Customs District (LACD) figures which measures exports passing through the local ports and not the place of manufacture. It also includes both goods and services, whereas more typically cited data from the Department of Commerce only includes merchandise exports (or goods).

The L.A. Metro Area is well positioned to expand regional exports in the coming years. In addition to being the gateway to the Pacific Rim, it encompasses the largest manufacturing sector of any metropolitan area in the nation, while also maintaining exceptionally strong cultural, economic and business ties with its major trading partners in Asia.

The Korea-US Free Trade Agreement (KORUS FTA) is one of three free trade agreements that went into effect two years ago, the others being the Colombia and Panama Free Trade Agreements. The KORUS FTA is by far the most critical in terms of its economic impact, and the most commercially significant FTA since the North American Free Trade Agreement (NAFTA) was completed in 1994. The KORUS FTA will eliminate tariffs and duties on over 95% of consumer and industrial products within three to five years of the implementation date of March 15, 2012. Nearly 80% of consumer and industrial goods became duty free two years ago, and most of the remaining tariffs will be eliminated by 2022. The KORUS FTA will also eliminate existing non-tariff barriers and prevent the creation of future non-tariff barriers.

The Port of Los Angeles and the Port of Long Beach will enjoy both short-term and long-term benefits from the KORUS FTA. On a value basis, total two-way trade between the LACD and South Korea represents almost 30% of total U.S.-South Korea trade. South Korea is the LACD's third largest trading partner, while the LACD is South Korea's largest trading partner among U.S. customs districts. In addition to increased port activity, downstream local trade-related industries and foreign direct investment from South Korea will benefit as well.

As expected, the KORUS FTA has boosted most of the LACD's top exports including IT machinery and equipment, electrical machinery, and aircraft engines and parts. Removal of trade barriers in the past has led to dramatic results for the local trade sector. For example, beef exports surged in 2011 as non-tariff barriers were reduced by the South Korean government. The LACD was a primary beneficiary with 60% of U.S. meat exports (frozen beef) going through the local ports. Similarly, the local entertainment industry has benefited and will continue to benefit from greater intellectual property protections for film, software, music, and videos. The agreement has thus far boosted manufactured goods exports (particularly machinery and equipment) originating in and coming through the region, and will also support the local professional and business services industry (including finance, accounting, and legal) with the elimination of non-tariff barriers over the next eight years.

As the first free trade agreement between the U.S. and a large Asian economy, the KORUS FTA set the foundation and the framework for a larger trade agreement called the Trans-Pacific Partnership (TPP) Agreement between the U.S. and up to twelve other Pacific nations. The Southern California goods movement sector would benefit greatly if this agreement were to come to fruition.

Given the global economic outlook, total world trade in goods is expected to increase by roughly 2.0% this year, with an increase of 4.3% expected when looking at goods and services. The outlook mainly reflects stronger growth from the advanced economies. With the exception of Japan and Germany, nearly all of the Los Angeles Customs District's top trading partners should witness robust economic growth in the forecast period. These nations include China (7.5% in 2014 and 7.3% in 2015), South Korea (3.7% in 2014 and 3.8% in 2015), Taiwan (3.1% in 2014 and 3.9% in 2015), Vietnam (5.6% in 2014 and 5.7% in 2015), Thailand (2.5% in 2013 and 3.8% in 2015), India (5.4% in 2014 and 6.4% in 2015), Australia (2.6% in 2014 and 2.7% in 2015), and Indonesia (5.4% in 2014 and 5.8% in 2015).

Of course, growth in LACD imports also depends upon the strength of the U.S. economy through the remainder of this year and into 2015. Having expanded by 0.1% in the first quarter of 2014, GDP growth in the U.S. should reach 2.5% this year and nearly 3.0% in 2015.

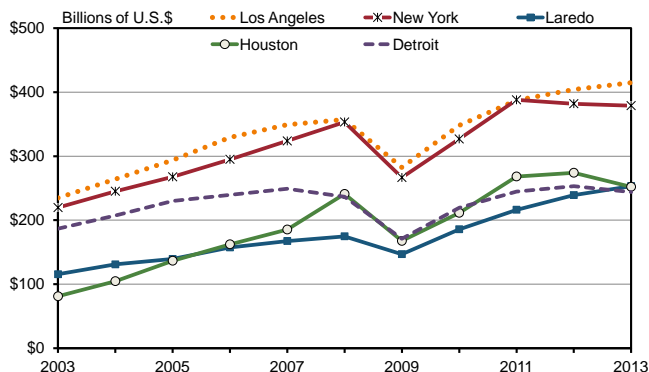
Given the outlook for the U.S. and its major trading partners, total LACD two-way trade value is forecasted to increase by 3.0% in 2014 to \$427.1 billion, and should climb by another 5.3% to \$449.8 billion in 2015. Total container traffic at the Los Angeles and Long Beach ports is expected to expand in 2014 to 15.4 million TEUs, a rise of 5.5%. Total traffic in 2015 is expected to see a higher increase of 5.8%, bringing total TEUs to 16.3 million.

Trade Values by Customs District

The value of two-way trade flowing through the Los Angeles Customs District (LACD) in 2013 achieved a new record high of \$414.8 billion, an increase of 2.7% compared with 2012. The LACD consistently ranks first in the nation in terms of two-way trade values.

- The LACD's 2.7% growth rate exceeded the national rate of 0.6%, on total two-way trade of over \$3.8 trillion.
- International trade nationally and locally continues to be dominated by imports. In 2013, total general imports (cargo unloaded in the LACD, but not necessarily clearing customs in the LACD) increased by 2.6% to \$376.1 billion, a new high. Exports also hit a record level, growing by 4.6% to nearly \$127.0 billion, roughly one third of the import volume.
- Two-way trade through all three of California's customs districts (Los Angeles, San Francisco and San Diego) increased by 3.3% to \$687.7 billion.

Value of International Trade at Nation's Leading Customs Districts



Source: U.S. Dept. of Commerce, U.S. Bureau of the Census

Trade Values by Port

International trade data allow the analysis of trade 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. Merchandise might enter through one port, but clear customs at another. There are a number of reasons for this including the use of free trade zones for further processing of imported goods. In Los Angeles, the value of unloaded merchandise is significantly higher than the value of goods that actually clear customs locally (i.e. imports for consumption).

- The Port of Los Angeles remained number one in the nation with a 2013 total two-way trade value of \$286.1 billion. The bulk of this cargo was imported goods with a value of \$245.2 billion.
- JFK International Airport ranked second with a total value of \$191.69 billion. Exports totaled \$97.5 billion versus \$94.4 billion in imports.
- Laredo, Texas was third (displacing Houston) with two-way trade valued at \$180.1 billion. Exports accounted for \$83.0 billion of Laredo's total trade last year, while imports were \$97.1 billion.

The Port of Long Beach ranked ninth nationally in 2013 with a total value of \$109.3 billion. Imports accounted for \$69.8 billion in activity. Los Angeles International Airport was tenth with a two-way trade valued at \$91.6 in 2013, which was nearly balanced with imports of \$46.7 billion and exports of \$45.0 billion. San Francisco International Airport ranked twentieth in 2013, with total two-way trade valued of \$51.2 billion, of which exports accounted for \$28.1 billion. Rounding out the major California ports were Oakland at \$47.6 billion and San Diego's Otay Mesa Station at \$37.1 billion.

West Coast Port Trends

The Pacific Maritime Association compiles tonnage based measures of activity at West Coast ports (see table 3C in the Appendix).

- In 2013, total tonnage moving through all West Coast ports combined fell by 1.6% to 340.3 million short tons (2,000 lbs.). The decline was primarily attributable to lower volumes shipping through the Pacific Northwest where total tonnage fell by 13.7% to 83.9 million tons.
- Tonnage moving through Southern California's ports increased by 3.0% to 217.3 million tons. Gains at the region's ports ranged from 11.1% at the Port of Long Beach, to 8.9% at Port Hueneme and 7.2% at the Port of San Diego. Total tonnage at the Port of Los Angeles declined by 4.1% in 2013.
- Ports in Northern California recorded a 3.8% gain last year with total tonnage increasing to 39.0 million tons.
- The share of west coast tonnage shipping through Southern California's ports increased again last year, rising from 61.0% in 2012 to 63.9% in 2013. Northern California's ports also saw a small increase in share, moving from 10.9% in 2012 to 11.5% in 2013.

Container Activity

Container throughput (the number of containers handled by a port) is another commonly used measure of international trade activity. Containers are measured in 20-foot equivalent units or TEUs. The most commonly used containers are 40 feet long, which equates to two TEUs.

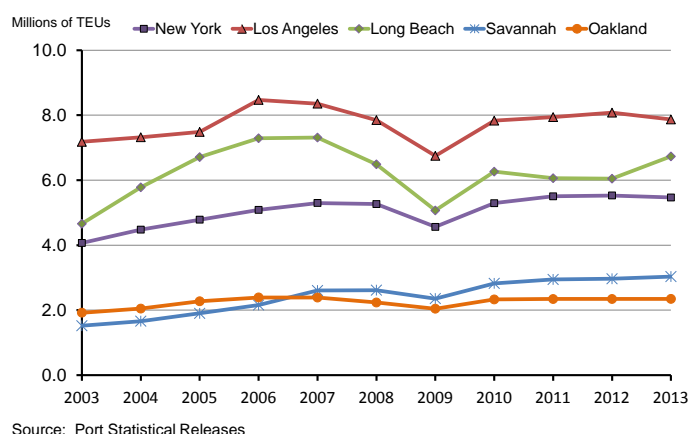
Port	2013 Rank	2012 Rank
Los Angeles, CA	1	1
Long Beach, CA	2	2
New York, NY	3	3
Savannah, GA	4	4
Oakland, CA	5	5
Seattle, WA	6	7
Norfolk, VA	7	6
Charleston, SC	8	10
Houston, TX	9	8
Tacoma, WA	10	9

- There was more shuffling around than usual in the top ten U.S. port rankings in 2013. The ports of Los Angeles and Long Beach retained their status as

the nation's two largest ports in terms of container throughput. Following were New York, Savannah and Oakland.

- The Port of Los Angeles held on to the number one slot, handling nearly 7.9 million TEUs last year although that represented a decline of 2.6% from 2013.
- The Port of Long Beach was second with container throughput climbing by 11.3% last year to just over 6.7 million TEUs.

International Container Traffic at Nation's Major Ports



How do the San Pedro Bay ports stack up against ports elsewhere in the world? As of 2013, Los Angeles/Long Beach combined was the ninth largest port with 14.6 million TEUs. By comparison, Shanghai was the largest with 33.6 million TEUs, closely followed by Singapore at 32.6 million TEUs. Shenzhen surpassed Hong Kong to fall into third place and Busan rounded out the top five. Six of the top ten and nine of the top 20 ports globally are located in China.

Alameda Corridor

Another indicator of international trade activity across the region is the number of trains running through the Alameda Corridor. The Alameda Corridor is a dedicated rail line running from the San Pedro Bay ports 20 miles north to the BNSF and Union Pacific intermodal yards located east of downtown Los Angeles.

In 2013, the average daily number of trains running through the corridor was 45. This equates to an annual total of 16,584 trains. The number of trains making the 20 mile trip each day has increased steadily since 2009 (when the count fell to 36), but is still below the peak of 55 trains reached in 2006. Moving on those

trains from the ports to the downtown rail yards were 4.4 million containers. An additional 554,500 containers made the trip around the corridor and over the road by truck. The Alameda Corridor was designed to accommodate growth in port activity far into the future with a capacity of over 150 trains per day.

Airport Cargo Trends

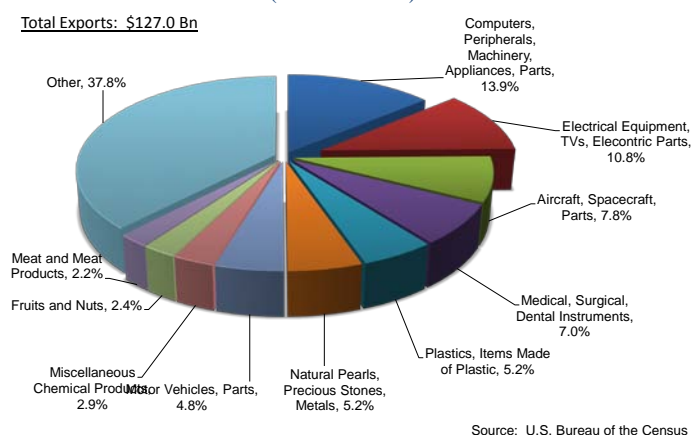
Air cargo is generally a more costly mode of transportation. It is used primarily for smaller shipments, or for lightweight, high-value products or in instances when quick delivery times are important. There are two ways by which goods are transported by air. In addition to the specialized international air cargo carriers, a large amount of freight moves alongside luggage in the cargo holds of international passenger flights. At Los Angeles International (LAX), more than half of all cargo that arrives and departs does so in the cargo bays of passenger planes.

- By volume, international air cargo tonnage moving through LAX declined by 0.9% in 2013 to 1.1 million tons. This followed a gain of 4.6% in 2012.
- The decline in total cargo tonnage passing through LAX in 2013 was the result of a drop in import volumes. Total import tonnage fell by 3.5%, while export volume edged up by 0.3%.
- In 2013, the value of general imports arriving in the LACD by air totaled \$46.2 billion, while \$328.3 billion moved by sea. Exports by air were valued at \$42.4 billion in 2013, while waterborne exports totaled \$81.4 billion.
- Total value of LAX cargo increased by 5.4% when compared to 2012, while the total value of imports rose by 2.8% and the value of exports climbed by 8.3%.

International cargo operations at the Los Angeles/Ontario International Airport (ONT) are considerably smaller than at regional giant LAX. However, the volume of international airfreight at ONT climbed by 11.1% in 2013 to just under 42.7 tons. This follows an increase of 15.9% in 2012. Import activity at ONT in 2013 increased by 16.9%, while export volume expanded by 1.4%.

2013 Exports Through The L.A.C.D.

(Share of Total)



Product Trade Trends

The top export commodities moving out of the Los Angeles Customs District in 2013 were:

- Computers, peripherals, machinery, appliances and parts with a value of \$17.9 billion; 66.7% of these items left by ship.
- Electrical equipment, TVs and electronic parts with a value of \$13.7 billion. The majority of these products moved by air (69.1%).
- Aircraft, spacecraft and parts had a value of \$9.9 billion; 57.8% of those products shipped by air.
- Next were medical, surgical and dental instruments with a value of \$8.9 billion, with 73.5% of the total moving by water.

Other commodities that were exported through the Los Angeles Customs District in significant quantities included plastics (\$6.6 billion); natural pearls, precious stones and metals (\$6.6 billion); motor vehicles (\$6.1 billion); and miscellaneous chemical products (\$3.6 billion).

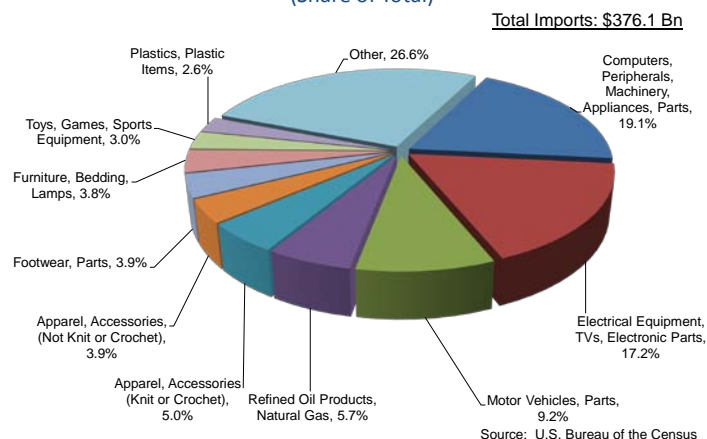
The top import (general) commodities moving into the Los Angeles Customs District in 2013 were:

- Computers, peripherals, machinery, appliances and parts with a value of \$72.0 billion. The bulk of these goods (81.1%) arrived by ship.
- Electrical equipment, TVs and electronic parts with a value of \$64.8 billion.

- Motor vehicles and parts at \$34.7 billion, followed by refined oil products and natural gas with a 2013 value of \$21.3 billion. Further down the list were apparel and accessories (knit or crochet), at \$18.6 billion.

2013 Imports Entering the L.A.C.D.

(Share of Total)



Note that the top two import categories are the same as the top two export categories. It is quite common for a country to import and export the same category of goods. Product differentiation is one reason why this occurs. Countries may specialize in manufacturing different grades of a product based on available technologies and workforce skills and then trade to satisfy domestic demand for other levels of quality. Variations in transportation cost and seasonal factors may also play a role.

Trade in Services

Most of the data in this report covers international trade in goods, but not services. While information is readily available at the national level, historically, it has been difficult to measure and document trade in services at the state and local levels. Even so, it is clear exports of services from the Los Angeles region are significant. One well-known example is the distribution of motion picture films and other forms of locally produced entertainment. Another service that generates significant export revenues is international tourism. Additionally, many Los Angeles based professional services firms are active in foreign markets. These include architecture and engineering firms as well as legal, accounting, consulting and insurance firms. Regional universities and colleges export services when they enroll foreign students as do hospitals that admit foreign patients.

International Trade Employment

Employment is one gauge of an industry's importance to the regional economy. Because international trade is one of the pillars of the Southern California economy, the LAEDC measures trade-related employment in terms of industry clusters.

Industry clusters are determined by identifying relationships or linkages across detailed industry categories. Clusters are mostly divided into two broad categories: local serving and traded. Local serving clusters provide goods and services to the local population, such as restaurants and local medical services. Traded industry clusters develop when a region has a comparative advantage in the production of a good or service (e.g. aerospace in Los Angeles, biotechnology in San Diego). Traded clusters bring new money into the region, generating jobs and income.

Based on this analysis, there were 163,600 international trade-oriented jobs in Los Angeles County in 2012, an increase of 3.2% compared with 2011. International trade employment accounted for 4.1% of total nonfarm payroll jobs in Los Angeles County in 2012.

Special Reports

NAFTA AT 20

Impact on the U.S. and Southern California Economies

After 20 years, evidence on the benefits and costs of NAFTA is mixed. There are always winners and losers with any free trade agreement as an increase in two-way trade will inevitably shift jobs between sectors of the economy, but estimates of NAFTA's net impact vary depending upon particular studies and methodologies utilized. Moreover, NAFTA did not occur in a vacuum. China's entry into the World Trade Organization (WTO) and 9/11 both changed the equation even as NAFTA was rolling out. Arguably, China's entry into the WTO would have driven a larger share of U.S. manufacturing to China instead of Mexico, if not for NAFTA.

Beyond that, NAFTA may have actually prepared the national, state, and local economies for the challenges of globalization. In response to NAFTA, the U.S. began to place greater emphasis on specialization according to comparative advantage, and provided the nation with a head start on facing the challenges of globalization.

One way to measure the success of a free trade agreement is to determine its impact on a country's trade deficit or trade surplus. The perfect example is United States trade deficit with Mexico. Critics point out that the U.S. did not have a trade deficit with Mexico until NAFTA went into effect. These critics fail to recognize that the U.S. would be importing most of those goods from China in the absence of NAFTA. Moreover, it is estimated that 40% of the content of Mexican goods that enter the U.S. actually originates in the U.S. Put differently; every dollar of Mexican exports to the U.S. includes forty cents in U.S. content (or value added). By comparison, only four cents (or 4%) of every dollar of Chinese exports represents U.S. content. Hence, the imports from Mexico are not only creating jobs in Mexico, but also saving if not creating jobs in the U.S. Another key advantage is that NAFTA protects intellectual property rights and without NAFTA a good portion of the manufacturing that was lost would have gone to China where intellectual property rights are not as enforced.

Two-way trade between Canada and the U.S. has tripled over the past twenty years. Canada's largest export market is the U.S. Our northern neighbor is the leading importer of U.S. agricultural products. American investments into Canada have tripled since NAFTA was implemented. Canada has added nearly five million jobs since 1993. It is important to point out that the U.S. and Canada already had a free trade agreement in existence before NAFTA (from 1989). The U.S. and Canada already had strong trade ties and integrated economies before

1993. This explains why the overall impacts of NAFTA were more significant on U.S.-Mexico economic relations than U.S.-Canada relations.

America's trade with Mexico increased by over 500% from 1993 to 2012 compared with 280% with non-NAFTA countries. Trade among the U.S., Canada, and Mexico has quadrupled under NAFTA. Investment has multiplied fivefold. The U.S., Canada and Mexico are more competitive. Roughly six million U.S. jobs depend on trade with Mexico and eight million on trade with Canada and integrated supply chains support millions more according to the U.S. Department of Commerce.

NAFTA has had an impact on the local economy as the Los Angeles Metropolitan Area's two largest export markets are Canada and Mexico. Exports to Canada were valued at \$11.4 billion in 2010, while exports to Mexico were valued at \$6.8 billion. This contributes positively to the area's gross regional product and to the region's labor market. Top exports to Mexico include aircraft engines and parts, computers and electronics, petroleum products, chemicals (pharmaceuticals) and tourism. Strong growth will occur in the future as Mexico demands more of the area's goods and services, especially as Mexico evolves as a high-tech manufacturing center and as greater affluence gives rise to more tourism and more Mexican students receiving education locally. Ultimately, economic ties with Mexico are only going to grow as two-way trade and investment flows increase in the coming years.

Debunking the Myths¹:

- 1) MYTH: The U.S. has a trade deficit with Mexico. *FACT: The U.S. actually has a trade surplus in services and agricultural trade.*
- 2) MYTH: The U.S. lost millions of manufacturing jobs due to NAFTA. *FACT: They have been as result of technology changes and lower labor costs – however those jobs would have been lost to China and others and by going to Mexico instead they have kept jobs in the U.S. due to the related jobs mentioned above.*
- 3) MYTH: NAFTA has reduced wages. *FACT: A recent study concluded by Yale University and the Federal Reserve demonstrates that wages when adjusted for inflation have actually risen slightly.*

Impact on Mexico

Import competition in Mexico has improved manufacturing productivity and FDI has surged since NAFTA, particularly in the state of Jalisco and other states along the border due to the maquiladoras.

NAFTA has also provided a template for Mexico's other FTAs. Mexico now has 14 free trade agreements and has increasingly become an attractive supply chain

¹ *NAFTA at 20*, Congressional Research Service and Journal of Commerce

location. Although China once held a cost advantage over Mexico, the *Boston Consulting Group* estimates that Mexico should have a cost advantage of almost 30% by 2015. Advanced manufacturing industries, including aerospace, computers and pharmaceuticals, are already spreading their supply chains across North America due to NAFTA with significant expansion occurring in Mexico. Indeed, Mexico has become a global high-tech manufacturing center, and is now the 4th largest exporter of cars after Germany, Korea, and Japan. Mexico's competitive advantage will improve in the future as its labor force will grow by nearly 60% from 2000 to 2030, while the U.S. grows by just 20% and China's shrinks by 3%.

TRANS-PACIFIC PARTNERSHIP (TPP) AGREEMENT

The Trans-Pacific Partnership or "TPP" is a free trade agreement that is under negotiation between the U.S. and eleven other nations, including Canada, Mexico, Japan, Australia, Vietnam, Malaysia, Singapore, Chile, Peru, New Zealand and Brunei. These nations collectively represent 40% of total global GDP and over 25% of total global trade. The TPP would not only reduce or eliminate tariffs and non-tariff barriers but it would also focus on harmonizing legal and regulatory issues. Based on estimates from the Peterson Institute for International Economics in Washington D.C., implementation of the TPP would create additional exports of \$305 billion per year among the 12 countries, while the U.S. alone would see an increase in annual exports of almost \$125 billion per year. Two-trade between the U.S. and the other TPP nations is already roughly \$2 trillion and has grown by roughly 50% over the past few years. Over four million jobs were created by U.S. exports to TPP countries in 2012. The implementation of the TPP agreement would only lead to further economic gains for the participants.

The TPP includes six of Southern California's top trading partners or export markets, including Japan. As such, it is likely that the TPP would be beneficial for the goods movement sector in Southern California. It would also include valuable intellectual property rights protections that would benefit the region's creative industries and knowledge-intensive exports.

The TPP negotiations have stalled recently because of many contentious issues and domestic politics, particularly in the U.S. The main points of contention have been market access, tariff cuts in agriculture, trade in tobacco and intellectual property rights. A number of obstacles must be overcome including the desire of Vietnam, Australia and Japan to gain access to U.S. textiles and apparel, autos, and sugar, and Japan's desire to protect its rice industry and farmers. Free trade is always an easy target during election years. With U.S. midterm elections in November, it is unlikely that the TPP will be finalized this year. Its long term fate remains to be seen.

TRANSATLANTIC TRADE AND INVESTMENT PARTNERSHIP (T-TIP)

The Transatlantic Trade and Investment Partnership or T-TIP is another substantial free trade and investment agreement that the U.S. is currently negotiating with the European Union (EU). The negotiations for this particular agreement commenced in July 2013 with the latest round (fourth) taking place in March 2014. The latest round of negotiations will take place in the middle of May 2014 (at the time of publication). The U.S. and the EU represent the two largest economies in the world, representing close to half of total global GDP and trade despite having only about 12% of the world's population.

Based on analysis completed by the European Commission, the T-TIP agreement would support the EU and U.S. economies by adding over \$165 billion to both economies annually. In addition, it would not only benefit the world's two largest economies but the entire global economy by adding close to \$140 billion to global GDP. Also, the Atlantic Council estimates that the T-TIP would generate 400,000 net jobs in Europe and roughly 500,000 net jobs in the U.S.

California would be the greatest beneficiary among the states with over 75,000 net jobs added along with a 26% increase in exports. Autos, chemicals, electrical machinery, and the metals and metal products sectors would experience the most significant export growth. Services exports would greatly benefit as well with business services potentially witnessing a net increase of nearly 16,000 jobs across the state.

SHIFTING TRADE FLOWS

New patterns of international trade have been evolving over the past decade, especially since the end of the global financial crisis. More trade overall is occurring in Asia, the Middle East and Africa, with the Asia-Pacific region experiencing the strongest growth in trade. South-south trade and trade amongst emerging markets have become much more commonplace in recent years, a trend that will continue in the coming decades. Low-value manufactured goods that had been produced in China have moved to countries like Vietnam or elsewhere in Southeast Asia or even to Mexico or Africa. This trend has already had an impact on imports at Southern California's local ports and could lead to a decline in goods coming into the Los Angeles Customs District as goods enter the U.S. through other entry points. The lowering of trade barriers, technological improvements in communications and lower transportation costs have fundamentally altered global production networks and supply chains. These developments pose challenges for the Southern California international trade industry, as it plans for future trade flows.

THE LOS ANGELES CUSTOMS DISTRICT'S (LACD'S) – 2013 TOP TRADING PARTNERS

China

China was again the LACD's largest trading partner in 2013 with total **two-way trade** valued at \$173.1 billion, up by 3.6% from 2012. Total Chinese imports unloaded (district of unloading – general imports) through the LACD were \$137.7 billion (#1), while total U.S. exports to China through the LACD came to \$35.4 billion (again #1). This gave the LACD a trade deficit of \$102.3 billion (also #1), which increased 3.4% from last year's total of \$98.9 billion. China's import-to-export ratio of 3.9 was once again the highest among the LACD's top five trading partners. However, it was the second highest when looking at the LACD's top 10 trading partners as Vietnam has the highest ratio at 5.4. The trend of higher LACD exports to China returned in 2013 in dollar terms as it increased from \$34.1 billion to \$35.4 billion. In addition, export volume (meaning the number of containers shipped to at the Ports of Los Angeles and Long Beach) rose from 1,392,415 total loaded TEUs in 2012 to 1,515,561 TEUs in 2013. In terms of value, LACD exports to China have increased by over 200% over the past decade.

China's major **imports** were again dominated by computer and electronic products (mainly automatic data processing machines). The two major drivers of Chinese imports were computer related (both hardware and printers) and electronic products and components-dominated by flat-panel TV demand. In response to the continued U.S. economic expansion and the improvement in the housing market, the value of imports from China unloaded in the LACD rose by 3.4% during 2013, with the largest upside of the top 10 general imports coming from electrical equipment, appliances and components with a gain of 16.2%, and in plastics and rubber products with a 15.3% rise. Furniture rose by 10.2% due to the growth in housing, and became the sixth largest product category with over \$5.5 billion last year.

For the second consecutive year, almost all major general import product groups experienced growth. Overall, the growth in Chinese imports to the U.S. can be mainly attributed to the resurgence of domestic consumer demand stimulated by the economic expansion and the real estate market gains.

Over the past decade a large percentage of LACD **exports** to China have been driven by that nation's huge appetite for raw materials and components as inputs to its manufacturing sector activities and exports. However, the Chinese economy has experienced a slowdown over the past two years, particularly in manufacturing, resulting in a decline in LACD waste and scrap exports. In 2013, most waste and scrap categories including plastics, copper, rubber, nickel, and

precious metals witnessed declines. While waste and scrap exports present no real benefit for regional economic output, any drop off in container activity that stems from reduced exports of waste and scrap would show up in smaller container counts.

As the Chinese economy has evolved, the composition of LACD exports to China has also changed. While the LACD is exporting less waste and scrap, it is exporting more consumer and capital goods including knowledge-intensive goods that are produced in the U.S. Southwest region including the Los Angeles Metropolitan Area. LACD exports of computer and electronic products (machinery and equipment), aerospace related products (aircraft engines and parts), and medical instruments, along with consumer goods such as pharmaceuticals (medicine), motor homes, meat and fruits and nuts have increased substantially over the past few years. Overall, exports to China have more than quadrupled since 2003 from \$8 billion to over \$35 billion, and have increased by over 50% since 2009.

LACD exports to China increased by 3.8% in 2013. All of the top five LACD export product categories, which included chemicals, computer and electronic products, waste and scrap, machinery, and transportation equipment experienced growth in 2013 with the exception of waste and scrap. Waste and scrap exports to China continued its downward trend for the reasons mentioned above. Of the other top four exports to China, transportation equipment (meaning aircraft engines and parts) witnessed the strongest growth, jumping by 12.3%. Of the top 10 product groups, beverages and tobacco products and food products demonstrated the strongest growth for the year, expanding by 111.5% and 37.5% respectively. Only four of the top 10 categories experienced negative growth in 2013 including the aforementioned waste and scrap, agricultural products, miscellaneous manufactured commodities, and primary metal manufacturing.

LACD exports of consumer goods remained strong as Chinese consumers increasingly flex their economic muscles, enabling overall exports to China to grow in 2013, despite the decline in waste and scrap exports to China. This trend should continue this year as well as over the long term and presents excellent opportunities for companies throughout Southern California.

Exports of food including fruits and nuts expanded by nearly 38% in 2013. Chinese consumers have been altering their diets in recent years as they move up the income ladder. This trend should continue in the coming years in China as the middle class continues to expand.

This year and next should see an improvement in Chinese manufacturing exports to both Europe (as it has come out of recession) and the U.S. This could translate into an increase in LACD waste and scrap exports. Also, and most importantly

with respect to aggregate economic impact all other types of exports will grow as China consumer demand growth continues to accelerate.

China is the Los Angeles Customs District's (LACD) largest trading partner and the Los Angeles Metropolitan Area's third largest export market. In addition, China is one of the largest sources of FDI into Los Angeles County, with Chinese investment growing substantially in the past couple of years and doubling over the past five years. The growth potential for Chinese investment into the Southern California region is enormous. China's continued economic rise will only benefit Southern California's goods and services exports and investment attraction leading to the creation of thousands of jobs and billions in capital flows.

LACD Imports from China*			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Computer & Electronic Products	\$46,418	33.7%	0.8%
Apparel & Accessories	15,419	11.2%	2.1%
Leather & Allied Products	12,302	8.9%	2.0%
Electrical Equipment, Appliances & Components	11,698	8.5%	17.0%
Miscellaneous Manufactured Commodities	11,266	8.2%	-0.8%
Furniture & Fixtures	5,594	4.1%	10.2%
Machinery, Except Electrical	5,411	3.9%	-0.6%
Fabricated Metal Products, Neso	5,115	3.7%	4.2%
Plastics & Rubber Products	4,481	3.3%	15.5%
Chemicals	4,300	3.1%	-1.1%
Transportation Equipment	3,599	2.6%	4.8%
Textile Mill Products	3,312	2.4%	6.0%
Nonmetallic Mineral Products	1,666	1.2%	6.0%
Paper	1,077	0.8%	9.6%
Food & Kindred Products	972	0.7%	-9.3%
All Other Products	5,067	3.7%	9.8%
Total Imports from China	\$137,696	100.0%	3.5%

*China includes the Mainland, Hong Kong and Macau
Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to China*			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Chemicals	\$5,548	15.7%	3.0%
Computer & Electronic Products	4,684	13.2%	2.8%
Waste And Scrap	3,772	10.7%	-5.9%
Machinery, Except Electrical	3,634	10.3%	1.7%
Transportation Equipment	3,194	9.0%	12.3%
Food & Kindred Products	3,096	8.7%	37.5%
Agricultural Products	2,861	8.1%	-17.0%
Miscellaneous Manufactured Commodities	1,432	4.0%	-14.8%
Primary Metal Mfg	1,263	3.6%	-19.4%
Beverages & Tobacco Products	921	2.6%	111.5%
Electrical Equipment, Appliances & Components	867	2.4%	4.9%
Fabricated Metal Products, Nesoi	839	2.4%	8.2%
Plastics & Rubber Products	620	1.8%	9.7%
Nonmetallic Mineral Products	506	1.4%	81.5%
Paper	383	1.1%	5.6%
All Other Products	1,790	5.1%	14.7%
Total Exports to China	\$35,411	100.0%	3.8%

*Includes the Mainland, Hong Kong and Macau

Source: USA TradeOnline -- NAICS District-Level Data

Japan

Japan was the LACD's second largest trading partner in 2013 with total **two-way trade** valued at \$43.5 billion, down by 9.9% from 2012 (the first decline since 2009). Total Japanese imports unloaded (district of unlading – general imports) through the LACD were valued at \$28.3 billion (#2), down by 11.3%. Total U.S. exports to Japan through the LACD came to \$15.2 billion (again #2), down by 5.0%. This gave the LACD a trade deficit of \$13.1 billion (also #2), which declined from last year's total of \$16 billion. Japan's import-to-export ratio was 1.9, the third highest among LACD's top five trading partners and lower than the 2.0 seen in 2012. From a volume or container perspective, total loaded inbound and outbound TEUs remained practically unchanged in 2013 moving from 701,139 to 700,916 TEUs.

The value of Japan's **imports** unloaded (district of unlading – general imports) in the LACD dropped by 11.3% in 2013 after three consecutive years of growth. All of the top five import product categories, which included transportation equipment, machinery, computer and electronic products, chemicals and plastics and rubber products, declined last year. The sharpest decline was in the computer and electronic products category (predominantly printers), falling by nearly 24%. Only one of the top 10 import product groups grew in 2013 as electrical equipment, appliances and components (including electric ignition equipment).

LACD **exports** of goods to Japan fell by 5.0% in 2013 after rising by 5.1% in 2012, 11.3% during 2011 and by 18.3% in 2010. The LACD's top five exports to

Japan include chemicals (pharmaceuticals and medicine), aircraft engines and parts, food (mainly beef), computer and electronic products, miscellaneous manufactured commodities and machinery. Only two of the top five and three of the top 10 export product categories witnessed gains in 2013. The export product categories that experienced growth were food (up by 3.5%) and computer and electronic products (up by 4.8%). In addition, fabricated metal products, leather products, and waste and scrap saw gains last year. However, seven of the top 10 product categories witnessed declines in 2013 with petroleum and coal products, primary metal manufacturing and chemicals suffering the most significant drops.

Japanese expansionary monetary policy has led to a substantial drop in the value of the yen, which has fallen by over 25% over the past year and a half vis-à-vis the U.S. Dollar. While this would normally translate into an increase of Japanese exports to the U.S. (or an increase of LACD imports from Japan) as Japanese goods would become less expensive. However, this evidently did not materialize. There are potentially three fundamental explanations for this. First, in order for the actual declines in the price of Japanese goods to materialize, Japanese exporters have to reduce those prices. Second, U.S. consumers and companies could have alternatively looked more towards South Korea due to the benefits of the Korea-US Free Trade Agreement (KORUS-FTA). Third, it could just be that overall demand might have declined.

However, the continued weakness of the Japanese yen could most likely lead to an increase of LACD imports from Japan. The LACD should witness a possible increase in exports to Japan as the Japanese economy demonstrates moderate growth and the increase in Japanese exports to Europe and China as a result of the economic improvement in Europe should also translate into more LACD exports to Japan in the next couple of years.

Japan is the LACD's second largest trading partner and the Los Angeles Metropolitan Area's fourth largest export market. In addition, it is Los Angeles County's largest source of foreign direct investment.

LACD Imports from Japan			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Transportation Equipment	\$11,695	41.2%	-8.9%
Machinery, Except Electrical	4,878	17.2%	-11.0%
Computer & Electronic Products	3,466	12.2%	-24.1%
Chemicals	2,988	10.5%	-11.0%
Plastics & Rubber Products	1,381	4.9%	-12.7%
Electrical Equipment, Appliances & Components	1,337	4.7%	9.3%
Fabricated Metal Products, Nesoi	603	2.1%	-1.6%
Miscellaneous Manufactured Commodities	445	1.6%	-23.2%
Primary Metal Mfg	421	1.5%	-19.1%
Food & Kindred Products	201	0.7%	-6.0%
Goods Returned (exports For Canada Only)	148	0.5%	-36.6%
Nonmetallic Mineral Products	117	0.4%	-13.4%
Paper	105	0.4%	-17.2%
Textiles & Fabrics	99	0.3%	-17.2%
Petroleum & Coal Products	95	0.3%	1132.5%
All Other Products	375	1.3%	-1.1%
Total Imports from Japan	\$28,353.6	100.0%	-11.3%

Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to Japan			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Chemicals	\$2,688	17.7%	-12.0%
Transportation Equipment	2,455	16.2%	-5.5%
Food & Kindred Products	1,880	12.4%	3.5%
Computer & Electronic Products	1,764	11.6%	4.8%
Miscellaneous Manufactured Commodities	1,075	7.1%	-6.4%
Machinery, Except Electrical	903	5.9%	-7.4%
Primary Metal Mfg	592	3.9%	-23.8%
Agricultural Products	568	3.7%	-2.6%
Fabricated Metal Products, Nesoi	487	3.2%	5.6%
Petroleum & Coal Products	384	2.5%	-29.7%
Plastics & Rubber Products	321	2.1%	-6.2%
Leather & Allied Products	299	2.0%	19.1%
Paper	276	1.8%	-3.5%
Electrical Equipment, Appliances & Components	271	1.8%	-4.3%
Waste And Scrap	216	1.4%	1.6%
All Other Products	1,011	6.7%	3.7%
Total Exports to Japan	\$15,190	100.0%	-5.0%

Source: USA TradeOnline -- NAICS District-Level Data

South Korea

South Korea was the LACD's third largest trading partner in 2013, with **two-way trade** totaling \$23.5 billion. While growth in two-way trade between South Korea and the LACD was expected since the Korea-U.S. Free Trade Agreement (KORUS FTA) took effect over two years ago, this did not materialize

Total South Korean imports unloaded (district of unloading – general imports) in the LACD moved downwards to \$12.7 billion (maintaining its #3 ranking), while total U.S. exports to South Korea through the LACD moved upwards to \$11.1 billion (also at #3), resulting in a bilateral trade deficit of \$1.2 billion for the LACD. This was a significant improvement from 2012 when the trade deficit was \$2.8 billion and was the lowest trade deficit of the top five trading partners.

Prior to the KORUS FTA going into effect, the LAEDC correctly projected that trade deficits with South Korea would decline as a result of the free trade agreement. Larger trade deficits normally have a detrimental effect on regional economic gross product, and while it would be advantageous to see exports increase relative to imports, trade deficits in the Los Angeles region may not necessarily be a bad thing since two-way trade equates into goods movement jobs regardless of whether the goods are coming in or going out.

South Korea's import-to-export ratio, at 1.1, remained the lowest among the LACD's top five trading partners in 2013 and actually even further declined from 2012. From a container perspective, total loaded inbound and outbound TEUs decreased by 4.1% in 2013 moving from 680,234 to 652,488 TEUs.

The value of LACD **imports** from South Korea dropped by 8.3% in 2013 following two years of gains. Only three of the top 10 product categories were able to witness gains. Transportation equipment (which is the top import category) experienced an increase of 4.3% in 2013. Machinery (mainly for cleaning and drying – but not washers and dryers) and chemicals were the other two categories that witnessed positive growth. On a negative note, seven of the top 10 product categories saw a drop in demand with computer & electronic products witnessing the worst contraction as it fell by 26.2% followed by a 20.0% drop in fabricated metal products, a decline of 16.2% in primary metal manufacturing and a dip in plastics and rubber products (mostly tires) of 14.0%.

LACD **exports** to South Korea got back on the growth track in 2013 after declining in 2012. Exports increased by 5.6% in 2013 in dollar value, despite a 1.9% decrease in TEUs from 280,985 total loaded TEUs to 275,615 TEUs. All of the top five exports from the LACD, which included chemicals, machinery, food, transportation equipment and computer and electronic products experienced growth in 2013. The strongest growth was seen in transportation equipment

(civilian and military aircraft and parts) and machinery with increases of 12.4% and 12.2% respectively. Meanwhile, only two of the top 10 product categories witnessed negative growth in 2013 including waste and scrap and agricultural products.

The renewed strength in LACD exports to South Korea was a result of both the KORUS FTA and an increase in demand for the inputs that South Korea utilizes for its exports. Korean exports hit a record high in 2013, mainly triggered by strong growth in demand from China and the U.S. Export growth to China was triggered by increased demand from Europe as it came out of recession. This is a perfect example of how interconnected the global economy is and supply chains in particular have become over the past decade.

The KORUS Free Trade Agreement had a positive impact on various product groups, which saw lower tariffs and the removal of other non-tariff barriers. The beneficiaries were producers of chemicals, plastics and plastic products, along with fruits and nuts and auto parts. The largest dollar value expansion of the top 10 exports was seen in beef, aerospace related products and auto parts.

LACD exports of electrical equipment and electronic parts to South Korea rebounded in 2013, as the KORUS FTA countered Europe's short-lived competitive advantage from the South Korea-EU FTA that went into effect several months before the implementation of the KORUS FTA. South Korea has become a specialized producer of these types of finished goods, as seen by the increase of LACD imports and high profitability of South Korean electronics companies such as *Samsung* and *LG*.

Over time, Korea will continue to further benefit from free trade agreements with Europe and the U.S. Since Japan and South Korea export similar goods to Europe and the U.S., the relative strength of the Korean won vis-à-vis the Japanese yen has weakened export demand for Korean goods in both Europe and the U.S. However, the benefits of the free trade agreements have reversed some of those losses as the lowering or elimination of tariffs has made Korean goods more affordable for European and American consumers.

LACD Imports from South Korea			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances, and Parts	\$2,739	22.6%	4.3%
Motor Vehicles and Motor Vehicle Parts	2,050	16.9%	-9.2%
Electrical Equipment, TVs, and Electronic Parts	1,956	16.1%	-26.1%
Rubber and Items Made of Rubber	1,294	10.7%	0.8%
Plastics and Items Made of Plastic	937	7.7%	-14.0%
Iron and Steel Products	657	5.4%	9.9%
Refined Oil Products and Natural Gas	437	3.6%	-16.4%
Medical, Surgical, and Dental Instruments	425	3.5%	-20.0%
Iron and Steel	248	2.1%	-3.1%
Aircraft, Spacecraft, and Parts	248	2.0%	-47.9%
Paper, Paperboard, and Related Products	203	1.7%	6.5%
Miscellaneous Metal Products	170	1.4%	19.9%
Organic Chemicals	120	1.0%	-8.0%
Furniture, Bedding, and Lamps	113	0.9%	-21.9%
Copper and Items Made of Copper	109	0.9%	-5.3%
All Other Products	408	3.4%	9.2%
Total Imports from South Korea	\$12,115	100.0%	-9.5%

Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to South Korea			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Chemicals	\$1,948	17.5%	0.5%
Machinery, Except Electrical	1,783	16.0%	12.2%
Food & Kindred Products	1,538	13.8%	6.7%
Transportation Equipment	1,275	11.4%	12.4%
Computer & Electronic Products	899	8.1%	2.1%
Waste And Scrap	624	5.6%	-10.2%
Primary Metal Mfg	543	4.9%	7.7%
Fabricated Metal Products, Nesoi	461	4.1%	3.2%
Agricultural Products	416	3.7%	-2.5%
Electrical Equipment, Appliances & Components	370	3.3%	17.0%
Miscellaneous Manufactured Commodities	269	2.4%	12.3%
Nonmetallic Mineral Products	139	1.2%	-13.3%
Plastics & Rubber Products	132	1.2%	26.6%
Leather & Allied Products	121	1.1%	24.1%
Special Classification Provisions, Nesoi	108	1.0%	6.1%
All Other Products	518	4.7%	8.0%
Total Exports to South Korea	\$11,145	100.0%	5.6%

Source: USA TradeOnline -- NAICS District-Level Data

Taiwan

Taiwan was the LACD's fourth largest trading partner in 2013 with total **two-way** trade valued at \$15.8 billion, up by 2.4% from 2012. Total Taiwanese imports unloaded (district of unloading – general imports) in the LACD were valued at \$8.7 billion (#5). Total U.S. exports to Taiwan through the LACD were \$7.1 billion (#5), for a LACD trade deficit of \$1.5 billion. Taiwan's import-to-export ratio was 1.2, down from 1.4 in 2012. From a volume or container perspective, total loaded inbound and outbound TEUs declined by 3.5% in 2013 moving from 626,334 to 604,385 TEUs.

The value of total unloaded (district of lading – general imports) **imports** from Taiwan to the LACD fell by 4.6% in 2013. Three of the top five product categories experienced declines in 2013 including machinery (down by 12.9%), computer & electronic products (down by 7.5%) and miscellaneous manufactured commodities (down by 5.9%). Meanwhile, two of the top five categories expanded last year including transportation equipment and fabricated metal products. Other noteworthy gains included plastics and rubber products and furniture.

The value of total **exports** leaving the LACD for Taiwan increased by roughly 10% last year. The strongest expansion came from exports of transportation equipment (a combination of civilian and military aircraft engines and parts – surging by over 108%), exports of food (mainly soybeans and beef) gained 16%, and exports of primary metal manufacturing (up by 13%). Meanwhile, five of the top 10 product categories witnessed declines. The most significant of which occurred in waste and scrap (down by 19.4%) and machinery (except electrical – down by 14.2%).

Taiwan's economy relies very heavily on trade, as exports equal nearly 70% of total GDP. As a result, any economic expansion is contingent upon growth in exports, mainly to China and the ASEAN-5 (Indonesia, Thailand, Vietnam, Philippines, and Malaysia) economies. Trade with members of the ASEAN-5 has gained in importance as these economies develop. Nearly 80% of all Taiwanese exports go to Asia, and China (including Hong Kong) alone demands over 40% of total Taiwanese exports.

Taiwan is the LACD's fourth largest trading partner and one of Los Angeles County's top 10 sources of FDI. Similar to South Korea and Thailand, Taiwan heavily depends upon external demand from China, Europe and the U.S. It is more interconnected to the Chinese economy than any other nation in the world. The slowdown in China, along with the recession in Europe, weakened the Taiwanese economy over the past couple of years, prompting the Taiwanese government to intervene by implementing both expansionary monetary and fiscal

policies. The Taiwanese economy expanded by only 2.2% in 2013 as exports decelerated for most of the year. Slower growth in China will negatively impact Taiwanese economic growth, but Taiwan should experience growth of about 4.0% in 2014 and 2015 due to renewed strength in demand from Europe and the U.S.

LACD Imports from Taiwan			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Computer & Electronic Products	\$2,881	33.1%	-6.4%
Transportation Equipment	992	11.4%	2.3%
Fabricated Metal Products, Nesoi	813	9.3%	2.2%
Machinery, Except Electrical	790	9.1%	-13.4%
339 Miscellaneous Manufactured Commodities	528	6.1%	-5.9%
Plastics & Rubber Products	474	5.4%	1.9%
Electrical Equipment, Appliances & Components	330	3.8%	1.0%
Furniture & Fixtures	283	3.2%	3.5%
Chemicals	233	2.7%	-11.2%
Special Classification Provisions, Nesoi	225	2.6%	40.9%
Primary Metal Mfg	224	2.6%	-20.4%
Apparel & Accessories	186	2.1%	-1.6%
Textiles & Fabrics	153	1.8%	3.0%
Food & Kindred Products	108	1.2%	7.1%
Paper	99	1.1%	4.2%
All Other Products	390	4.5%	-17.3%
Total Imports from Taiwan	\$8,708	100.0%	-4.2%

Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to Taiwan			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Transportation Equipment	\$1,411	19.7%	108.4%
Chemicals	1,272	17.8%	-0.5%
Waste And Scrap	875	12.2%	-19.4%
Computer & Electronic Products	827	11.6%	6.0%
Food & Kindred Products	575	8.1%	16.0%
Agricultural Products	560	7.8%	0.2%
Machinery, Except Electrical	491	6.9%	-14.2%
Primary Metal Mfg	193	2.7%	13.0%
Fabricated Metal Products, Nesoi	131	1.8%	-4.5%
Electrical Equipment, Appliances & Components	120	1.7%	-8.7%
Paper	117	1.6%	18.1%
Miscellaneous Manufactured Commodities	97	1.4%	9.8%
Plastics & Rubber Products	77	1.1%	-3.4%
Beverages & Tobacco Products	76	1.1%	25.0%
Special Classification Provisions, Nesoi	75	1.1%	-21.5%
All Other Products	248	3.5%	21.2%
Total Exports Taiwan	\$7,144	100.0%	9.7%

Source: USA TradeOnline -- NAICS District-Level Data

Germany

Germany entered into the LACD's top five trading partner rankings for the first time in 2013, mainly due to an increase in car imports from Germany that come through both the Port of Los Angeles and the Port of Hueneme (with a roughly 50-50 split based on value). This was the second consecutive year of new record highs for two-way trade with the LACD. Germany is actually the LACD's only non-Asian top five trading partner and the only European nation amongst the LACD top 10 trading partners. In addition, Germany is the only top five trading partner where it is not the top U.S. gateway, meaning all the other top five trading partners have the LACD as the leading U.S. gateway due mainly to geography and competitive advantages. Germany is the LACD's sixth leading source of imports and the LACD's ninth largest export market.

Germany was the LACD's fifth largest trading partner in 2013 with total **two-way trade** valued at \$11.44 billion, up by 19.8% from 2012. Total German imports unloaded (district of unloading – general imports) in the LACD were valued at \$8.5 billion (#6), up by 5.3%. Total U.S. exports to Germany through the LACD came to \$2.9 billion, up by 25.4% (for a #9 ranking, moving down two ranks from 2012). This gave the LACD a trade deficit of \$5.6 billion with Germany (the 4th largest amongst the LACD's top five trading partners). Germany's import-to-export ratio was 2.9, down from 6.1 in 2012. From a container perspective, total loaded inbound and outbound TEUs increased by roughly 10.0% in 2013 moving from 379,418 to 417,119 TEUs.

The value of total **imports** unloaded (district of unloading – general imports) in the LACD from Germany increased by 5.3% during 2013. The top product or commodity group accounted for most of the increase, with transportation equipment up by 14.7%. As previously mentioned, this was the importation of German automobiles like BMW and Mercedes. The top five imports from Germany in 2013 were transportation equipment (autos and auto parts), chemicals (pharmaceuticals and medicine), machinery, computer & electronic parts, and primary metal manufacturing. Three of the top five imports actually experienced declines in 2013 including chemicals, machinery and computer & electronic products. However, since autos are such a large percentage of total imports this did not negatively impact overall imports as they still maintained growth of over 5%.

On the **export** side, U.S. shipments to Germany through the LACD rose by an impressive 25.4% during 2013. All of the top five export product categories, which included scrap of precious metals (mainly gold), aircraft and aircraft parts, electrical equipment, medical instruments, and computers experienced growth. The strongest growth was witnessed in the scrap of precious metals category (mainly gold) (climbing by roughly 60%) and with electrical equipment (jumping by nearly 52%). Of the top 15 product groups, fruits and nuts (the sixth largest

export) demonstrated the most robust growth for the year, expanding by 129%. Only three of the top 15 categories experienced negative growth in 2013 including auto parts, miscellaneous chemical products, and plastics and plastic products.

LACD Imports from Germany			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Transportation Equipment	\$5,283	62.0%	14.2%
Chemicals	1,003	11.8%	-22.5%
Machinery, Except Electrical	608	7.1%	-11.9%
Computer & Electronic Products	443	5.2%	-15.5%
Primary Metal Mfg	226	2.7%	72.5%
Electrical Equipment, Appliances & Components	195	2.3%	2.3%
Goods Returned (exports For Canada Only)	141	1.7%	54.7%
Miscellaneous Manufactured Commodities	136	1.6%	-2.5%
Plastics & Rubber Products	106	1.2%	5.4%
Fabricated Metal Products, Nesoi	88	1.0%	36.3%
Food & Kindred Products	62	0.7%	11.6%
Beverages & Tobacco Products	38	0.5%	-9.3%
Nonmetallic Mineral Products	33	0.4%	-23.5%
Petroleum & Coal Products	27	0.3%	588.9%
Used Or Second-hand Merchandise	25	0.3%	96.8%
All Other Products	101	1.2%	-1.6%
Total Imports from Germany	\$8,514	100.0%	5.0%

Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to Germany			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Computer & Electronic Products	\$590	20.3%	28.4%
Transportation Equipment	589	20.3%	11.2%
Waste And Scrap	388	13.3%	134.7%
Machinery, Except Electrical	317	10.9%	-9.0%
Miscellaneous Manufactured Commodities	307	10.6%	25.9%
Electrical Equipment, Appliances & Components	158	5.4%	81.1%
Agricultural Products	136	4.7%	105.2%
Chemicals	125	4.3%	11.7%
Primary Metal Mfg	78	2.7%	-18.3%
Fabricated Metal Products, Nesoi	74	2.6%	20.1%
Apparel & Accessories	30	1.0%	17.5%
Used Or Second-hand Merchandise	28	1.0%	23.3%
Plastics & Rubber Products	20	0.7%	-33.5%
Special Classification Provisions, Nesoi	17	0.6%	-19.7%
Food & Kindred Products	9	0.3%	38.2%
All Other Products	41	1.4%	-4.7%
Total Exports to Germany	\$2,906	100.0%	25.4%

Source: USA TradeOnline -- NAICS District-Level Data

Vietnam

Vietnam continues to move up in the LACD's top trading partner rankings, mainly due to the substantial increase in LACD general imports from Vietnam. Vietnam's rise over the past decade is tied to growth in apparel, footwear and furniture manufacturing. It has become a viable alternative to China as a source of labor-intensive goods due to the low cost of production relative to the competition.

Vietnam was the LACD's sixth largest trading partner in 2013 with total **two-way** trade valued at \$11.43 billion, up by 17.5% from 2012. Total Vietnamese imports unloaded (district of unloading – general imports) in the LACD were valued at \$9.65 billion (#4), up by 20.3%. Total U.S. exports to Vietnam through the LACD came to \$1.78 billion, up by 4.5% (for a #14 ranking, moving down two ranks from 2012). This gave the LACD a trade deficit of \$7.9 billion with Vietnam (the third largest amongst the LACD's top ten trading partners). Vietnam's import-to-export ratio was 5.4, up from 4.7 in 2012. From a volume or container perspective, total loaded inbound and outbound TEUs increased by roughly 10% in 2013 moving from 379,418 to 417,119 TEUs.

The value of total **imports** unloaded (district of unloading – general imports) in the LACD from Vietnam climbed by 20.3% during 2013. All of the top five imports, which included apparel and accessories, leather and allied products, computer and electronic products, furniture and fixtures and fish experienced double-digit growth in 2013. Of the top five imports, computer and electronic products witnessed the strongest growth, rising by 42.4%. Overall, nine out of the top 10 imports witnessed positive growth in 2013. Only plastics and rubber products saw a decline falling by 14.0% last year.

On the **export** side, U.S. shipments to Vietnam through the LACD rose by 4.5% during 2013. Two of the top five export experienced growth including agricultural products (the top export) and chemicals, which climbed by 54.8% and 21.2% respectively. The significant growth that occurred in agricultural products was mainly attributable to the large increase in cotton (which is used as a key input for Vietnamese apparel exports) and dairy products (milk and cream). On the flip side, three of the top five and six of the top 10 product groups experienced declines in 2013, with the most significant declines in transportation equipment (down by 53.2%) and machinery (declining by 22.6%).

The recent trend of robust growth in LACD imports from Vietnam will continue in 2014 and 2015, particularly as U.S. consumer spending increases and with stronger housing demand. With respect to Vietnam (and other Southeast Asian nations in particular) and the local goods movement sector, one must hope

that market share is not lost to the East Coast ports as decisions are made on whether or not to move cargo via the Suez Canal or via the Trans-Pacific route.

LACD Imports from Vietnam			
(Millions of \$)	2013	% of	'12-'13
	Imports	Total	Change
Apparel & Accessories	\$3,925	40.8%	15.4%
Leather & Allied Products	2,402	25.0%	24.7%
Computer & Electronic Products	873	9.1%	42.5%
Furniture & Fixtures	822	8.5%	19.7%
Fish, Fresh/chilled/frozen & Other Marine Products	368	3.8%	27.0%
Miscellaneous Manufactured Commodities	266	2.8%	4.6%
Transportation Equipment	136	1.4%	41.4%
Food & Kindred Products	108	1.1%	17.2%
Plastics & Rubber Products	100	1.0%	-14.0%
Machinery, Except Electrical	98	1.0%	26.1%
Agricultural Products	84	0.9%	10.5%
Electrical Equipment, Appliances & Components	70	0.7%	-5.1%
Primary Metal Mfg	69	0.7%	54.8%
Fabricated Metal Products, Nesoi	66	0.7%	15.5%
Wood Products	52	0.5%	37.2%
All Other Products	189	2.0%	13.2%
Total Imports from Vietnam	\$9,629	100.0%	20.2%

Source: USA TradeOnline -- NAICS District-Level Data

LACD Exports to Vietnam			
(Millions of \$)	2013	% of	'12-'13
	Exports	Total	Change
Agricultural Products	\$413	23.2%	54.8%
Food & Kindred Products	373	21.0%	-8.5%
Chemicals	222	12.5%	21.2%
Computer & Electronic Products	195	11.0%	-6.5%
Machinery, Except Electrical	102	5.7%	-22.6%
Waste And Scrap	92	5.2%	30.8%
Beverages & Tobacco Products	72	4.0%	-15.1%
Leather & Allied Products	67	3.8%	41.2%
Transportation Equipment	57	3.2%	-53.2%
Electrical Equipment, Appliances & Components	39	2.2%	-0.7%
Fabricated Metal Products, Nesoi	32	1.8%	52.6%
Miscellaneous Manufactured Commodities	20	1.1%	10.2%
Plastics & Rubber Products	17	0.9%	-8.5%
Primary Metal Mfg	13	0.7%	10.0%
Wood Products	10	0.6%	-43.7%
All Other Products	56	3.2%	4.0%
Total Exports to Vietnam	\$1,778	100.0%	4.5%

Source: USA TradeOnline -- NAICS District-Level Data

Other ASEAN-5 Nations

The Association of Southeast Asian Nations (ASEAN-5) is a group of five economies that includes Vietnam, Thailand, Indonesia, Malaysia, and the Philippines, all of which are among the top fifteen trading partners of the Los Angeles Customs District (with respect to value) and in the top ten trading partners of the San Pedro Bay ports (with respect to container volume). From a container perspective the ASEAN-5 nations accounted for total loaded 1,186,517 inbound and outbound TEUs at the San Pedro Ports in 2013, increasing by 3.1% from 1,150,476 TEUs in 2012.

Thailand's (the LACD's sixth largest trading partner) economy was the worst performing of the five economies in 2013 mainly due to a slowdown in exports and political protests. Its economy is heavily dependent upon exports (70% to 75% of GDP), which was a key issue over the past couple of years. However, faster growth around the globe this year and next will benefit the Thai economy as Thailand's GDP is projected to increase by roughly 5.0% in 2014 and 2015. Overall, the ASEAN-5 economies are expected to experience at least 5% GDP growth in both 2014 and 2015.

The ASEAN region will experience the strongest economic growth of any region in the coming years. As a result, in particular, the ASEAN-5 group of nations presents the best future opportunities for growth at the San Pedro Bay ports. In fact, over the long term, Indonesia presents excellent opportunities for trade growth as it is expected to become one of the largest economies (meaning top 10) in the world over the next 15-30 years.

Los Angeles Customs District Top 10 Trading Partners, 2013

Country	Two-Way Trade (Billions \$)	Rank	LACD Imports** (Billions \$)	Rank	LACD Exports (Billions \$)	Rank	Merchandise Trade Balance (Billions \$)	Import-to- Export Ratio
China**	\$173.11	1	\$137.70	1	\$35.41	1	-102.29	3.9
Japan	43.50	2	28.31	2	15.19	2	-13.12	1.9
Korea, South	23.51	3	12.37	3	11.15	3	-1.22	1.1
Taiwan	15.83	4	8.68	5	7.14	5	-1.54	1.2
Germany	11.44	5	8.53	6	2.91	9	-5.62	2.9
Vietnam	11.43	6	9.65	4	1.78	14	-7.87	5.4
Thailand	10.71	7	7.71	7	3.00	8	-4.72	2.6
India	10.38	8	6.18	9	4.20	7	-1.97	1.5
Australia	9.23	9	1.43	25	7.80	4	6.38	0.2
Indonesia	8.43	10	6.33	8	2.10	14	-4.23	3.0

Country	Population	Two-Way Trade Per Person (\$/Person)	LACD Imports Per Person (\$/Person)	LACD Exports Per Person (\$/Person)	Mer. Trade Bal. Per Person (\$/Person)
China**	1,355,692,576	\$127.69	\$101.57	\$26.12	-75.45
Japan	127,103,388	342.26	222.75	119.51	-103.24
Korea, South	49,039,986	479.47	252.20	227.27	-24.93
Taiwan	23,359,928	677.51	371.68	305.83	-65.85
Germany	80,996,685	141.19	105.32	35.88	-69.44
Vietnam	93,421,835	122.31	103.28	19.03	-84.25
Thailand	67,741,401	158.16	113.89	44.28	-69.61
India	1,236,344,631	8.39	5.00	3.40	-1.60
Australia	22,507,617	409.95	63.35	346.60	283.25
Indonesia	253,609,643	33.25	24.96	8.29	-16.67

Notes: *China includes the Mainland, Hong Kong, and Macau.

Notes: **General Imports using NAICS

Sources: USA TradeOnline -- NAICS District-Level Data; Population data from the Central Intelligence Agency, World Factbook - July 2014 estimates

TRADE-RELATED INFRASTRUCTURE PROJECTS

Infrastructure plays a crucial role in the flow of international trade. A highly developed transportation system is an important determinant of a country's competitiveness. Efficient logistics reduce the cost of transportation and thus decrease the costs of production. Time-to-market and delivery reliability depend as much on infrastructure within borders as transportation services between borders. The competitive advantage conferred on a region by a superior transportation system attracts investment and promotes economic growth.

Southern California has long benefited from one of the most productive transportation networks in the world. The flow of goods to and from the San Pedro Bay ports, through the warehouses of the Inland Empire and into the wider national distribution system, sustains a number of local industries. Logistics and warehousing immediately come to mind, but the movement of trade goods also affects the wholesaling, manufacturing, financial services and professional business services industries.

Additionally, trade-related infrastructure developments and upgrades to existing facilities generate immediate jobs, especially in engineering and construction-related fields. After the completion of a project, the increased capacity and efficiency of the region's goods movement system leads to the creation of new permanent jobs.

Recognizing that maintaining a modern goods movement system requires constant attention, a number of public and private entities are investing in infrastructure projects designed to address operating inefficiencies, capacity constraints and environment concerns related to Southern California's good movement system. 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, reducing congestion and minimizing environmental costs.

Port of Long Beach

The Port of Long Beach (POLB) is in the midst of a decade long, \$4.5 billion capital improvement program. Although some projects utilize state, federal and county transportation funds, revenues generated by port operations will support the bulk of the planned projects.

Last year construction began on the **Gerald Desmond replacement bridge**. The existing Gerald Desmond Bridge was built in 1968 and is now considered obsolete. It was not designed to handle today's traffic volumes or to

accommodate the larger ships now calling on the Port of Long Beach.² The new bridge will be high enough (205 feet over the water) to accommodate the next generation of super-sized container ships. The new bridge will also be wider with three lanes in each direction easing the way for the 68,000 vehicle trips that cross the bridge every day.

The total expected cost of the bridge replacement project is \$1.263 billion.³ The California Department of Transportation, the Port of Long Beach, the Los Angeles County Metropolitan Transportation Authority and the U.S. Department of Transportation are funding construction of the new bridge jointly. The project is scheduled to be completed in 2016.

The redevelopment of the **Middle Harbor** is a \$1.3 billion,⁴ nine-year project that will result in the consolidation and modernization of two outmoded container terminals. The first phase of construction began in 2011 and is scheduled for completion in February 2015. Currently, Phase I of the project is running about five months behind schedule. Dozens of oil wells have had to be abandoned and relocated. Also impeding progress, a number of buried structures (including a timber wharf) have been found that will need to be removed before work can continue. As a result, budget increases are expected.

Meanwhile, other aspects of the redevelopment are moving forward. Construction of the wharf as well as the installation of a truck gate are scheduled for completion late spring 2014. New cranes are being delivered and tested by Long Beach Container Terminal, the tenant for the Northern Terminal.⁵

When Phase I is completed, work on the southern terminal will begin. The entire project should be finished by 2019. When the Middle Harbor is operational, annual container throughput will be about three million containers. Numerous environmental measures have also been incorporated into the plan that will reduce air pollution generated at the facility by half from 2005 levels.

Additionally, the POLB is proposing to build a new terminal, the **Pier S Container Terminal** on 160 acres of vacant land on Terminal Island. The project as currently configured would include development of a wharf, berths and

² When the Gerald Desmond Bridge opened, cargo ships were about one-sixth the size of what enters the port today.

³ The budget was increased by \$163.2 million in late 2013 due to oilfield relocation work. No further budget increases are anticipated.

⁴ Approximately \$562 million has been spent to date (April 2014).

⁵ LBCT is a subsidiary of Orient Overseas Container Line (OOCL). In 2012, the Port of Long Beach and OOCL signed a 40-year, \$4.6 billion lease for the Middle Harbor property, the largest deal of its kind for any U.S. seaport.

terminal infrastructure to support container-shipping operations. The project would also include a rail yard to expand the port's on-dock rail capacity. Draft environmental documents were released September 2011 for public comment. Release of the final environmental impact report is pending. If the Harbor Board of Commissioners approves the project, the proposed new terminal would take four to five years to complete.

The Green Port Gateway is the first of four rail construction projects underway or scheduled to begin in the near future to enhance on-dock rail. It is also part of the San Pedro Bay Ports Rail Enhancement Program, which includes several projects by the Port of Los Angeles and the Alameda Corridor Transportation Authority. The Green Port Gateway project includes the demolition and removal of existing tracks, laying 29,000 feet of new tracks and building 6,000 feet of retaining walls. Improvements will minimize derailments and improve rail traffic flow. The project will serve the Middle Harbor, Pier G and Pier J. Construction is expected to be completed July 2014. The \$83.7 million project is being funded in part by the U.S. Department of Transportation's TIGER III program (\$17 million) and California's Proposition 1B transportation measure (\$31.8 million).

Port of Los Angeles

The Port of Los Angeles (POLA) is in the midst of a five-year, \$1.2 billion capital improvement program that is focused on updating terminals, increasing rail capacity and deepening the main channel to allow ships to reach a 53 foot depth.

The channel-deepening project was completed in March 2013. In August 2013, the Port of Los Angeles initiated the environmental review process on a proposed berth-improvement project for **Yang Ming** (a Taiwanese shipping line). The plan proposed by Yang Ming will enhance terminal facilities and increase the water depth at its berth to 53' feet to accommodate larger vessels. The POLA plans to invest \$122 million in improvements at the terminal, including construction of a new 1,260-foot wharf, deepening the waters around the wharf and expanding the West Basin Intermodal Container Transfer Facility.

In January 2013, the POLA broke ground on the **West Basin Rail Yard** a new \$137.7 million rail project at Berth 200. When completed, the new yard will serve as a link between the port and the Alameda Corridor, providing staging and storage for trains to serve as the TraPac Container Terminal's future on-dock rail facility. The POLA estimates the new rail yard will eliminate 2,300 daily truck trips from the Long Beach (710) and Harbor (110) freeways. The project is being funded by a \$16 million U.S. Department of Transportation TIGER grant, \$51.2 million from California State Proposition 1B and \$22.1 million from METRO-

awarded federal funds. The POLA is investing \$48.4 million. The new facility is expected to be complete by summer 2014.

Last year, the Los Angeles Harbor Commission approved the initiation of an Environmental Impact Statement/Environmental Impact Report on a proposed berth improvement project by **Yusen Terminals Inc. (YTI)**. The YTI plan calls for deepening the waters around the wharf and improving terminal facilities. The project will also involve additional on-dock rail capacity. The project is designed to be carried out in two phases commencing July 2015 with a scheduled completion date of May 2017.

In addition to these larger infrastructure projects, both ports carry out work on an ongoing basis to upgrade existing terminal facilities, over-the-road access and security as well as environmental mitigation and community improvements.

Rail Infrastructure

The Port of Los Angeles has been working to develop the **Southern California International Gateway (SCIG)**, a new near-dock rail facility that will be operated by the Burlington Northern Santa Fe Railroad. After eight years in the development process, the project was approved by the Los Angeles City Council in May 2013. Citing concerns over health and traffic impacts on adjacent Long Beach neighborhoods, the City of Long Beach initiated a lawsuit against the City of Los Angeles to stop construction of the new facility in its present form.

As currently configured, the \$500 million project would create a near-dock facility adjacent to the ports with direct access to the Alameda Corridor. It is estimated the new facility will take three years to complete once construction commences. Upon completion, containers will be loaded on trains just four miles from the docks rather than traveling 24 miles to intermodal yards near downtown Los Angeles. An additional 1.5 million containers annually will be diverted from trucks to trains through the Alameda Corridor, reducing freeway congestion and improving overall air quality. The SCIG plan also includes a number of environmental features such as the use of electric and low-emission equipment, and will require that only clean trucks serve the facility.

Union Pacific Railroad also intends to expand its near-dock **Intermodal Container Transfer Facility (ICTF)**. The ICTF project will increase the annual average number of containers transferred from truck to rail transportation from the current 725,000 to an estimated 1.5 million. In spite of the increase in capacity, the proposed project will shrink the existing operational footprint of the ICTF from 233 acres to 177 acres. Additionally, the project calls for the use of green technologies (e.g. electric gantry cranes) that will substantially increase container transfer efficiency while reducing air emissions and noise. Construction

will take approximately three to four years. The ICTF Joint Powers Authority is in the process of analyzing the potential impacts of the proposed project through the EIR process.

The **Alameda Corridor-East (ACE)** consists of multiple construction projects to mitigate the impact on traffic and air quality of increased rail traffic over 70 miles of mainline railroad in the San Gabriel Valley. In addition to completing safety improvements at 39 crossings, 14 rail-roadway grade separation construction projects have been completed or are underway. Another five grade separation projects are in the design phase. The ACE also includes plans for the construction of bridges at four railroad crossings (also known as the San Gabriel Trench project). The total cost for all ACE-related projects is estimated to be \$1.7 billion.

Airports

The Los Angeles International Airport is in the fourth year of a five year capital improvement program. The centerpiece of the improvement program is the new \$1.5 billion Tom Bradley International Terminal which opened last year and was the biggest public works project in the history of the City of Los Angeles. Phase I construction (Westside boarding gates and the Great Hall) was completed last year. Phase II (Eastside boarding gates) is scheduled for completion in 2014 (South concourse) and 2015 (North concourse).

Other improvements at LAX include replacing the central utility plant with a modern energy efficient facility (\$438 million, completion scheduled for 2014) and facility upgrades to terminals two and four occurring during 2014 – 2016. A new \$7 million Runway Status Light system will increase airfield safety by using a series of lights embedded in the pavement to advise pilots if it is safe to proceed along a runway. A prototype was installed in 2009 with the full system scheduled to be operational by June 2014. There is also a planned project to replace or refurbish 212 outdated elevators, escalators and moving walkways with new modern units throughout the airport with efficient energy-saving technology by 2016.

Highways

The Schuyler Heim Bridge replacement and SR-47 Expressway is a joint project between the Alameda Corridor Transportation Authority (ACTA) and Caltrans. The project is divided into two segments. Segment I is the replacement of the seismically deficient bridge over the Cerritos Channel. This portion of the project is currently under construction and is being administered by Caltrans. Segment II will provide an expressway connection between the north side of the Heim Bridge and Alameda Street at Pacific Coast Highway. The ACTA will administer

Segment II, but at the time of this writing, this phase of the project has been postponed indefinitely.

The Long Beach Freeway (I-710) is a vital transportation corridor linking the Ports of Los Angeles/Long Beach to regional intermodal facilities and the nation beyond. It serves both commuters and goods movement. The heavily traveled freeway's infrastructure is increasingly strained by population and economic growth, creating serious congestion and safety issues.

The I-710 Corridor Project seeks to address congestion, accessibility, and other issues relating to the I-710 freeway. An important milestone was met late last year with the release of the Draft EIR/EIS. The review period has been completed and the project team is now working to prepare a response to the public comments collected during the review process. Over the next several months, the project team will be developing different project alternative, including a "no-build"⁶ option. Other proposals include: 1) widening the freeway to ten lanes throughout the length of the corridor and modernizing the design, 2) widening the freeway to ten general purpose lanes and add four separated freight movement lanes for exclusive use by convention trucks, and 3) all improvements included in the previous proposals, but require use of zero-emission technology to move goods in the freight lanes.

⁶ The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) require that agencies consider a no-build alternative as a baseline.

INDUSTRIAL REAL ESTATE AND INTERNATIONAL TRADE⁷

Introduction

Industrial real estate is a valuable link in the flow of international trade. While it is obvious the ships, railroads and trucks used to transport goods are part of the goods movement system, the locations used by firms to sort, package and consolidate products are an important part of that system as well. In this context, an adequate supply of industrial land with ready access to the region's transportation infrastructure facilitates trade and enhances regional competitiveness.

Expanding international trade, increased industrial production and rising consumer spending on retail goods (particularly e-commerce) are driving up demand for industrial space across the nation. The warehouse sector is dominating activity – sales of warehouse properties increased 24.4% in 2013. Southern California has emerged as the clear front-runner and is leading the national industrial real estate market recovery. Industrial vacancy rates are falling across the region and rental rates are firming in response to tight supply. Responding to declining inventories, dwindling rent concessions and low interest rates, new speculative developments are on the rise.

Regional Outlook

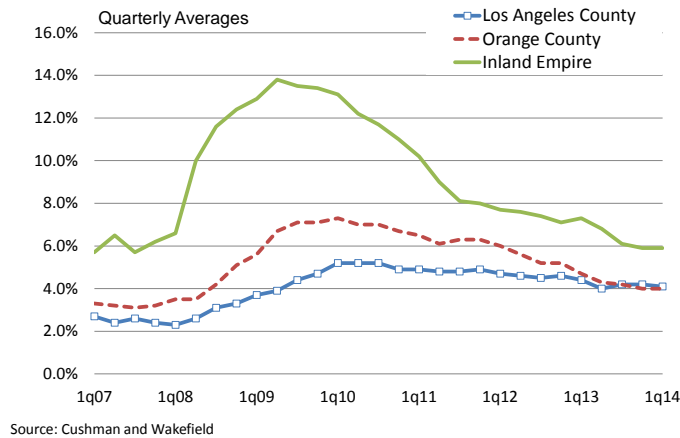
The Southern California industrial real estate market consists of three primary regions: Los Angeles County, the Inland Empire and Orange County.

Los Angeles County: During the first quarter of 2014, the Los Angeles industrial market realized nearly 973,000 square feet of occupancy gains. The largest lease transactions in the first quarter, ranging from 130,000 to 339,000 square feet, were all for warehouse/distribution space.

In spite of strong demand, overall net absorption was down by 15.9% compared with the same period a year ago. The decline in leasing activity was primarily attributable to the limited amount of Class A space on the market. At the close of the first quarter of 2014, the direct industrial vacancy rate in Los Angeles County was 4.1%, down from 4.4% during the same period a year ago. The San Gabriel Valley submarket was the tightest with a vacancy rate of 3.3%, while the South Bay led the region in leasing activity with 2.5 million square feet leased during the first quarter (a gain of 26.0% compared with the first quarter of 2013).

⁷ The LAEDC wishes to thank Cushman and Wakefield for providing the data cited in this section.

Industrial Vacancy Rates



Construction activity was relatively healthy during the first quarter with nearly 2.3 million square feet in development. Over half the new construction in the pipeline was in Central Los Angeles (1.4 million square feet). Over the year, the average asking rent for industrial space (all types) increased by 17.6% to \$0.60 per square foot from \$0.50 per square foot. Asking rents for warehouse/distribution space rose by 14.0% to \$0.57 per square foot.

The lack of inventory for sale resulted in a slowdown of investment activity as well, with transactions falling 19.9% from a year ago to 4.0 million square feet. On the other hand, user sales were up slightly (3.7%), but primarily for smaller buildings.

The projected increase in fulfillment operations, combined with rising trade volumes at the ports, are an indication that demand for industrial space will remain strong in Los Angeles County. Current development only represents 0.2% of existing stock and, with the lack of available land for future development, lease rates and sales prices will continue their upward trend.

Inland Empire: The Inland Empire industrial real estate market continued to improve in the first quarter. Vacancy rates and availability both declined significantly compared with the first quarter of 2013. Net absorption was 1.3 million square feet for a total of 23 million square feet of positive absorption over the past six quarters. Still, leasing activity was down compared with a year ago when net absorption topped 5.3 million square feet. This was likely due to limited inventory in some size ranges.

The first quarter direct vacancy rate was 5.9%, down from the 7.3% vacancy rate posted during the first quarter of 2013. Asking rents for all types of industrial

properties inched up over the same period by 7.9% to \$0.41 per square foot. Lease rates on warehouse/distribution space were up by 5.9% to \$0.36 per square foot.

There were 16.6 million square feet of new construction underway in the first quarter most of which was for buildings over 500,000 square feet. In addition, 2.2 million square feet of new inventory was delivered with another 63.8 million square feet in the planning stage.

In spite of all the new development taking place in the Inland Empire, the amount of available and vacant space is expected to continue to decline. This in turn, is contributing to stability and increases in lease rates. Improvements in the Inland Empire's industrial real estate are expected to continue this year with declines in vacancy rates, and increases in sales and leasing activity.

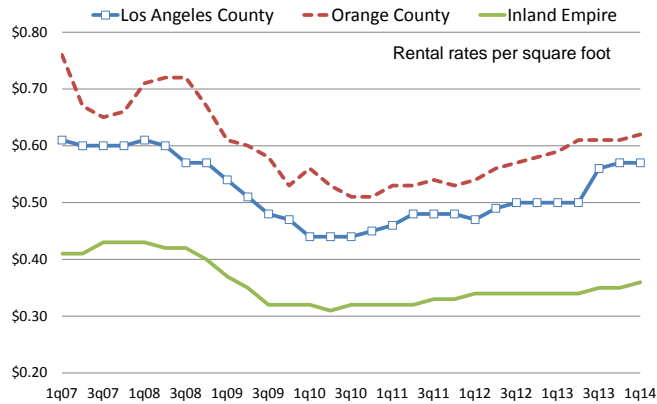
Orange County: The tight supply of high quality industrial space in Orange County contributed to a slowdown in leasing activity during the first quarter of this year. Leasing activity fell by 11.6% to 3.0 million square feet compared with the same period last year. At the same time, demand is on the rise.

Strong net absorption during the first quarter (130,836 square feet) pushed the county's vacancy rate down to the lowest level since mid-2008. Orange County now has the tightest industrial market in the nation. There were ten significant new leases ranging from 55,000 to 238,000 square feet in the county during the first quarter, over half of which were for warehouse and distribution space.

The average direct vacancy rate during the first quarter of 2014 was 3.9% down from 4.7% during the same time a year ago. High demand and tight inventory are pushing up asking rental rates and sales prices. Rental rates increased to \$0.73 per square foot during the first quarter – up by 5.8% from a year ago. Lease rates for warehouse/distribution space were up by 5.1% to \$0.62 per square foot.

Due to increased demand, speculative construction has returned to Orange County. During the first quarter there was nearly 869,000 square feet of new construction underway (all of which is located in the Anaheim Concourse development). This represents a substantial improvement over the first quarter of 2013 when only 204,000 square feet of new construction was recorded. User sales activity rose to 828,200 square feet during the first quarter – more than double the amount a year ago.

Warehouse/Distribution Rental Rates



Source: Cushman and Wakefield

As Orange County's economy grows, real estate market fundamentals will continue to improve. Tight supply and strong demand will push vacancy rates down and rental rates up, encouraging new construction and investor purchase activity.

Real Estate Outlook

The outlook for industrial space in Southern California is encouraging, especially for warehouse and distribution facilities. There is a strong appetite for well-located properties with ready access to rail and intermodal services. Big-box facilities will experience higher rent growth than the overall warehouse market. Improving the efficiency of supply chains means fewer but larger (1.0 million square feet or more) distribution centers. Further improvements in vacancy rates and rents will depend largely on trade and manufacturing activity. Other factors to consider are the rate at which speculative developments come online and the volatility of energy costs, which affect the entire spectrum of manufacturing, production and distribution activities.

CHALLENGES AND OPPORTUNITIES

Challenges

International trade and goods movement will continue to play a critical role in the regional economy in the short and long term. After a very encouraging year in 2013, the international trade sector should see relatively strong growth this year and even stronger growth in 2015, which would translate into surpassing the peak activity levels seen in 2006-2007. However, Southern California's international trade industry faces a number of challenges.

Competition from Other Ports: Gulf and East Coast ports have been attracting business from the West Coast ports over the past decade. The San Pedro Bay ports have lost market. In fact, the San Pedro Bay port's share of total U.S. container activity has shrunk from 35.8% in 2007 to 34.3% in 2013. Competition will of course intensify after the expansion of the Panama Canal. While West Coast ports in the U.S. are always jousting with each other for business, there are also serious competitors in Canada. Ports in the Vancouver area have been combined and are improving their facilities with assistance from the provincial government. Further to the north is Prince Rupert, which touts deep channels, direct ship-to-rail transfer, and rail service to the U.S. Midwest.

In Mexico, the Port of Lázaro Cárdenas is considered by many in the industry to be the logical trade route between the U.S. and Asia due to its Kansas City Railroad connection in Laredo, Texas. In addition, the biggest shipping company in the world, Maersk, recently announced a \$1.5 billion investment at the Port of Lázaro Cárdenas with the first phase to be completed in 2015. Projects like this were delayed by the global recession and financial crisis but will resume in the coming years.

Suez Canal: As more manufacturing moves to Vietnam and other countries in Southeast Asia and as Indian ports expand, more merchandise will move through the Suez Canal instead of going east to the West Coast of North America. This trend has emerged over the last few years and has become a challenge for the ports to overcome.

Panama Canal Expansion: Slated to open by the end of 2015 or in the beginning of 2016 (instead of late 2014 as previously anticipated), many industry observers expect that the Panama Canal expansion will result in some diversion of traffic from Los Angeles/Long Beach to Gulf and East Coast ports. Several factors must be analyzed to assess the potential impact of the canal expansion, including port terminal capacity, the connecting infrastructure, crude oil prices, Panama Canal toll fees, Panama Canal capacity, intermodal rail pricing, comparative transit times, and demographics. The net effect of the canal expansion remains unclear and, in the meantime, the local ports are upgrading

and expanding capacity to retain the region's competitive advantage as the nation's gateway to Asia.

Economic Slowdown in China: A significant slowdown or hard landing in China's economic growth rate, for example dropping from a double digit growth rate to 5%-6%, would adversely affect export volumes at the region's ports.

Demographics: Projections of long-range population growth rates for the southeastern part of the U.S. are expected to exceed those of California and southwestern U.S. This will increase market attraction for more direct calls to Gulf and East Coast ports.

Labor Disputes: Negotiations between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) began on May 12 to replace the current six-year contract, which expires on June 30. Any conflicts or issues that result from the contract negotiations could potentially disrupt cargo activity and cause huge problems for both ports. Other any types of labor disputes (including trucking) would also be problematic for the goods movement sector.

Perceptions of Port Friendliness: This is still something that the ports have to deal with since the major strike of 2002. While the last strike in December 2012 was less disruptive, both ports are always trying to improve their image with shipping lines and customers.

Opportunities

Even with the challenges it faces, the Los Angeles area's international trade industry has the potential to expand its business in coming years, especially when considering the following opportunities:

World Trade Organization (WTO) Recent Agreement: For the first time since it was established, the WTO (founded in 1995) signed an agreement on new trade rules, a so-called "trade facilitation" deal that will cut red tape and simplify customs and port procedures. This will speed up the flow of goods and is expected to cut the cost of trade by 10% to 15%. The deal could create an additional \$1 trillion in global economic activity and add nearly 21 million jobs. This deal will provide a great opportunity to expand business at the local ports.

Trans-Pacific Partnership Agreement (TPP): This free trade agreement is currently being negotiated between the U.S. and eleven other Pacific Rim nations. The latest round (21st round) of negotiations took place in December 2013 and ended without an agreement. A new negotiation target has been set for sometime in 2014. If completed and implemented, the TPP is expected to generate an additional \$123.5 billion a year in U.S. exports by 2025. It will also benefit the Southern California international trade and goods movement

industries, particularly since the agreement includes six of the LACD's top trading partners or export markets, including its second largest partner, Japan.

Transatlantic Trade and Investment Partnership (T-TIP): The U.S. and the European Union are currently negotiating the Transatlantic Trade and Investment Partnership, which is another substantial free trade and investment agreement. The latest round of negotiations is scheduled for the middle of May 2014. With only 12% of global population but close to half of total global GDP, the U.S. and the EU represent the two largest economies in the world.

Korea-U.S. Free Trade Agreement (KORUS): Having gone into effect just over two years ago (March 15, 2012), this agreement is a boon to LACD trade activity (particularly over the long term) as the majority of two-way trade container traffic with South Korea comes through the Ports of Los Angeles and Long Beach.

Free Trade Agreements with Colombia and Panama: Both of these agreements have been in effect for roughly two years, and offer excellent opportunities to increase two-way trade flows with these respective economies in both the short and long term as tariff and non-tariff barriers are eliminated.

National Export Initiative (NEI) and NEI NEXT: The NEI ends at the end of this year. The San Pedro Bay ports have greatly benefitted from the program. However, the NEI NEXT program will build on the achievements of the NEI through five core objectives. The potential for increased export flows out of the local ports over the coming years is substantial. Southern California is well positioned to expand exports, perhaps more than any other region in the U.S.

Global Cities Initiative/L.A. Regional Export Plan: The Brookings Institution and JPMorgan Chase & Co. are leading this project across the country. The three core objectives of the Los Angeles export plan include securing and increasing quality jobs in the region driven by export growth, supporting the National Export Initiative, and fostering a more globally-fluent export-oriented business culture in the region, particularly focusing on small- to medium-sized enterprises.

China: China's rapid economic growth will continue to benefit the LACD in the coming years, especially as the size of the Chinese middle class increases. Since China joined the World Trade Organization in 2001, trade flows through the Ports of Los Angeles and Long Beach have jumped dramatically. The rise of the Chinese middle class is already evident in the composition of LACD exports to China, which are shifting more towards consumer goods and services. As China's relies less on manufacturing and exports and more on consumer expenditures in the coming years, consumer goods exported from the LACD to

China will not be seriously affected. The services side presents the best opportunity for growth as royalties from motion pictures, tourism, and education have all been strong performers and will continue on a robust growth path.

Other Developing Asian Nations: The LACD's top developing Asian trading partners are all projected to experience high economic growth rates in the coming years. This will bode well for the local ports. Like China, these nations are beginning to establish significant middle classes that will demand more U.S. consumer goods. In addition, because of labor cost concerns, U.S. importers have begun to diversify away from China and more toward other Asian countries. Vietnam, Indonesia, India and the Philippines all have tremendous potential and have moved up the rankings of the LACD's top trading partners. These countries are expected to witness some of the strongest economic and income growth rates in the world over the next four decades.

Large Local Market: Nearly 21 million people live in the six Southern California counties, plus there is easy access to fast growing markets in Arizona and Nevada. There are nearly 500,000 business establishments in the region, employing over seven million people. Direct access to such a large consumer market is something that no other U.S. port can offer.

Growth of Latin America, the new "Look South Initiative" and the Pacific Alliance: The growth of Brazil and Mexico in particular, present attractive trade opportunities. Other nations in Latin America are also beginning to establish larger middle classes that will demand more U.S. goods and services. In addition, U.S. importers have begun to diversify more based on cost issues. Earlier this year, the U.S. Department of Commerce announced the new Look South Initiative to encourage U.S. companies to export to the region. U.S. exports to Latin America are growing faster than trade with the rest of the world. In addition, the Pacific Alliance member nations (including Mexico, Colombia, Peru and Chile) offer great trade opportunities.

Panama Canal Expansion: While the expansion of the Panama Canal presents a challenge to the San Pedro Bay ports, it also presents a great opportunity to increase two-way trade with Brazil, other nations in Latin America, and with Europe and Africa as well.

Los Angeles as a Gateway and Hub: Los Angeles County is America's gateway to Asia. Los Angeles County also has the potential to become a viable alternative to Miami as a gateway to Latin America. Both Asia and Latin America are now key components of the global economic growth engine. Latin America has gained prominence as a hot spot for global expansion and investment. As a result, Asian companies are increasingly using their operations in U.S. cities as an entry point to Latin American markets. Asian companies

want to facilitate exports to Latin America by getting closer to the Latin American consumer just as they have done with American consumers. They can do this by establishing operations in these countries or alternatively, by leveraging existing operations or establishing new operations in the U.S.

Excellent Transportation Infrastructure: In addition to the seaports (there are three in the five-county Los Angeles region including Port Hueneme in Ventura County), two international airports serve the area. The region has excellent highway and rail connections to the Midwest, Southwest, and Southeast regions of the U.S. Improved rail capacity (all double-tracked) will be critical as businesses “back East” seek the lowest all-in logistics and transportation costs to and from Asia. In addition, the region has warehouse and distribution facilities in the Inland Empire (over 500 million square feet) that attract discretionary cargo destined for other parts of the U.S.

Port Capacity: With major terminal expansions at the two ports coming online in five to ten years, there should be no concern about future capacity.

Completion of the Doha Round: The Doha round of WTO negotiations has been on-going since 2001. Unfortunately, this latest WTO multilateral free trade round has not been successful and there are no signs of completion for this year or next. In fact, bilateral free trade agreements have become more commonplace over the past decade as a direct result of the unsuccessful Doha Round. According to the World Bank, a successful completion to the Doha Round could increase net welfare by \$84 to \$287 billion by just 2015 alone.

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 U.S. ports will ultimately have to follow the same path.

Statistical Appendix

Index of Statistical Tables

Table 1:	Value of International Trade at Nation's Largest Customs Districts	64
Table 2:	International Container Traffic at Nation's Largest Ports.....	65
Table 3:	Total Tonnage at the West Coast Ports	66
Table 4:	Comparative Tonnage of Major West Coast Ports	68
Table 5:	International Trade-Related Employment in Los Angeles County	73
Table 6:	Imports & Exports Through the L.A. Customs District	74
Table 7:	Exports Through the L.A. Customs District.....	75
Table 8:	Imports Entering the L.A. Customs District.....	76
Table 9:	Exports Through the L.A. Customs District by Product & Area.....	77
Table 10:	Imports Entering the L.A. Customs District by Product & Area.....	78
Table 11:	Major Trading Partners of the L.A. Customs District	79
Table 12:	Exports Through L.A. Customs District by Destination Country	81
Table 13:	Imports Entering L.A. Customs District by Country of Origin.....	82
Table 14:	Top 20 U.S. Ports	83
Table 15:	Top 20 U.S. Ports for Exports	84
Table 16:	Top 20 U.S. Ports for Imports	85
Table 17:	Exports Through the Port of LA, Port of LB, and LAX.....	86
Table 18:	Imports Entering the Port of LA, Port of LB, and LAX.....	87
Table 19:	Exports Through the San Diego Customs District	88
Table 20:	Imports Entering the San Diego Customs District	88
Table 21:	Exports Through the San Diego Customs District by Product & Area	89
Table 22:	Imports Entering the San Diego Customs District by Product & Area	90
Table 23:	Exports Through the San Diego Customs District by Destination Country	91
Table 24:	Imports Entering the San Diego Customs District by Country of Origin.....	92
Table 25:	Top Trading Partners of San Diego Customs District.....	93
Table 26:	Imports from San Diego Customs District's Top Trading Partners	93
Table 27:	Exports Through the San Francisco Customs District.....	94
Table 28:	Imports Entering the San Francisco Customs District.....	95
Table 29:	Exports Through the San Francisco Customs District by Product & Area	96
Table 30:	Imports Entering the San Francisco Customs District by Product & Area	97
Table 31:	Exports Through the San Francisco Customs District by Destination Country	98
Table 32:	Imports Entering the San Francisco Customs District by Country of Origin.....	99
Table 33:	Top Trading Partners of San Francisco Customs District	100
Table 34:	Imports from San Francisco Customs District's Top Trading Partners	101
Table 35:	California Exports by Destination Country.....	102
Table 36:	California Exports by Product Category	103
Table 37:	California Exports by Point of Exit.....	104
Table 38:	California Imports by Country of Origin	105
Table 39:	California Imports by Product Category	106

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

Rank	Customs District	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	13/12	12/11	% of U.S. 2013
1	Los Angeles, CA	\$234.9	\$263.9	\$293.9	\$329.4	\$349.0	\$357.1	\$282.5	\$347.9	\$387.3	\$404.0	\$414.8	2.7%	4.3%	11.9%
2	New York City, NY	219.6	245.1	267.6	295.0	323.7	353.3	266.6	326.8	387.9	381.9	378.9	-0.8%	-1.6%	11.1%
3	Laredo, TX	115.4	130.8	139.3	157.3	167.3	174.7	146.8	185.7	216.2	239.1	253.2	5.9%	10.6%	5.8%
4	Houston-Galveston, TX	81.0	104.6	136.5	162.2	185.3	240.9	167.5	211.4	268.2	274.0	252.0	-8.0%	2.2%	4.1%
5	Detroit, MI	186.8	207.3	229.9	239.6	249.0	236.5	171.0	219.2	244.7	253.0	243.8	-3.6%	3.4%	9.4%
6	New Orleans, LA	94.4	115.6	130.4	152.8	175.8	216.9	151.2	194.4	234.5	243.8	234.6	-3.8%	4.0%	4.8%
7	Chicago, IL	79.4	95.0	108.6	120.7	132.9	153.6	128.2	161.4	176.4	187.5	192.5	2.7%	6.2%	4.0%
8	Seattle, WA	75.3	83.3	95.8	109.1	119.7	120.6	101.6	111.1	128.6	138.7	153.0	10.3%	7.9%	3.8%
9	Savannah, GA	48.3	60.4	72.5	82.5	93.8	101.1	87.2	109.1	126.4	132.4	129.5	-2.1%	4.7%	2.4%
10	San Francisco, CA	79.5	93.7	99.0	111.1	112.2	115.3	86.7	107.7	119.5	119.3	123.9	3.9%	-0.2%	4.0%
	U.S. Total	\$1,981.9	\$2,284.6	\$2,574.5	\$2,879.9	\$3,105.2	\$3,391.1	\$2,615.7	\$3,192.4	\$3,688.3	\$3,821.0	\$3,845.7	0.6%	3.6%	100.0%

Note: Based on NAICS District-Level Data, General Imports and Exports

Source: U.S. Census Bureau, USA Trade Online

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 trans-Pacific routes, LACD's export numbers poorly reflect the amount of production actually occurring here.

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

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

Rank	Port	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	Los Angeles, CA	4.879	5.184	6.106	7.179	7.321	7.485	8.470	8.355	7.850	6.749	7.832	7.941	8.078	7.869
2	Long Beach, CA	4.601	4.463	4.526	4.658	5.780	6.710	7.290	7.312	6.488	5.068	6.263	6.061	6.046	6.731
3	New York, NY	3.051	3.316	3.749	4.068	4.478	4.785	5.086	5.299	5.265	4.562	5.292	5.503	5.530	5.467
4	Savannah, GA	0.949	1.077	1.328	1.521	1.662	1.902	2.160	2.604	2.616	2.357	2.825	2.945	2.966	3.034
5	Oakland, CA	1.777	1.644	1.708	1.923	2.048	2.274	2.392	2.388	2.236	2.045	2.330	2.343	2.344	2.347
6	Seattle, WA	1.202	1.315	1.439	1.486	1.776	2.088	1.987	1.974	1.704	1.585	2.140	2.034	1.869	2.224
7	Norfolk, VA	1.348	1.304	1.438	1.646	1.809	1.982	2.046	2.128	2.083	1.745	1.895	1.918	2.106	1.950
8	Charleston, SC	1.633	1.528	1.593	1.691	1.864	1.987	1.968	1.754	1.636	1.368	1.280	1.380	0.921	1.892
9	Houston, TX	1.062	1.058	1.147	1.244	1.438	1.594	1.607	1.772	1.795	1.797	1.812	1.866	1.786	1.601
10	Tacoma, WA	0.919	0.881	0.995	1.156	1.211	1.401	1.552	1.403	1.861	1.546	1.455	1.489	1.455	1.593

Sources: 2000-2006 data sourced from the American Association of Port Authorities, all other data provided by the ports

Rank	Port	Percent Change			Numerical Change (000s)		
		'13/'12	'12/'11	'13/'08	'13/'12	'12/'11	'13/'08
1	Los Angeles, CA	-2.6%	1.7%	0.2%	-209.1	137.2	18.6
2	Long Beach, CA	11.3%	-0.3%	3.7%	684.9	-15.4	242.8
3	New York, NY	-1.1%	0.5%	3.8%	-62.6	26.4	202.3
4	Savannah, GA	2.3%	0.7%	16.0%	67.8	21.6	417.9
5	Oakland, CA	0.1%	0.1%	4.9%	2.1	1.9	110.3
6	Seattle, WA	18.9%	-8.1%	30.5%	354.0	-164.0	519.0
7	Norfolk, VA	-7.4%	9.8%	-6.4%	-155.8	187.9	-133.2
8	Charleston, SC	105.5%	-33.3%	15.7%	971.0	-459.5	256.0
9	Houston, TX	-10.3%	-4.3%	-10.8%	-184.5	-80.6	-194.0
10	Tacoma, WA	9.4%	-2.2%	-14.4%	137.3	-33.3	-268.6

TABLE 3A: Total Tonnage at the West Coast Ports

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

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2007	368,599.3	73.8%	26.2%	2.1%	4.6%	-4.4%	7,531	12,008	-4,477
2008	354,429.0	73.1%	26.9%	-3.8%	-4.8%	-1.2%	-14,170	-12,977	-1,193
2009	296,413.6	75.3%	24.7%	-16.4%	-13.8%	-23.4%	-58,015	-35,733	-22,282
2010	338,759.5	75.0%	25.0%	14.3%	13.7%	0.2%	42,346	30,569	11,777
2011	347,038.6	74.3%	25.7%	2.4%	1.5%	5.1%	8,279	3,924	4,355
2012	345,884.8	75.5%	24.5%	-0.3%	1.3%	-5.2%	-1,154	3,452	-4,606
2013	340,292.7	78.1%	21.9%	-1.6%	1.7%	-11.9%	-5,592	4,470	-10,062

Source: Pacific Maritime Association (PMA)

TABLE 3B: Total Tonnage at the West Coast Ports

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

Region	Total Tonnage		Change from 2012		% Share of West Coast Traffic	
	2013	2012	Numerical	Percent	2013	2012
Southern California	217,330.4	211,048.1	6,282.3	3.0%	63.9%	61.0%
Northern California	39,015.8	37,573.8	1,442.0	3.8%	11.5%	10.9%
Pacific Northwest:	<u>83,946.5</u>	<u>97,263.0</u>	<u>-13,316.5</u>	<u>-13.7%</u>	<u>24.7%</u>	<u>28.1%</u>
Oregon-Columbia River	29,648.6	37,097.6	-7,449.0	-20.1%	8.7%	10.7%
Washington	54,297.9	60,165.4	-5,867.5	-9.8%	16.0%	17.4%
West Coast Total	340,292.7	345,884.8	-5,592.2	-1.6%		

Source: Pacific Maritime Association (PMA)

TABLE 3C: Total Tonnage at the West Coast Ports

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

Port	Total Tonnage		Change from 2012		% Share of West Coast Traffic		
	2013	2012	Numerical	Percent	2013	2008	2003
Los Angeles, CA	106,171.3	110,752.5	-4,581.2	-4.1%	31.2%	31.9%	32.1%
Long Beach, CA	101,070.1	90,953.9	10,116.2	11.1%	29.7%	25.6%	25.8%
Tacoma, WA	31,823.3	30,974.7	848.6	2.7%	9.4%	8.2%	9.2%
Oakland, CA	30,906.8	30,305.0	601.9	2.0%	9.1%	8.7%	7.8%
Seattle, WA	18,119.6	25,549.0	-7,429.4	-29.1%	5.3%	8.6%	6.9%
Portland, OR	13,516.4	17,948.1	-4,431.7	-24.7%	4.0%	5.5%	6.6%
Kalama, WA	9,304.5	10,198.5	-894.1	-8.8%	2.7%	3.3%	2.3%
San Diego, CA	5,167.9	4,822.0	345.9	7.2%	1.5%	1.2%	1.6%
Port Hueneme, CA	4,921.0	4,519.6	401.4	8.9%	1.4%	1.2%	1.4%
Vancouver, WA	2,001.3	4,914.5	-2,913.2	-59.3%	0.6%	1.8%	1.8%
All Other Ports	17,290.3	14,947.0	2,343.3	15.7%	5.1%	4.0%	4.5%
West Coast Total	340,292.7	345,884.8	-5,592.2	-1.6%	100.0%	100.0%	100.0%

Source: Pacific Maritime Association (PMA)

TABLE 4: Comparative Tonnage of Major West Coast Ports

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

Port of Los Angeles, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	102,636.0	95.4%	4.6%	11.5%	11.3%	15.8%	10,614	9,967	647
2011	110,602.2	94.5%	5.5%	7.8%	6.7%	28.7%	7,966	6,608	1,358
2012	110,752.5	94.4%	5.6%	0.1%	0.0%	1.9%	150	37	113
2013	106,171.3	94.3%	5.7%	-4.1%	-4.2%	-2.3%	-4,581	-4,437	-144

Source: Pacific Maritime Association (PMA)

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

Port of Long Beach, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	90,954.9	87.8%	12.2%	19.9%	21.6%	8.9%	15,111	14,208	902
2011	88,906.3	86.4%	13.6%	-2.3%	-3.8%	9.2%	-2,049	-3,069	1,020
2012	90,953.9	85.8%	14.2%	2.3%	1.6%	6.5%	2,048	1,255	792
2013	101,070.1	86.5%	13.5%	11.1%	11.9%	6.2%	10,116	9,311	805

Port of Oakland, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2007	29,449.7	97.1%	2.9%	3.0%	3.3%	-5.8%	853	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
2010	29,475.1	98.8%	1.2%	5.8%	6.2%	-21.7%	1,604	1,704	-101
2011	30,284.9	98.5%	1.5%	2.7%	2.4%	27.4%	810	711	99
2012	30,305.0	98.9%	1.1%	0.1%	0.5%	-26.3%	20	141	-121
2013	30,906.8	99.0%	1.0%	2.0%	2.1%	-5.1%	602	619	-17

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

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

Port of Seattle, WA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	31,336.9	80.2%	19.8%	25.0%	33.0%	0.5%	6,267	6,235	32
2011	29,855.8	80.7%	19.3%	-4.7%	-4.2%	-7.0%	-1,481	-1,045	-436
2012	25,549.0	85.6%	14.4%	-14.4%	-9.3%	-36.0%	-4,307	-2,236	-2,071
2013	18,119.6	98.5%	1.5%	-29.1%	-18.4%	-92.6%	-7,429	-4,012	-3,417

Port of Tacoma, WA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	27,506.6	65.7%	34.3%	-4.2%	-6.8%	1.3%	-1,194	-1,315	121
2011	28,428.4	64.8%	35.2%	3.4%	1.9%	6.1%	922	346	576
2012	30,974.7	71.8%	28.2%	9.0%	20.6%	-12.5%	2,546	3,802	-1,255
2013	31,823.3	79.2%	20.8%	2.7%	13.5%	-24.5%	849	2,993	-2,144

Port of Portland, OR

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	19,661.1	11.4%	88.6%	20.3%	-15.8%	27.3%	3,313	-424	3,736
2011	19,139.8	13.9%	86.1%	-2.7%	17.8%	-5.3%	-521	401	-922
2012	17,948.1	14.5%	85.5%	-6.2%	-1.9%	-6.9%	-1,192	-51	-1,141
2013	13,516.4	19.1%	80.9%	-24.7%	-0.9%	-28.7%	-4,432	-24	-4,408

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

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

Port of Kalama, WA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2007	9,624.1	-	-	14.0%			1,180		
2008	12,320.3	-	-	28.0%	-	-	2,696	-	-
2009	9,065.2	-	-	-26.4%	-	-	-3,255	-	-
2010	11,652.6	-	-	28.5%	-	-	2,587	-	-
2011	11,570.3	-	-	-0.7%	-	-	-82	-	-
2012	10,198.5	-	-	-11.9%	-	-	-1,372	-	-
2013	9,304.5	-	-	-8.8%	-	-	-894	-	-

Port of Vancouver, WA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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	-3	-267
2009	5,134.5	0.2%	99.8%	-13.0%	689.9%	-13.2%	-768	9	-777
2010	6,110.1	0.4%	99.6%	19.0%	117.7%	18.8%	976	12	964
2011	6,197.5	0.3%	99.7%	1.4%	-6.9%	1.5%	87	-2	89
2012	4,914.5	0.2%	99.8%	-20.7%	-60.1%	-20.6%	-1,283	-13	-1,271
2013	2,001.3	0.4%	99.6%	-59.3%	8.4%	-59.4%	-2,913	1	-2,914

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

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

Port of San Diego, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
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
2010	4,073.9	21.7%	78.3%	16.2%	5.1%	19.7%	568	43	525
2011	4,286.6	20.3%	79.7%	5.2%	-1.5%	7.1%	213	-13	226
2012	4,822.0	18.0%	82.0%	12.5%	-0.3%	15.8%	535	-3	538
2013	5,167.9	1.0%	99.0%	7.2%	-93.8%	29.4%	346	-815	1,161

Port of Hueneme, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2007	3,970.7	8.7%	91.3%	-131.0%	1.7%	-14.3%	-600	6	-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
2010	3,356.2	12.6%	87.4%	12.0%	28.7%	9.9%	359	95	264
2011	4,094.5	9.4%	90.6%	22.0%	-9.5%	26.6%	738	-40	778
2012	4,519.6	19.7%	80.3%	10.4%	131.3%	-2.1%	425	505	-80
2013	4,921.0	18.6%	81.4%	8.9%	2.8%	10.4%	401	25	377

TABLE 5: International Trade Related Employment in Los Angeles County

(Annual averages, in thousands)

Year	International Trade Employment	Total Nonfarm Employment	% of Nonfarm Employment	Annual % Change	
				Int'l Trade Employment	Nonfarm Employment
2003	158.6	4,054.2	4.0%	-4.2%	-1.1%
2004	169.1	4,077.3	4.2%	6.6%	0.3%
2005	169.1	4,118.0	4.2%	0.0%	0.7%
2006	171.0	4,192.9	4.2%	1.1%	1.7%
2007	175.5	4,227.4	4.2%	2.6%	0.7%
2008	173.1	4,183.9	4.2%	-1.4%	-1.3%
2009	159.1	3,949.5	4.2%	-8.1%	-6.1%
2010	157.3	3,888.4	4.2%	-1.1%	-1.3%
2011	158.5	3,909.0	4.2%	0.8%	0.5%
2012	163.6	4,006.9	4.1%	3.2%	2.5%

Source: LAEDC Cluster Analysis Project

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

Year	Imports*	% Change	Exports	% Change	Total Trade	% Change
2003	167.3	10.9%	67.6	6.7%	234.9	9.7%
2004	193.1	15.5%	70.7	4.7%	263.9	12.4%
2005	215.5	11.6%	78.4	10.8%	293.9	11.4%
2006	239.0	10.9%	90.4	15.4%	329.4	12.1%
2007	249.0	4.2%	100.0	10.7%	349.0	6.0%
2008	247.1	-0.8%	110.0	10.0%	357.1	2.3%
2009	196.4	-20.5%	86.1	-21.7%	282.5	-20.9%
2010	242.7	23.6%	105.1	22.1%	347.9	23.1%
2011	266.3	9.7%	121.0	15.1%	387.3	11.3%
2012	282.7	6.2%	121.3	0.2%	404.0	4.3%
2013	287.8	1.8%	127.0	4.7%	414.8	2.7%

*Note: Based on NAICS District-Level Data, General Imports and Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 7: Exports through the L.A. Customs District, 2013

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Computers, Peripherals, Machinery, Appliances, and Parts	\$17,685.9	\$11,789.9	\$5,895.8	66.7%	33.3%	13.9%
Electrical Equipment, TVs, and Electronic Parts	13,702.0	4,231.2	9,468.4	30.9%	69.1%	10.8%
Aircraft, Spacecraft, and Parts	9,912.8	1,683.9	5,732.0	17.0%	57.8%	7.8%
Medical, Surgical, and Dental Instruments	8,933.5	2,363.8	6,567.4	26.5%	73.5%	7.0%
Plastics and Items Made of Plastic	6,600.7	6,213.9	386.9	94.1%	5.9%	5.2%
Natural Pearls, Precious Stones, and Metals	6,572.6	173.1	6,328.3	2.6%	96.3%	5.2%
Motor Vehicles and Motor Vehicle Parts	6,062.6	5,714.1	348.5	94.3%	5.7%	4.8%
Miscellaneous Chemical Products	3,641.8	2,758.7	883.1	75.8%	24.2%	2.9%
Fruits and Nuts	2,997.6	2,801.5	196.1	93.5%	6.5%	2.4%
Meat and Meat Products	2,821.0	2,817.7	3.3	99.9%	0.1%	2.2%
Cotton and Cotton Yarn and Woven Fabric	2,578.0	2,573.6	4.5	99.8%	0.2%	2.0%
Organic Chemicals	2,550.9	2,258.9	292.0	88.6%	11.4%	2.0%
Prepared Animal Feed	2,332.8	2,330.4	2.4	99.9%	0.1%	1.8%
Refined Oil Products and Natural Gas	2,269.5	2,267.0	2.5	99.9%	0.1%	1.8%
Copper and Items Made of Copper	2,085.5	2,017.3	68.2	96.7%	3.3%	1.6%
Iron and Steel	2,066.4	2,031.2	35.1	98.3%	1.7%	1.6%
Inorganic Chemicals and Related Compounds	1,927.7	1,859.1	68.7	96.4%	3.6%	1.5%
Raw Hides, Skins, and Leather	1,900.4	1,897.0	3.5	99.8%	0.2%	1.5%
Aluminum and Items Made of Aluminum	1,798.6	1,669.5	129.1	92.8%	7.2%	1.4%
Pharmaceutical Products	1,674.7	358.0	1,316.7	21.4%	78.6%	1.3%
Miscellaneous Prepared Foods	1,607.8	1,351.4	256.4	84.1%	15.9%	1.3%
Oils, Seeds and Grains	1,585.9	1,476.2	109.7	93.1%	6.9%	1.2%
Dairy Products, Bird Eggs, and Honey	1,546.3	1,536.8	9.5	99.4%	0.6%	1.2%
Iron and Steel Products	1,485.8	1,154.1	331.7	77.7%	22.3%	1.2%
Essential Oils, Perfumes, and Cosmetics	1,428.5	1,131.9	296.6	79.2%	20.8%	1.1%
Rubber and Items Made of Rubber	1,411.0	1,347.0	64.0	95.5%	4.5%	1.1%
Wood Pulp (Waste & Scrap)	1,239.7	1,239.7	-	100.0%	0.0%	1.0%
Soaps, Waxes, Polish, and Candles	1,090.8	1,058.9	31.8	97.1%	2.9%	0.9%
Toys, Games, and Sports Equipment	919.1	602.9	316.2	65.6%	34.4%	0.7%
Dyes, Paint, and Inks	848.0	785.2	62.7	92.6%	7.4%	0.7%
Special Classification Items	846.2	148.1	82.5	17.5%	9.8%	0.7%
Furniture, Bedding, and Lamps	778.8	671.9	107.0	86.3%	13.7%	0.6%
Glass and Glassware	776.0	729.6	46.4	94.0%	6.0%	0.6%
Paper, Paperboard, and Related Products	671.4	643.2	28.2	95.8%	4.2%	0.5%
All Other Items (<500 million)	10,607	7,713	2,891	72.7%	27.3%	8.4%
Total	\$126,958	\$81,399	\$42,366	64.1%	33.4%	100.0%

Note: Based on HS Port-Level Data, Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 8: Imports* Entering the L.A. Customs District, 2013
(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Computers, Peripherals, Machinery, Appliances, and Parts	\$72,020.0	\$58,377.6	\$13,632.6	81.1%	18.9%	19.1%
Electrical Equipment, TVs, and Electronic Parts	64,782.8	52,746.0	11,894.3	81.4%	18.4%	17.2%
Motor Vehicles and Motor Vehicle Parts	34,659.2	34,315.5	342.5	99.0%	1.0%	9.2%
Refined Oil Products and Natural Gas	21,298.9	21,240.1	0.4	99.7%	0.0%	5.7%
Apparel and Accessories (Knit Or Crochet)	18,632.1	17,929.2	701.5	96.2%	3.8%	5.0%
Apparel & Accessories (Not Knit Or Crochet)	14,801.0	13,869.0	914.4	93.7%	6.2%	3.9%
Footwear and Footwear Parts	14,545.8	14,306.7	225.2	98.4%	1.5%	3.9%
Furniture, Bedding, and Lamps	14,128.8	13,987.1	136.3	99.0%	1.0%	3.8%
Toys, Games, and Sports Equipment	11,255.0	10,895.7	358.9	96.8%	3.2%	3.0%
Plastics and Items Made of Plastic	9,754.0	9,491.3	261.5	97.3%	2.7%	2.6%
Medical, Surgical, and Dental Instruments	8,993.8	5,459.6	3,530.9	60.7%	39.3%	2.4%
Rubber and Items Made of Rubber	7,737.4	7,710.6	25.7	99.7%	0.3%	2.1%
Iron and Steel Products	7,379.0	7,303.8	74.7	99.0%	1.0%	2.0%
Natural Pearls, Precious Stones, and Metals	6,661.1	572.4	5,943.9	8.6%	89.2%	1.8%
Leather Apparel, Handbags, and Luggage	5,766.2	5,386.3	377.9	93.4%	6.6%	1.5%
Organic Chemicals	4,552.1	4,112.4	438.3	90.3%	9.6%	1.2%
Textiles and Needlecraft	4,020.6	3,984.8	35.4	99.1%	0.9%	1.1%
Miscellaneous Metal Products	3,176.5	3,073.4	42.0	96.8%	1.3%	0.8%
Pharmaceutical Products	3,137.3	678.5	1,955.4	21.6%	62.3%	0.8%
Special Classification Items	3,060.6	778.6	2,191.0	25.4%	71.6%	0.8%
Seafood	2,762.1	2,472.7	289.0	89.5%	10.5%	0.7%
Metal Tools, Cutlery, and Parts	2,568.8	2,464.6	104.1	95.9%	4.1%	0.7%
Paper, Paperboard, and Related Products	2,008.5	1,988.1	20.4	99.0%	1.0%	0.5%
Iron and Steel	1,945.7	1,943.8	1.8	99.9%	0.1%	0.5%
Aluminum and Items Made of Aluminum	1,944.9	1,913.1	31.8	98.4%	1.6%	0.5%
Beverages and Spirits	1,859.5	1,832.7	3.5	98.6%	0.2%	0.5%
Wood and Wood Products	1,856.6	1,848.8	7.8	99.6%	0.4%	0.5%
Miscellaneous Manufactured Goods	1,639.8	1,599.4	40.3	97.5%	2.5%	0.4%
Prepared Meat and Seafood Products	1,525.9	1,524.2	1.6	99.9%	0.1%	0.4%
Miscellaneous Chemical Products	1,437.1	1,056.9	380.1	73.5%	26.5%	0.4%
Aircraft, Spacecraft, and Parts	1,354.2	501.1	410.3	37.0%	30.3%	0.4%
Fruits and Nuts	1,306.5	1,286.9	19.6	98.5%	1.5%	0.3%
Books, Newspapers, and Manuscripts	1,215.2	1,161.0	53.9	95.5%	4.4%	0.3%
Ceramic Products	1,195.1	1,180.7	14.4	98.8%	1.2%	0.3%
Stone, Plaster, Cement and Asbestos Products	1,186	1,156	30	97.5%	2.5%	0.3%
Essential Oils, Perfumes, and Cosmetics	1,177	1,038	139	88.2%	11.8%	0.3%
Glass and Glassware	1,167	1,142	25	97.9%	2.1%	0.3%
All Other Items (< \$1 Billion)	17,629	15,982	1,570	90.7%	8.9%	4.7%
Total	376,142	328,311	46,226	87.3%	12.3%	100.0%

TABLE 9: Exports through the L.A. Customs District by Product & Area, 2013

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$6,022.1	\$705.4	\$227.1	\$307.6	\$12.7	\$72.4	\$46.5	\$7,393.9
Livestock & Livestock Products	55.9	16.3	1.5	2.5	4.2	0.1	0.1	80.6
Forestry Products, Nesoi	137.6	1.9	0.9	0.2	0.3	0.0	0.0	140.9
Fish, Fresh/chilled/frozen & Other Marine Products	187.6	8.2	4.2	0.4	0.7	1.2	0.1	202.4
Oil & Gas	35.4	0.0	0.0	0.0	0.0	0.0	0.0	35.5
Minerals & Ores	574.6	28.7	10.9	1.6	62.3	2.3	1.5	681.8
Food & Kindred Products	9,916.0	162.9	393.0	130.3	6.3	145.1	30.8	10,786.3
Beverages & Tobacco Products	1,379.1	9.9	22.0	2.2	1.9	0.8	2.2	1,419.5
Textiles & Fabrics	361.8	24.8	121.4	1.6	0.6	0.9	0.3	511.4
Textile Mill Products	149.5	11.1	10.5	3.9	0.9	0.6	0.5	177.1
Apparel & Accessories	438.9	226.3	82.3	47.2	31.8	11.1	5.7	843.4
Leather & Allied Products	967.4	44.1	57.1	15.2	3.8	9.8	3.2	1,100.6
Wood Products	244.1	4.7	2.6	1.4	0.1	0.5	1.1	254.5
Paper	1,148.0	29.7	21.0	4.3	2.8	1.6	0.7	1,208.3
Printed Matter And Related Products, Nesoi	249.0	45.0	7.6	2.0	1.6	1.0	0.4	306.7
Petroleum & Coal Products	1,141.1	17.3	421.0	3.9	501.0	0.7	17.1	2,102.7
Chemicals	15,596.6	1,557.7	533.2	173.9	141.8	55.2	38.4	18,099.1
Plastics & Rubber Products	1,854.9	157.7	74.3	34.9	2.5	13.1	10.8	2,149.6
Nonmetallic Mineral Products	1,034.3	29.2	14.4	16.0	0.9	3.6	1.8	1,100.3
Primary Metal Mfg	2,966.7	314.6	36.9	41.2	11.3	3.1	3.0	3,377.4
Fabricated Metal Products, Nesoi	3,013.0	600.1	75.1	81.5	11.0	22.6	19.9	3,824.1
Machinery, Except Electrical	11,402.1	1,497.0	336.7	302.1	67.3	106.4	160.3	13,884.8
Computer & Electronic Products	12,240.2	2,870.8	1,097.9	358.4	645.1	144.0	116.9	17,474.9
Electrical Equipment, Appliances & Components	2,629.2	583.1	70.5	62.2	25.1	20.7	17.8	3,410.5
Transportation Equipment	11,373.3	2,715.5	273.6	1,621.7	825.1	153.7	194.0	17,194.2
Furniture & Fixtures	258.6	39.4	31.0	20.7	1.1	4.3	5.4	363.4
Miscellaneous Manufactured Commodities	6,765.1	2,243.5	356.7	1,233.8	54.7	55.8	34.3	10,744.6
Newspapers, Books & Other Published Matter, Nesoi	12.6	10.1	0.4	0.1	0.3	0.0	0.1	23.7
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	5,859.9	418.2	44.1	5.0	7.3	1.4	0.3	6,336.2
Used Or Second-hand Merchandise	155.0	308.2	37.8	16.2	2.3	22.0	6.4	548.3
Goods Returned (exports For Canada Only)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Special Classification Provisions, Nesoi	768.6	182.3	130.3	27.7	43.4	9.2	19.3	1,181.0
Total Area Exports	\$98,938	\$14,864	\$4,496	\$4,520	\$2,470	\$863	\$739	\$126,958
Area % of Total Imports	77.9%	11.7%	3.5%	3.6%	1.9%	0.7%	0.6%	100.0%

Note: Based on NAICS District-Level Data, Exports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

TABLE 10: Imports* Entering the L.A. Customs District by Product & Area, 2013
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$505.2	\$110.0	\$1,041.6	\$14.4	\$4.8	\$30.3	\$0.5	\$1,706.8
Livestock & Livestock Products	62.4	66.3	151.6	0.2	0.3	1.1	0.3	282.2
Forestry Products, Nesoi	111.9	16.0	3.7	0.0	0.2	0.5	0.0	132.2
Fish, Fresh/chilled/frozen & Other Marine Products	2,482.0	51.0	463.2	14.9	3.0	6.4	25.3	3,045.8
Oil & Gas	3.2	0.1	6,310.0	1,235.2	8,092.8	1,772.7	571.8	17,985.9
Minerals & Ores	15.5	4.3	139.8	3.6	0.1	1.3	1.5	166.1
Food & Kindred Products	3,544.9	636.5	456.4	13.7	27.7	57.6	6.9	4,743.7
Beverages & Tobacco Products	246.3	1,239.0	43.6	78.5	14.4	1.3	4.9	1,628.0
Textiles & Fabrics	1,497.4	139.6	4.4	0.3	12.0	2.0	3.6	1,659.2
Textile Mill Products	4,113.4	83.3	23.8	4.7	11.4	14.7	1.4	4,252.7
Apparel & Accessories	27,247.9	247.3	1,002.7	23.1	74.5	102.7	2.7	28,701.1
Leather & Allied Products	16,015.6	348.8	105.5	15.5	4.6	5.9	0.1	16,495.9
Wood Products	1,147.6	54.2	92.3	0.0	0.1	4.9	25.8	1,325.0
Paper	1,833.2	89.2	15.4	0.5	3.8	0.5	0.1	1,942.7
Printed Matter And Related Products, Nesoi	803.7	39.0	1.5	0.9	0.8	0.3	0.1	846.2
Petroleum & Coal Products	1,476.3	349.0	422.2	460.5	0.9	6.4	556.7	3,272.1
Chemicals	9,513.1	3,276.4	224.8	686.6	74.2	9.0	11.2	13,795.4
Plastics & Rubber Products	8,387.3	308.1	97.5	1.5	51.3	2.4	1.0	8,849.0
Nonmetallic Mineral Products	2,089.9	372.9	98.3	0.7	20.5	3.7	0.2	2,586.1
Primary Metal Mfg	2,263.6	608.9	353.2	127.5	162.8	39.7	238.4	3,793.9
Fabricated Metal Products, Nesoi	7,528.7	500.3	15.4	68.6	51.0	7.9	2.4	8,174.2
Machinery, Except Electrical	13,118.6	1,898.4	19.2	26.6	138.2	3.8	3.1	15,208.0
Computer & Electronic Products	65,558.0	1,348.3	29.6	241.9	126.6	76.3	0.7	67,381.4
Electrical Equipment, Appliances & Components	16,271.5	507.3	27.2	32.6	75.8	4.8	0.9	16,920.0
Transportation Equipment	20,200.1	8,800.2	11.7	30.5	18.2	512.6	72.5	29,645.9
Furniture & Fixtures	7,215.5	277.4	14.5	1.2	1.8	0.9	2.1	7,513.4
Miscellaneous Manufactured Commodities	17,957.4	1,773.1	126.0	35.0	1,387.0	26.3	1.9	21,306.7
Newspapers, Books & Other Published Matter, Nesoi	1.8	0.7	0.0	0.0	0.0	0.0	0.0	2.5
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	170.5	37.5	80.3	0.2	1.4	0.0	1.0	290.9
Used Or Second-hand Merchandise	138.9	410.2	2.7	4.7	1.0	2.6	3.8	563.9
Goods Returned (exports For Canada Only)	1,525.7	675.3	86.6	117.0	51.1	11.9	28.4	2,496.0
Special Classification Provisions, Nesoi	1,029.9	88.1	0.6	3.9	5.6	0.0	0.8	1,129.0
Total Area Exports	\$234,077	\$24,357	\$11,465	\$10,418	\$3,244	\$2,711	\$1,570	\$287,842
Area % of Total Imports	81.3%	8.5%	4.0%	3.6%	1.1%	0.9%	0.5%	100.0%

*Note: Based on NAICS District-Level Data, General Imports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

TABLE 11: Major Trading Partners of the Los Angeles Customs District
(Billions of \$, based on exports and general imports*); Page 1 of 2

2-Way Rank	Country	A. Two-Way Trade Value through LACD								
		2005	2006	2007	2008	2009	2010	2011	2012	2013
1	China**	\$109.01	\$126.01	\$141.74	\$143.41	\$121.45	\$151.06	\$162.18	\$167.29	\$173.11
2	Japan	46.43	50.71	48.21	46.14	32.12	39.54	44.25	47.92	43.50
3	Korea, South	17.94	20.68	21.79	19.13	15.77	21.54	23.79	24.05	23.51
4	Taiwan	15.12	16.71	17.11	15.32	10.91	13.90	15.66	15.62	15.83
5	Germany	9.01	9.65	7.96	9.02	5.73	7.33	8.71	10.42	11.44
6	Vietnam	2.72	3.44	4.60	5.72	5.89	7.49	8.97	9.72	11.43
7	Thailand	7.98	9.00	8.79	9.73	8.05	9.47	9.91	10.74	10.71
8	India	3.48	3.71	3.94	4.37	3.79	5.71	7.59	6.82	10.38
9	Australia	7.62	7.92	8.20	8.28	7.11	7.72	9.46	9.96	9.23
10	Indonesia	4.78	4.99	5.74	6.29	5.46	6.75	7.67	7.82	8.43
11	Malaysia	9.59	9.66	7.99	8.63	7.06	7.07	7.56	8.22	7.96
12	Singapore	7.18	8.23	7.99	7.36	6.50	7.49	7.52	6.76	7.57
13	United Kingdom	5.56	5.44	5.42	5.24	3.70	4.20	4.38	4.83	5.11
14	Philippines	4.35	4.56	4.27	3.74	2.99	3.76	4.14	4.71	4.92
15	Ecuador	2.15	2.90	2.54	3.98	2.32	3.80	6.03	5.19	4.48
16	Iraq	1.36	2.84	3.23	6.74	2.54	3.95	3.94	5.27	4.46
17	Saudi Arabia	2.49	2.45	2.40	3.08	1.60	2.14	3.76	3.91	3.72
18	Netherlands	2.46	2.96	3.55	2.82	2.46	2.90	3.16	3.05	3.63
19	France	2.42	2.48	2.86	2.80	2.22	2.25	2.64	3.19	3.36
20	Israel	1.61	1.62	1.54	2.42	1.45	1.97	3.41	3.75	3.29

2-Way Rank	Country	B. Trade Balance with LACD								
		2005	2006	2007	2008	2009	2010	2011	2012	2013
1	China**	-\$76.71	-\$83.51	-\$92.28	-\$86.30	-\$75.72	-\$90.93	-\$92.49	-\$99.04	-\$102.29
2	Japan	-23.19	-24.42	-20.90	-16.04	-8.81	-12.00	-13.65	-15.93	-13.12
3	Korea, South	-3.78	-3.37	-2.56	-.02	-.89	-.99	-1.73	-2.94	-1.22
4	Taiwan	-5.33	-5.30	-4.41	-1.93	-2.16	-2.03	-2.01	-2.59	-1.54
5	Germany	-5.22	-5.51	-2.78	-3.59	-2.22	-2.86	-3.77	-5.79	-5.62
6	Vietnam	-2.05	-2.64	-3.05	-3.36	-3.29	-4.37	-4.94	-6.32	-7.87
7	Thailand	-3.79	-4.85	-4.33	-4.22	-3.83	-4.01	-3.65	-4.11	-4.72
8	India	-1.49	-1.61	-1.54	-1.74	-1.42	-2.26	-1.23	-1.47	-1.97
9	Australia	4.15	4.27	4.67	5.21	4.93	5.23	6.14	6.92	6.38
10	Indonesia	-2.78	-2.97	-3.31	-2.76	-2.73	-3.42	-3.38	-3.85	-4.23
11	Malaysia	-2.64	-2.31	-2.01	-1.62	-3.10	-2.48	-2.37	-3.59	-3.07
12	Singapore	2.25	2.76	3.50	3.72	2.51	2.77	3.75	3.51	2.68
13	United Kingdom	-.06	-.44	-.49	.24	-.08	-.33	-.41	-.32	-.56
14	Philippines	-.75	-.94	-1.24	-.95	-.98	-1.01	.01	.02	.01
15	Ecuador	-2.08	-2.83	-2.38	-3.81	-2.20	-3.63	-5.70	-4.89	-4.00
16	Iraq	-1.32	-2.82	-3.19	-6.70	-2.47	-3.89	-3.89	-5.22	-4.36
17	Saudi Arabia	-2.19	-2.08	-1.91	-2.29	-.88	-1.36	-2.85	-2.88	-2.68
18	Netherlands	-.16	-.02	.06	.05	.02	.04	.00	.00	.00
19	France	.12	.28	.41	.35	.28	.05	-.21	-.14	-.61
20	Israel	-.99	-.95	-.79	-1.58	-.99	-.87	-.49	-.21	-.56

*Note: Based on NAICS District-Level Data, General Imports

**China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 11: Major Trading Partners of the Los Angeles Customs District
(Billions of \$, based on exports and general imports*); Page 2 of 2

2-Way Rank	Country	C. Exports by Destination Country								
		2005	2006	2007	2008	2009	2010	2011	2012	2013
1	China**	\$ 16.15	\$ 21.25	\$ 24.73	\$ 28.56	\$ 22.87	\$ 30.07	\$ 34.84	\$ 34.12	\$ 35.41
2	Japan	11.62	13.15	13.65	15.05	11.66	13.77	15.30	15.99	15.19
3	Korea, South	7.08	8.66	9.61	9.55	7.44	10.27	11.03	10.56	11.15
9	Australia	5.89	6.09	6.43	6.75	6.02	6.47	7.80	8.44	7.80
4	Taiwan	4.89	5.70	6.35	6.70	4.37	5.93	6.82	6.51	7.14
12	Singapore	4.71	5.49	5.74	5.54	4.50	5.13	5.63	5.14	5.12
8	India	1.00	1.05	1.20	1.32	1.19	1.72	3.18	2.67	4.20
7	Thailand	2.10	2.08	2.23	2.75	2.11	2.73	3.13	3.31	3.00
5	Germany	1.90	2.07	2.59	2.71	1.75	2.24	2.47	2.32	2.91
18	Netherlands	1.58	2.05	2.22	1.82	1.65	2.12	2.05	2.03	2.51
11	Malaysia	3.47	3.68	2.99	3.50	1.98	2.29	2.59	2.31	2.45
13	United Kingdom	2.75	2.50	2.47	2.74	1.81	1.93	1.98	2.25	2.28
10	Indonesia	1.00	1.01	1.22	1.77	1.36	1.67	2.14	1.98	2.10
6	Vietnam	0.33	0.40	0.77	1.18	1.30	1.56	2.02	1.70	1.78
14	Philippines	1.80	1.81	1.51	1.40	1.00	1.37	1.51	1.60	1.63
24	Mexico	1.07	1.43	1.18	1.40	1.41	1.76	1.55	1.61	1.54
26	Belgium	1.01	1.04	1.14	1.27	1.00	0.96	1.03	1.49	1.40
19	France	1.27	1.38	1.64	1.57	1.25	1.15	1.22	1.53	1.38
20	Israel	0.31	0.33	0.37	0.42	0.23	0.55	1.46	1.77	1.36
34	Qatar	0.03	0.05	0.07	0.09	0.06	0.09	0.10	0.50	1.30

2-Way Rank	Country	D. Imports* by Country of Origin								
		2005	2006	2007	2008	2009	2010	2011	2012	2013
1	China**	\$92.86	\$104.76	\$117.01	\$114.85	\$98.59	\$121.00	\$127.34	\$133.16	\$137.70
2	Japan	34.81	37.56	34.55	31.09	20.47	25.77	28.95	31.92	28.31
3	Korea, South	10.86	12.02	12.18	9.58	8.33	11.27	12.76	13.49	12.37
6	Vietnam	2.38	3.04	3.82	4.54	4.59	5.93	6.95	8.02	9.65
4	Taiwan	10.23	11.00	10.76	8.62	6.53	7.96	8.84	9.10	8.68
5	Germany	7.12	7.58	5.37	6.30	3.97	5.10	6.24	8.10	8.53
7	Thailand	5.89	6.93	6.56	6.98	5.94	6.74	6.78	7.42	7.71
10	Indonesia	3.78	3.98	4.52	4.52	4.09	5.09	5.53	5.84	6.33
8	India	2.49	2.66	2.74	3.05	2.61	3.99	4.41	4.15	6.18
11	Malaysia	6.11	5.98	5.00	5.13	5.08	4.77	4.96	5.90	5.51
16	Iraq	1.34	2.83	3.21	6.72	2.50	3.92	3.92	5.24	4.41
15	Ecuador	2.12	2.86	2.46	3.90	2.26	3.71	5.86	5.04	4.24
14	Philippines	2.55	2.75	2.76	2.35	1.98	2.38	2.63	3.10	3.29
17	Saudi Arabia	2.34	2.26	2.16	2.68	1.24	1.75	3.30	3.40	3.20
13	United Kingdom	2.81	2.94	2.96	2.50	1.89	2.26	2.39	2.57	2.83
12	Singapore	2.46	2.74	2.24	1.82	2.00	2.36	1.89	1.63	2.44
23	Ireland	.44	.42	.53	.63	.76	1.53	1.70	2.30	2.42
22	Italy	1.85	1.93	2.09	1.86	1.33	1.34	1.60	1.85	2.27
21	Canada	.95	1.28	2.09	2.50	2.40	2.64	1.92	1.86	2.22
19	France	1.15	1.10	1.22	1.23	.97	1.10	1.43	1.67	1.99

*Note: Based on NAICS District-Level Data, General Imports and Exports

**China includes the Mainland, Hong Kong, and 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, USA Trade Online

TABLE 12: Exports through the LACD by Destination Country, 2013

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China*	\$35,411.0	\$27,979.6	\$7,348.0	79.0%	20.8%	27.9%
Japan	15,189.6	10,584.9	4,535.9	69.7%	29.9%	12.0%
Korea, South	11,145.2	8,872.6	2,198.9	79.6%	19.7%	8.8%
Australia	7,801.2	5,972.5	1,797.9	39.6%	58.8%	6.1%
Taiwan	7,144.2	5,471.5	1,636.2	46.8%	52.5%	5.6%
Singapore	5,121.3	3,531.1	1,489.2	43.2%	55.9%	4.0%
India	4,202.1	753.9	3,392.6	21.6%	76.7%	3.3%
Thailand	2,999.3	1,915.9	1,069.0	31.2%	68.6%	2.4%
Germany	2,906.0	467.6	2,428.0	26.5%	71.7%	2.3%
Netherlands	2,510.6	555.5	1,928.5	32.0%	66.7%	2.0%
Malaysia	2,447.0	1,472.5	942.0	22.2%	77.7%	1.9%
United Kingdom	2,276.0	357.5	1,874.4	51.2%	47.9%	1.8%
Indonesia	2,102.4	1,917.0	183.3	21.5%	77.6%	1.7%
Vietnam	1,777.8	1,556.1	221.3	7.5%	92.2%	1.4%
Philippines	1,633.6	1,408.5	219.7	24.8%	75.0%	1.3%
Mexico	1,539.0	602.5	900.6	31.0%	67.9%	1.2%
Belgium	1,398.1	338.5	1,058.9	20.2%	78.2%	1.1%
France	1,375.0	146.4	1,198.7	25.4%	73.6%	1.1%
Israel	1,360.3	81.8	1,271.8	34.2%	64.9%	1.1%
Qatar	1,302.9	37.8	35.0	6.8%	92.8%	1.0%
New Zealand	1,198.6	813.1	317.2	74.4%	24.6%	0.9%
Canada	931.4	19.1	163.9	57.2%	42.0%	0.7%
Italy	880.9	155.6	718.5	42.5%	56.3%	0.7%
Chile	846.1	639.8	199.2	14.2%	81.0%	0.7%
Switzerland	832.3	27.5	800.8	80.4%	19.5%	0.7%
United Arab Emirates	831.4	526.4	302.7	57.2%	41.4%	0.7%
Costa Rica	716.6	173.3	543.3	65.6%	33.2%	0.6%
Brazil	693.3	259.1	432.3	82.4%	16.4%	0.5%
Saudi Arabia	519.3	342.3	175.5	57.4%	41.8%	0.4%
Russia	515.5	304.8	209.2	55.3%	44.6%	0.4%
Luxembourg	432.9	62.2	21.0	7.4%	92.3%	0.3%
Turkey	399.2	117.7	279.5	62.5%	35.3%	0.3%
Peru	334.0	296.1	29.5	36.2%	63.5%	0.3%
Spain	323.9	116.5	205.2	77.3%	22.5%	0.3%
Ireland	311.9	20.3	291.5	86.5%	13.2%	0.2%
Sweden	305.1	87.7	216.6	36.5%	62.7%	0.2%
Colombia	297.9	214.1	83.7	50.6%	49.1%	0.2%
South Africa	269.6	96.3	172.5	33.0%	65.9%	0.2%
Guatemala	252.8	228.4	23.8	40.1%	55.6%	0.2%
Ecuador	243.1	209.0	8.6	38.2%	60.5%	0.2%
Panama	242.3	225.6	16.7	85.3%	12.9%	0.2%
Argentina	193.0	54.6	138.4	40.8%	58.8%	0.2%
Pakistan	162.1	141.6	20.3	50.1%	49.7%	0.1%
El Salvador	147.2	141.6	5.6	96.2%	3.8%	0.1%
Egypt	135.5	97.6	37.8	72.0%	27.9%	0.1%
Bangladesh	126.2	116.3	9.6	92.1%	7.6%	0.1%
All Other Countries (< \$125 million)	3173.3	1889.0	1213.6	59.5%	38.2%	2.5%
Total--All Countries	\$126,957.8	\$81,399.1	\$42,366.2	64.1%	33.4%	100.0%

Note: Based on HS Port-Level Data, Exports

*China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 13: Imports* Entering LACD by Country of Origin, 2013

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$186,021.97	\$168,878.40	\$16,999.39	90.8%	9.1%	49.5%
Japan	48,346.9	45,369.3	2,971.6	93.8%	6.1%	12.9%
Korea, South	16,468.8	15,768.2	695.0	95.7%	4.2%	4.4%
Taiwan	13,865.3	11,798.1	2,064.7	85.1%	14.9%	3.7%
Vietnam	12,697.5	12,189.9	505.3	96.0%	4.0%	3.4%
Thailand	9,902.1	7,649.0	2,241.6	77.2%	22.6%	2.6%
Germany	8,540.7	6,334.2	2,200.8	74.2%	25.8%	2.3%
Indonesia	7,678.1	7,420.9	253.9	96.7%	3.3%	2.0%
Malaysia	6,901.0	4,983.3	1,915.5	72.2%	27.8%	1.8%
India	6,675.6	3,073.3	3,599.1	46.0%	53.9%	1.8%
Iraq	4,406.3	4,406.2	.1	100.0%	---	1.2%
Ecuador	4,196.9	4,177.9	19.0	99.5%	0.5%	1.1%
Philippines	3,686.6	2,961.5	692.9	80.3%	18.8%	1.0%
Saudi Arabia	3,199.9	3,118.8	9.7	97.5%	0.3%	0.9%
Singapore	2,938.5	1,718.0	1,214.7	58.5%	41.3%	0.8%
United Kingdom	2,863.5	1,829.8	1,019.3	63.9%	35.6%	0.8%
Australia	2,302.4	1,273.3	1,013.1	55.3%	44.0%	0.6%
Italy	2,192.4	1,387.1	803.7	63.3%	36.7%	0.6%
Canada	2,119.3	1,514.3	86.3	71.5%	4.1%	0.6%
Ireland	2,025.3	366.1	1,659.1	18.1%	81.9%	0.5%
France	1,893.7	837.0	610.0	44.2%	32.2%	0.5%
Israel	1,889.1	273.9	1,584.9	14.5%	83.9%	0.5%
Cambodia	1,879.0	1,841.0	37.3	98.0%	2.0%	0.5%
Bangladesh	1,670.2	1,618.3	51.8	96.9%	3.1%	0.4%
Colombia	1,609.3	1,573.2	31.5	97.8%	2.0%	0.4%
Russia	1,390.3	1,228.6	160.9	88.4%	11.6%	0.4%
Brazil	1,338.9	1,300.0	37.5	97.1%	2.8%	0.4%
Netherlands	1,158.6	557.7	543.7	48.1%	46.9%	0.3%
Mexico	1,116.5	646.5	332.3	57.9%	29.8%	0.3%
Angola	1,012.8	1,012.8	.0	100.0%	0.0%	0.3%
New Zealand	937.8	727.0	210.3	77.5%	22.4%	0.2%
Peru	862.8	820.3	42.5	95.1%	4.9%	0.2%
Switzerland	845.1	248.2	594.4	29.4%	70.3%	0.2%
Chile	807.9	650.5	157.4	80.5%	19.5%	0.2%
Belgium	683.5	510.0	173.2	74.6%	25.3%	0.2%
Spain	664.2	352.5	311.6	53.1%	46.9%	0.2%
Pakistan	614.5	588.7	22.8	95.8%	3.7%	0.2%
South Africa	612.9	582.9	29.9	95.1%	4.9%	0.2%
Austria	601.1	506.1	94.8	84.2%	15.8%	0.2%
Guatemala	553.4	508.1	45.3	91.8%	8.2%	0.1%
Equatorial Guinea	541.0	541.0	.0	100.0%	0.0%	0.1%
Turkey	509.2	375.6	133.3	73.8%	26.2%	0.1%
All Other Countries (< \$500 Million)	5,920.5	4,793.3	1,055.5	81.0%	17.8%	1.6%
Total--All Countries	\$376,141.65	\$328,310.56	\$46,225.54	87.3%	12.3%	100.0%

*Note: Based on HS Port-Level Data, General Imports

**China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 14: Top 20 U.S. Ports, 2013

(Billions of \$)

Rank	Customs District	Port	Total \$	Import \$	Export \$	% of U.S.
1	Los Angeles	Los Angeles, CA	\$286.1	\$245.2	\$40.9	7.4%
2	New York City	JFK International Airport, NY	191.9	94.4	97.5	5.0%
3	Laredo	Laredo, TX	180.1	97.1	83.0	4.7%
4	Houston	Houston, TX	168.4	74.4	94.1	4.4%
5	New York City	Newark, NJ	162.9	147.0	15.9	4.2%
6	Chicago	Chicago, IL	157.4	117.4	40.0	4.1%
7	Detroit	Detroit, MI	139.9	67.7	72.2	3.6%
8	New Orleans	New Orleans, LA	127.5	64.5	63.0	3.3%
9	Los Angeles	Long Beach, CA	109.3	69.8	39.6	2.8%
10	Los Angeles	Los Angeles International Airport, CA	91.6	46.7	45.0	2.4%
11	Detroit	Port Huron, MI	90.1	44.9	45.2	2.3%
12	Buffalo	Buffalo-Niagara Falls, NY	85.5	41.4	44.0	2.2%
13	Savannah	Savannah, GA	72.6	43.3	29.3	1.9%
14	Miami	Miami International Airport, FL	68.6	28.2	40.4	1.8%
15	El Paso	El Paso, TX	68.2	37.6	30.6	1.8%
16	Charleston	Charleston, SC	67.1	41.4	25.7	1.7%
17	Norfolk	Norfolk-Newport News, VA	67.1	37.4	29.7	1.7%
18	Baltimore	Baltimore, MD	52.6	31.8	20.9	1.4%
19	Dallas-Fort Worth	Dallas-Fort Worth, TX (Port)	51.4	33.8	17.6	1.3%
20	San Francisco	San Francisco International Airport, CA	51.2	23.0	28.1	1.3%
	San Francisco	Oakland, CA	\$47.6	27.5	20.2	1.2%
	San Diego	Otay Mesa Station, CA	\$37.06	23.9	13.1	1.0%
Sum--Top 20 Ports			\$2,289.5	\$1,386.8	\$902.7	59.5%
Total Trade Value--All U.S. Ports			\$3,845.7			

*Note: Based on HS Port-Level Data, General Imports (cargo unloaded in each customs district)

**When LACD figures are compared with TEU counts and the composition of imports for the POLB, it appears that the value of trade activity attributed to the POLB may be understated in the LACD's official figures.

Source: U.S. Census Bureau, USA Trade Online

TABLE 15: Top 20 U.S. Ports for Exports, 2013

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	New York City	JFK International Airport, NY	\$97.5	6.2%
2	Houston	Houston, TX	94.1	6.0%
3	Laredo	Laredo, TX	83.0	5.3%
4	Detroit	Detroit, MI	72.2	4.6%
5	New Orleans	New Orleans, LA	63.0	4.0%
6	Detroit	Port Huron, MI	45.2	2.9%
7	Los Angeles	Los Angeles International Airport, CA	45.0	2.8%
8	Buffalo	Buffalo-Niagara Falls, NY	44.0	2.8%
9	Los Angeles	Los Angeles, CA	40.9	2.6%
10	Miami	Miami International Airport, FL	40.4	2.6%
11	Chicago	Chicago, IL	40.0	2.5%
12	Los Angeles	Long Beach, CA	39.6	2.5%
13	New York City	New York, NY	39.4	2.5%
14	El Paso	El Paso, TX	30.6	1.9%
15	Norfolk	Norfolk-Newport News, VA	29.7	1.9%
16	Savannah	Savannah, GA	29.3	1.9%
17	San Francisco	San Francisco International Airport, CA	28.1	1.8%
18	Cleveland	Cleveland, OH	26.1	1.7%
19	Charleston	Charleston, SC	25.7	1.6%
20	Seattle	Everett, WA	22.8	1.4%
23	San Francisco	Oakland, CA	20.2	1.3%
34	San Diego	Otay Mesa Station, CA	13.1	0.8%
Sum--Top 20 Export Ports			\$936.6	59.3%
Total Export Value--All U.S. Ports			\$1,578.9	

Note: Based on HS Port-Level Data, Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 16: Top 20 U.S. Ports for Imports*, 2013
(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	Los Angeles	Los Angeles, CA	\$245.2	10.8%
2	New York City	Newark, NJ	147.0	6.5%
3	Chicago	Chicago, IL	117.4	5.2%
4	Laredo	Laredo, TX	97.1	4.3%
5	New York City	JFK International Airport, NY	94.4	4.2%
6	Houston	Houston, TX	74.4	3.3%
7	Los Angeles	Long Beach, CA	69.8	3.1%
8	Detroit	Detroit, MI	67.7	3.0%
9	New Orleans	New Orleans, LA	64.5	2.8%
10	Los Angeles	Los Angeles International Airport, CA	46.7	2.1%
11	Detroit	Port Huron, MI	44.9	2.0%
12	Savannah	Savannah, GA	43.3	1.9%
13	Buffalo	Buffalo-Niagara Falls, NY	41.4	1.8%
14	Charleston	Charleston, SC	41.4	1.8%
15	El Paso	El Paso, TX	37.6	1.7%
16	Seattle	Tacoma, WA	37.5	1.7%
17	Norfolk	Norfolk-Newport News, VA	37.4	1.7%
18	Dallas-Fort Worth	Dallas-Fort Worth, TX	33.8	1.5%
19	Anchorage	Anchorage, AK	32.4	1.4%
20	Baltimore	Baltimore, MD	31.8	1.4%
24	San Francisco	Oakland, CA	27.5	1.2%
27	San Diego	Otay Mesa Station, CA	23.9	1.1%
30	San Francisco	San Francisco International Airport, CA	23.0	1.0%
Sum--Top 20 Import Ports			\$1,405.6	62.0%
Total Import Value--All U.S. Ports			\$2,266.9	

Note: Based on HS Port-Level Data, General Imports

Note: When LACD figures are compared with TEU counts and the composition of imports for the POLB, it appears that the value of trade activity attributed to POLB may be understated in the LACD's official figures.

Source: U.S. Census Bureau, USA Trade Online

TABLE 17: Exports through the Ports of L.A., Long Beach and LAX, 2013
(Millions of \$, Millions of Kilograms)

Commodity Group	Total \$ Value			Total Shipping Weight (Kg)		
	POLA	POLB	LAX	POLA	POLB	LAX
Computers, Peripherals, Machinery, Appliances, and Parts	\$ 6,307	\$ 5,384	\$ 5,859	358	293	45
Electrical Equipment, TVs, and Electronic Parts	2,119	2,105	9,422	99	105	38
Aircraft, Spacecraft, and Parts	532	1,144	8,165	4	5	11
Medical, Surgical, and Dental Instruments	1,304	1,059	6,236	34	29	22
Plastics and Items Made of Plastic	3,224	2,990	379	1,208	1,442	12
Natural Pearls, Precious Stones, and Metals	112	64	6,395	1	0	1
Motor Vehicles and Motor Vehicle Parts	2,480	2,629	346	241	268	8
Miscellaneous Chemical Products	1,471	1,287	882	278	242	7
Fruits and Nuts	1,128	1,652	196	424	601	49
Meat and Meat Products	1,685	1,132	3	429	310	1
Cotton and Cotton Yarn and Woven Fabric	1,548	1,026	4	735	526	0
Organic Chemicals	1,288	970	290	327	239	5
Prepared Animal Feed	1,224	1,105	2	2,591	2,526	0
Refined Oil Products and Natural Gas	595	1,571	3	573	7,705	1
Copper and Items Made of Copper	788	1,229	68	200	314	2
Iron and Steel	1,276	755	35	2,681	1,271	6
Inorganic Chemicals and Related Compounds	1,045	814	68	592	812	3
Raw Hides, Skins, and Leather	964	933	3	276	267	0
Aluminum and Items Made of Aluminum	723	946	127	263	407	5
Pharmaceutical Products	217	141	1,294	13	9	5
Miscellaneous Prepared Foods	714	637	255	114	108	13
Oils, Seeds and Grains	719	757	109	1,620	1,601	2
<i>All Other Commodities</i>	<i>9,481</i>	<i>9,232</i>	<i>4,816</i>	<i>6,199</i>	<i>8,326</i>	<i>171</i>
Total Exports by Port/Airport	\$ 40,946	\$ 39,562	\$ 44,958	19,257	27,410	406

Note: Based on HS Port-Level Data, Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 18: Imports* Entering the Ports of L.A., Long Beach and LAX, 2013
(Millions of \$, Millions of Kilograms)

Commodity Group	Total \$ Value			Total Shipping Weight (Kg)		
	POLA	POLB**	LAX	POLA	POLB	LAX
Computers, Peripherals, Machinery, Appliances, and Parts	\$ 41,874	\$ 16,217	\$ 13,615	3,342	1,374	98
Electrical Equipment, TVs, and Electronic Parts	40,556	12,179	11,951	3,025	977	77
Motor Vehicles and Motor Vehicle Parts	23,833	3,678	335	2,505	583	10
Apparel and Accessories (Knit Or Crochet)	15,965	1,963	697	1,119	128	35
Apparel & Accessories (Not Knit Or Crochet)	12,074	1,811	899	767	112	35
Refined Oil Products and Natural Gas	9,582	5,140	0	12,769	6,904	0
Footwear and Footwear Parts	11,650	2,660	235	926	219	10
Furniture, Bedding, and Lamps	10,325	3,662	134	2,919	960	5
Toys, Games, and Sports Equipment	8,212	2,684	343	1,116	364	10
Plastics and Items Made of Plastic	7,166	2,325	260	2,004	611	13
Medical, Surgical, and Dental Instruments	4,017	1,444	3,496	170	49	15
Rubber and Items Made of Rubber	6,048	1,663	25	1,378	330	1
Iron and Steel Products	5,315	1,981	71	2,042	733	3
Natural Pearls, Precious Stones, and Metals	467	106	6,086	24	7	3
Leather Apparel, Handbags, and Luggage	4,226	1,160	379	412	113	9
Organic Chemicals	2,737	1,377	433	569	256	2
Textiles and Needlecraft	3,113	872	35	539	145	2
Miscellaneous Metal Products	2,434	700	42	474	169	2
Special Classification Items	608	175	2,253	69	25	5
Pharmaceutical Products	986	196	1,769	24	15	2
Seafood	2,293	177	288	376	30	34
Metal Tools, Cutlery, and Parts	1,736	728	104	235	87	2
<i>All Other Commodities</i>	29,948	6,859	3,218	13,057	2,813	64
Total Imports by Port/Airport	\$ 245,165	\$ 69,756	\$ 46,667	49,863	17,002	438

Note: Based on HS Port-Level Data, General Imports

**When LACD figures are compared with TEU counts and the composition of imports for the POLB, it appears that the value of trade activity attributed to POLB may be understated in the LACD's official figures.

Source: U.S. Census Bureau, USA Trade Online

TABLE 19: Exports through the San Diego Customs District, 2013

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, and Electronic Parts	\$5,066.3	\$31.2	\$280.7	0.6%	5.5%	24.6%
Computers, Peripherals, Machinery, Appliances, and Parts	2,738.4	12.7	37.0	0.5%	1.3%	13.3%
Plastics and Items Made of Plastic	1,920.2	1.6	4.6	0.1%	0.2%	9.3%
Motor Vehicles and Motor Vehicle Parts	1,550.5	12.9	.8	0.8%	0.1%	7.5%
Medical, Surgical, and Dental Instruments	986.5	1.2	220.6	0.1%	22.4%	4.8%
Iron and Steel Products	672.5	1.3	5.6	0.2%	0.8%	3.3%
Paper, Paperboard, and Related Products	653.6	.4	.1	0.1%	0.0%	3.2%
Refined Oil Products and Natural Gas	539.9	.5	.0	0.1%	0.0%	2.6%
Aluminum and Items Made of Aluminum	515.6	.4	1.0	0.1%	0.2%	2.5%
Iron and Steel	307.5	.5	.1	0.2%	---	1.5%
Rubber and Items Made of Rubber	293.5	1.7	1.3	0.6%	0.4%	1.4%
Miscellaneous Prepared Foods	283.8	2.0	.9	0.7%	0.3%	1.4%
Wood and Wood Products	276.8	.5	.0	0.2%	0.0%	1.3%
Fruits and Nuts	259.0	3.5	2.0	---	---	1.3%
Apparel and Accessories (Knit Or Crochet)	244.8	4.2	.3	1.7%	0.1%	1.2%
Meat and Meat Products	227.2	.1	.0	0.0%	0.0%	1.1%
Toys, Games, and Sports Equipment	225.6	.5	1.0	0.2%	0.4%	1.1%
Furniture, Bedding, and Lamps	220.0	.7	2.7	0.3%	---	1.1%
Miscellaneous Metal Products	220.0	.0	.2	0.0%	0.1%	1.1%
Aircraft, Spacecraft, and Parts	184.6	.7	32.5	0.4%	---	0.9%
Natural Pearls, Precious Stones, and Metals	167.6	.0	87.0	0.0%	51.9%	0.8%
Pharmaceutical Products	162.5	.5	46.7	0.3%	28.8%	0.8%
All Other Items	2,914.2	38.4	87.3	1.3%	3.0%	14.1%
Total	\$20,630.6	\$115.4	\$812.2	0.6%	3.9%	100.0%

Note: Based on HS District-Level Data, Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 20: Imports* Entering the San Diego Customs District, 2013

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, and Electronic Parts	\$14,278.24	16.7	44.1	0.1%	0.3%	36.5%
Motor Vehicles and Motor Vehicle Parts	9,473.7	6,563.2	.6	69.3%	0.0%	24.2%
Medical, Surgical, and Dental Instruments	3,237.0	.0	10.7	0.0%	0.3%	8.3%
Computers, Peripherals, Machinery, Appliances, and Parts	2,254.8	22.5	33.6	1.0%	1.5%	5.8%
Special Classification Items	1,467.1	1.0	6.8	0.1%	0.5%	3.7%
Edible Vegetables and Roots	993.5	2.7	.0	0.3%	---	2.5%
Furniture, Bedding, and Lamps	848.5	.2	.5	0.0%	0.1%	2.2%
Plastics and Items Made of Plastic	741.9	.1	1.7	0.0%	0.2%	1.9%
Fruits and Nuts	634.1	182.6	.0	28.8%	---	1.6%
Miscellaneous Metal Products	520.8	.0	.5	---	---	1.3%
Aircraft, Spacecraft, and Parts	459.4	.0	2.2	---	---	1.2%
Apparel and Accessories (Knit Or Crochet)	365.6	.0	7.8	---	2.1%	0.9%
Beverages and Spirits	300.2	.0	.0	---	---	0.8%
Iron and Steel Products	288.8	12.7	.6	4.4%	0.2%	0.7%
Toys, Games, and Sports Equipment	230.9	1.7	1.5	0.7%	---	0.0%
Prepared Cereals, Flour, Starch or Milk	226.8	.0	.0	0.0%	---	0.0%
Glass and Glassware	221.9	.1	.2	---	---	0.6%
Paper, Paperboard, and Related Products	205.3	.0	.1	0.0%	0.0%	0.5%
Seafood	173.3	.0	.0	---	---	0.4%
Textiles and Needlecraft	165.1	.2	.2	0.1%	---	0.4%
Aluminum and Items Made of Aluminum	152.9	.0	1.8	---	---	0.4%
All Other Items	1,916.1	101.5	80.5	5.3%	4.2%	4.9%
Total	\$39,155.9	\$6,905.3	\$193.4	17.6%	0.5%	100.0%

Note: Based on HS Port-Level Data, General Imports

Source: U.S. Census Bureau, USA Trade Online

TABLE 21: Exports through the San Diego Customs District by Product & Area, 2013

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$20.3	\$2.6	\$8.0	\$0.8	\$465.8	\$0.1	\$0.0	\$497.7
Livestock & Livestock Products	0.0	0.0	0.0	0.0	13.3	0.0	0.0	13.3
Forestry Products, Nesoi	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3
Fish, Fresh/chilled/frozen & Other Marine Products	0.0	0.0	0.1	0.0	21.7	0.0	0.0	21.8
Oil & Gas	0.0	0.0	0.0	0.0	451.2	0.0	0.0	451.2
Minerals & Ores	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.8
Food & Kindred Products	6.5	0.7	8.8	0.1	1,136.7	0.0	0.0	1,152.8
Beverages & Tobacco Products	0.3	0.1	1.0	0.0	74.4	0.0	0.0	75.8
Textiles & Fabrics	0.3	0.0	0.2	0.0	323.8	0.0	0.0	324.3
Textile Mill Products	0.0	0.2	0.0	0.0	92.7	0.0	0.0	93.0
Apparel & Accessories	0.4	0.8	7.9	0.0	295.3	0.0	0.0	304.4
Leather & Allied Products	0.2	0.0	4.8	0.0	88.1	0.0	0.0	93.0
Wood Products	0.0	0.0	0.5	0.0	277.6	0.0	0.0	278.1
Paper	0.0	0.1	0.2	0.0	811.1	0.0	0.0	811.5
Printed Matter And Related Products, Nesoi	0.0	0.4	0.1	0.0	120.2	0.0	0.0	120.8
Petroleum & Coal Products	0.0	0.0	0.5	0.0	86.5	0.0	0.0	86.9
Chemicals	48.9	75.2	7.9	0.8	1,266.6	0.3	0.4	1,400.1
Plastics & Rubber Products	2.2	1.2	0.9	0.1	1,274.0	0.1	0.0	1,278.5
Nonmetallic Mineral Products	1.0	1.4	0.2	0.1	240.5	0.0	0.0	243.2
Primary Metal Mfg	0.5	89.1	0.2	0.4	1,042.9	0.0	0.0	1,133.1
Fabricated Metal Products, Nesoi	5.6	2.5	1.5	0.3	1,302.6	0.0	0.0	1,312.6
Machinery, Except Electrical	35.7	12.2	4.3	0.4	1,962.5	0.2	3.7	2,018.9
Computer & Electronic Products	252.3	77.4	8.5	3.6	3,865.6	1.4	0.9	4,209.7
Electrical Equipment, Appliances & Components	13.1	17.3	1.6	0.2	1,162.3	0.0	0.1	1,194.7
Transportation Equipment	10.7	14.0	1.8	14.5	2,281.7	0.9	0.1	2,323.7
Furniture & Fixtures	0.1	1.4	0.2	0.0	78.2	0.0	0.0	80.0
Miscellaneous Manufactured Commodities	79.4	49.5	6.6	0.6	831.7	0.2	0.1	968.1
Newspapers, Books & Other Published Matter, Nesoi	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	0.7	0.0	0.0	0.0	31.2	0.0	0.0	31.9
Used Or Second-hand Merchandise	0.5	0.4	0.2	0.0	26.5	0.0	0.2	27.8
Goods Returned (exports For Canada Only)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Special Classification Provisions, Nesoi	1.0	1.0	5.5	0.0	60.7	0.0	0.0	68.3
Total Area Exports	\$480	\$348	\$71	\$22	\$19,701	\$3	\$5	\$20,631
Area % of Total Imports	2.3%	1.7%	0.3%	0.1%	95.5%	0.0%	0.0%	100.0%

*Note: Based on NAICS District-Level Data, Exports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

TABLE 22: Imports* Entering the San Diego Customs District by Product & Area, 2013

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$0.3	\$0.1	\$186.7	\$0.0	\$1,471.1	\$0.0	\$0.0	\$1,658.1
Livestock & Livestock Products	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2
Forestry Products, Nesoi	0.0	0.0	2.2	0.0	5.1	0.0	0.0	7.3
Fish, Fresh/chilled/frozen & Other Marine Products	0.3	0.0	0.7	0.0	81.6	0.0	0.0	82.6
Oil & Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minerals & Ores	1.5	0.0	0.0	0.0	8.2	0.0	0.0	9.8
Food & Kindred Products	1.3	1.6	19.4	0.0	772.0	0.1	0.0	794.4
Beverages & Tobacco Products	0.0	5.2	0.0	0.5	298.3	0.0	0.0	304.0
Textiles & Fabrics	3.1	0.4	0.0	0.1	35.2	0.0	0.0	38.9
Textile Mill Products	18.5	0.8	0.1	0.0	155.5	0.1	0.0	175.0
Apparel & Accessories	34.5	0.2	5.3	0.0	446.8	0.0	0.0	486.9
Leather & Allied Products	43.1	0.2	0.4	0.0	130.9	0.0	0.0	174.6
Wood Products	2.6	0.0	0.0	0.0	43.7	0.5	0.0	46.8
Paper	8.5	0.7	0.2	0.0	235.3	0.0	0.0	244.6
Printed Matter And Related Products, Nesoi	9.4	0.5	0.1	0.0	69.8	0.0	0.0	79.8
Petroleum & Coal Products	0.0	0.0	0.0	0.0	22.3	0.0	0.0	22.4
Chemicals	27.3	25.9	8.6	0.0	384.5	0.0	0.0	446.4
Plastics & Rubber Products	43.5	2.3	0.8	0.1	650.1	0.1	0.0	696.8
Nonmetallic Mineral Products	4.4	23.1	0.1	0.0	312.4	0.0	0.0	340.0
Primary Metal Mfg	9.4	1.2	0.1	0.0	144.2	0.0	0.0	154.9
Fabricated Metal Products, Nesoi	42.3	24.5	3.7	0.1	1,100.9	0.0	0.0	1,171.5
Machinery, Except Electrical	125.6	61.2	1.6	0.2	1,059.8	0.1	0.1	1,248.6
Computer & Electronic Products	660.5	52.6	1.2	0.6	12,582.6	0.1	1.5	13,299.1
Electrical Equipment, Appliances & Components	126.9	30.1	1.1	0.6	2,146.7	0.1	0.3	2,305.8
Transportation Equipment	2,721.9	2,860.2	1.3	0.3	4,139.0	0.1	0.0	9,722.9
Furniture & Fixtures	8.8	0.5	0.0	0.0	560.3	0.0	0.0	569.6
Miscellaneous Manufactured Commodities	119.8	17.9	14.0	0.4	2,287.1	0.3	0.0	2,439.4
Newspapers, Books & Other Published Matter, Nesoi	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	0.1	0.0	0.0	0.0	103.1	0.0	0.0	103.1
Used Or Second-hand Merchandise	0.5	2.5	0.0	0.0	0.6	0.0	0.0	3.6
Goods Returned (exports For Canada Only)	111.3	18.2	4.5	1.1	1,289.0	0.2	0.0	1,424.2
Special Classification Provisions, Nesoi	1.4	0.1	0.0	0.0	220.4	0.0	0.0	221.9
Total Area Exports	\$4,127	\$3,130	\$252	\$4	\$30,762	\$2	\$2	\$38,278
Area % of Total Imports	10.8%	8.2%	0.7%	0.0%	80.4%	0.0%	0.0%	100.0%

*Note: Based on NAICS District-Level Data, General Imports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

**TABLE 23: Exports through the San Diego Customs District
by Destination Country, 2013**

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$19,695.4	\$0.5	\$22.9	0.0%	0.1%	95.47%
Japan	278.6	1.4	265.6	0.5%	95.3%	1.35%
Switzerland	90.8	.0	90.7	0.0%	100.0%	0.44%
United Kingdom	76.8	.0	76.5	0.0%	99.6%	0.37%
Ecuador	53.4	53.3	.0	99.8%	0.1%	0.26%
Korea, South	40.1	24.8	10.4	61.8%	25.8%	0.19%
Singapore	39.4	1.1	38.2	2.8%	96.9%	0.19%
Netherlands	39.0	.0	38.9	0.0%	99.9%	0.19%
Ireland	31.2	.0	31.2	0.0%	100.0%	0.15%
China	31.0	5.2	20.9	16.8%	67.4%	0.15%
Taiwan	25.5	4.2	16.7	16.6%	65.4%	0.12%
Germany	23.6	.1	23.3	0.4%	98.7%	0.11%
Hong Kong	23.6	1.9	21.6	8.3%	91.7%	0.11%
Belgium	22.4	.0	22.3	0.0%	99.5%	0.11%
Australia	18.2	2.1	15.9	11.3%	87.0%	0.09%
France	17.6	.1	17.3	0.8%	98.1%	0.09%
Austria	14.9	.0	14.9	0.0%	100.0%	0.07%
Italy	13.8	.0	13.7	0.0%	99.6%	0.07%
Malaysia	10.3	.0	10.1	0.1%	98.1%	0.05%
All Other Countries (< \$10 million)	84.9	20.6	61.1	24.3%	71.9%	0.41%
Total--All Countries	\$20,630.59	\$115.42	\$812.22	0.6%	3.9%	100%

Note: Based on NAICS District-Level Data, Exports

* China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

**TABLE 24: Imports* Entering the San Diego Customs District
by Country of Origin, 2013**

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$30,733.49	\$0.85	\$1.07	0.0%	0.0%	78.49%
Japan	2,430.8	2,337.8	1.7	96.2%	0.1%	6.21%
Germany	2,404.5	2,360.3	6.2	98.2%	0.3%	6.14%
Korea, South	1,418.2	1,391.5	.2	98.1%	0.0%	3.62%
China**	853.3	22.6	62.5	2.7%	7.3%	2.18%
United Kingdom	197.5	162.5	20.1	82.3%	10.2%	0.50%
Slovakia	183.7	182.9	.0	99.6%	0.0%	0.47%
Ecuador	163.0	162.6	.0	99.8%	0.0%	0.42%
Malaysia	134.0	.7	4.8	0.5%	3.6%	0.34%
Serbia	85.0	85.0	.0	100.0%	0.0%	0.22%
Taiwan	75.8	1.5	.5	2.0%	0.6%	0.19%
Italy	54.7	42.6	5.8	77.7%	10.6%	0.14%
Ireland	52.2	.0	47.6	0.0%	91.2%	0.13%
Guatemala	48.4	48.2	.0	99.7%	0.0%	0.12%
Indonesia	35.6	.3	1.4	0.8%	534.5%	0.09%
Costa Rica	27.1	25.6	.3	94.5%	1.3%	0.07%
France	21.5	.6	6.1	2.9%	28.4%	0.05%
Thailand	19.8	.0	11.8	0.0%	59.9%	0.05%
Spain	19.0	.0	.8	0.0%	4.2%	0.05%
Hungary	18.4	16.8	.1	91.5%	0.3%	0.05%
Canada	15.7	.1	.1	0.7%	57.7%	0.04%
Vietnam	13.8	1.7	6.6	12.3%	390.6%	0.04%
Pakistan	13.7	.0	.9	0.1%	6.5%	0.04%
Portugal	13.3	12.2	.8	91.8%	5.7%	0.03%
Peru	12.2	10.9	.0	89.6%	0.1%	0.03%
Norway	11.0	10.5	.4	95.1%	3.4%	0.03%
Singapore	10.4	.1	.4	0.9%	465.0%	0.03%
All Other Countries ($< \$10$ Million)	89.7	27.2	13.3	30.3%	14.8%	0.23%
Total--All Countries	\$39,155.94	\$6,905.25	\$193.44	17.6%	0.5%	100.0%

*Note: Based on HS Port-Level Data, General Imports

** China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 25: Top Trading Partners of San Diego Customs District, 2013
(Millions of \$)

Country	Total Two-Way Trade	Imports	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export Ratio
Mexico	\$50,429.39	\$30,734.0	\$19,695.4	-11038.6	85.6%	1.6
Japan	2,719.9	2,441.3	278.6	-2162.7	4.6%	8.8
Germany	2,452.1	2,428.4	23.6	-2404.8	4.2%	102.8
China*	970.7	916.0	54.7	-861.4	1.6%	16.8
Korea, South	441.7	401.5	40.1	-361.4	0.7%	10.0
United Kingdom	282.3	205.5	76.8	-128.7	0.5%	2.7
Slovakia	183.7	183.7	0.0	-183.6	0.3%	41,825.0
Ecuador	174.7	121.3	53.4	-67.9	0.3%	2.3
Malaysia	160.7	150.4	10.3	-140.1	0.3%	14.6
Taiwan	111.7	86.2	25.5	-60.7	0.2%	3.4
All Other Countries (< \$110 million)	981.8	609.7	\$372.1	-237.5	1.7%	1.6
Total--All Countries	\$58,908.6	\$38,278.1	\$20,630.6	-\$17,647.5	100.0%	1.9

Note: Based on NAICS District-Level Data, General Imports and Exports

** China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 26: Imports* from San Diego Customs District's Top Trading Partners, 2013 (Millions of \$)

Commodity Group	Mexico	Japan	Germany	Top-3 Trading Partners Total	World Total
Agricultural Products	\$1,471.0	\$0.0	\$0.0	\$1,471.0	\$1,658.1
Livestock & Livestock Products	5.2	0.0	0.0	5.2	5.2
Forestry Products, Nesoi	5.1	0.0	0.0	5.1	7.3
Fish, Fresh/chilled/frozen & Other Marine Products	81.6	0.0	0.0	81.6	82.6
Oil & Gas	0.0	0.0	0.0	0.0	0.0
Minerals & Ores	8.2	0.0	0.0	8.2	9.8
Food & Kindred Products	769.9	0.0	0.0	769.9	794.4
Beverages & Tobacco Products	298.3	0.0	0.0	298.3	304.0
Textiles & Fabrics	35.1	0.0	0.0	35.2	38.9
Textile Mill Products	155.1	0.0	0.4	155.6	175.0
Apparel & Accessories	446.8	0.0	0.0	446.8	486.9
Leather & Allied Products	130.9	0.0	0.0	130.9	174.6
Wood Products	43.7	0.0	0.0	43.7	46.8
Paper	234.9	0.7	0.1	235.7	244.6
Printed Matter And Related Products, Nesoi	69.7	0.0	0.0	69.8	79.8
Petroleum & Coal Products	22.3	0.0	0.0	22.3	22.4
Chemicals	383.3	6.6	2.9	392.7	446.4
Plastics & Rubber Products	648.5	4.1	1.0	653.7	696.8
Nonmetallic Mineral Products	312.2	0.2	19.9	332.4	340.0
Primary Metal Mfg	144.1	3.8	0.2	148.2	154.9
Fabricated Metal Products, Nesoi	1,099.6	0.8	2.8	1,103.2	1,171.5
Machinery, Except Electrical	1,053.4	11.0	29.1	1,093.5	1,248.6
Computer & Electronic Products	12,576.6	10.1	10.5	12,597.1	13,299.1
Electrical Equipment, Appliances & Components	2,145.6	47.7	3.7	2,197.0	2,305.8
Transportation Equipment	4,138.5	2,338.1	2,347.3	8,823.9	9,722.9
Furniture & Fixtures	560.2	0.0	0.0	560.2	569.6
Miscellaneous Manufactured Commodities	2,285.5	12.8	6.0	2,304.3	2,439.4
Newspapers, Books & Other Published Matter, Nesoi	0.0	0.0	0.0	0.0	0.0
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	103.1	0.0	0.0	103.1	103.1
Used Or Second-hand Merchandise	0.5	0.5	0.3	1.2	3.6
Goods Returned (exports For Canada Only)	1,284.6	4.9	4.1	1,293.6	1,424.2
Special Classification Provisions, Nesoi	220.4	0.0	0.0	220.5	221.9
Total Area Imports	\$30,734.0	\$2,441.3	\$2,428.4	\$35,603.7	\$38,278.1
Area % of Total Imports	80.3%	6.4%	6.3%	93.0%	100.0%

*Note: Based on NAICS District-Level Data, General Imports

Source: U.S. Census Bureau, USA Trade Online

TABLE 27: Exports through the San Francisco Customs District, 2013

(Millions of \$)

Commodity	Total			% by		% of
	Value	By Ship	By Air	Ship	% by Air	Total
Electrical Equipment, TVs, and Electronic Parts	\$11,113.5	\$447.6	\$10,665.1	4.0%	96.0%	20.5%
Computers, Peripherals, Machinery, Appliances, and Parts	7,677.6	1,037.0	6,640.3	13.5%	86.5%	14.2%
Medical, Surgical, and Dental Instruments	7,010.4	500.7	6,509.1	7.1%	92.8%	12.9%
Fruits and Nuts	5,539.4	5,394.7	144.7	97.4%	2.6%	10.2%
Refined Oil Products and Natural Gas	4,394.4	4,393.9	.5	100.0%	0.0%	8.1%
Meat and Meat Products	2,573.4	2,557.7	15.7	99.4%	0.6%	4.7%
Aircraft, Spacecraft, and Parts	1,414.3	54.1	1,360.1	3.8%	96.2%	2.6%
Pharmaceutical Products	1,233.0	16.3	1,216.6	1.3%	98.7%	2.3%
Beverages and Spirits	1,111.1	1,078.8	32.3	97.1%	2.9%	2.0%
Miscellaneous Chemical Products	858.4	376.2	482.2	43.8%	56.2%	1.6%
Iron and Steel	791.2	783.7	7.6	99.0%	1.0%	1.5%
Dairy Products, Bird Eggs, and Honey	733.0	725.8	7.2	99.0%	1.0%	1.4%
Cereals	649.9	649.5	.4	99.9%	0.1%	1.2%
Motor Vehicles and Motor Vehicle Parts	597.2	503.6	93.5	84.3%	15.7%	1.1%
Inorganic Chemicals and Related Compounds	496.1	460.4	35.7	92.8%	7.2%	0.9%
Plastics and Items Made of Plastic	491.7	331.9	159.8	67.5%	32.5%	0.9%
Organic Chemicals	453.9	363.0	90.9	80.0%	20.0%	0.8%
Prepared Vegetables, Fruits, and Nuts	423.7	422.1	1.6	99.6%	0.4%	0.8%
Oils, Seeds and Grains	402.6	352.2	50.4	87.5%	12.5%	0.7%
Miscellaneous Prepared Foods	373.7	349.4	24.3	93.5%	6.5%	0.7%
Cotton and Cotton Yarn and Woven Fabric	334.6	333.9	.7	99.8%	0.2%	0.6%
Aluminum and Items Made of Aluminum	326.2	287.6	38.7	88.2%	11.8%	0.6%
Wood Pulp (Waste & Scrap)	306.5	306.5	.0	100.0%	0.0%	0.6%
Photographic or Cinematographic Goods	303.5	210.7	92.7	69.4%	30.6%	0.6%
Raw Hides, Skins, and Leather	300.3	299.5	.8	99.7%	0.3%	0.6%
Sugars and Sugar Confectionary	279.3	277.7	1.5	99.5%	0.5%	0.5%
Arms and Ammunition	257.5	31.1	226.4	12.1%	87.9%	0.5%
Copper and Items Made of Copper	206.7	188.6	18.1	91.2%	8.8%	0.4%
Edible Vegetables and Roots	206.4	191.1	15.3	92.6%	7.4%	0.4%
Toys, Games, and Sports Equipment	201.4	134.0	67.4	66.5%	33.5%	0.4%
All Other Items (< \$200 million)	\$3,574.4	\$2,291.5	\$1,202.5	64.1%	33.6%	6.6%
Total	\$54,227.5	\$25,025.8	\$29,119.6	46.1%	53.7%	100.0%

Note: Based on HS Port-Level Data, Exports

Source: U.S. Census Bureau, USA Trade Online

TABLE 28: Imports* Entering the San Francisco Customs District, 2013

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, and Electronic Parts	\$14,918.6	\$4,175.9	\$10,716.4	28.0%	71.8%	21.1%
Refined Oil Products and Natural Gas	13,793.2	13,793.2	.1	100.0%	0.0%	19.5%
Computers, Peripherals, Machinery, Appliances, and Parts	10,263.6	4,392.0	5,841.5	42.8%	56.9%	14.5%
Motor Vehicles and Motor Vehicle Parts	5,520.4	5,429.1	91.1	98.3%	1.7%	7.8%
Medical, Surgical, and Dental Instruments	2,643.6	716.5	1,915.3	27.1%	72.5%	3.7%
Furniture, Bedding, and Lamps	1,734.7	1,681.3	53.0	96.9%	3.1%	2.5%
Beverages and Spirits	1,691.4	1,681.5	7.2	99.4%	0.4%	2.4%
Special Classification Items	1,630.3	203.2	1,390.9	12.5%	85.3%	2.3%
Apparel & Accessories (Not Knit Or Crochet)	1,323.2	1,161.8	161.1	87.8%	12.2%	1.9%
Apparel and Accessories (Knit Or Crochet)	1,302.0	1,178.2	123.1	90.5%	9.5%	1.8%
Plastics and Items Made of Plastic	1,061.6	954.9	105.7	89.9%	10.0%	1.5%
Toys, Games, and Sports Equipment	852.0	788.0	63.9	92.5%	7.5%	1.2%
Pharmaceutical Products	761.9	100.1	661.7	13.1%	86.8%	1.1%
Coffee, Tea, Mate and Spices	749.0	746.4	2.6	99.7%	0.3%	1.1%
Iron and Steel Products	690.4	656.0	34.4	95.0%	5.0%	1.0%
Plastics and Items Made of Plastic	647.5	192.8	454.7	29.8%	70.2%	0.9%
Rubber and Items Made of Rubber	547.2	533.4	13.1	97.5%	2.4%	0.8%
Textiles and Needlecraft	517.1	504.7	12.2	97.6%	2.4%	0.7%
Wood and Wood Products	488.2	486.3	1.9	99.6%	0.4%	0.7%
Footwear and Footwear Parts	487.6	454.3	33.3	93.2%	6.8%	0.7%
Iron and Steel	436.9	436.1	.8	99.8%	0.2%	0.6%
Glass and Glassware	420.1	339.4	80.6	80.8%	19.2%	0.6%
Organic Chemicals	390.0	280.2	109.8	71.9%	28.1%	0.6%
Animal or Vegetable Fats and Oils	370.6	370.1	.5	99.9%	0.1%	0.5%
Leather Apparel, Handbags, and Luggage	356.6	295.6	61.0	82.9%	17.1%	0.5%
Natural Pearls, Precious Stones, and Metals	355.9	27.4	316.2	7.7%	88.9%	0.5%
Paper, Paperboard, and Related Products	334.5	326.6	7.7	97.6%	2.3%	0.5%
Inorganic Chemicals and Related Compounds	310.5	266.4	44.1	85.8%	14.2%	0.4%
Aluminum and Items Made of Aluminum	309.7	296.7	12.9	95.8%	4.2%	0.4%
Prepared Vegetables, Fruits, and Nuts	306.3	305.8	.5	99.8%	0.2%	0.4%
Ores, Slag, and Ash	304.8	304.8	.1	100.0%	0.0%	0.4%
Oils, Seeds and Grains	294.0	207.8	84.3	70.7%	28.7%	0.4%
Fertilizers	288.8	287.8	1.0	99.6%	0.4%	0.4%
Ceramic Products	272.8	155.9	116.6	57.2%	42.7%	0.4%
Sugars and Sugar Confectionary	268.3	268.1	.2	99.9%	0.1%	0.4%
Meat and Meat Products	263.4	260.6	2.8	98.9%	1.1%	0.4%
Miscellaneous Metal Products	246.5	224.9	21.5	91.2%	8.7%	0.3%
Fruits and Nuts	236.7	235.0	1.6	99.3%	0.7%	0.3%
All Other Items (< \$200 million)	3,228.0	2,598.3	620.6	80.5%	19.2%	4.6%
Total	\$70,617.6	\$47,317.0	\$23,165.9	67.0%	32.8%	100.0%

*Note: Based on HS Port-Level Data, General Imports

Source: U.S. Census Bureau, USA Trade Online

TABLE 29: Exports through the San Francisco Customs District by Product & Area, 2013

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$3,057.8	\$2,015.1	\$97.0	\$538.6	\$5.0	\$104.5	\$164.9	\$5,983.0
Livestock & Livestock Products	23.8	1.1	0.2	0.0	0.9	0.1	0.0	26.0
Forestry Products, Nesoi	38.9	4.9	0.0	1.1	0.0	0.1	0.1	45.1
Fish, Fresh/chilled/frozen & Other Marine Products	65.2	8.9	0.7	0.8	0.1	1.4	0.4	77.4
Oil & Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minerals & Ores	68.6	12.1	26.1	0.4	72.4	20.7	1.6	201.9
Food & Kindred Products	5,511.2	501.5	165.0	228.3	2.8	108.4	48.1	6,567.3
Beverages & Tobacco Products	434.3	610.2	67.1	6.2	9.1	12.3	11.4	1,151.0
Textiles & Fabrics	20.2	4.3	1.5	0.1	0.1	0.1	0.1	26.5
Textile Mill Products	25.8	4.3	0.4	0.7	0.3	0.0	0.0	31.5
Apparel & Accessories	47.6	7.9	2.1	7.2	0.2	0.6	0.7	66.4
Leather & Allied Products	50.2	5.0	1.0	1.3	0.1	1.8	0.4	59.7
Wood Products	117.9	7.5	4.2	1.5	0.0	0.4	0.3	131.9
Paper	47.7	7.0	4.5	0.7	0.1	0.1	0.7	60.9
Printed Matter And Related Products, Nesoi	42.1	13.1	2.2	0.2	0.3	1.8	0.1	60.0
Petroleum & Coal Products	721.3	161.1	1,892.8	36.9	1,440.2	30.8	0.4	4,283.4
Chemicals	2,131.9	1,431.1	54.7	87.2	18.8	38.4	17.1	3,779.6
Plastics & Rubber Products	167.5	57.8	13.8	4.7	0.5	2.4	3.6	250.6
Nonmetallic Mineral Products	269.6	38.8	4.6	2.4	0.5	1.1	1.2	318.1
Primary Metal Mfg	231.6	45.4	0.8	9.7	4.8	16.0	0.1	308.5
Fabricated Metal Products, Nesoi	598.7	81.1	23.2	6.5	2.2	10.9	3.9	726.6
Machinery, Except Electrical	5,475.1	473.3	73.3	94.9	6.6	17.2	16.1	6,157.8
Computer & Electronic Products	14,146.1	2,468.3	436.5	183.4	336.0	66.1	90.1	17,727.8
Electrical Equipment, Appliances & Components	864.0	223.0	9.5	25.1	12.8	4.2	3.3	1,142.5
Transportation Equipment	1,314.1	267.0	12.1	52.3	41.0	15.2	42.6	1,750.3
Furniture & Fixtures	46.1	10.1	2.5	12.6	0.2	0.3	0.3	72.2
Miscellaneous Manufactured Commodities	854.0	176.5	40.4	18.7	6.5	12.0	2.6	1,110.8
Newspapers, Books & Other Published Matter, Nesoi	15.5	0.7	0.0	0.0	0.1	0.0	0.0	16.3
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	1,550.6	12.9	13.1	16.0	1.6	6.6	0.0	1,600.7
Used Or Second-hand Merchandise	47.5	58.5	5.7	4.2	0.3	4.2	3.3	123.6
Goods Returned (exports For Canada Only)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Special Classification Provisions, Nesoi	299.5	38.3	12.5	7.8	8.1	2.5	1.3	370.1
Total Area Exports	\$38,284	\$8,747	\$2,968	\$1,350	\$1,972	\$480	\$415	\$54,227
Area % of Total Imports	70.6%	16.1%	5.5%	2.5%	3.6%	0.9%	0.8%	100.0%

Note: Based on HS Port-Level Data, Exports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

TABLE 30: Imports* Entering the San Francisco Customs District by Product & Area, 2013

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$496.1	\$76.5	\$604.4	\$1.6	\$39.5	\$73.2	\$1.1	\$1,293.3
Livestock & Livestock Products	6.3	17.5	6.7	0.0	0.9	0.0	0.2	31.6
Forestry Products, Nesoi	23.3	1.6	0.4	0.0	0.0	0.3	0.0	25.6
Fish, Fresh/chilled/frozen & Other Marine Products	158.7	6.0	22.6	0.0	0.1	0.4	0.1	187.9
Oil & Gas	62.0	0.0	4,323.2	6,538.6	149.7	366.8	85.7	11,525.9
Minerals & Ores	300.9	3.1	4.5	0.0	26.7	0.7	0.0	335.9
Food & Kindred Products	1,629.4	379.3	286.2	4.1	47.6	38.7	2.6	2,387.9
Beverages & Tobacco Products	330.4	825.6	244.8	0.2	35.8	25.0	1.5	1,463.5
Textiles & Fabrics	64.7	12.8	0.5	0.0	0.1	0.0	0.0	78.1
Textile Mill Products	733.3	22.6	0.7	0.6	0.5	2.3	0.0	760.0
Apparel & Accessories	3,129.5	17.8	35.2	2.3	0.6	22.0	0.3	3,207.9
Leather & Allied Products	800.4	23.5	7.0	0.2	2.6	0.4	0.0	834.1
Wood Products	200.7	347.3	71.6	0.1	0.0	0.6	4.1	624.4
Paper	381.9	50.9	3.8	0.6	0.1	0.0	0.0	437.3
Printed Matter And Related Products, Nesoi	93.1	9.4	0.2	0.3	0.2	0.4	0.1	103.8
Petroleum & Coal Products	365.2	279.2	143.5	0.0	150.7	803.1	526.0	2,267.8
Chemicals	1,309.3	560.1	383.9	22.3	95.3	15.3	26.6	2,412.8
Plastics & Rubber Products	769.3	88.6	4.9	6.4	0.1	1.0	0.0	870.4
Nonmetallic Mineral Products	641.6	138.6	23.3	9.2	5.2	1.8	0.0	819.5
Primary Metal Mfg	640.5	45.7	27.4	21.8	0.0	7.5	0.0	743.0
Fabricated Metal Products, Nesoi	932.1	220.4	4.5	9.8	1.7	1.0	0.0	1,169.5
Machinery, Except Electrical	2,668.8	699.0	10.5	43.4	31.4	2.0	6.7	3,461.7
Computer & Electronic Products	20,516.3	1,073.3	45.1	70.3	105.9	2.0	2.2	21,815.0
Electrical Equipment, Appliances & Components	1,904.1	338.1	3.5	3.9	35.7	0.2	1.3	2,286.8
Transportation Equipment	5,237.5	201.2	1.3	2.0	11.3	1.2	2.3	5,456.8
Furniture & Fixtures	986.4	48.4	1.6	1.2	0.2	0.2	0.0	1,038.0
Miscellaneous Manufactured Commodities	1,860.8	171.3	45.6	14.3	4.6	1.1	0.2	2,097.9
Newspapers, Books & Other Published Matter, Nesoi	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	9.8	4.9	2.4	0.0	0.0	0.0	0.1	17.1
Used Or Second-hand Merchandise	16.7	74.9	0.1	0.2	0.2	1.6	0.0	93.8
Goods Returned (exports For Canada Only)	1,138.5	405.7	22.8	30.9	36.3	1.7	1.3	1,637.1
Special Classification Provisions, Nesoi	179.0	11.0	0.1	0.9	0.2	0.0	0.0	191.2
Total Area Exports	\$47,587	\$6,154	\$6,332	\$6,785	\$783	\$1,370	\$662	\$69,676
Area % of Total Imports	68.3%	8.8%	9.1%	9.7%	1.1%	2.0%	1.0%	100.0%

Note: Based on NAICS District-Level Data, General Imports

**Commonwealth of Independent States, also known as the former Soviet Union

Source: U.S. Census Bureau, USA Trade Online

TABLE 31: Exports through the San Francisco Customs District by Destination Country, 2013 (Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China*	\$11,302.8	\$4,592.2	\$6,698.9	40.6%	59.3%	20.8%
Japan	8,510.0	4,404.4	4,084.7	51.8%	48.0%	15.7%
Korea, South	4,504.0	1,808.9	2,692.9	40.2%	59.8%	8.3%
Taiwan	4,490.7	1,191.7	3,296.0	26.5%	73.4%	8.3%
Singapore	3,018.7	539.3	2,464.1	17.9%	81.6%	5.6%
Germany	1,872.7	774.5	1,096.0	41.4%	58.5%	3.5%
Malaysia	1,795.5	273.9	1,520.4	15.3%	84.7%	3.3%
Chile	1,405.4	1,373.9	29.4	97.8%	2.1%	2.6%
Mexico	1,386.7	1,105.0	281.3	79.7%	20.3%	2.6%
United Kingdom	1,238.8	520.3	716.3	42.0%	57.8%	2.3%
Netherlands	1,166.3	342.9	823.3	29.4%	70.6%	2.2%
Australia	960.3	571.1	384.1	59.5%	40.0%	1.8%
Philippines	947.8	240.6	705.6	25.4%	74.4%	1.7%
Thailand	861.7	257.3	604.0	29.9%	70.1%	1.6%
Switzerland	720.4	76.3	644.0	10.6%	89.4%	1.3%
India	683.9	469.4	214.5	68.6%	31.4%	1.3%
France	650.9	283.5	365.7	43.6%	56.2%	1.2%
Canada	584.9	440.6	140.4	75.3%	24.0%	1.1%
Belgium	572.6	302.0	270.6	52.7%	47.3%	1.1%
United Arab Emirates	531.3	445.3	86.0	83.8%	16.2%	1.0%
Spain	530.2	479.1	51.1	90.4%	9.6%	1.0%
Italy	511.9	348.5	163.3	68.1%	31.9%	0.9%
Vietnam	486.2	349.7	136.3	71.9%	28.0%	0.9%
Turkey	399.7	365.6	33.9	91.5%	8.5%	0.7%
French Guiana	316.3	.0	316.3	0.0%	100.0%	0.6%
Russia	314.0	226.9	87.1	72.2%	27.7%	0.6%
New Zealand	295.7	205.6	89.3	69.5%	30.2%	0.5%
Saudi Arabia	286.8	239.9	46.7	83.6%	16.3%	0.5%
Ecuador	242.0	237.6	4.4	98.2%	1.8%	0.4%
Indonesia	219.7	190.6	28.9	86.8%	13.2%	0.4%
Sweden	213.3	117.6	95.0	55.1%	44.5%	0.4%
Israel	212.4	83.2	129.0	39.2%	60.7%	0.4%
Denmark	168.5	100.2	67.5	59.4%	40.0%	0.3%
Peru	166.1	160.6	5.4	96.7%	3.3%	0.3%
Guatemala	158.0	155.9	2.1	98.7%	1.3%	0.3%
El Salvador	151.8	150.8	.9	99.4%	0.6%	0.3%
Brazil	150.5	98.1	51.8	65.2%	34.4%	0.3%
All Other Countries (< \$150 million)	2,199	1,503	692	68.3%	31.5%	4.1%
Total--All Countries	\$54,227.5	\$25,025.8	\$29,119.6	46.1%	53.7%	100.0%

Note: Based on HS Port-Level Data, Exports

* China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

**TABLE 32: Imports* Entering the San Francisco Customs District
by Country of Origin, 2013** (Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$18,742.4	\$13,417.1	\$ 5,303.7	71.6%	28.3%	26.5%
Japan	9,546.4	5,133.5	4,399.4	53.8%	46.1%	13.5%
Saudi Arabia	5,673.2	5,671.6	1.6	100.0%	0.0%	8.0%
Korea, South	4,540.8	1,629.0	2,910.7	35.9%	64.1%	6.4%
Taiwan	3,740.5	1,764.0	1,975.6	47.2%	52.8%	5.3%
Ecuador	2,996.5	2,996.3	.2	100.0%	0.0%	4.2%
Malaysia	2,389.7	555.1	1,832.4	23.2%	76.7%	3.4%
Singapore	1,834.4	306.7	1,505.8	16.7%	82.1%	2.6%
Germany	1,675.6	654.7	1,017.5	39.1%	60.7%	2.4%
Thailand	1,666.8	760.4	904.6	45.6%	54.3%	2.4%
Australia	1,457.7	1,233.6	223.8	84.6%	15.4%	2.1%
Colombia	1,135.2	1,134.4	.2	99.9%	0.0%	1.6%
Vietnam	1,063.4	1,003.3	60.1	94.3%	5.6%	1.5%
Philippines	1,026.1	298.9	725.6	29.1%	70.7%	1.5%
France	901.3	664.8	235.9	73.8%	26.2%	1.3%
Iraq	852.5	852.5	.0	100.0%	0.0%	1.2%
Indonesia	845.4	680.8	164.2	80.5%	19.4%	1.2%
Italy	819.7	645.6	167.1	78.8%	20.4%	1.2%
Brazil	737.5	735.6	1.5	99.7%	0.2%	1.0%
India	642.9	543.3	99.5	84.5%	15.5%	0.9%
Russia	597.8	588.1	9.7	98.4%	1.6%	0.8%
New Zealand	489.4	430.7	58.6	88.0%	12.0%	0.7%
United Kingdom	454.2	233.0	218.0	51.3%	48.0%	0.6%
Switzerland	452.9	181.4	270.5	40.0%	59.7%	0.6%
Algeria	446.8	446.8	.0	100.0%	0.0%	0.6%
Canada	426.7	336.9	72.2	79.0%	16.9%	0.6%
Netherlands	383.5	224.0	159.4	58.4%	41.6%	0.5%
Angola	349.4	349.4	.0	100.0%	0.0%	0.5%
Spain	323.6	302.5	20.8	93.5%	6.4%	0.5%
Trinidad and Tobago	271.9	271.9	.0	100.0%	0.0%	0.4%
Mexico	256.2	179.7	49.0	70.1%	19.1%	0.4%
Chile	240.1	234.7	5.3	97.8%	2.2%	0.3%
Ireland	204.9	67.9	137.0	33.1%	66.9%	0.3%
All Other Countries (< \$200 million)	3,432	2,789	636	81.3%	18.5%	4.9%
Total--All Countries	\$70,617.6	\$47,317.0	\$23,165.9	67.0%	32.8%	100.0%

Note: Based on HS Port-Level Data, General Imports

**China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 33: Top Trading Partners of San Francisco Customs District, 2013
(Millions of \$)

Country	Total Two-Way Trade	Imports	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export Ratio
China*	\$29,506.67	\$18,203.8	\$11,302.8	-6900.99	23.8%	1.6
Japan	17,750.5	9,240.5	8,510.0	-730.54	14.3%	1.1
Korea, South	8,926.7	4,422.7	4,504.0	81.23	7.2%	1.0
Taiwan	8,122.7	3,632.0	4,490.7	858.76	6.6%	0.8
Saudi Arabia	5,959.2	5,672.4	286.8	-5385.60	4.8%	19.8
Singapore	4,908.0	1,889.2	3,018.7	1129.48	4.0%	0.6
Malaysia	4,337.4	2541.9	1,795.5	-746.30	3.5%	1.4
Germany	3,443.4	1570.8	1,872.7	301.92	2.8%	0.8
Ecuador	3,239.5	2997.5	242.0	-2755.53	2.6%	12.4
Thailand	2,465.5	1603.8	861.7	-742.15	2.0%	1.9
Australia	2,141.2	1180.9	960.3	-220.68	1.7%	1.2
Philippines	2,019.1	1071.3	947.8	-123.54	1.6%	1.1
Mexico	1,699.0	312.3	1,386.7	1074.39	1.4%	0.2
Vietnam	1,684.2	1198.0	486.2	-711.78	1.4%	2.5
United Kingdom	1,658.7	420.0	1,238.8	818.79	1.3%	0.3
Chile	1,653.1	247.7	1,405.4	1157.67	1.3%	0.2
Netherlands	1,569.8	403.5	1,166.3	762.80	1.3%	0.3
France	1,494.5	843.6	650.9	-192.70	1.2%	1.3
India	1,329.2	645.3	683.9	38.65	1.1%	0.9
Italy	1,292.9	780.9	511.9	-269.00	1.0%	1.5
All Other Countries (< \$1.25 billion)	18,702.3	10797.9	7904.4	-2893.52	15.1%	1.4
Total--All Countries	\$123,903.7	\$69,676.2	\$54,227.5	-\$15,448.7	100.0%	1.3

Note: Based on NAICS District-Level Data, General Imports and Exports

** China includes the Mainland, Hong Kong, and Macau.

Source: U.S. Census Bureau, USA Trade Online

TABLE 34: Imports* from San Francisco Customs District's Top Trading Partners, 2013 (Millions of \$)

Commodity Group	China**	Japan	South Korea	Top-3 Trading Partners Total	World Total
Agricultural Products	\$194.4	\$8.2	\$1.3	\$204.0	\$1,293.3
Livestock & Livestock Products	0.0	0.5	0.3	0.9	31.6
Forestry Products, Nesoi	13.3	0.3	0.0	13.6	25.6
Fish, Fresh/chilled/frozen & Other Marine Products	30.7	12.3	3.2	46.3	187.9
Oil & Gas	0.1	0.0	0.4	0.5	11,525.9
Minerals & Ores	2.7	0.1	0.1	2.8	335.9
Food & Kindred Products	309.0	30.9	16.5	356.4	2,387.9
Beverages & Tobacco Products	6.6	19.2	4.5	30.3	1,463.5
Textiles & Fabrics	31.3	9.3	1.7	42.2	78.1
Textile Mill Products	551.5	1.0	2.6	555.1	760.0
Apparel & Accessories	1,327.9	1.5	8.3	1,337.7	3,207.9
Leather & Allied Products	641.6	1.2	1.5	644.2	834.1
Wood Products	126.8	0.8	0.5	128.0	624.4
Paper	230.7	19.5	39.4	289.7	437.3
Printed Matter And Related Products, Nesoi	66.5	4.2	8.5	79.2	103.8
Petroleum & Coal Products	48.8	27.6	35.6	111.9	2,267.8
Chemicals	341.6	357.3	40.6	739.6	2,412.8
Plastics & Rubber Products	540.7	39.6	32.1	612.4	870.4
Nonmetallic Mineral Products	389.5	157.9	8.8	556.2	819.5
Primary Metal Mfg	56.2	17.8	400.7	474.7	743.0
Fabricated Metal Products, Nesoi	555.8	68.5	17.3	641.5	1,169.5
Machinery, Except Electrical	482.5	1,484.7	161.3	2,128.6	3,461.7
Computer & Electronic Products	8,802.0	2,109.9	2,771.9	13,683.9	21,815.0
Electrical Equipment, Appliances & Components	1,007.1	521.5	57.4	1,586.0	2,286.8
Transportation Equipment	369.2	3,874.2	615.4	4,858.8	5,456.8
Furniture & Fixtures	686.7	2.8	0.8	690.4	1,038.0
Miscellaneous Manufactured Commodities	1,191.0	110.9	84.8	1,386.7	2,097.9
Newspapers, Books & Other Published Matter, Nesoi	0.1	0.1	0.0	0.2	0.6
Published Printed Music And Music Manuscr	0.0	0.0	0.0	0.0	0.0
Waste And Scrap	6.5	0.0	0.0	6.5	17.1
Used Or Second-hand Merchandise	8.0	5.8	0.5	14.3	93.8
Goods Returned (exports For Canada Only)	139.9	311.1	105.2	556.2	1,637.1
Special Classification Provisions, Nesoi	45.1	41.5	1.6	88.2	191.2
Total Area Imports	\$18,203.8	\$9,240.5	\$4,422.7	\$31,867.1	\$69,676.2
Area % of Total Imports	26.1%	13.3%	6.3%	45.7%	100.0%

*Note: Based on NAICS District-Level Data, General Imports

** Includes the Mainland, Hong Kong and Macau

Source: U.S. Census Bureau, USA Trade Online

TABLE 35: California Exports by Destination Country

(Millions of \$, Origin of Movement Series)

Country	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
China*	\$9,623.9	\$11,985.7	\$12,753.0	\$14,833.8	\$15,520.3	\$16,751.8	\$15,582.6	\$19,289.1	\$21,922.4	\$21,855.8	\$24,206.4
Mexico	14,870.8	17,249.3	17,711.5	19,627.7	18,346.8	20,472.3	17,473.9	20,949.1	25,807.2	26,369.7	23,932.6
Canada	11,234.7	12,201.5	13,261.7	14,247.2	16,273.6	17,850.2	14,314.9	16,214.3	17,261.0	17,424.0	18,819.2
Japan	11,739.5	13,328.0	13,485.5	13,984.5	13,457.4	13,061.8	10,901.9	12,176.7	13,096.2	13,033.4	12,711.3
Korea, South	4,825.6	5,962.9	6,312.4	7,045.2	7,408.6	7,746.9	5,912.9	8,027.6	8,425.2	8,245.8	8,394.1
Taiwan	4,436.4	5,363.0	5,379.7	5,637.0	5,785.8	5,149.3	4,119.8	6,517.4	6,245.1	6,318.0	7,472.2
Germany	3,557.5	3,690.9	4,266.2	4,540.2	5,560.0	5,758.5	4,441.5	5,122.8	5,307.5	4,979.4	5,590.7
India	850.0	1,027.8	1,342.1	1,689.3	1,949.5	2,328.6	2,178.3	3,294.8	3,792.5	3,209.1	5,261.7
Netherlands	3,411.1	3,819.6	3,600.7	4,042.0	4,077.0	4,348.3	3,565.8	3,952.9	4,416.6	4,343.8	4,756.8
United Kingdom	4,357.3	5,207.8	4,979.6	5,063.2	5,216.6	5,537.6	3,916.3	4,180.5	4,154.7	4,343.1	4,595.9
Singapore	3,365.7	4,163.4	3,787.7	4,605.5	4,283.8	4,084.6	3,221.7	4,027.8	4,139.4	4,009.8	4,175.7
Australia	1,896.8	2,260.0	2,473.9	2,809.6	2,821.3	3,175.5	3,444.6	3,148.7	3,716.2	4,061.9	3,665.5
Belgium	1,420.3	1,717.5	1,766.0	1,878.5	2,026.0	2,443.8	1,983.1	2,237.3	2,680.8	2,765.3	3,239.8
France	1,915.6	2,953.9	2,693.8	2,434.6	2,727.0	2,701.0	2,315.5	2,343.0	2,360.6	2,660.3	2,649.5
Malaysia	1,726.0	2,005.7	1,943.0	2,513.0	2,206.1	2,521.4	1,625.9	2,209.4	2,473.5	2,398.2	2,341.8
Israel	752.9	993.6	1,449.1	1,550.7	1,741.3	1,773.5	1,219.3	1,952.9	2,680.1	2,655.6	2,322.8
Chile	212.4	233.9	499.6	602.7	880.4	1,697.5	1,145.8	790.1	1,477.5	2,138.3	2,287.4
Brazil	818.0	1,211.3	1,398.2	1,607.0	2,034.2	2,322.2	2,049.9	2,813.3	2,931.0	3,008.8	2,098.2
Italy	1,365.0	1,219.4	1,430.8	1,872.8	2,044.0	2,222.3	1,888.0	1,936.7	2,064.9	1,855.6	1,990.5
Switzerland	602.3	830.5	970.1	1,302.5	1,976.9	2,051.9	1,334.3	1,572.7	1,621.3	1,741.2	1,950.0
Thailand	1,214.7	1,506.2	1,699.2	1,657.4	1,795.2	2,005.2	1,466.3	1,950.6	1,926.5	1,792.7	1,835.8
Philippines	1,007.0	1,046.2	1,148.1	1,386.0	1,233.6	1,276.9	1,005.0	1,344.8	1,414.2	1,562.9	1,704.0
United Arab Emirates	279.5	399.6	1,142.0	942.4	947.9	1,156.4	1,149.5	1,359.5	1,434.6	1,810.5	1,637.3
Spain	686.2	901.9	978.0	1,000.8	1,076.6	1,087.0	945.9	1,090.1	1,157.7	1,148.0	1,432.8
<i>All Other Countries</i>	<i>7,737.3</i>	<i>8,863.9</i>	<i>10,218.2</i>	<i>10,897.2</i>	<i>12,928.8</i>	<i>15,281.2</i>	<i>12,877.3</i>	<i>14,706.0</i>	<i>16,628.8</i>	<i>18,148.7</i>	<i>19,056.5</i>
Total all Countries	\$93,906.3	\$110,143.6	\$116,689.9	\$127,770.8	\$134,318.9	\$144,805.7	\$120,080.0	\$143,208.2	\$159,135.7	\$161,879.9	\$168,128.4

*China includes the Mainland, Hong Kong, and Macau.

Sources: U.S. Census Bureau, USA Trade Online

TABLE 36: California Exports by Product Category

(Millions of \$, Origin of Movement Series)

Industry	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Computer & Electronic Products	\$36,695.8	\$42,150.0	\$41,559.5	\$44,336.2	\$43,477.8	\$41,495.0	\$35,186.7	\$43,071.0	\$46,073.4	\$44,767.0	\$42,351.9
Transportation Equipment	8,605.3	11,915.3	13,423.2	13,734.6	14,037.5	16,500.8	12,809.3	12,967.1	15,007.8	16,147.6	17,698.4
Machinery, Except Electrical	9,438.5	12,638.2	13,101.5	14,867.1	14,475.5	13,367.9	10,705.3	14,490.8	14,764.9	14,876.3	15,110.8
Misc. Manufactured Commodities	4,884.0	5,652.7	6,426.4	7,382.9	8,496.5	10,352.3	9,126.7	11,507.5	13,092.7	13,819.3	14,633.6
Agricultural Products	4,777.5	5,230.7	6,048.6	6,392.2	6,732.1	7,678.6	7,847.4	9,354.3	10,606.1	11,972.5	13,780.2
Chemicals	5,967.5	6,653.0	7,217.8	8,706.9	10,443.8	12,145.3	10,225.5	11,573.4	12,434.2	12,707.8	13,480.1
Food & Kindred Products	4,163.0	4,164.8	4,637.3	5,224.1	5,967.0	7,494.8	6,436.3	7,376.1	8,829.6	9,039.0	10,278.6
Petroleum & Coal Products	885.3	942.6	1,564.0	1,775.7	2,560.8	5,581.5	3,057.8	3,697.2	5,655.5	5,891.0	6,633.1
Waste And Scrap	1,417.9	1,947.7	2,445.8	3,373.6	4,550.2	6,049.6	3,935.0	5,376.4	6,897.7	5,648.3	5,433.6
Electrical Eqmt, Appls. & Components	2,936.3	3,439.5	3,689.0	4,446.2	4,661.5	4,416.7	3,412.9	3,975.4	4,539.6	4,779.2	5,078.1
Fabricated Metal Products, Nesoi	2,298.7	2,592.3	3,054.3	3,559.6	3,656.5	3,572.0	3,156.4	3,563.3	3,680.1	3,981.3	4,711.1
Primary Metal Mfg	1,166.7	1,344.2	1,630.5	1,938.7	2,081.8	2,471.4	1,779.0	2,370.3	2,810.9	2,970.9	3,156.1
Plastics & Rubber Products	1,573.8	1,735.9	1,947.3	2,114.7	2,155.8	2,289.4	2,117.3	2,460.4	2,624.4	2,733.0	2,754.0
Beverages & Tobacco Products	730.5	929.5	774.8	994.8	1,094.3	1,182.3	1,167.6	1,337.3	1,552.5	1,695.9	1,937.4
Special Classification Provisions, Nesoi	2,244.6	2,323.7	2,488.0	2,071.9	2,370.2	2,376.6	2,007.0	2,102.6	1,833.3	2,020.5	1,890.5
Apparel & Accessories	1,041.2	1,047.3	1,236.4	1,282.2	1,281.3	1,436.0	1,453.9	1,621.2	1,759.1	1,786.6	1,789.9
Paper	1,068.6	1,148.7	1,079.9	1,097.8	1,115.8	1,160.2	1,053.4	1,081.2	1,091.6	1,070.5	1,166.9
Nonmetallic Mineral Products	540.0	589.9	523.9	589.5	710.8	774.5	701.2	746.4	818.9	861.8	883.3
Leather & Allied Products	264.4	303.0	333.3	361.1	396.3	472.5	464.6	585.6	708.5	699.0	752.1
Used Or Second-hand Merchandise	228.2	282.4	333.1	425.2	796.0	623.1	536.4	616.9	668.8	759.7	719.6
Textiles & Fabrics	650.2	728.5	743.6	688.6	672.8	679.6	536.3	649.6	637.8	556.0	628.8
Furniture & Fixtures	251.9	275.7	293.5	324.4	373.7	407.0	337.3	400.7	458.9	533.6	588.8
Minerals & Ores	179.9	139.0	140.6	118.2	130.3	160.7	105.6	181.3	394.4	367.5	527.1
Printed Matter And Related Products	544.3	550.2	569.7	479.7	566.2	599.3	504.6	507.8	481.2	486.1	489.5
Wood Products	402.5	424.5	424.9	467.3	411.5	381.0	307.8	348.3	435.2	426.4	483.1
Seafood	187.8	209.5	236.0	201.5	218.7	209.8	237.6	275.1	351.2	342.2	316.4
Textile Mill Products	156.7	167.2	174.4	188.2	224.3	226.3	223.2	240.8	266.0	286.8	277.7
Oil & Gas	314.3	145.8	93.2	198.1	270.1	347.0	301.1	393.4	346.3	302.9	259.4
Newspapers	110.8	318.4	356.5	295.9	218.5	163.5	176.9	189.9	157.5	152.3	138.7
Livestock & Livestock Products	61.4	48.7	90.9	90.0	118.4	134.9	114.5	87.0	91.5	132.1	102.5
Forestry Products, Nesoi	45.8	46.9	41.4	35.2	42.9	43.9	50.9	50.9	61.5	62.2	74.9
Goods Returned to Canada	73.2	57.7	10.6	8.5	9.9	12.1	4.4	8.9	4.6	4.9	2.5
Total-All Industries	\$93,906	\$110,144	\$116,690	\$127,771	\$134,319	\$144,806	\$120,080	\$143,208	\$159,136	\$161,880	\$168,128

Note: NESOI = Not elsewhere specified or included

Source: U.S. Census Bureau, USA Trade Online

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

Exit Point	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
L.A. Int. Airport, Calif.	\$20,197.3	\$23,513.2	\$25,236.8	\$26,562.5	\$27,758.4	\$28,360.6	\$24,007.8	\$27,218.3	\$31,192.0	\$31,334.0
S.F. Int. Airport, Calif.	16,926.1	20,640.7	21,315.8	25,023.7	24,214.9	21,349.3	16,795.5	22,144.6	21,146.0	21,012.0
Long Beach, Calif.	5,469.2	5,671.6	6,709.7	7,183.2	9,486.0	11,397.8	8,730.4	11,480.7	13,854.2	13,606.4
Los Angeles, Calif.	6,136.5	6,384.9	6,605.0	7,485.1	9,331.3	11,375.0	8,893.2	10,094.2	13,277.6	13,410.9
Oakland, Calif.	6,062.7	6,908.6	5,888.7	6,423.7	7,715.3	8,645.1	8,673.8	10,365.0	12,154.0	12,805.1
Otay Mesa Station	7,632.8	8,385.4	8,489.5	8,693.9	8,935.6	9,779.6	8,606.9	9,340.8	10,089.2	10,954.0
New Orleans, La.	3,145.9	3,481.6	2,073.7	2,490.4	3,882.5	4,493.0	3,628.9	4,258.1	3,802.6	3,802.6
Cleveland, Ohio	1,330.0	2,180.7	3,415.3	3,740.0	3,654.2	3,534.7	2,997.3	3,204.4	3,800.3	3,766.7
Callexico-East, Ca.	3,256.2	3,756.2	3,949.2	4,296.8	3,885.2	3,728.8	3,105.5	3,553.6	4,132.7	3,720.4
Port Huron, Michigan	2,040.8	1,936.1	1,965.0	2,095.2	2,795.0	3,296.5	3,029.1	3,227.7	3,490.5	3,709.1
Santa Teresa, New Mexico	1.7	2.3	5.1	2.5	13.8	4.0	18.8	1,028.0	4,070.3	3,186.5
Miami Int. Airport, Fla.	702.6	830.3	1,133.0	1,191.0	1,612.1	2,185.7	1,786.4	2,475.0	2,792.5	3,177.0
Detroit, Michigan	2,763.5	3,000.2	3,508.2	3,740.8	3,717.5	3,668.6	2,929.5	3,215.4	3,210.5	3,096.8
Laredo, Texas	1,368.2	1,741.9	1,868.0	2,357.2	1,879.6	2,398.9	1,917.5	2,255.3	2,785.2	2,876.5
Blaine, Wash.	1,429.9	1,721.7	1,984.8	2,310.5	2,524.5	2,937.9	2,456.4	2,438.1	2,689.6	2,872.8
J.F.K. Int. Airport, N.Y.	1,996.5	2,663.1	3,185.5	3,088.1	3,514.2	4,095.7	3,637.7	4,902.1	3,335.3	2,618.6
Houston, Texas	1,436.0	1,771.3	2,179.5	2,523.4	2,665.1	3,589.4	2,876.8	2,586.5	2,368.6	2,390.5
Sweetgrass, Montana	576.7	638.6	748.2	881.2	1,150.2	1,230.3	1,075.5	1,207.9	1,499.1	1,611.1
San Francisco, Calif.	83.4	303.4	712.6	821.4	897.7	1,600.3	831.8	1,081.5	1,344.2	1,504.9
Buffalo-Niagara Falls, N.Y.	1,169.1	999.6	1,058.2	1,049.6	1,086.1	1,248.0	927.4	1,489.4	1,547.1	1,407.9
Martinez, Calif.	39.0	26.4	0.4	0.0	8.6	403.1	161.7	153.5	492.2	1,343.0
Richmond, Calif.	188.3	78.4	73.2	72.3	176.2	1,163.1	540.7	838.8	1,184.4	1,105.6
Anchorage, Alaska	571.8	614.6	1,681.7	2,160.3	1,704.2	1,381.3	1,159.1	1,123.8	949.3	943.3
Nogales, Ariz.	207.6	264.5	249.0	217.3	214.9	265.5	291.1	291.9	589.2	914.5
San Diego, Cal.	144.6	162.6	272.9	205.5	230.2	214.3	224.4	376.1	541.9	875.7
Chicago, Illinois	992.4	1,503.6	1,214.5	840.4	930.4	926.8	821.2	791.3	837.5	759.4
Jacksonville, Fla.	19.4	59.0	124.2	153.0	91.2	225.9	150.8	214.4	415.2	678.4
Charleston, S.C.	80.9	184.9	172.8	121.0	95.9	206.2	121.6	166.7	118.1	665.1
Newark, N.J.	221.0	269.9	399.9	398.0	430.9	507.5	636.8	750.5	537.2	645.8
Washington, D.C.	94.7	114.2	116.2	174.0	238.0	273.5	383.1	570.7	513.5	622.7
New York, N.Y.	259.8	345.8	452.2	584.8	619.5	904.2	603.1	730.3	684.4	596.1
Philadelphia Intl Airport	746.3	861.0	664.4	378.0	195.7	156.5	174.0	247.3	304.3	474.6
Port Hueneme, Calif.	47.8	34.1	93.3	149.5	106.9	148.6	297.5	461.3	411.0	469.1
San Jose International Airport	96.5	228.9	222.4	524.0	471.3	305.9	301.3	313.0	265.9	428.6
Other Points of Exit	6,559.5	8,688.6	9,049.7	9,807.9	7,918.6	8,811.6	7,349.6	8,672.9	8,928.9	8,313.8
Total--All Exit Points	\$ 93,994.9	\$ 109,967.8	\$ 116,818.6	\$ 127,746.1	\$ 134,151.8	\$ 144,813.3	\$ 120,142.2	\$ 143,268.9	\$ 159,354.4	\$ 161,699.6

Sources: WISERTrade, U.S. Census Bureau, USA Trade Online

TABLE 38: California Imports by Country of Origin

(Millions of \$; State of Destination Series)

Country	2009	2010	2011	2012	2013
China*	\$90,087.9	\$114,329.3	\$121,029.6	\$128,787.0	\$131,477.1
Japan	33,605.1	40,842.5	39,839.2	41,473.4	38,365.9
Mexico	29,519.6	32,760.8	33,641.2	36,038.7	36,240.9
Canada	17,206.1	21,642.3	20,513.0	25,820.5	26,334.1
Germany	5,670.4	7,578.5	9,889.4	12,043.2	13,058.2
Korea, South	12,204.0	12,128.7	11,779.8	12,273.3	12,967.4
Malaysia	8,785.3	10,616.0	9,984.9	9,811.2	11,352.1
Taiwan	8,059.7	9,796.7	10,732.0	11,197.5	10,931.4
Thailand	7,109.1	7,770.5	7,864.8	8,409.6	9,048.4
Saudi Arabia	3,759.7	5,313.9	8,740.8	8,469.2	8,805.0
Ecuador	3,102.0	5,205.4	7,496.7	6,400.5	7,354.5
Vietnam	3,282.3	4,065.0	4,700.2	5,491.5	6,711.6
Iraq	2,986.8	4,601.3	4,732.6	6,173.6	5,210.6
Indonesia	3,303.3	3,882.0	4,254.0	4,613.8	4,919.8
Singapore	2,287.7	3,178.9	3,448.4	3,513.5	3,920.2
India	2,146.7	2,761.6	2,860.6	2,880.4	3,396.0
United Kingdom	2,679.6	2,815.7	2,877.1	4,152.3	3,041.3
Italy	2,086.0	1,989.3	2,397.0	2,881.4	3,039.2
Philippines	2,131.7	2,248.4	2,888.1	3,128.9	3,009.8
Colombia	1,002.8	1,255.9	3,008.7	4,131.8	2,865.2
France	2,011.5	2,521.1	2,494.0	2,502.2	2,860.2
Ireland	1,608.2	2,793.9	2,967.4	2,946.6	2,613.6
Brazil	2,167.4	2,641.3	2,904.9	2,410.4	2,481.5
Switzerland	1,523.5	1,774.3	1,815.2	1,989.4	2,109.5
Australia	1,455.4	1,457.7	2,105.1	1,972.6	1,960.9
Israel	3,557.0	1,716.2	1,913.8	1,906.3	1,871.6
Russia	814.1	2,435.7	2,250.3	2,317.9	1,659.0
Angola	830.8	551.9	1,229.8	1,662.6	1,362.7
Costa Rica	446.9	792.6	786.8	993.7	1,253.3
Chile	762.2	775.6	972.8	1,082.2	1,184.6
Netherlands	1,103.7	1,054.3	1,107.0	1,197.9	1,154.3
Austria	655.5	758.2	1,002.1	1,053.9	1,138.8
Peru	690.7	956.9	1,251.4	921.4	1,112.3
Spain	618.5	771.3	890.3	898.2	1,019.5
Bangladesh	817.8	960.9	1,057.2	959.7	932.8
<i>All Other Countries</i>	<i>\$10,335.7</i>	<i>\$10,521.0</i>	<i>\$14,173.1</i>	<i>\$13,918.0</i>	<i>\$14,144.3</i>
Total all Countries	\$270,414.5	\$327,265.7	\$351,599.4	\$376,424.1	\$380,907.7

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

Sources: U.S. Census Bureau, TradeUSAonline

TABLE 39: California Imports by Product Category
(Millions of \$, State of Destination Series)

Industry	2009	2010	2011	2012	2013
Computer & Electronic Products	\$90,223.2	\$107,494.7	\$107,680.7	\$111,855.5	\$109,267.2
Transportation Equipment	38,176.9	49,181.9	48,873.4	59,919.5	62,777.3
Oil & Gas	15,162.8	21,908.1	30,674.2	31,749.7	29,621.6
Misc Manufactured Commodities	16,027.1	19,417.3	19,106.1	19,384.5	20,089.4
Apparel & Accessories	16,009.1	17,682.6	18,943.0	18,822.7	19,893.5
Electrical Equipment, Appliances & Components	9,060.2	11,532.4	12,397.5	14,273.4	15,701.5
Chemicals	11,864.0	14,038.5	15,409.1	15,646.5	14,881.1
Machinery, Except Electrical	10,105.5	10,859.0	13,746.1	14,940.2	13,978.5
Leather & Allied Products	6,632.1	8,748.9	9,586.7	10,655.2	11,015.8
Food & Kindred Products	6,330.5	7,246.8	8,671.2	9,478.2	9,834.9
Plastics & Rubber Products	5,773.0	6,740.4	7,515.5	8,109.3	8,303.2
Fabricated Metal Products, Nesoi*	5,444.4	6,423.3	6,905.7	7,468.5	7,706.2
Furniture & Fixtures	4,552.2	5,612.0	5,671.2	6,222.7	6,961.3
Agricultural Products	4,037.3	4,596.6	5,271.9	5,489.1	6,460.3
Goods Returned (exports For Canada Only)	4,900.7	5,517.2	5,520.4	6,691.5	6,318.9
Primary Metal Mfg	3,109.3	4,229.4	5,304.3	5,457.8	5,625.5
Petroleum & Coal Products	4,024.3	4,736.9	6,082.0	5,009.5	5,576.2
Beverages & Tobacco Products	2,950.4	3,249.5	3,621.8	4,005.5	4,077.2
Sea Food	2,842.1	3,115.7	3,661.2	3,618.0	3,829.9
Textile Mill Products	2,481.1	3,185.6	3,700.4	3,576.0	3,692.1
Nonmetallic Mineral Products	2,142.0	2,593.1	2,691.9	2,816.4	3,111.5
Special Classification Provisions, Nesoi	1,723.9	1,755.1	2,059.9	2,429.8	2,727.6
Paper	2,284.8	2,285.6	2,355.2	2,525.2	2,661.7
Wood Products	1,523.8	1,718.5	1,817.5	1,947.7	2,210.9
Textiles & Fabrics	1,064.9	1,285.4	1,509.3	1,591.2	1,608.2
Printed Matter And Related Products, Nesoi	683.4	777.9	843.3	921.2	949.2
Used Or Second-hand Merchandise	318.3	324.2	452.6	505.7	734.4
Waste And Scrap	269.9	395.2	681.0	520.6	458.7
Livestock & Livestock Products	338.6	356.3	371.8	409.2	380.7
Minerals & Ores	268.7	156.5	343.6	251.2	315.3
Forestry Products, Nesoi	81.5	92.2	120.8	123.3	132.0
Newspapers	8.8	9.0	10.0	9.1	5.7
Total--All Industries	\$270,414.5	\$327,265.7	\$351,599.4	\$376,424.1	\$380,907.7

Notes:

*NESOI = Not elsewhere specified or included

Source: U.S. Census Bureau, USA Trade Online

