



10TH ANNUAL

INTERNATIONAL TRADE OUTLOOK

Southern California Region **2015-2016**



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ECONOMIC DEVELOPMENT CORPORATION



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10th Annual International Trade Outlook

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Southern California Region 2015-2016



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The LAEDC, the region's premier business leadership organization, is a private, non-profit 501(c)3 organization established in 1981.

The LAEDC provides economic development leadership to promote a globally competitive, prosperous and growing L.A. County economy to improve the health and well-being of our residents and communities and enable those residents to meet their basic need for a job.

Since 1996, the LAEDC has helped retain or attract more than 200,000 jobs, providing over \$12 billion in direct economic impact from salaries and over \$1.1 billion in property and sales tax revenues to the County of Los Angeles.

Regional Leadership

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

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

Economic Information

Through our public information and for-fee research, the LAEDC provides critical economic analysis to business decision makers, education, media, and government. We publish a wide variety of industry-focused and regional analysis, and our Economic Forecast report, produced by the **Kyser Center for Economic Research**, has been ranked No. 1 by the Wall Street Journal.

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The LAEDC **Institute for Applied Economics** offers thoughtful, highly regarded economic and policy expertise to private- and public-sector clients. The group focuses on economic impact studies, regional industry analyses and economic issue studies, particularly in water, transportation, infrastructure, and workforce development policy.

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The LAEDC Center for Economic Development partners with the **Southern California Leadership Council** to help enable public sector officials, policy makers, and other civic leaders to address and solve public policy issues critical to the entire region's economic vitality and quality of life.

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Our **World Trade Center Los Angeles (WTCLA)** 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 prime destination for foreign investment. For more information, please visit www.laedc.org/wtc.

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ABOUT THE KYSER CENTER FOR ECONOMIC RESEARCH

The Kyser Center for Economic Research was named in November 2007 in honor of the LAEDC's first chief economist, Jack Kyser. The Kyser Center's economic research encompasses the Southern California region, which includes the counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura. The center also tracks developments and produces forecasts, studies, and reports on the California, national and international economies.

The economy of the greater Los Angeles region is driven by more than its famed entertainment industry. The region's broad economic base also includes aerospace, automotive, biotechnology, fashion, manufacturing and international trade. The Kyser Center conducts research on the individual industries of the region to gain a better understanding of ongoing changes in the economy.

The Kyser Center is highly regarded for its accurate and unbiased assessment of the economy. Kyser Center economists are also sought-after public speakers and frequent contributors to media coverage of the economy. At the heart of the Kyser Center is its mission to provide information, insights, and perspectives to help business leaders, government officials and the general public understand and take advantage of emerging trends.

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EXECUTIVE SUMMARY

The U.S. economy expanded at a solid pace in 2014, while in most other regions of the world, economic activity lagged behind expectations. Aside from GDP, most economic indicators indicated that the momentum of the U.S. economy carried into the first quarter of 2015. The divergence in outlooks between the United States and the world's other major economies has caused the U.S. dollar to strengthen vis-à-vis most major currencies. The strong dollar, together with the sharp drop in oil prices, has disrupted global trade and investment flows. U.S. imports continue to outstrip exports, with the value of imports exceeding exports by 20% last year.

In 2014, total international trade at the national level grew modestly, rising by 3.1%. In the Los Angeles Customs District (LACD), the value of two-way trade increased by 0.5% to \$416.6 billion, a new record high. While this was largely due to activity at the San Pedro Bay ports, Los Angeles International Airport (LAX) also contributed \$96.3 billion in air cargo, with imports totaling \$47.2 billion and exports valued at \$49.1 billion. The LACD consistently ranks first in the nation in terms of two-way trade value.

The San Pedro Bay ports of Los Angeles and Long Beach comprise the largest port complex in the Western Hemisphere. Los Angeles County and the rest of Southern California serve as the largest transportation hub in the U.S. Over 40% of the nation's inbound containers pass through the ports of Los Angeles and Long Beach.

In spite of problems with port congestion and the West Coast labor dispute, the San Pedro Bay ports had their third best year on record, while transportation and warehousing employment increased for the fourth consecutive year. The twin ports registered a 3.8% increase in container activity to 15.16 million containers last year, with 7.79 million loaded inbound containers, 3.54 million loaded outbound containers, and 3.83 million empties. Container throughput is expected to grow by 0.5% this year to 15.23 million and by 2.4% in 2016, hitting 15.60 million containers, with imports outperforming exports.

The largest export categories by value moving out of the LACD in 2014 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, appliances, and parts; electrical equipment, TVs, and electronic parts; motor vehicles, and parts; and apparel and accessories*.

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 costs and seasonal factors may also play a role.

The LACD's trading partners mainly come from the Pacific Rim. China was the largest of the region's trading partners last year with two-way trade valued at \$176.14 billion or 42% of total LACD two-way trade, followed by Japan (\$40.4 billion) and Korea (\$23.8 billion),

with Taiwan and Vietnam rounding out the top five. However, the sixth largest trading partner was Germany with \$11.3 billion.

Together, the goods movement and international trade industries are one of the most important economic engines in the Los Angeles County and Southern California economies. While trade-related employment can be found across a broad array of industries, jobs are concentrated in two industries: the transportation and warehousing industry and the wholesale trade industry. These two industries accounted for 638,000 jobs across the Los Angeles five-county region in 2014. About 40% of these jobs were concentrated in transportation and warehousing, while wholesale trade accounted for the balance.

Despite being the largest in the country, the San Pedro Bay port complex faces stiff competition from ports around the country. Both the Port of Los Angeles and the Port of Long Beach are investing billions of dollars in infrastructure to meet these challenges and to maintain their preeminence in the U.S. shipping industry.

The trade picture will be somewhat mixed over this year and next. The consumer sector in the U.S. is in the best shape since the recession as gauged by employment, incomes, access to credit, and improvement in household balance sheets. This will spur an increase in imports of goods as measured by container activity, but the strong dollar will mean a decline in the nominal dollar value of imports this year. The strength of the dollar along with weakness among the trading partners of the U.S. will also result in a decline in the value of exports. Things will turn around next year, with a 5% increase in imports and a 6% increase in exports, as Europe and other parts of the world see their economies improve. Here in Southern California, LACD two-way trade will essentially up marginally (+0.02%) in 2015 at \$416.7 billion, with a 5.5% increase to \$439.7 billion anticipated in 2016.

Looking beyond the next 18 months, the long-term trade prospects for Southern California are promising. Economic growth is expected to continue in the U.S. over the next several years, while the nation's major trading partners should generally experience acceleration in their economies. Moreover, new trade agreements, either recently completed or in negotiation (e.g., the Trans-Pacific Partnership) will facilitate the expansion of trade in the coming years. Taken together with the region's advantageous location, this bodes well, not only for the international trade sector, but for the entire regional economy.

International Outlook at a Glance

	U.S. Real GDP Annual % Change	Real U.S. Goods Annual % Change		Nominal U.S. Goods Annual % Change		LACD 2-way Trade (\$Bil)	TEUs LA/LB (Mil)
		Exports	Imports	Exports	Imports		
2013	2.2%	2.8%	0.9%	2.0%	-0.4%	\$414.5	14.60
2014	2.4%	4.0%	4.1%	2.7%	3.3%	\$416.6	15.16
2015f	2.5%	0.0%	4.5%	-5.9%	-5.2%	\$416.7	15.23
2016f	2.8%	5.1%	6.9%	6.4%	5.3%	\$439.7	15.60

U.S. OUTLOOK

The U.S. economy generally carried momentum from last year into the start of 2015, despite a weak GDP report in the first quarter. The labor market saw a 2.3% year-to-year gain in wage and salary jobs that outpaced the annual 1.9% increase in 2014. The unemployment rate fell to 5.4%, placing it in the range of long-run normal unemployment rates. Meanwhile, every major industry added jobs in yearly terms during the first quarter of 2015.

What about that flat GDP reading for the first quarter? The 0.2% uptick was below expectations, but that was mainly due to temporary circumstances, such as harsh winter weather, a decrease in energy industry investments stemming from the plunge in oil prices, and disruption at the West Coast ports, a situation that was quite severe in January and February but had improved markedly by the end of March. With those one-time events in the rearview mirror, the economy should get back on track during the rest of the year with annual GDP growth of about 2.5%.

Consumer spending has risen in the last couple of years as a result of job and income gains, although the income gains have mainly been due to employment growth and longer hours rather than wage increases. While severe weather held back spending by households in the first quarter, consumer spending should accelerate from under 3% last year to a growth rate of 3.5% this year due to greater consumer optimism and rising purchasing power resulting from lower energy prices and a stronger dollar. Consumer spending may improve further with some easing of credit conditions.

Business investment spending (nonresidential fixed investment) registered a sizable 6% advance last year, led by purchases of industrial and transportation equipment along with noteworthy gains in structures and IT equipment. With the decline in energy prices, energy-related investment activity will decrease this year and next, but the overall picture will be marked by a modest uptick in investment spending this year and a larger increase next year. On the **residential** side, fundamentals have long implied a significant rise in new home construction, but the gains over the last couple of years have been disappointing. Whether fundamentals such as an increase in household formation materialize this year and contribute to the long-awaited surge in construction remains to be seen.

On the **trade** front (both goods and services), the real (or inflation-adjusted) value of imports jumped by 4% last year, the largest gain in three years. Real exports rose by just over 3%, roughly in line with the previous two years. U.S. imports continue to outstrip exports, with the value of imports exceeding that of exports by 20% last year.

More momentum in the U.S. economy should drive increases in the real value of imports over the next two years, while the real value of exports will hold steady due to the economic conditions of our key trading partners along with the strong dollar. However, both the value of imports and exports as measured in current dollars will decline this year as a result of the stronger dollar, turning around with gains of approximately 5% next year.

The contribution of **government** expenditures to the overall economy will be minimal this year, coming mainly from state and local government spending. Spending cuts at the federal level occurred in each of the last four years (2011-2014). State and local spending also fell in 2011 and 2012, but edged up during the last two years. While federal spending will effectively be flat in 2015, state and local spending will grow by roughly 1%, providing an incremental boost to GDP growth. State and local spending will make a similar contribution to GDP growth next year, with a slight offset coming from a projected decrease in federal spending in 2016.

Regarding **monetary policy**, the Federal Reserve Bank (the Fed) ended its efforts to keep long-term rates low (quantitative easing or QE) last fall, but it continues to keep a key short-term rate, the federal funds rate, near zero. The Fed would like to move the fed funds rate to a more neutral position (the long-run average is 3%) so that this policy tool will be available to stimulate the economy in future years if needed.

Low **inflation** continues to be a concern but should approach the Fed's target of approximately 2% over the next year as workers experience wage gains. Given the strength of the domestic economy, the Fed would be inclined to raise the fed funds rate, but an increase may undermine the impact of rate cuts that major U.S. trading partners have implemented to combat weakness in their own economies. As it balances these risks, the Fed has made no moves to raise rates. This may change later in the year as the domestic economy continues to heat up and if the rest of the world sees faster growth than expected.

The **outlook** for this year and next is one of ongoing improvement in the overall domestic economy and the labor market. GDP will grow by roughly 2.5% this year and 2.8% in 2016. The nation's industries will see job gains, with much of the new job creation occurring in health care, leisure and hospitality, professional and business services, and construction. The unemployment rate will edge down toward the 5% threshold. With a tighter labor market, more workers will experience wage gains that will outpace the rate of inflation. These fundamentals imply a growing demand for imports, many of which will pass through the local ports. On the other side of the trade equation, growth in exports will depend on economic gains among our trading partners, and to a lesser extent, the value of the U.S. dollar.

LOS ANGELES AND SOUTHERN CALIFORNIA OUTLOOK

During the first quarter of 2015, the Southern California economy generally stayed on track with last year's growth trajectory. The region added wage and salary jobs at a 2.5% rate compared with the same period last year. Employment in Los Angeles County also expanded by 2.5%, slightly outpacing the 2.3% rate of growth recorded in 2014. Orange County's 3.5% job gain through March exceeded last year's growth rate by a full percentage point. The Inland Empire maintained a steady course by matching its robust 2014 growth rate of 4.3% in the first quarter of this year, while in Ventura County, employment increased by 1.7% during the first quarter, virtually unchanged from its 1.8% growth rate in 2014.

Unemployment rates (not seasonally adjusted) across the region have declined consistently and substantially over the past year. In Los Angeles County, the unemployment rate fell from 8.5% in March 2014 to 7.2% this March. Orange County's rate in March was the lowest in the region at 4.4%, down from 6.0% a year earlier. The Inland Empire experienced the biggest drop, with the unemployment rate falling from 8.9% to 6.5% over the same period. Finally, Ventura County's unemployment rate in March was 5.4%, down from 7.1% a year earlier.

Southern California's major private-sector industries generally added jobs in year-to-year terms during the first quarter of 2015. The region by and large saw the largest job gains in health care, leisure and hospitality, professional, scientific, and technical services, and construction. Finally, in a sign of improving public-sector prospects, government employment exhibited significant gains.

By March, Los Angeles and Orange counties along with the Inland Empire had all surpassed their pre-recession peak employment levels, with Ventura County expected to do so later this year. To the extent that lower unemployment rates signify a tightening labor market, wage growth should be forthcoming in the Southern California region.

Personal income and taxable sales are generally on the rise across the region, while other indicators show strength in key industries such as the goods movement, entertainment, and significant manufacturing sectors.

Single digit percentage increases in home prices prevailed across the region, with March median prices ranging from a low of \$250,000 in San Bernardino County to a high of \$580,000 in Orange County, where the market is within \$66,000 of its record high from the housing boom of the 2000s. Sales had been showing year-to-year declines for several months, but in March all of the counties in the region saw yearly sales increases. Price gains continue to be driven in part by very tight inventories of homes for sale. On the demand side, affordability is trending down while tight lending standards continue to be a concern. New home construction permits rose substantially year-to-date through March 2015, a good sign for the year as a whole. Like the nation, new home construction should finally take off in Southern California in 2015 and 2016, but nothing is a foregone conclusion at this point.

On the commercial real estate side, the office market still suffers from high vacancies, but vacancy rates are falling and absorption has increased. Meanwhile, industrial space is at a premium, with demand coming from distribution and warehousing, manufacturing, and other activities.

Overall, the region will continue to see job gains through this year and into 2016. Health care, leisure and hospitality, professional and business services, and government will realize the largest job gains, with substantial advances occurring in construction as well. Goods movement (transportation and warehousing together with wholesale trade) will also generate a significant number of new jobs over the next two years as trade overall, and port activity in particular, reach record high levels.

Los Angeles County: The monthly unemployment rate in Los Angeles County fell to 7.2% in March 2015, 1.3 percentage points below the year-ago rate of 8.5%. For reference, the monthly unemployment rate averaged 8.0% from 2000 through 2014, and has exceeded the state rate by an average of 0.3 percentage points over the same period.

Los Angeles County has seen steady job gains so far this year, with a 2.5% year-to-year increase (103,000) to 4.31 million jobs. Many of those gains were concentrated in a handful of industries, led by year-to-year increases in leisure and hospitality (21,600 jobs), health care (20,600 jobs), government (13,500 jobs), and retail trade (10,100 jobs). The important goods movement sector added 9,900 jobs compared with a year ago, while professional and business services added 8,200 jobs. A handful of industries experienced losses amounting to 3,600 jobs in all.

The county economy is expected to follow the nation and state with continued expansion this year and next, adding wage and salary jobs at roughly a 2% rate each year. The unemployment rate will average 7.2% this year and fall to 6.6% in 2016, the lowest in nine years. Job growth will occur across most industries, led by gains in health care, leisure and hospitality, professional and business services, and government. Personal income will grow by 4.5% to 5.0% over this year and next, benefiting from anticipated wage gains and contributing to improvements in consumer-facing industries across the county.

TRADE AND GOODS MOVEMENT IN SOUTHERN CALIFORNIA

This section reports on the performance of various international trade indicators for Southern California in 2014. More detailed data tables can be found in the appendix.

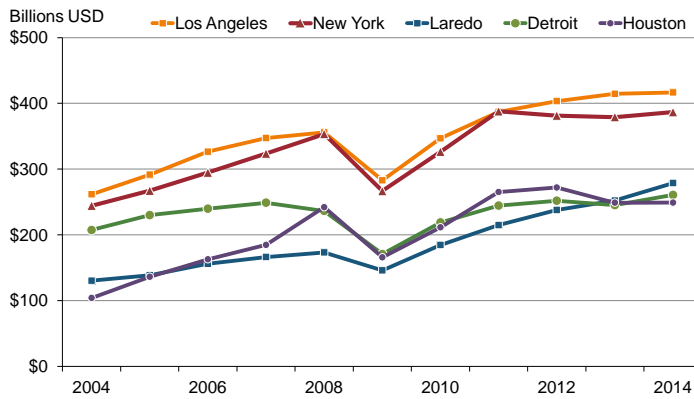
Trade Values by Customs District

The value of two-way trade in goods (exports plus imports for consumption) that flowed through the Los Angeles Customs District (LACD) in 2014 was \$416.7 billion, an increase of 0.5% compared with 2013. The LACD consistently ranks first in the nation in terms of two-way trade value. Total two-way trade for the United States reached nearly \$4.0 trillion in 2014 and was up by 3.0% over 2013. Two-way trade through the LACD amounted to 10.5% of total U.S. trade in goods.

Trade in the LACD is dominated by imports. In 2014, total imports for consumption edged up by 0.3% to \$288.3 billion, a new record high. Exports also reached a new peak, growing by 1.0% to \$128.2 billion. Two-way trade through all three of California’s customs districts (Los Angeles, San Francisco and San Diego) increased by 2.0% to \$608.4 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 also allow for the analysis of trade values moving through individual seaports and airports around the nation. There are two sets of data that track imports. The *general imports* data reflect the value of merchandise unloaded at the various ports. Merchandise might enter through one port, but clear customs at another. There are a number of reasons why this might occur, 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, which are recorded as *imports for consumption*.

Based on the value of two-way trade (using general imports data), the Port of Los Angeles was number one in the nation with a 2014 total of \$291.3 billion. This was equivalent to 7.3% of the total value of two-way trade for the U.S. The bulk of the cargo handled by the Port of Los Angeles was imported goods with a value of \$251.3 billion, or 86% of the port’s two-way trade. Following Los Angeles was Laredo, Texas, with a total value of \$199.1 billion, of which 54% were imports, and New York’s JFK Airport, where the ratio of imports to exports was nearly even.

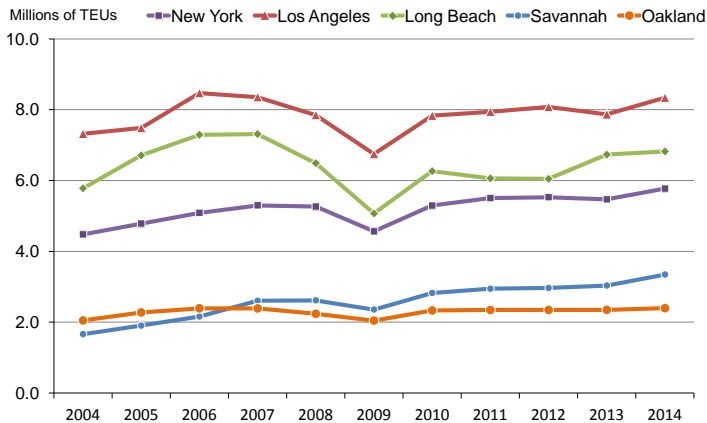
The Port of Long Beach ranked ninth nationally in 2014 with two-way trade valued at \$104.5 billion — imports accounted for 64% of the total. Los Angeles International Airport was eleventh with \$96.3 billion. Similar to JFK, imports and exports were nearly balanced (although exports had a slight edge).

Container Activity

In a very profound way, the introduction of shipping containers in 1956 changed the world. These colorful, and now ubiquitous, metal boxes made shipping cheap and in doing so transformed the world’s economy. Today, shipping containers form the core of the global goods movement system. Container operations began at the Port of Los Angeles in 1959 and at the Port of Long Beach in 1962.¹ By 2014, containerized cargo made up 91% of the total tonnage handled by the ports of Los Angeles and Long Beach.

International Container Traffic

at Nation’s Major Ports



Source: Port Statistical Releases

In 2014, the ports of Los Angeles and Long Beach retained their status as the nation’s two largest ports in terms of container throughput. Containers are measured in 20-foot equivalent units or TEUs. The most commonly used containers are 40 feet long, which equates to two TEUs. The Port of Los Angeles handled over 8.3 million TEUs in 2014, an increase of 6.0% over the year, while container throughput in Long Beach edged up by

¹ At the Port of Los Angeles, Matson Navigation made its first shipment of 20 cargo containers in 1959, and Sea-Land Services began container operations at the Port of Long Beach in 1962.

1.3% to 6.8 million TEUs. Following Los Angeles and Long Beach in the rankings, and unchanged from their 2013 ranking, were New York, Savannah, and Oakland. Rounding out the top ten were Norfolk, Tacoma, Houston, Charleston and Seattle.

How do the San Pedro Bay ports stack up against ports elsewhere in the world? The roster of the world's top container ports in 2013² (latest data available) showed:

- Shanghai was the largest port in the world, handling 33.6 million TEUs, while number two Singapore reported 32.6 million TEUs.
- Shenzhen (China) was third at 23.3 million TEUs, with Hong Kong right behind at 22.4 million. Hong Kong used to be China's largest port but has lost share in recent years as more ships head north to China's mainland ports.
- Busan (Korea) was in fifth place, recording 17.7 million TEUs in 2013, followed by Chinese ports Ningbo-Zhoushan (17.3 million) and Qingdao (15.5 million).
- Los Angeles/Long Beach combined claimed the number nine spot with 15.2 million TEUs.

Chinese ports continue to grow in size and global importance, occupying seven of the top ten slots in the world port rankings in 2013.

West Coast Port Trends

The Pacific Maritime Association compiles tonnage-based measures of activity at West Coast ports. In 2014, total tonnage moving through all West Coast ports combined increased by 1.9% (following a 1.6% decline in 2013) to 346.8 million short tons (2,000 lbs).

Cargo moving through Southern California's ports increased by 1.7% to 221.0 million tons. Annual changes at the region's ports ranged from a 0.4% decline at the Port of Long Beach to an increase of 6.6% at Port Hueneme. Tonnage at the Port of Los Angeles was up by 3.4%, and at the Port of San Diego, tonnage rose over the year by 3.7%. Ports in Northern California posted a 1.9% gain over the year with total tonnage increasing to 39.8 million tons, while ports in the Pacific Northwest recorded an overall gain of 2.5% to 86.0 million tons.

The shares of tonnage among all three regions was nearly unchanged from 2013 with 62.7% of total West Coast tonnage passing through Southern California, 11.5% through Northern California, and 24.8% through ports in the Pacific Northwest.

Alameda Corridor

The Alameda Corridor is a major component of the region's intermodal infrastructure. The corridor consists of four dedicated rail lines running from the San Pedro Bay ports 20 miles north to the Burlington Northern Santa Fe and Union Pacific intermodal yards located east of downtown Los Angeles.

² Forbes.com (World Shipping Council)

In 2014, the average daily number of trains running through the corridor was 47, up from 45 in 2013. This equates to an annual total of 17,061 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 these trains from the ports to the downtown rail yards were 4.7 million containers. An additional 525,000 containers made the trip around the corridor 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.

In 2014, the value of general imports arriving in the LACD by air totaled \$47.1 billion, while \$331.2 billion moved by sea. Exports by air were valued at \$46.1 billion in 2014 compared with waterborne exports valued at \$78.6 billion. By volume, international air cargo tonnage moving through LAX increased by 6.9% in 2014 to 1,150,793 tons. The gain was the result of increases in both import tonnage (6.9%) and export tonnage (4.6%).

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 8.2% in 2014 to 46,156 tons. Import activity at ONT was up by 9.7%, while export volume increased by 5.3%.

Product Trade Trends

The top export commodities moving out of the Los Angeles Customs District in 2014 were:

- Computers, peripherals, machinery, appliances, and parts with a value of \$17.1 billion; 64% of these items left by ship.
- Electrical equipment, TVs, and electronic parts with a value of \$14.2 billion; the majority of these products (73%) moved by air.
- Aircraft, spacecraft, and parts had a value of \$10.2 billion; 58% of which shipped by air.
- Medical surgical and dental instruments with a value of \$8.7 billion, with 77% moving as air cargo.

Other high volume/high value commodities that were exported through the Los Angeles Customs District included natural pearls, precious stones, and metals (\$8.2 billion); motor vehicles and parts (\$7.1 billion); plastics (\$6.2 billion); and meat and meat products (\$3.4 billion).

The top import (general) commodities arriving into the Los Angeles Customs District in 2014 were:

- Computers, peripherals, machinery, appliances, and parts with a value of \$71.0 billion; 81% of these items arrived by ship.
- Electrical equipment, TVs, and electronic parts valued at \$66.7 billion; with 80% arriving as waterborne cargo.
- Motor vehicles and parts valued at \$34.3 billion; almost all of which arrived by sea.
- Apparel and accessories with a value of \$31.9 billion.

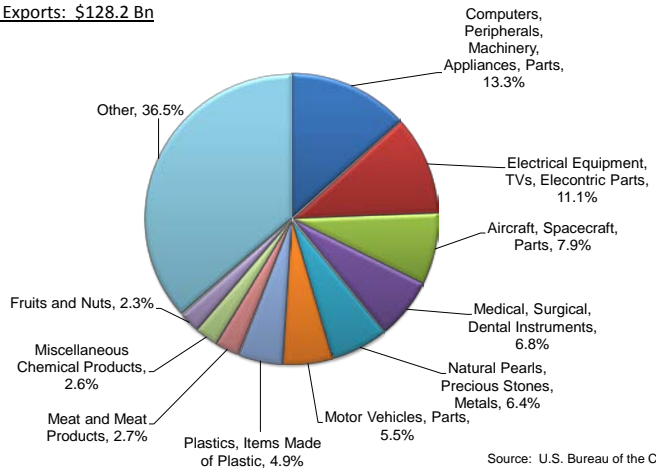
Other significant import commodities include refined oil and natural gas (\$19.8 billion); furniture, bedding, and lamps (\$15.2 billion); and footwear (\$14.7 billion).

It may seem counterintuitive that several of the top export commodity categories are the same as the top imports. It is actually 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 costs and seasonal factors may also play a role in trade patterns.

2014 Exports Through The L.A.C.D.

(Share of Total)

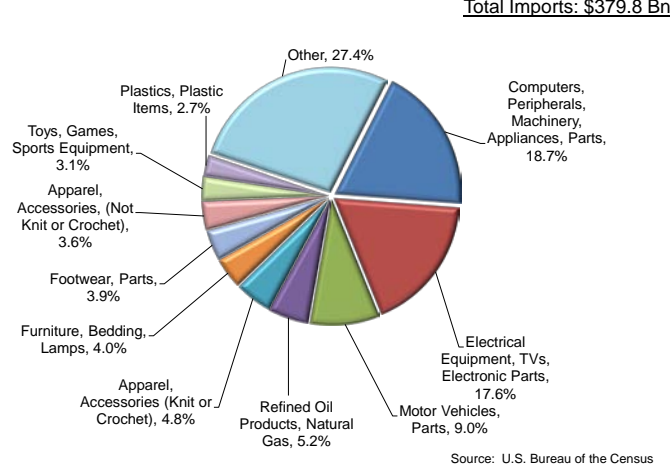
Total Exports: \$128.2 Bn



2014 Imports Entering the L.A.C.D.

(Share of Total)

Total Imports: \$379.8 Bn



Trade in Services

The data in this report cover trade in goods and do not include international trade in services. Historically, it has been difficult to document and measure trade in services. Information is readily available at the national level, but much less so at the state or local level. Fortunately, the Brookings Institute has undertaken to remedy this situation at least in regard to exports. Exports of services from the Los Angeles metropolitan region in 2012 (latest data available) were valued at \$37.4 billion compared with goods exports of \$56.5 billion. That equates to a ratio of 39.9% services exports to 60.1% goods exports. For the U.S. as a whole, the ratio is 29.1% services to 70.9% goods.

The largest service-exporting industries in the Los Angeles metro area were:

- Film and music industry royalties: \$7.0 billion, or 7.4% of total exports from the Los Angeles metro area
- Financial services: \$2.8 billion, 3.0%
- Management and consulting services; \$2.6 billion, 2.8%
- Entertainment services: \$2.5 billion, 2.6%
- IT royalties: \$2.3 billion, 2.5%

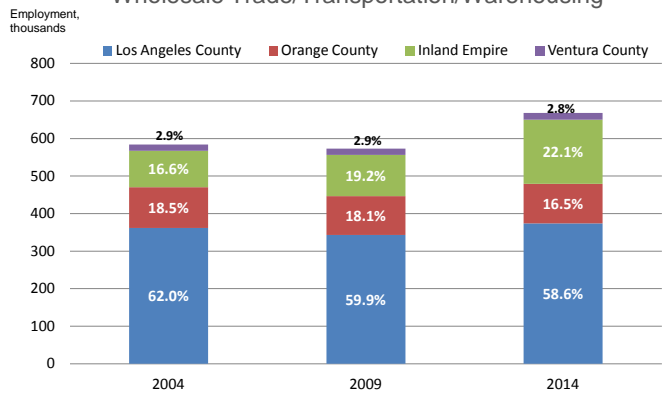
Additionally, regional universities and colleges export educational services when they enroll foreign students as do hospitals that admit foreign patients.

Goods Movement and Trade-related Employment:

International trade is one of the pillars of the Southern California economy. One way to gauge the importance of trade to the regional economy is to examine employment trends. While trade-related employment can be found across a broad array of industries, including trade finance, insurance, logistics services, etc., jobs are concentrated in two primary industry sectors: transportation and warehousing, and wholesale trade (hereafter referred to as trade-related employment). In 2014, there were 638,000 jobs in these two industries across the Los Angeles five-county region.³ About 40% of these jobs were in transportation and warehousing while wholesale trade accounted for 60% of trade-related employment in the region.

Trade-related Employment

with employment shares by county
Wholesale Trade/Transportation/Warehousing



Source: California EDD, LMID

³ Separate research by the LAEDC identifies key industry clusters in the local economy which are useful in describing and understanding the structure of the economy. The “trade” cluster is one of the largest industry clusters in the local economy. While cluster analysis more precisely defines industries, it is based on data (QCEW) that are published with a considerable lag. In this report, the goods movement and trade employment figures are based on industries that are a part of the trade cluster, but the data source is the Current Employment Survey (CES), which is published monthly and provides a more current reading on the industry.

Over the 10 year period between 2004 and 2014, total trade employment increased by 9.2% across the region, but this figure masks growth divergences across the different counties. In Los Angeles, trade-related employment was up by 3.3% over this period, while in Orange County employment fell by 3.0%. In Ventura County, trade-related jobs increased by 7.1%. The most significant change occurred in the Inland Empire, where job counts surged by 45%. During the first quarter of 2015, trade-related employment continued to trend up, with a gain across the region of nearly 28,400 jobs compared with the first quarter of 2014. In the Inland Empire, trade-related employment increased by 13,600 jobs (10.1%), followed by Los Angeles with a gain of nearly 9,900 jobs (2.7%).

The disparity in employment growth across the region led to a shift in shares of employment by county as well. In 2004, 62.0% of regional trade-related employment was concentrated in Los Angeles County, while the Inland Empire share was 16.6%. Over the last 10 years, Los Angeles, Orange and Ventura counties all gave up employment share to the Inland Empire. By 2014, the share of trade-related employment in Los Angeles fell to 58.6%, and in the Inland Empire it increased to 22.1%.

Goods Movement and Trade-related Employment in Southern California

Wholesale Trade	2004	2009	2014	04-09 % Δ	09-14 % Δ
Los Angeles County	213,400	204,800	223,500	-4.0%	9.1%
Orange County	82,600	79,600	81,700	-3.6%	2.6%
Inland Empire	45,700	49,000	59,000	7.2%	20.4%
Ventura County	12,000	12,100	13,000	0.8%	7.4%
Total:	353,700	345,500	377,200	-2.3%	9.2%

Transportation and Warehousing	2004	2009	2014	04-09 % Δ	09-14 % Δ
Los Angeles County	148,600	138,200	150,600	-7.0%	9.0%
Orange County	25,700	23,900	23,300	-7.0%	-2.5%
Inland Empire	51,300	61,000	81,800	18.9%	34.1%
Ventura County	4,700	4,300	5,100	-8.5%	18.6%
Total:	230,300	227,400	260,800	-1.3%	14.7%

Total Trade-related Employment	2004	2009	2014	04-09 % Δ	09-14 % Δ
Los Angeles County	362,000	343,000	374,100	-5.2%	9.1%
Orange County	108,300	103,500	105,000	-4.4%	1.4%
Inland Empire	97,000	110,000	140,800	13.4%	28.0%
Ventura County	16,700	16,400	18,100	-1.8%	10.4%
Total:	584,000	572,900	638,000	-1.9%	11.4%

Source: California EDD, LMID CES Series

TRADE-RELATED INFRASTRUCTURE PROJECTS

Infrastructure plays a crucial role in the flow of international trade. A highly developed intermodal transportation system is an important determinant of a country's competitiveness. Efficient logistics reduce the cost of transportation and thus the costs of production. Time-to-market and delivery reliability depends 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.

Additionally, the development of new trade-related infrastructure 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.

The goods movement and transportation industry in the United States is highly competitive. Although the ports of Long Beach and Los Angeles have long dominated U.S. maritime transportation services to and from Asia, they are increasingly subject to competition from Gulf and East Coast ports. The widening of the Panama Canal and the expanded use of routes from South East Asia through the Suez Canal will direct more traffic from Asia to the East Coast. Additionally, congestion stemming from inadequate infrastructure is causing some shippers to consider alternatives. Both ports are keenly aware of this and are investing billions in infrastructure improvements.

Recognizing that maintaining a modern goods movement system requires constant attention, public and private entities are investing in infrastructure projects designed to address current operating inefficiencies, capacity constraints, and environmental concerns related to Southern California's goods movement system as well as anticipated future growth. The region's competitive edge in international trade depends on sustaining a state-of-the-art 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. The port's capital improvement plan includes redevelopment of existing terminals, new wharfs, improvement of the railroad system, and a major bridge replacement.

The **Middle Harbor redevelopment project** will combine two outmoded shipping terminals into one modern and highly efficient container terminal. The nine-year program (started in 2011) is adding on-dock rail capacity (from 10,000 linear feet to 75,000), shore power hookups, and a new, longer wharf to move twice the cargo with half the air pollution. In 2012, Orient Overseas Container Line (OOCL) and its subsidiary, Long Beach Container Terminal (LBCT), signed a \$4.6 billion, 40-year lease for the new Middle Harbor container terminal. This was the largest deal of its kind for any U.S. seaport. The

first phase of the \$1.3 billion project is set to open by the end of 2015. The completed project will be fully operational by 2019 and is expected to create up to 14,000 permanent jobs in Southern California.

The POLB is also working on a multi-year renovation of the ITS Container Terminal located at **Pier G**. The port has added a new terminal administration and operations complex, a new maintenance and repair facility, and a new West Arrivals building. A new on-dock rail yard has also been completed (nearly doubling the terminal's on-dock rail capacity). To date, more than \$470 million in improvements have been completed, with more on the way in the form of additional shore power facilities and container space.

Construction of the **Gerald Desmond replacement bridge** is currently underway. The new bridge will be higher to allow additional clearance for the newest generation of large cargo ships and wider to ease the flow of cars and trucks across the bridge. The new bridge is expected to be completed between late-2017 to mid-2018 at a cost of \$1.3 billion.

Other infrastructure improvements at the Port of Long Beach include:

- **Green Port Gateway:** The Green Port Gateway is the first of four rail construction projects underway. The \$83.7 billion project will realign railroad tracks and roadway near Ocean Boulevard and add a Pier F Rail Support Yard to serve the Middle Harbor terminal. Anticipated completion is summer 2015. The Green Port Gateway is part of the larger San Pedro Bay Ports Rail Enhancement Program, which also includes several projects by the Port of Los Angeles and the Alameda Corridor Transportation Authority.
- **Anaheim Street Improvement:** The POLB in partnership with the Long Beach Public Works Department has repaved Anaheim Street in West Long Beach from the Los Angeles River to Ninth Street to improve the driving surface for motorists. The project also includes improvements for sidewalks, bus stops, access for the disabled, and landscaping.
- **I-710 Corridor Project:** The Long Beach Freeway (I-710) is a vital transportation artery, linking the Port of Long Beach (and the Port of Los Angeles) to regional intermodal facilities and the nation beyond. It serves both commuters and goods movement. The heavily traveled freeway is strained by population and economic growth and subject to serious congestion and safety issues. The Los Angeles County Metropolitan Transportation Authority (Metro) is heading a regional effort to study the potential environmental impacts of improvement projects on the freeway. The Port of Long Beach is one of several agencies funding the study.
- **On-Dock Rail Facility:** Port staff is currently working a draft environmental impact report for a proposal to redevelop an existing rail yard on Pier B that will alleviate rail bottle necks in the port. The upgraded facility would allow additional on-dock rail use at the port, thus reducing truck trips.

Port of Los Angeles

The Port of Los Angeles (POLA) is in the midst of a five-year, \$1.0 billion capital improvement program that is focused on updating terminals and increasing rail capacity. A \$370 million project to deepen the main channel to a depth of 53 feet was completed in March 2013.

Expansion plans include the terminal for **TraPac** (a unit of Japan-based Mitsui O.S.K. Lines). This five-year \$325 million program will extend TraPac's wharves, deepen adjacent water depths, add a new on-dock rail facility, install cranes, and upgrade 50 acres of backlands. Expected completion is late summer 2016. Three rail infrastructure projects totaling \$252 million related to the TraPac expansion have already been completed.

Construction has begun on a berth-improvement project for **Yang Ming Lines** (a Taiwanese shipping company). The POLA is investing \$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. Expected completion is mid-2016.

Last year, the POLA and the Army Corps of Engineers released a draft Environmental Impact Statement/Environmental Impact Report on a proposed \$65 million 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.

The **Southern California International Gateway** (SCIG) is a planned near-dock rail facility jointly developed by the Port of Los Angeles and the BNSF Railroad. The \$550 million facility, as currently configured, would divert 1.5 million containers annually from trucks to trains through the Alameda Corridor, reducing freeway congestion and improving regional air quality. After eight years in the development process, the project was approved by the Los Angeles City Council in May 2013. However, court challenges brought by local opposition citing concerns over air quality and traffic impacts on adjacent Long Beach neighborhoods continue to block the start of construction.

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.

Airports

Los Angeles World Airports (LAWA) is in the second year of its 2014-2018 Capital Improvement Plan, a planning document that lists proposed upgrades to LAWA facilities. Improvements worth nearly \$4 billion are included in the plan for Los Angeles International (LAX). Planned projects will upgrade runways and terminals (including seismic improvements), mitigate traffic and congestion, and make improvements to IT systems, safety, security, and utilities. Recently completed projects include the Tom Bradley International Terminal Modernization (\$737 million), the Terminal 6 Renovation

(\$238 million), the Runway Status Lights Project (\$7.0 million) and the Central Utility Plant Replacement (\$438 million).

Highways

The Schuyler Heim Bridge Replacement and SR-47 Expressway Project 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 as of the time of this writing, this phase of the project has been postponed indefinitely.

A New Era of Cooperation between the Ports of Los Angeles and Long Beach

The first two months of 2015 were marked by docks piled high with containers and a line of ships waiting at anchor outside the ports of Los Angeles and Long Beach unable to unload their cargo. Port operations slowed to a crawl as the International Longshore and Warehouse Union, which represents 20,000 dockworkers on the West Coast, and the Pacific Maritime Association, representing employers at 29 ports, continued protracted contract negotiations. Shortages of chassis also played a role creating the backlog of unloaded cargo, as did capacity constraints arising from the arrival of super-sized container ships that can discharge over 19,000 TEUs at one time.

By the end of February, the eight-month dispute between labor and management ended with a tentative agreement which was ratified in May. Meanwhile, the Port of Los Angeles brought together the three major chassis providers and a terminal operator and convinced all parties involved to share the chassis by creating a pool system. At the same time, the Port of Long Beach came up with a plan to augment usage during peak hours by creating a chassis fleet of its own.

Additionally, the Federal Maritime Commission (FMC), which regulates U.S. seaports, agreed to allow the two ports to work more cooperatively on projects to reduce congestion (e.g., adopting container tracking technologies to increase the speed at which a container can go from ship to terminal to rail or truck). The working agreement allows the ports to discuss and exchange information regarding railroad coordination, trucking issues, vessel operations, and other matters. Moving forward, the ports of Los Angeles and Long Beach will have the authority to collaborate on the funding, establishment, and construction of port-related transportation projects, port-related infrastructure projects, environmental programs, and safety and security programs. Prior to FMC approval, cooperation between the two ports was limited by antitrust statutes that required the two neighboring ports to compete for business. The two ports must still compete for business but will now be able to work together to reduce congestion and cargo delays, improve the transportation network, and reduce pollution caused by port-related activities.

INDUSTRIAL REAL ESTATE AND INTERNATIONAL TRADE⁴

Introduction

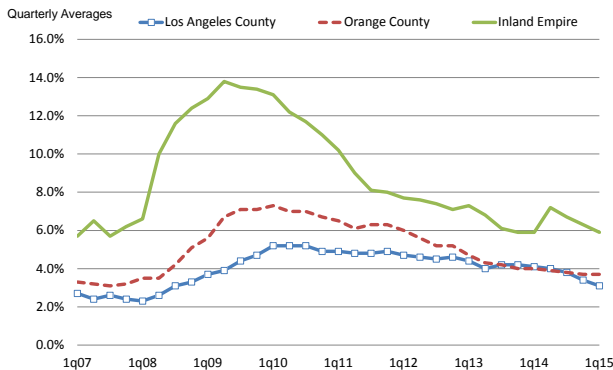
Industrial real estate is a valuable link in the flow of international trade. While it is obvious that the ships, railways, and trucks used to transport goods are part of the goods movement system, the locations used by firms to sort, package, and consolidate products are an important part of that system 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.

As larger and larger container ships call on the local ports, the importance of having an adequate supply of industrial land has become strikingly apparent. The ports of Long Beach and Los Angeles have both deepened their channels and upgraded terminals to accommodate the world’s largest container ships. The remaining challenge posed by these super-sized ships is shore-side. Both ports are now scrambling to develop additional land for sorting and staging the 19,000 TEUs that can now arrive on a single ship.

Regional Outlook

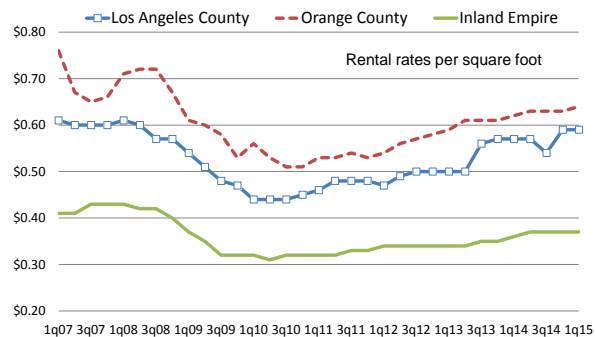
Expanding international trade, increased industrial production, and rising consumer spending on retail goods (particularly e-commerce) are driving up demand for industrial space across the nation. Southern California has emerged as the clear front-runner and is leading the national industrial real estate market recovery. Industrial vacancy rates continue to fall 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. The Southern California industrial real estate market consists of three primary regions: Los Angeles County, the Inland Empire, and Orange County.

Industrial Vacancy Rates



Source: Cushman and Wakefield

Warehouse/Distribution Rental Rates



Source: Cushman and Wakefield

⁴ The LAEDC wishes to thank Cushman and Wakefield for providing the data cited in this section.

Los Angeles County: In addition to its position as the nation's leading manufacturing hub, the Los Angeles County industrial real estate market is driven by the region's dominant position in the U.S. goods movement network. Los Angeles County is the second largest industrial market in the U.S. after Chicago and is currently enjoying strong market fundamentals: declining vacancy rates, rising rents, and a robust development pipeline.

During the first quarter of 2015, total leasing activity increased by 31.7% compared with the same period last year, while net occupancy gains totaled 2.1 million square feet, up by nearly 47% over the same period with gains in every submarket throughout the county. There were 10 leases for warehouse/distribution space signed in the first quarter ranging from 150,700 square feet up to 338,300 square feet.

The overall vacancy rate was 3.3% in the first quarter compared with the year-ago rate of 3.4%. At the end of the first quarter, 1.1 million square feet of new product was delivered. There was another 1.9 million square feet of new construction in the pipeline, which represents just 0.2% of existing space in the county.

There is a huge demand for Class A space, especially properties near mass distribution markets, ports, and freeways, but land for development is scarce and expensive. Because of high demand and tight supply, rental rates are trending up. In the first quarter, direct asking rents edged up by 1.7% to \$0.61 per square foot from \$0.60 during the first quarter of 2014. Since 2010, when rental rates fell to their lowest point, asking rents have increased by 22%. In spite of a lack of supply, high investor demand resulted in an increase in investment sales of 66.7% during the first quarter compared with a year ago.

Los Angeles County is experiencing significant drops in vacancy and availability. With relatively little new product being delivered, the region will continue to see increases in net occupancy and higher rental rates.

Inland Empire: Historically, leasing activity in the Inland Empire is weakest in the first quarter. Not so this year. During the first three months of 2015, leasing activity topped 9.1 million square feet, an increase of 64% compared with the first quarter of 2014 and the third highest quarter of leasing activity on record. The three largest lease transactions during the first quarter ranged from 533,000 to 840,000 square feet, all of which were for warehouse/distribution space. Overall, the market achieved 3.3 million square feet in occupancy gains, marking 22 consecutive quarters of positive absorption.

During the first quarter of 2015, the industrial vacancy rate in the Inland Empire was 6.1%, unchanged from the same period a year ago. On the other hand, direct asking rents increased over the year by 7.3% to \$0.44 per square foot. Long dominated by large big-box facilities, demand for smaller-sized product (less than 500,000 square feet) is starting to firm. At the end of the first quarter, there were 15 buildings under 500,000 square feet in development.

Strong demand for space increased total development activity in the Inland Empire to 17.6 million square feet of new product under construction, the most on record and up by 12% compared with the previous quarter. Moreover, the pace of new construction is not

expected to slow any time soon with both speculative and build-to-suit projects anticipated to break ground in the coming months. By the end of the second quarter, an additional 6.5 million square feet, including three speculative buildings of over 1.0 million square feet, will come on line. This large delivery of new product may temporarily raise vacancy rates, but strong demand will keep absorption positive and vacancy rates should drop back to current levels by year end.

As investor and user interest in new state-of-the-art facilities grows, large distribution hubs like the Inland Empire will see significant new construction over the next two years, while vacancy rates will continue to decline even with the addition of new supply.

Orange County: During the first quarter of 2015, the industrial vacancy rate in Orange County edged down to 3.8% from the year ago rate of 3.9%, making Orange County one of the tightest industrial real estate markets in the nation. Competition for limited space resulted in a decline in leasing activity of 19.5% over the year to 2.6 million square feet. The low vacancy rate and limited supply also led to net absorption turning negative by nearly 270,000 square feet in the first quarter of this year (down from 295,000 square feet of occupancy gains in the first quarter of 2014).

Despite the occupancy losses during the first quarter, the market has absorbed 5.8 million square feet of space since 2011, and there were seven significant new lease transactions recorded in the first quarter of 2015 ranging from over 110,000 square feet to nearly 400,000 square feet, all of which were for warehouse/distribution space. Countywide, rental rates have improved, rising by 2.7% in the first quarter to \$0.75 per square foot compared with the same period a year ago. Activity varied widely by submarket. For example, in the Greater Airport area, the vacancy rate fell to 3.3%, the lowest in the county, and recorded an occupancy gain of 100,700 square feet.

Year-to-date first quarter, no new developments have been completed, but there is approximately 1.0 million square feet of new product under construction, most of which is located in North County with additional space being developed in the West County and South County submarkets. The lack of available space, particularly high quality buildings, is holding back leasing activity. That should turn around as new, modern space is delivered. Although the year got off to a rough start, occupancy gains are expected to return to the market as 2015 continues to unfold. With one of the lowest vacancy rates in the nation, asking rental rates and sales prices are expected to increase this year and next.

Outlook

The outlook for industrial space in Southern California is increasingly upbeat, especially for warehouse and distribution facilities. As the economy continues to expand, activity in the sectors that drive demand for industrial land will increase: international trade, retail trade/e-commerce, manufacturing, wholesaling, and distribution. Demand for new state-of-the-art distribution facilities is on the upswing, and interest in a broader range of property sizes is growing. Further improvements in vacancy and lease rates will depend on trade and manufacturing activity, but given the forecast for stronger economic growth over the next two years, conditions will support continuing improvement for Southern California's industrial real estate markets.

INTERNATIONAL OUTLOOK

Global growth is expected to increase by 3.5% in 2015, accelerating to 3.8% in 2016. These figures, released in April by the International Monetary Fund (IMF), reflect a slight upward revision from their January projections based on a reassessment of prospects in China, Russia, the euro zone, and Japan. Weaker activity in some of the major oil exporting countries due to the sharp drop in oil prices was also factored into the revised IMF projections.

Among the major advanced economies, the United States is the clear front-runner. Unemployment continues to decline and inflation pressures are muted. The economy is projected to expand by 2.5% this year and by 2.8% in 2016 with domestic demand supported by job and income growth, lower oil prices, and a monetary policy stance that will remain accommodative even as interest rates begin to rise sometime later this year. The one area of weakness will be net exports due to the appreciation of the U.S. Dollar.

There are some signs that growth in the euro zone may be on the upswing, but in Japan, two years of Abenomics have produced mixed results at best. China and many other emerging market economies, which have previously enjoyed rapid expansion, are also struggling with slower growth. Even so, emerging market and developing economies will be responsible for 70% of global growth in 2015.

In the U.S., the Federal Reserve is widely expected to begin normalizing monetary policy sometime this year via interest rate hikes. Elsewhere, many advanced economies have turned to more accommodative monetary policy to counter slow growth and/or falling rates of inflation. In contrast, central banks in some developing nations that have experienced significant currency depreciation have had to raise interest rates in an attempt to stabilize their currencies. The divergence in the outlook for monetary policy between the United States and the world's other large economies has caused the U.S. Dollar to strengthen vis-à-vis most major currencies. As a consequence, global trade and investment flows have been disrupted.

Regions

Euro zone: The euro zone economy has struggled over the past two years — real GDP grew by only 0.9% in 2014 — but the region appears to be getting back on track. The priority now is to boost growth and inflation while ensuring fiscal stability. The sharp drop in petroleum prices has led to stronger growth in real incomes, and that should support an increase in consumer spending. Likewise, the decline in the value of the euro will boost growth in exports. Private investment remains weak due to persistent economic slack, policy uncertainty, and tight credit conditions. Recent developments in Greece and Russia have dampened confidence. The drop in oil prices also contributed to a decline in the inflation rate. In order to forestall a deflationary spiral, the European Central Bank has undertaken its own program of quantitative easing. Although risks of prolonged low growth and low inflation remain, the euro zone is expected to grow by 1.5% in 2015, accelerating slightly to 1.6% in 2016.

Asia and Pacific: Growth in the Asia Pacific Region is moderating, but it is still expected to outperform the rest of the world over the near- to mid-term. While the Chinese economy is shifting to a more sustainable pace, growth is projected to pick up elsewhere in the region. This reflects the boost from lower world oil prices, stronger demand for the region's exports, and generally accommodative monetary policy.

Real GDP growth in **China** has slowed over the past few years. The 7.4% annual increase in 2014 was the slowest in more than 20 years. Much of the growth in China after the global financial crisis was fueled by excessive borrowing. But now, home prices are falling, and both residential and nonresidential investment is declining. To some extent, the slowdown is by design. The Chinese government recognizes that the high growth rates of recent years, fueled in part by excesses in real estate, credit, and investment, are unsustainable. In addition to financial sector reforms, there is an effort underway to move the economy to one that is more consumer-driven and less dependent on investment and exports.

The Chinese government has announced a target GDP growth rate of 7.0% in 2015. The IMF is forecasting 6.8% this year and 6.3% in 2015. There has been a lot of talk about a "hard landing" in China, but it seems more likely that the restructuring of the economy will be well managed. Still, slower growth in China has a number of important implications for the rest of emerging Asia, which depends on China to absorb much of its export volume.

Although the **South Korean** economy lost momentum toward the end of 2014, GDP grew at an annual rate of 3.3%, compared with 3.0% in 2013. Business investment spending has been a drag on the economy, with Korean firms keeping a close eye on the direction of trade. Korea's two largest trading partners are China and Japan, both of which have been on a slowing trend. A falling rate of inflation prompted the Korean central bank to cut interest rates twice last year and again in March in order to encourage price growth and to help increase consumer spending by making it easier for households to borrow.

Amidst concerns that Korean exports are becoming less competitive, the government is attempting to move the economy from a fast-follower model to that of a first mover by concentrating on original R&D and innovation in the advanced manufacturing, aerospace, and pharmaceutical sectors, among others. Korean GDP is forecast to match last year's growth rate of 3.3% in 2015 and accelerate to 3.5% in 2016.

The **Taiwanese** economy has experienced continuous growth since the end of the global financial crisis but at rates slower than achieved over the previous decade. In 2014, the economy expanded by 3.7%. With 25% of its exports going to China, growth in Taiwan will be constrained by the slowdown of its largest trading partner. Even so, GDP growth is expected to reach 3.8% in 2015 and 4.1% in 2016.

Latin America and the Caribbean: Last year was the fourth consecutive year in which regional growth slowed, coming in at just 1.3%. Declines in private business investment led the downturn. In the commodity exporting nations of the region, falling prices are widening current account deficits. Elsewhere, countries that are net importers of oil and other commodities are getting a boost from lower prices. At the same time, solid U.S. growth is providing an outlet for other types of exports from the region. In Brazil, business

and consumer confidence is weak, reflecting the risk of near-term water and electricity rationing, while the economic crisis in Venezuela is intensifying. In general, countries with flexible exchange rates are having a somewhat easier time adapting to difficult external conditions.

Growth in South America is expected to contract in 2015 (-0.2%) before rebounding to 1.3% in 2016. Prospects in Central America look much better with growth of 4.2% projected for this year and 4.3% in 2016.

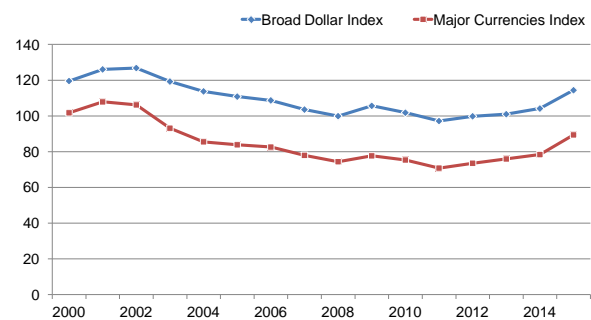
The **Mexican** economy expanded by 2.1% in 2014, but that was short of what many expected given the reforms passed by the Peña Nieto administration over the last two years. Currently, the automobile manufacturing sector is driving growth by supplying the domestic market and exporting to the U.S. Expectations for growth derived from reforms to the energy sector have fallen short. Enthusiasm for opening Mexico's energy sector has waned with the decline in oil prices. Still, Mexico has made great strides in diversifying its economy and is developing a number of high-tech sectors. The Mexican economy is projected to expand by 3.0% this year and by 3.3% in 2016.

Commonwealth of Independent States (CIS): Economic growth in the CIS nations slowed in 2014, especially during the second half of the year. Consumer spending fell and contagion from the ruble depreciation spread from Russia to the European economies of the CIS, undermining consumer and business confidence. Falling oil prices, international sanctions, and Russia's underlying structural weakness have triggered a significant depreciation of the ruble, which added to inflationary pressures across the region. For CIS countries that are oil importers, the benefits from lower oil prices will be more than offset by domestic economic weakness and spillovers from Russia in the form of reduced remittances, trade, and foreign direct investment. The recession in Ukraine deepened in 2014 largely due to the conflict in the east. The outlook for the CIS nations has deteriorated with a 2.6% contraction projected for 2015, turning slightly positive again in 2016 with regional gross product expected to inch up by 0.3%.

Foreign Exchange

Over the last several months (through April 2015), the Federal Reserve's Major Currency Index⁵ has jumped to its highest level in nearly 12 years. When compared with individual currencies since last May, the greenback has gained nearly 15% on the British Pound, 30% on the euro, and about 20% on the Japanese Yen. With its strength largely stemming from divergence in global interest rates and the perception of the U.S. as a safe haven, the dollar is expected to appreciate further against most major currencies and against the currencies of most developing economies as well.

Value of U.S. Dollar Indices



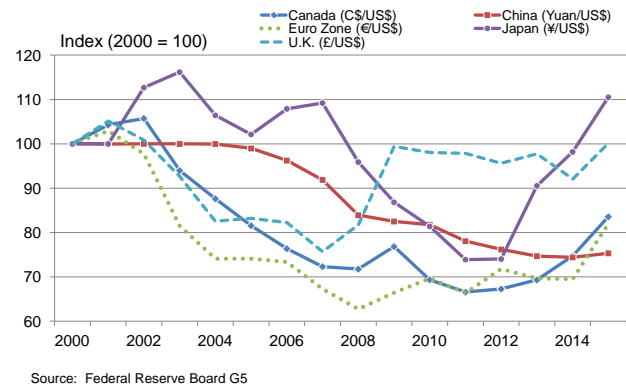
Source: Federal Reserve Board G5

⁵ The Major Currency Index is a weighted average of the foreign exchange value of the U.S. Dollar against a subset of the currencies of major U.S. trading partners that circulate widely outside the country of issue.

Risks to the Global Outlook

Last year, the main risk to the global economic outlook was a recession in the euro zone. While that possibility is receding, financial and geopolitical risks are increasing. Large movements in exchange rates and oil prices have disrupted trade and investment flows, creating winners and losers. The decline in oil prices has effected a reallocation of income from oil exporters to oil importers. Meanwhile, nations and companies that have borrowed in U.S. dollars will find it more difficult to repay their debt. Additionally, if large exchange rate movements continue, it could increase financial tensions and possibly ignite a currency war.

Value of U.S. Dollar Against Individual Currencies



The unusually large exchange rate movements reflect a divergence in growth rates and monetary policy among the major advanced economies. The U.S. is expected to begin raising interest rates later this year, but no such prospects are on the table for the euro zone and Japan. Rising interest rates in the U.S. could trigger unexpected portfolio shifts. Emerging market economies are particularly exposed and could face a reversal in capital flows depending on how quickly U.S. rates increase.

The impact of low inflation or deflation on economic activity in advanced economies with high public or private debt continues to be a concern, particularly in the euro zone, where persistent low inflation could spill over into smaller European countries whose currencies are closely tied to the euro.

Ongoing tension in Russia, Ukraine, the Middle East, and parts of Africa could escalate, raising the risk of sudden price spikes in the energy and commodity markets. A hard landing in China also presents a global growth risk, but the Chinese government still has sufficient monetary and fiscal tools it can use to prevent a sharp slowdown in growth. In the euro zone, a Greek crisis still cannot be ruled out. If it were to occur, the effects could ripple through the world's financial markets.

A longer-term risk is the possibility that potential output growth will be lower than it was before the global financial crisis for both advanced and emerging-market economies. Demographic factors such as aging populations and declining fertility rates have combined with slower productivity growth and lower accumulation of capital stock to limit the ability of the world's economies to grow. After six years of weak global demand, the likelihood of longer-term damage to potential output is increasingly a concern.

TRANS-PACIFIC PARTNERSHIP (TPP) AGREEMENT

The United States is in the final stages of negotiating the Trans-Pacific Partnership (TPP) with 11 other countries: Australia, Brunei, Canada, Chile, Japan, Malaysia, Mexico, New Zealand, Peru, Singapore, and Vietnam. The TPP is potentially the largest free trade deal in history. The parties to the agreement are responsible for approximately 40% of the world's GDP, and if it is implemented, the TPP would cover 40% of U.S. two-way trade.

The announced goal of the TPP is to enhance trade and investment among the TPP partner countries, to promote innovation, economic growth and development, and to support the creation and retention of jobs (although as with any free trade agreement, there will be winners and losers). The Obama Administration has positioned the TPP as a key part of its strategy to make U.S. engagement in the Asia-Pacific region a priority. The agreement is also being sold as a way to contain China's growing economic influence in the region. China has reacted by accelerating its own trade initiatives in Asia.

The final agreement is expected to eliminate tariffs on goods and services, tear down a host of non-tariff barriers, and harmonize numerous regulations across member nations. It also goes beyond the scope of previous trade agreements, including NAFTA, by incorporating objectives pertaining to labor, environmental, and human rights standards. Because the TPP encompasses such a broad range of regulatory and legal issues, it will effectively become a central part of U.S. foreign policy and even domestic lawmaking. Negotiations were to have been completed by 2012, but contentious issues related to agriculture, intellectual property, investments, and market access have caused talks to continue into the present.

The administration wants to wrap up TPP negotiations before this summer and bring the agreement to Congress for ratification before the end of the year. To accomplish this, fast-track legislation was introduced in Congress in mid-April. The majority of United States free trade agreements are implemented as congressional-executive agreements. Unlike treaties, which require a two-thirds vote in the Senate, such agreements require only a simple majority vote by each house. Under "trade promotion authority" (a.k.a. fast-track) established by the Trade Act of 1974, Congress, by passage of a bill, can authorize the president to negotiate free trade agreements. Fast-track authority would commit Congress to holding a simple yes-or-no vote on the final agreement rather than seeking to renegotiate it by amendments. Fast-track authority has been held out as a precondition by Japan, New Zealand, and other TPP countries to conclude the deal. The fast-track bill has passed in the Senate and is expected to be taken up by the House in June.

Proponents say the trade deal would deliver significant benefits by opening markets and establishing rules on commerce and investment that will help American workers and a broad array of U.S. industries, including West Coast ports, entertainment companies, drug makers, and farmers and ranchers. California farmers could be among the biggest beneficiaries of the agreement. Other possible benefits to California include the expansion of existing trade between California and the member nations, which would support economic growth and jobs in California and increase investment ties between California and the TPP countries. If the TPP is passed and functions as intended, the adjustment for the U.S. should be relatively small compared to some of the other

signatories, which would be expected to meet U.S. standards for foreign investment, intellectual property, and government subsidies. Additionally, since an increasing share of American exports is in the form of services, the removal of non-tariff barriers and increased intellectual property protections will help U.S. firms.

Opponents of the TPP warn that it will hurt the environment, kill U.S. jobs, and benefit mostly large multinational corporations. Critics also maintain that the notion the TPP will increase American exports is doubtful because the deal does nothing to prevent other nations from manipulating their currencies in order to boost their own exports. Among the critics of the proposed agreement is the International Longshore and Warehouse Union, which represents workers at the ports of Los Angeles and Long Beach. Digital rights activists, environmentalists, and elected officials also have criticized and protested the negotiations in large part because of the expansive scope of the agreement and the secrecy surrounding the negotiations, which makes it difficult to estimate the potential effects of the agreement on jobs and economic growth.

LOS ANGELES CUSTOMS DISTRICT TOP TRADING PARTNERS

CHINA

China is the LACD's largest trading partner and a growing provider of foreign direct investment, including several high-profile real estate investments. The pace of Chinese economic growth cooled to 7.4% in 2014, low by recent standards, but still significant for an emerging market with a \$10 trillion economy. China's GDP is projected to decelerate to 6.8% in 2015 and 6.3% in 2016. As the Chinese economy moves away from intensive capital spending to greater reliance on consumer spending, growth rates will moderate. The slowdown may dampen short-term trade prospects in the Los Angeles area, but one could argue that in the long term, as China transitions to consumption-led growth, rising incomes and stronger purchasing power will increase Chinese demand for U.S. goods and services, which will benefit the Los Angeles economy.

Two-way Trade: China is the Los Angeles Customs District's (LACD) largest trading partner with total two-way trade in 2014 valued at a record \$176.1 billion, up by 1.8% from 2013. Total Chinese imports unloaded (district of unloading — general imports) through LACD were \$140.9 billion, while total U.S. exports to China through the LACD came to \$35.3 billion. This gave the LACD a trade deficit of \$105.6 billion, which was an increase of 3.2% from the 2013 deficit of \$102.3 billion. China's import-to-export ratio was 4.0, nearly unchanged from 2013. From a volume or container perspective, total loaded inbound and outbound TEUs increased by 2.5% in 2014, moving from 6,419,955 TEUs to 6,577,413 TEUs.

LACD Exports to China*			
(Millions of \$)	2014	% of	'13-'14
	Exports	Total	Change
Computer & Electronic Products	\$5,278	15.0%	12.7%
Chemicals	5,097	14.4%	-8.1%
Machinery, Except Electrical	3,448	9.8%	-5.2%
Food & Kindred Products	3,340	9.5%	7.9%
Waste And Scrap	3,250	9.2%	-13.6%
Transportation Equipment	3,169	9.0%	-0.8%
Miscellaneous Manufactured Commodities	2,062	5.8%	43.9%
Agricultural Products	1,881	5.3%	-34.1%
Electrical Equipment, Appliances & Components	1,125	3.2%	29.7%
Primary Metal Mfg	1,120	3.2%	-13.6%
Fabricated Metal Products, Nesoi	946	2.7%	12.7%
Beverages & Tobacco Products	679	1.9%	-25.4%
Plastics & Rubber Products	628	1.8%	1.2%
Nonmetallic Mineral Products	453	1.3%	-10.4%
Leather & Allied Products	402	1.1%	25.9%
All Other Products	2,404	6.8%	32.7%
Total Exports to China	\$35,281	100.0%	-0.3%

*Includes the Mainland, Hong Kong and Macau

Note: Based on NAICS District-Level Data, Exports

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

Exports: China captured the largest share of LACD exports, accounting for almost 28% of exports leaving the Los Angeles area, equivalent to 23% of all U.S. exports to China. The value of goods exported through the LACD to China decreased by 0.3% to \$35.3 billion over the year in 2014. Although exports to China have increased almost fourfold since 2002, export growth has been relatively flat over the last four years. Exports have been dampened by sluggish domestic demand in China, a slumping housing market, overcapacity in select industries, and an appreciating U.S. dollar.

As the Chinese economy has evolved, the composition of LACD exports to China has also changed. China's waning appetite for raw materials, along with environmental policies designed to crack down on adulterated products, has triggered a decline in U.S. waste and scrap exports to China, 43% of which leave through the LACD. While the LACD is exporting less waste and scrap, it is exporting more consumer and capital goods, including knowledge-intensive goods. Computer and electronic products exports surged by 12.7% over the year with communications equipment driving most of the gains (\$674 million), but losses in computer equipment and audio and video equipment scaled back some of that growth. Miscellaneous manufactured commodities (ranging from tennis balls and dolls to medical equipment and supplies) also fared well, soaring by 43.9% and contributing \$629 million to export gains last year. Agricultural products suffered the biggest losses, declining by 34.1% in 2014 for a loss of nearly \$1 billion. Much of this decline was due to a pullback in cotton exports of \$676 million (-43.6%) and fruits and nuts by \$256 million (-28.2%).

Other notable gains include aerospace products and parts, which accelerated by 16.1%, or \$83 million, despite the marginal slowdown in exports of transportation equipment (due to declines in motor vehicles and parts, which together accounted for over \$200 million in losses).

LACD Imports* from China**			
(Millions of \$)	2014	% of	'13-'14
	<u>Imports</u>	<u>Total</u>	<u>Change</u>
Computer & Electronic Products	\$44,606	31.7%	-3.8%
Apparel & Accessories	14,988	10.6%	-2.8%
Electrical Equipment, Appliances & Components	13,096	9.3%	12.3%
Leather & Allied Products	11,879	8.4%	-3.8%
Miscellaneous Manufactured Commodities	11,814	8.4%	4.9%
Machinery, Except Electrical	7,226	5.1%	33.3%
Furniture & Fixtures	5,989	4.3%	7.0%
Plastics & Rubber Products	5,251	3.7%	17.0%
Fabricated Metal Products, Neso	5,070	3.6%	-1.2%
Chemicals	4,241	3.0%	-1.8%
Transportation Equipment	4,102	2.9%	13.7%
Textile Mill Products	3,719	2.6%	12.0%
Nonmetallic Mineral Products	1,720	1.2%	3.2%
Primary Metal Mfg	1,203	0.9%	63.5%
Wood Products	1,053	0.7%	13.9%
All Other Products	4,900	3.5%	-10.2%
Total Imports from China	\$140,857	100.0%	2.3%

*Based on NAICS District-Level Data, General Imports

**China includes the Mainland, Hong Kong and Macau

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

Imports: In response to the continued U.S. economic expansion and the improvements in the housing market, the value of imports from China unloaded in the LACD rose by 2.3% to \$140.9 billion in 2014. Imports from China were again dominated by computer and electronic products, which accounted for nearly one-third of all imports from China to the LACD. However, the lion's share of import gains last year resulted from an increase in electrical equipment, appliances, and components of 12.3% (\$1.4 billion) and machinery (except electrical) of 33.3% (\$1.8 billion). Other commodity groups that experienced significant gains include miscellaneous manufactured commodities (4.9%); furniture (7.0%); plastics and rubber products (17.0%); transportation equipment (13.7%); and primary metal manufacturing (63.5%).

Overall, the growth of Chinese imports to the U.S. is mainly attributable to the resurgence of domestic consumer demand stimulated by a strengthening national economy, low oil prices, the stronger dollar, and improvements in the housing market.

Conclusion: China is the Los Angeles Customs District's largest trading partner and one of the leading sources of foreign direct investment into Los Angeles County. According to research conducted by the LAEDC, Chinese investment has doubled over the past five years and shows no sign of slowing. On the export side, Chinese tourism has nearly quadrupled over the past four years, making China the top overseas market for visitors to Los Angeles County. China's economic rise has been a boon for Southern California's exporters, while the inflow of billions of investment dollars has facilitated the creation of thousands of new jobs in the region.

JAPAN

Japan is Los Angeles County's leading source of foreign direct investment. It is also the LACD's second-largest trading partner and the Los Angeles metropolitan area's fourth most important export market. The Japanese economy contracted by 0.1% in 2014, largely as a result of a sales tax increase that hurt household spending and sent the country into a recession for two quarters. Growing exports and private investment have helped the Japanese economy achieve two quarters of moderate growth, although consumer spending remains weak. Japan's GDP is projected to expand by 1.0% in 2015 and 1.2% in 2016.

Japanese expansionary monetary policy has led to a substantial drop in the value of the yen, which has fallen by 32% over the past two years vis-à-vis the U.S. dollar. The yen has made Japanese goods more competitive globally, leading to an increase in exports. With Japan competing head-to-head with South Korea for market share, Japanese exporters are likely to cut prices, which would increase trade with the LACD by making imports cheaper. As domestic demand in Japan rebounds, LACD exports will improve as well.

Two-way Trade: Japan is the LACD's second-largest trading partner with total two-way trade in 2014 valued at \$40.4 billion, down by 7.2% from 2013, and falling for the second consecutive year. Los Angeles accounted for 20.1% of trade between U.S. and Japan, a 20-year low. Total Japanese imports unloaded (district of unloading -- general imports) in the LACD were \$25.7 billion, while total U.S. exports to Japan through the LACD came to \$14.7 billion. This gave the LACD a trade deficit of \$11.0 billion, which narrowed by

16.4% from the 2013 deficit of \$13.1 billion. Japan's import-to-export ratio was 1.7, virtually unchanged from 2013. From a volume or container perspective, total loaded inbound and outbound TEUs edged down by 1.6% in 2014, moving from 700,810 to 689,435 TEUs.

Exports: LACD exports to Japan fell for the second year in a row, declining by 3.2% to \$14.7 billion in 2014 after trending up since 2009. The fall in LACD exports to Japan last year was the result of weak consumer spending (and an appreciating U.S. dollar) stemming from the sales tax increase that went into effect last year. The LACD's top five exports to Japan include transportation equipment (aircraft engines and parts), chemicals (pharmaceuticals and medicines), food (mainly beef and pork), computer and electronic products, and machinery (except electrical), all of which declined in 2014. Only two of the top ten product categories grew last year: primary metal manufacturing, up by 14.5%, and agricultural products, up by 6.6%.

LACD Exports to Japan			
(Millions of \$)	2014	% of	'13-'14
	Exports	Total	Change
Transportation Equipment	\$2,451	16.7%	-0.2%
Chemicals	2,374	16.2%	-10.8%
Food & Kindred Products	1,868	12.7%	-0.7%
Computer & Electronic Products	1,573	10.7%	-10.8%
Machinery, Except Electrical	891	6.1%	-1.1%
Miscellaneous Manufactured Commodities	822	5.6%	-23.5%
Primary Metal Mfg	680	4.6%	14.5%
Agricultural Products	604	4.1%	6.6%
Fabricated Metal Products, Nesoi	456	3.1%	-6.2%
Petroleum & Coal Products	360	2.5%	-9.7%
Electrical Equipment, Appliances & Components	318	2.2%	17.4%
Waste And Scrap	302	2.1%	39.9%
Plastics & Rubber Products	299	2.0%	-6.6%
Leather & Allied Products	283	1.9%	-5.6%
Paper	259	1.8%	-6.4%
All Other Products	1,145	7.8%	14.1%
Total Exports to Japan	\$14,688	100.0%	-3.2%

Note: Based on NAICS District-Level Data, Exports

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

Imports: The U.S. is Japan's largest export market, and about one-fifth of Japanese goods shipped to the U.S. arrive in the LACD. Imports from Japan decreased by 9.3% to \$25.7 billion last year. All of the top five import product categories declined last year: transportation equipment (mostly motor vehicles); machinery; computer and electronic products; chemicals; and plastics and rubber products. Computer and electronic products (semiconductors and navigational and medical instruments) posted the sharpest drop (-12.3%), while imports of transportation equipment, which accounted for 40% of all imported goods, declined by 11.2%.

LACD Imports* from Japan			
(Millions of \$)	2014	% of	'13-'14
	Imports	Total	Change
Transportation Equipment	\$10,384	40.4%	-11.2%
Machinery, Except Electrical	4,400	17.1%	-9.0%
Computer & Electronic Products	2,986	11.6%	-12.3%
Chemicals	2,801	10.9%	-7.5%
Plastics & Rubber Products	1,286	5.0%	-5.9%
Electrical Equipment, Appliances & Components	1,228	4.8%	-8.2%
Fabricated Metal Products, Nesci	651	2.5%	7.5%
Primary Metal Mfg	420	1.6%	-0.2%
Miscellaneous Manufactured Commodities	405	1.6%	-9.5%
Goods Returned (exports For Canada Only)	226	0.9%	51.9%
Food & Kindred Products	197	0.8%	-2.1%
Nonmetallic Mineral Products	140	0.5%	19.6%
Textiles & Fabrics	105	0.4%	5.9%
Paper	94	0.4%	-4.5%
Waste And Scrap	83	0.3%	-4.8%
All Other Products	271	1.1%	-36.9%
Total Imports from Japan	\$25,675.5	100.0%	-9.3%

*Based on NAICS District-Level Data, General Imports

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

SOUTH KOREA

South Korea is the LACD's third largest trading partner and one of the leading sources of foreign direct investment into Los Angeles County. In 2014, despite a loss of momentum resulting from sluggish trade growth and anemic spending, the South Korean economy expanded at an annual rate of 3.3% and during the first quarter of 2015, the economy grew by 3.1%. Business spending has been a drag on growth with cautious Korean firms keeping a close eye on the direction of trade. Korea's two largest trading partners are China and Japan, both of which have been on a slowing trend. A falling rate of inflation prompted the Korean central bank to cut interest rates twice last year and again in March in order to encourage price growth and to help increase consumer spending by making it easier for households to borrow.

Amidst concerns that Korean exports are becoming less competitive, the government is attempting to move the economy from a fast-follower model to that of a first mover by concentrating on original R&D and innovation in the advanced manufacturing, aerospace, and pharmaceutical sectors. Korean GDP is forecast to increase again by 3.3% in 2015 and accelerate to 3.5% in 2016.

Two-way Trade: South Korea is the LACD's third largest trading partner, with two-way trade valued at \$23.8 billion in 2014, up by 1.4% from 2013. Total South Korean imports unloaded (district of unloading — general imports) through LACD moved up to \$12.9 billion, while total U.S. exports to South Korea through the LACD came to \$11.0 billion. This resulted in a bilateral trade deficit of \$1.9 billion for the LACD, up from \$1.2 billion in 2013, but still an improvement from the deficit of \$2.9 billion in 2012. South Korea's import-to-export ratio, at 1.2, remained the lowest among the LACD's top five trading partners in 2014. From a volume or container perspective, total loaded inbound and outbound TEUs edged down by 1.5% in 2014, falling from 652,675 to 642,788 TEUs.

Despite the Korea-U.S. Free Trade Agreement (KORUS FTA) taking effect over three years ago, growth in two-way trade has been marginal. Moreover, the LACD trade deficit with Korea increased in 2014. Larger trade deficits normally have a detrimental effect on regional gross product, and while it would be advantageous to see exports increase relative to imports, trade deficits in the Los Angeles region are not all bad because an increase in two-way trade creates goods movement jobs regardless of whether the goods are coming in or going out.

LACD Exports to South Korea			
(Millions of \$)	2014	% of	'13-'14
	Exports	Total	Change
Chemicals	\$1,823	16.6%	-6.4%
Food & Kindred Products	1,792	16.3%	16.5%
Transportation Equipment	1,300	11.9%	1.6%
Machinery, Except Electrical	1,253	11.4%	-29.5%
Computer & Electronic Products	986	9.0%	9.6%
Waste And Scrap	560	5.1%	-9.8%
Primary Metal Mfg	518	4.7%	-4.6%
Agricultural Products	462	4.2%	10.9%
Fabricated Metal Products, Nesoi	446	4.1%	-3.3%
Electrical Equipment, Appliances & Components	437	4.0%	17.8%
Miscellaneous Manufactured Commodities	316	2.9%	17.5%
Plastics & Rubber Products	160	1.5%	20.7%
Nonmetallic Mineral Products	140	1.3%	0.5%
Leather & Allied Products	115	1.1%	-4.3%
Paper	99	0.9%	5.2%
All Other Products	554	5.1%	4.3%
Total Exports to South Korea	\$10,962	100.0%	-1.6%

Note: Based on NAICS District-Level Data, Exports

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

Exports: The value of LACD exports to South Korea declined in 2014 after see-sawing back and forth since 2011. Last year, exports decreased by 1.6% to \$11.0 billion, in part due to the drop in value of the Korean won vis-à-vis the U.S. dollar, which made American goods more expensive to South Korean consumers. Of the top five export product categories from the LACD, food products (mainly beef), transportation equipment (composed of aerospace products and parts as well as motor vehicles and parts), and computer and electronic products experienced growth in 2014. The strongest growth was seen in food products, with an increase of 16.5%, followed by computer and electronic products (9.6%). Meanwhile, exports of half of the top ten product categories declined in 2014, including machinery (-29.5%), chemicals (-6.4%), and waste and scrap (-9.8%).

Imports: The LACD is the largest export market for South Korea in the U.S. LACD imports from South Korea rose by 4.0% in 2014 after losing ground the year prior. Much of this gain can be attributed to the growth of transportation equipment with over \$2 billion in motor vehicle imports. Exports elsewhere performed strongly, with eight out of the top ten product categories experiencing growth. In addition to transportation equipment, primary metal manufacturing jumped by 46.1%, and fabricated metal products increased by 10.9%. Only two of the top ten product categories saw a drop in demand: computer and electronic products (-5.8%), and electrical equipment, appliances, and components (-13.5%).

LACD Imports* from South Korea			
(Millions of \$)	2014	% of	'13-'14
	Imports	Total	Change
Transportation Equipment	\$3,289	25.6%	20.4%
Computer & Electronic Products	1,840	14.3%	-5.8%
Electrical Equipment, Appliances & Components	1,771	13.8%	-13.5%
Machinery, Except Electrical	1,361	10.6%	4.9%
Plastics & Rubber Products	991	7.7%	5.8%
Chemicals	679	5.3%	3.1%
Primary Metal Mfg	639	5.0%	46.1%
Petroleum & Coal Products	534	4.2%	5.5%
Fabricated Metal Products, Neso	468	3.6%	10.9%
Textiles & Fabrics	257	2.0%	3.3%
Food & Kindred Products	187	1.5%	9.4%
Paper	167	1.3%	-17.9%
Miscellaneous Manufactured Commodities	125	1.0%	4.5%
Goods Returned (exports For Canada Only)	105	0.8%	-1.4%
Apparel & Accessories	96	0.7%	6.9%
All Other Products	352	2.7%	-18.5%
Total Imports from South Korea	\$12,860	100.0%	4.0%

*Based on NAICS District-Level Data, General Imports

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

TAIWAN

Taiwan is the LACD's fourth largest trading partner and one of Los Angeles County's top ten sources of foreign direct investment. Similar to South Korea, the Taiwanese economy relies heavily on external demand from China, Europe, and the U.S. The slowdown in China, along with the recession in Europe, has weakened the Taiwanese economy over the past two years, prompting the implementation of expansionary monetary and fiscal policies. With 25% of its exports going to China, growth in Taiwan will be constrained by the slowdown of its largest trading partner. However, GDP still grew by 3.7% in 2014. Stronger U.S. demand along with a weaker Taiwanese dollar has helped increase trade with the LACD. The Taiwanese economy is expected to expand by 3.8% this year and by 4.1% in 2016.

Two-way Trade: In 2014, the LACD handled over 25% of trade between Taiwan and the U.S., with two-way trade valued at \$17.0 billion, up by 7.8% from 2013. Total Taiwanese imports unloaded (district of unloading — general imports) in the LACD were valued at \$9.5 billion. Total U.S. exports to Taiwan through the LACD were \$7.6 billion, for a LACD trade deficit of \$1.9 billion. Taiwan's import-to-export ratio was 1.2, unchanged from 2013. From a volume or container perspective, total loaded inbound and outbound TEUs grew by 7.4% in 2014, moving from 603,772 to 648,597 TEUs.

Exports: The value of total exports leaving the LACD for Taiwan increased by 6.4% in 2014, reaching a value of \$7.6 billion, a record high for the second consecutive year. This was largely the result of shipments of defense- and aerospace-related goods.

The strongest expansion came from exports of transportation equipment (a combination of civilian and military aircraft, engines, and parts, rising by 32.4%). Exports of agricultural products (mainly soybeans and corn) gained 15.2%, and exports of paper and electrical equipment (including appliances and components) grew by 9.3% and 9.2%, respectively. Meanwhile, half of the top ten product categories declined. The most significant declines occurred in computer and electronic products (-23.8%), primary metal manufacturing (-19.0%), and beverages and tobacco products (-15.5%).

LACD Exports to Taiwan			
(Millions of \$)	2014	% of	'13-'14
	Exports	Total	Change
Transportation Equipment	\$1,869	24.7%	32.4%
Chemicals	1,201	15.9%	-1.5%
Waste And Scrap	832	11.0%	-4.5%
Agricultural Products	640	8.4%	15.2%
Computer & Electronic Products	631	8.3%	-23.8%
Food & Kindred Products	587	7.7%	1.8%
Machinery, Except Electrical	476	6.3%	-3.1%
Primary Metal Mfg	170	2.2%	-19.0%
Electrical Equipment, Appliances & Components	131	1.7%	9.2%
Paper	128	1.7%	9.3%
Fabricated Metal Products, Neso	127	1.7%	-3.2%
Miscellaneous Manufactured Commodities	115	1.5%	18.8%
Plastics & Rubber Products	80	1.1%	3.8%
Leather & Allied Products	68	0.9%	30.0%
Beverages & Tobacco Products	64	0.8%	-15.5%
All Other Products	459	6.1%	59.0%
Total Exports Taiwan	\$7,577	100.0%	6.4%

Note: Based on NAICS District-Level Data, Exports

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

Imports: The value of total unloaded imports (district of unloading — general imports) from Taiwan to the LACD increased by 9.0% to \$9.5 billion in 2014 and reached the highest level since 2007. The economy of Taiwan relies very heavily on trade — exports equal nearly 75% of total GDP. Imports from each of the top ten product categories increased last year. Computer and electronic products, the top product category (accounting for over 33% of Taiwanese imports), has risen by 9.9% from 2013. Other noteworthy gains included transportation equipment (up by 10.3%), machinery (except electrical — up by 24.4%), electrical equipment (28.4%) and primary metal manufacturing (39.2%).

LACD Imports* from Taiwan			
(Millions of \$)	2014	% of	'13-'14
	Imports	Total	Change
Computer & Electronic Products	\$3,132	33.1%	9.9%
Transportation Equipment	1,093	11.5%	10.3%
Machinery, Except Electrical	993	10.5%	24.4%
Fabricated Metal Products, Nesoi	856	9.0%	5.0%
Miscellaneous Manufactured Commodities	564	6.0%	6.8%
Plastics & Rubber Products	534	5.6%	13.0%
Electrical Equipment, Appliances & Components	424	4.5%	28.4%
Furniture & Fixtures	319	3.4%	12.9%
Primary Metal Mfg	312	3.3%	39.2%
Chemicals	248	2.6%	6.4%
Apparel & Accessories	168	1.8%	-9.7%
Textiles & Fabrics	152	1.6%	-0.5%
Goods Returned (exports For Canada Only)	121	1.3%	55.9%
Food & Kindred Products	114	1.2%	5.4%
Paper	85	0.9%	-13.6%
All Other Products	352	3.7%	-34.4%
Total Imports from Taiwan	\$9,467	100.0%	9.0%

*Based on NAICS District-Level Data, General Imports

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

VIETNAM

Vietnam is the LACD's fifth largest trading partner. Vietnam's economy has slowed since 2012, averaging growth of 5.5% during the last three years after averaging nearly 7.0% over the preceding decade. Vietnam's rise over the past ten years is tied to growth in apparel, footwear, and furniture manufacturing. It has become a viable alternative to China as a source of labor-intensive manufactured goods due to the low cost of production relative to the competition. Recently, however, weak domestic demand and a high ratio of bad debt in Vietnamese banks (and a halt in the recovery of the housing market because many bad loans were backed by real estate) have been a drag on economic growth. On the bright side, growth is mostly driven by exports (over 80% of GDP), and a boost in exports has led to record trade levels with the LACD. Furthermore, the government has taken measures to devalue the Vietnamese dong against the U.S. dollar as a means to boost exports to the U.S. As the government works to shore up bad debt and improve investment sentiment, the Vietnamese economy is expected to accelerate by 6.0% both this year and next.

Two-way Trade: In 2014, the LACD handled over 35% of trade between Vietnam and the U.S., with two-way trade valued at \$12.9 billion, up by 12.7% from 2013. Total Vietnamese imports unloaded (district of unloading — general imports) in the LACD were valued at \$11.1 billion. Total U.S. exports to Vietnam through the LACD were \$1.8 billion, resulting in a LACD trade deficit of \$9.2 billion. Vietnam's import-to-export ratio was 6.0, up from 5.4 in 2013 with Vietnamese exports to LACD reaching record levels. From a volume or container perspective, total loaded inbound and outbound TEUs jumped by 9.7% in 2014, moving from 416,758 to 456,995 TEUs.

Exports: The value of total exports leaving the LACD for Vietnam grew by 3.2%, reaching a value of \$1.8 billion. Exports have grown by almost fourfold since 2005 but have slowed in recent years due to weak domestic demand in Vietnam. Even so, seven of the top ten product categories experienced increases in 2014. Computer and electronic products exports improved by 12.0%, beverages and tobacco products rose by 66.7%, and transportation equipment (motor vehicles) and electrical equipment also had double-digit gains, of 37.0% and 37.5%, respectively. Meanwhile the two largest product categories, agricultural and food products, fell last year by 1.6% and 20.6% respectively, due in part to sharp declines in shipments of beef, milk and cream, and soybeans.

LACD Exports to Vietnam			
(Millions of \$)	2014	% of	'13-'14
	Exports	Total	Change
Agricultural Products	\$405	22.1%	-1.6%
Food & Kindred Products	298	16.2%	-20.6%
Computer & Electronic Products	219	11.9%	12.0%
Chemicals	203	11.1%	-8.2%
Beverages & Tobacco Products	120	6.5%	66.7%
Machinery, Except Electrical	108	5.9%	6.0%
Leather & Allied Products	101	5.5%	51.0%
Transportation Equipment	77	4.2%	37.0%
Electrical Equipment, Appliances & Components	53	2.9%	37.5%
Miscellaneous Manufactured Commodities	38	2.1%	91.6%
Waste And Scrap	27	1.4%	-70.6%
Fabricated Metal Products, Nesoi	22	1.2%	-29.6%
Fish, Fresh/chilled/frozen & Other Marine Products	21	1.1%	137.4%
Primary Metal Mfg	15	0.8%	13.8%
Plastics & Rubber Products	14	0.8%	-14.4%
All Other Products	113	6.1%	95.8%
Total Exports to Vietnam	\$1,834	100.0%	3.2%

Note: Based on NAICS District-Level Data, Exports

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

Imports: The value of total unloaded imports (district of unloading — general imports) from Vietnam to the LACD increased by 14.5% to \$11.1 billion in 2014, reaching a new record level. Imports to the LACD have grown by over 140% in the last five years, an upward trend that is expected to continue. All of the top ten product categories posted gains over the year, with eight product categories increasing by double-digits. Roughly 40% of imports from Vietnam are apparel and accessories (suits, sweaters, shoes, etc.). This category climbed by 11.5% in 2014. Leather products, one-quarter of Vietnamese imports to the LACD, grew by 13.5%, with almost \$2.5 billion in imports of footwear. Computer and electronic products and furniture also increased. The recent trend of robust growth in LACD imports from Vietnam will continue in 2015 and 2016, mainly as a result of anticipated increases in as U.S. consumer spending.

LACD Imports* from Vietnam			
(Millions of \$)	2014	% of	'13-'14
	Imports	Total	Change
Apparel & Accessories	\$4,379	39.6%	11.5%
Leather & Allied Products	2,750	24.9%	13.5%
Computer & Electronic Products	1,096	9.9%	25.5%
Furniture & Fixtures	955	8.6%	15.8%
Fish, Fresh/chilled/frozen & Other Marine Products	402	3.6%	9.1%
Miscellaneous Manufactured Commodities	312	2.8%	16.9%
Transportation Equipment	180	1.6%	32.5%
Food & Kindred Products	150	1.4%	38.5%
Plastics & Rubber Products	113	1.0%	13.1%
Machinery, Except Electrical	107	1.0%	9.2%
Agricultural Products	103	0.9%	23.2%
Fabricated Metal Products, Nesoi	80	0.7%	20.8%
Electrical Equipment, Appliances & Components	79	0.7%	11.7%
Chemicals	60	0.5%	34.8%
Primary Metal Mfg	57	0.5%	-17.6%
All Other Products	229	2.1%	15.6%
Total Imports from Vietnam	\$11,051	100.0%	14.5%

*Based on NAICS District-Level Data, General Imports

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

GERMANY

Germany is the LACD's sixth largest trading partner and fourth largest source of foreign direct investment. In 2014, the value of **two-way trade** dipped by 0.7% to \$11.3 billion, but levels were still more than double that of 2009. The German economy is getting back on track, expanding by 1.6% in 2014 compared with just 0.2% during the previous year. GDP growth was supported by low oil prices, increased consumer spending, a pick-up in exports (resulting from a decline in the value of the euro), and accommodative monetary policy. Overall, trade between the U.S. and Germany increased by 6.8% in 2014 and although two-way trade with the LACD pulled back slightly, last year's figure was just shy of the record of \$11.4 billion reached in 2013. Trade with the LACD is expected to strengthen as the value of the euro continues to depreciate. The German economy is projected to expand again at a rate of 1.6% in 2015, inching up to 1.7% in 2016.

The value of total **imports** unloaded (district of unloading — general imports) in the LACD from Germany edged up by 0.4% to \$8.5 billion in 2014. The small uptick was due to a slight increase in transportation equipment (motor vehicles) of 2.8% from 2013 to 2014. About 60% of LACD imports are German cars like BMW and Mercedes. Most of the gains were offset by declines in two of the top five commodity groups, chemicals (pharmaceuticals and medicines) and computer and electronic products, down by 19.5% and 14.6% respectively. On the **export** side, U.S. shipments to Germany through the LACD contracted by 3.8% in 2014 falling to \$2.8 billion. All of the top five commodity groups (accounting for about 70% of total exports) experienced declines last year.

UNITED KINGDOM

The United Kingdom is the LACD's thirteenth largest trading partner and second largest source of foreign direct investment. In the last two years, the UK economy has enjoyed robust growth driven by accelerated consumer spending and increased business investment. Last year, UK GDP increased by 2.6% compared with 1.7% in 2013. This supported record trade with the LACD. The value of **two-way trade** reached \$5.8 billion in 2014, a gain of 14.7% from the previous year and a gain of nearly 58% over the last five years. Two-way trade has increased each year since 2009, and there are no signs of slowing down. The UK economy is projected to expand by 2.7% in 2015 and by 2.3% in 2016.

The value of total **imports** unloaded (district of unloading — general imports) in the LACD from the UK increased by 9.9% in 2014, topping \$3 billion for the first time. The UK's single largest exported product category to the LACD is transportation equipment (motor vehicles), accounting for almost 44% of total imports. The value of shipments from this commodity group remained largely unchanged from 2013. The rise in imports was driven by broad-based gains from eight of the top ten product categories. Primary metal manufacturing was the largest contributor, climbing by over 320% last year. Double-digit increases occurred with machinery (except electrical), chemicals (pharmaceuticals and medicines), petroleum and coal products, and miscellaneous manufactured commodities. The value of total **exports** leaving the LACD for the UK jumped by 20.7% last year to \$2.7 billion, almost reaching the record level set in 2005. Exports were led by a 4.2% increase in transportation equipment (nearly one-quarter of total exports). This product category includes mostly cars, but also civilian and military aircraft, engines, and parts. The remaining four of the top five product categories all had *at least* double-digit gains. Used or second-hand merchandise led the way, growing almost 165% in 2014. Computer and electronic products, machinery (except electrical), and chemicals (pharmaceuticals) registered double-digit increases.

CANADA

Canada is the Los Angeles metropolitan area's largest export market and Los Angeles County's fifth largest source of foreign direct investment. Canada's economy is heavily dependent upon exports. Roughly 75% to 80% of Canadian exports ship to the U.S., a large part of which are motor vehicles and related parts. Receiving a strong boost from U.S. domestic demand for new cars and light trucks, the Canadian economy expanded by 2.5% in 2014. The biggest obstacle to the Canadian economy moving forward is the low price of crude oil, the country's largest export. The decline in oil prices has led to a pull-back in business investment spending hampering Canada's efforts to transition to an economy driven by stronger business investment and non-energy exports. In the near term, Canadian export growth will be supported by expansion of the U.S. economy, which should help Canadian GDP grow by 2.2% in 2015 and 2.0% in 2016.

Two-way trade between Canada and the LACD fell to \$2.8 billion in 2014, a decline of 12.4% from 2013. The value of **imports** unloaded (district of unloading — general imports) in the LACD grew by 8.9%, reaching \$2.4 billion last year. A majority of the imports were either chemicals (pharmaceuticals and medicines — 46.8% of total imports) or oil and

gas (40% of total imports). While oil and gas imports fell by 21.6% over the year, a direct result of low oil prices, losses were more than offset by chemical imports, which increased by 65.6% becoming the largest product category. Computer and electronic products posted solid gains as well, jumping by 20.9%. Not surprisingly, petroleum and coal products dropped by 43% last year, joining oil and gas as the only losers of 2014. A weakening Canadian dollar hurt LACD **exports** to Canada, with the two largest export categories recording double-digit losses. Transportation equipment (aerospace products and parts), accounting for more than half of total exports from the LACD, declined sharply last year, falling by 74.8%, while computer and electronic products (one-fifth of total exports) was down by 20% last year.

MEXICO

Mexico is the Los Angeles metropolitan area's second largest export market and one of Los Angeles County's largest sources of foreign direct investment. The Mexican economy expanded by 2.1% in 2014, falling short of expectations for stronger growth arising from structural reforms passed by the Peña Nieto administration. Mexico is a major oil producer and depends heavily on oil exports for government revenues. Low oil prices and increased production of shale oil in the U.S. have dampened anticipated gains from energy sector reforms. On a brighter note, much of Mexico's current growth is driven by the automobile industry which supplies both the domestic and U.S. markets (70% of Mexican exports are destined for the U.S.). Domestic consumption in Mexico has strengthened along with the U.S. economy, a development that will continue to drive manufacturing growth, particularly the production of motor vehicles. The Mexican economy should continue to recover, expanding by 3.0% this year and accelerating to 3.3% in 2016.

Mexico is LACD's twenty-fifth largest trading partner, with **two-way trade** in 2014 valued at \$2.7 billion, up by 7.1% from 2013. This was the first time since 2010 that trade between Mexico and the LACD increased on a year-to-year basis, with both imports and exports exhibiting solid growth. The value of LACD **imports** from Mexico improved by 5.3% to \$1.1 billion last year, driven mostly by petroleum and coal products, which accounted for almost half of Mexican imports. Last year, low energy prices contributed to a boost of 21.5% to petroleum and coal products. This will not last long if the surge of petroleum production in the U.S. continues at its current pace. Computer and electronic products, the second largest product category, rose by 3.9%. Machinery, waste and scrap, and furniture all posted triple-digit gains. Losses occurred in fabricated metal products, primary metal manufacturing, and apparel and accessories. **Exports** improved as well, increasing by 8.3% in 2014 to \$1.7 billion. LACD exports to Mexico are dominated by computer and electronic products (35.1% share) and petroleum and coal products (31.8% share), which expanded by 3.9% and 9.6%, respectively. Transportation equipment jumped by 58.5% in response to strengthening domestic demand, while waste and scrap surged by 52.6% to support industrial production.

STATISTICAL APPENDIX

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

Rank	Customs District	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	% Change		% of US 2014
													'14/'13	'13/'12	
1	Los Angeles, CA	\$261.7	\$291.6	\$326.4	\$347.3	\$355.8	\$282.9	\$346.8	\$387.0	\$403.4	\$414.4	\$416.6	0.5%	2.7%	11.5%
2	New York City, NY	244.4	267.2	294.7	323.6	353.4	266.7	326.5	387.9	381.4	379.1	386.7	2.0%	-0.6%	10.7%
3	Laredo, TX	130.3	138.7	156.0	166.4	173.3	146.0	184.6	214.8	237.8	252.1	278.8	10.6%	6.0%	5.7%
4	Detroit, MI	207.3	230.0	239.8	248.9	236.4	170.8	218.9	244.5	251.9	245.2	260.7	6.3%	-2.7%	9.1%
5	Houston-Galveston, TX	104.1	136.3	162.8	184.7	242.1	165.8	211.5	265.2	272.0	248.9	249.0	0.0%	-8.5%	4.6%
6	New Orleans, LA	113.0	127.4	149.9	172.7	214.2	149.8	192.4	230.7	239.1	229.0	229.7	0.3%	-4.2%	5.0%
7	Chicago, IL	94.9	108.4	120.8	132.9	153.3	127.8	160.7	176.2	187.2	192.2	210.2	9.4%	2.7%	4.2%
8	Seattle, WA	82.8	95.4	108.5	119.4	120.4	101.5	111.0	128.4	138.7	152.7	151.8	-0.6%	10.1%	3.6%
9	Savannah, GA	59.9	72.2	82.1	93.4	101.0	87.2	108.9	126.3	132.3	129.4	141.7	9.6%	-2.2%	2.6%
10	Cleveland, OH	63.7	71.9	80.3	86.4	97.8	78.6	95.4	110.8	118.6	123.3	131.3	6.5%	3.9%	2.8%
	U.S. Total	\$2,275.5	\$2,565.7	\$2,869.9	\$3,094.5	\$3,381.0	\$2,607.1	\$3,179.1	\$3,670.5	\$3,797.5	\$3,821.0	\$3,937.4	3.0%	0.6%	100.0%

*Based on NAICS District-Level Data, Exports and Imports for Consumption
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 the traffic is captured by inland border "ports" in customs districts such as San Diego and Seattle. Furthermore, since the Los Angeles 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	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
1	Los Angeles, CA	7.321	7.485	8.470	8.355	7.850	6.749	7.832	7.941	8.078	7.869	8.340
2	Long Beach, CA	5.780	6.710	7.290	7.312	6.488	5.068	6.263	6.061	6.046	6.731	6.821
3	New York, NY	4.478	4.785	5.086	5.299	5.265	4.562	5.292	5.503	5.530	5.467	5.772
4	Savannah, GA	1.662	1.902	2.160	2.604	2.616	2.357	2.825	2.945	2.966	3.034	3.346
5	Oakland, CA	2.048	2.274	2.392	2.388	2.236	2.045	2.330	2.343	2.344	2.347	2.394
6	Norfolk, VA	1.809	1.982	2.046	2.128	2.083	1.745	1.895	1.918	2.106	2.224	2.393
7	Tacoma, WA	1.798	2.066	2.067	1.925	1.861	1.546	0.977	1.022	1.265	1.445	2.040
8	Houston, TX	1.438	1.594	1.607	1.772	1.795	1.797	1.812	1.866	1.922	1.950	1.951
9	Charleston, SC	1.864	1.987	1.968	1.754	1.636	1.368	1.280	1.381	1.515	1.601	1.792
10	Seattle, WA	1.776	2.075	1.974	1.969	1.694	1.574	2.126	2.017	1.853	1.564	1.388

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)		
		'14/'13	'13/'12	'14/'09	'14/'13	'13/'12	'14/'09
1	Los Angeles, CA	6.0%	-2.6%	23.6%	471.5	-209.1	1,591.1
2	Long Beach, CA	1.3%	11.3%	34.6%	90.2	684.9	1,753.2
3	New York, NY	5.6%	-1.1%	26.5%	305.0	-62.6	1,210.8
4	Savannah, GA	10.3%	2.3%	42.0%	312.0	67.8	989.5
5	Oakland, CA	2.0%	0.1%	17.1%	47.5	2.1	348.9
6	Norfolk, VA	7.6%	5.6%	37.1%	169.5	117.6	647.8
7	Tacoma, WA	41.2%	14.2%	32.0%	595.3	179.8	494.2
8	Houston, TX	0.1%	1.4%	8.6%	1.0	27.6	153.9
9	Charleston, SC	11.9%	5.7%	31.0%	190.6	86.8	424.0
10	Seattle, WA	-11.3%	-15.6%	-11.9%	-176.9	-288.7	-186.7

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
2008	354,406.6	73.1%	26.9%	-3.9%	-4.8%	-1.2%	-14,225	-13,028	-1,197
2009	296,391.5	75.3%	24.7%	-16.4%	-13.8%	-23.4%	-58,015	-35,733	-22,282
2010	338,735.8	75.0%	25.0%	14.3%	13.7%	16.1%	42,344	30,567	11,777
2011	347,013.5	74.3%	25.7%	2.4%	1.5%	5.1%	8,278	3,923	4,355
2012	345,875.6	75.5%	24.5%	-0.3%	1.3%	-5.1%	-1,138	3,447	-4,585
2013	340,267.7	78.1%	21.9%	-1.6%	1.7%	-11.9%	-5,608	4,475	-10,082
2014	346,838.8	76.8%	23.2%	1.9%	0.2%	8.1%	6,571	511	6,060

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 2013		% Share of West Coast Traffic	
	2014	2013	Numerical	Percent	2014	2013
Southern California	221,041.2	217,316.7	3,724.5	1.7%	63.7%	63.9%
Northern California	39,759.6	39,009.9	749.6	1.9%	11.5%	11.5%
Pacific Northwest:	86,038.1	83,941.1	2,097.0	2.5%	24.8%	24.7%
<i>Oregon-Columbia River</i>	31,906.5	29,648.5	2,258.0	7.6%	9.2%	8.7%
<i>Washington</i>	54,131.6	54,292.6	-160.9	-0.3%	15.6%	16.0%
West Coast Total	346,838.8	340,267.7	6,571.1	1.9%		

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 2013		% Share of West Coast Traffic		
	2014	2013	Numerical	Percent	2014	2009	2004
Los Angeles, CA	109,821.9	106,163.3	3,658.6	3.4%	31.7%	31.0%	31.7%
Long Beach, CA	100,613.0	101,064.5	-451.5	-0.4%	29.0%	25.6%	24.9%
Tacoma, WA	34,970.4	31,819.9	3,150.5	9.9%	10.1%	9.7%	9.8%
Oakland, CA	30,542.8	30,901.0	-358.2	-1.2%	8.8%	9.4%	7.9%
Seattle, WA	14,404.8	18,117.8	-3,713.1	-20.5%	4.2%	8.5%	7.6%
Portland, OR	14,627.4	13,516.3	1,111.1	8.2%	4.2%	5.5%	6.5%
Kalama, WA	9,725.0	9,304.5	420.5	4.5%	2.8%	3.1%	3.0%
San Diego, CA	5,358.6	5,167.9	190.8	3.7%	1.5%	1.2%	1.5%
Port Hueneme, CA	5,247.7	4,921.0	326.6	6.6%	1.5%	1.0%	1.3%
Vancouver, WA	2,854.6	2,001.3	853.3	42.6%	0.8%	1.7%	1.6%
All Other Ports	15,522.1	17,290.2	-1,768.1	-10.2%	4.5%	3.3%	4.3%
West Coast Total	346,838.8	340,267.7	3,420.6	1.9%	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
2008	106,534.8	94.5%	5.5%	-3.8%	-3.0%	-16.2%	-4,237	-3,116	-1,121
2009	92,014.9	95.6%	4.4%	-13.6%	-12.7%	-29.7%	-14,520	-12,793	-1,727
2010	102,629.0	95.4%	4.6%	11.5%	11.3%	15.9%	10,614	9,967	647
2011	110,602.2	94.5%	5.5%	7.8%	6.7%	28.9%	7,973	6,607	1,367
2012	110,747.0	94.4%	5.6%	0.1%	0.0%	1.8%	145	37	108
2013	106,163.3	94.3%	5.7%	-4.1%	-4.2%	-2.4%	-4,584	-4,436	-147
2014	109,821.9	94.5%	5.5%	3.4%	3.7%	-0.2%	3,659	3,672	-13

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

Source: Pacific Maritime Association (PMA)

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
2008	94,909.1	86.5%	13.5%	-6.0%	-5.9%	-6.7%	-6,054	-5,139	-915
2009	75,840.8	86.6%	13.4%	-20.1%	-20.0%	-20.4%	-19,068	-16,460	-2,608
2010	90,973.8	87.8%	12.2%	20.0%	21.7%	8.9%	15,133	14,229	904
2011	88,902.8	86.4%	13.6%	-2.3%	-3.9%	9.2%	-2,071	-3,090	1,019
2012	90,948.7	85.8%	14.2%	2.3%	1.6%	6.5%	2,046	1,255	791
2013	101,064.5	86.5%	13.5%	11.1%	11.9%	6.2%	10,116	9,311	805
2014	100,613.0	86.7%	13.3%	-0.4%	-0.2%	-2.0%	-452	-180	-271

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

Source: Pacific Maritime Association (PMA)

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

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
2008	28,411.0	97.7%	2.3%	-3.5%	-2.8%	-26.0%	-1,034	-808	-226
2009	27,845.0	98.3%	1.7%	-2.0%	-1.4%	-27.9%	-566	-387	-179
2010	29,475.6	98.8%	1.2%	5.9%	6.3%	-20.4%	1,631	1,725	-94
2011	30,277.3	98.5%	1.5%	2.7%	2.4%	25.2%	802	709	93
2012	30,291.5	98.9%	1.1%	0.0%	0.5%	-26.3%	14	136	-121
2013	30,901.0	99.0%	1.0%	2.0%	2.1%	-5.1%	610	627	-17
2014	30,542.8	99.1%	0.9%	-1.2%	-1.0%	-12.2%	-358	-319	-39

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

Source: Pacific Maritime Association (PMA)

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
2008	26,728.4	72.8%	27.2%	-9.4%	-16.6%	17.3%	-2,783	-3,857	1,074
2009	25,067.2	75.4%	24.6%	-6.2%	-2.8%	-15.4%	-1,661	-542	-1,120
2010	31,333.0	80.2%	19.8%	25.0%	33.0%	0.5%	6,266	6,233	33
2011	29,852.8	80.7%	19.3%	-4.7%	-4.2%	-7.0%	-1,480	-1,044	-436
2012	25,546.4	85.6%	14.4%	-14.4%	-9.3%	-35.9%	-4,306	-2,236	-2,071
2013	18,117.8	98.5%	1.5%	-29.1%	-18.4%	-92.6%	-7,429	-4,012	-3,417
2014	14,404.8	98.5%	1.5%	-20.5%	-20.5%	-23.2%	-3,713	-3,650	-63

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

Source: Pacific Maritime Association (PMA)

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

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

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
2008	34,698.2	69.5%	30.5%	2.8%	-0.1%	10.0%	947	-16	963
2009	28,698.0	67.6%	32.4%	-17.3%	-19.6%	-11.9%	-6,000	-4,738	-1,262
2010	27,504.7	65.7%	34.3%	-4.2%	-6.8%	1.3%	-1,193	-1,314	121
2011	28,426.3	64.8%	35.2%	3.4%	1.9%	6.1%	922	346	576
2012	30,972.1	71.8%	28.2%	9.0%	20.6%	-12.5%	2,546	3,801	-1,255
2013	31,819.9	79.2%	20.8%	2.7%	13.5%	-24.5%	848	2,992	-2,144
2014	34,970.4	75.4%	24.6%	9.9%	4.6%	30.1%	3,151	1,163	1,988

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

Source: Pacific Maritime Association (PMA)

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
2008	21,682.5	15.9%	84.1%	-6.4%	-5.2%	-6.6%	-1,483	-190	-1,294
2009	16,348.0	16.4%	83.6%	-24.6%	-22.4%	-25.0%	-5,335	-771	-4,564
2010	19,661.0	11.4%	88.6%	20.3%	-15.8%	27.3%	3,313	-423	3,737
2011	19,139.7	13.9%	86.1%	-2.7%	17.8%	-5.3%	-521	401	-922
2012	17,948.0	14.5%	85.5%	-6.2%	-1.9%	-6.9%	-1,192	-51	-1,141
2013	13,516.3	19.1%	80.9%	-24.7%	-0.9%	-28.7%	-4,432	-24	-4,408
2014	14,627.4	15.1%	84.9%	8.2%	-14.2%	13.5%	1,111	-365	1,476

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

Source: Pacific Maritime Association (PMA)

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
2008	12,320.3	0.0%	100.0%	28.0%	-	28.0%	2,696	-	2,696
2009	9,065.2	0.0%	100.0%	-26.4%	-	-26.4%	-3,255	-	-3,255
2010	11,652.6	0.0%	100.0%	28.5%	-	28.5%	2,587	-	2,587
2011	11,581.3	0.0%	100.0%	-0.6%	-	-0.6%	-71	-	-71
2012	10,198.5	0.0%	100.0%	-11.9%	-	-11.9%	-1,383	-	-1,383
2013	9,304.5	0.0%	100.0%	-8.8%	-	-8.8%	-894	-	-894
2014	9,725.0	0.0%	100.0%	4.5%	-	4.5%	421	-	421

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

Source: Pacific Maritime Association (PMA)

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
2008	5,897.0	0.0%	100.0%	-4.5%	-72.1%	-4.4%	-276	-3	-272
2009	5,134.5	0.2%	99.8%	-12.9%	502.6%	-13.0%	-762	7	-769
2010	6,110.1	0.4%	99.6%	19.0%	183.4%	18.7%	976	14	961
2011	6,197.5	0.3%	99.7%	1.4%	-6.9%	1.5%	87	-2	89
2012	4,914.4	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
2014	2,854.6	0.4%	99.6%	42.6%	13.2%	42.8%	853	1	852

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

Source: Pacific Maritime Association (PMA)

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
2008	5,560.9	15.3%	84.7%	-15.1%	-0.5%	-17.3%	-987	-4	-982
2009	3,504.9	24.0%	76.0%	-37.0%	-1.3%	-43.4%	-2,056	-11	-2,045
2010	4,073.9	21.7%	78.3%	16.2%	5.0%	19.8%	569	42	527
2011	4,286.6	20.3%	79.7%	5.2%	-1.5%	7.1%	213	-13	226
2012	4,821.6	18.0%	82.0%	12.5%	-0.3%	15.8%	535	-3	538
2013	5,167.9	17.7%	82.3%	7.2%	5.2%	7.6%	346	45	301
2014	5,358.6	18.4%	81.6%	3.7%	7.7%	2.8%	191	70	120

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

Source: Pacific Maritime Association (PMA)

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
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%	-17.5%	-15.9%	-574	-70	-504
2010	3,356.2	12.6%	87.4%	12.0%	28.9%	9.9%	359	95	264
2011	4,094.5	9.4%	90.6%	22.0%	-9.5%	26.6%	738	-40	778
2012	4,527.3	19.7%	80.3%	10.6%	132.2%	-2.0%	433	508	-75
2013	4,921.0	18.6%	81.4%	8.7%	2.4%	10.2%	394	21	372
2014	5,247.7	18.2%	81.8%	6.6%	4.3%	7.2%	327	39	288

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

Source: Pacific Maritime Association (PMA)

TABLE 5: Goods Movement and Trade-Related Employment in Los Angeles County
(Annual averages, in thousands)

Year	Goods Movement Employment	Total Nonfarm Employment	% of Nonfarm Employment	Annual % Change	
				Goods Mvmt Employment	Nonfarm Employment
2004	374.6	4,079.1	9.2%	0.2%	0.6%
2005	379.3	4,119.9	9.2%	1.3%	1.0%
2006	389.2	4,194.5	9.3%	2.6%	1.8%
2007	393.0	4,229.0	9.3%	1.0%	0.8%
2008	387.2	4,185.4	9.3%	-1.5%	-1.0%
2009	356.0	3,951.0	9.0%	-8.1%	-5.6%
2010	354.0	3,890.0	9.1%	-0.6%	-1.5%
2011	357.6	3,911.6	9.1%	1.0%	0.6%
2012	366.4	4,010.5	9.1%	2.5%	2.5%
2013	376.2	4,129.8	9.1%	2.7%	3.0%
2014	386.2	4,226.4	9.1%	2.7%	2.3%

*Includes Wholesale Trade; Transportation, Warehousing and Utilities

Source: EDD Labor Market Information Division

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

Year	Imports*	% Change	Exports	% Change	Total Trade	% Change
2004	191.0	15.5%	70.7	4.7%	261.7	12.4%
2005	213.3	11.7%	78.4	10.8%	291.6	11.4%
2006	236.0	10.7%	90.4	15.4%	326.4	11.9%
2007	247.3	4.8%	100.0	10.7%	347.3	6.4%
2008	245.8	-0.6%	110.0	10.0%	355.8	2.5%
2009	196.8	-19.9%	86.1	-21.7%	282.9	-20.5%
2010	241.7	22.8%	105.2	22.1%	346.8	22.6%
2011	265.7	10.0%	121.0	15.0%	386.7	11.5%
2012	282.1	6.2%	121.3	0.3%	403.5	4.3%
2013	287.6	1.9%	127.0	4.6%	414.5	2.7%
2014	288.3	0.3%	128.2	1.0%	416.6	0.5%

*Based on NAICS District-Level Data, Exports and Imports for Consumption

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

TABLE 7: Exports through the L.A. Customs District, 2014
(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Computers, Peripherals, Machinery, Appliances, and Parts	\$17,081.3	\$10,885.1	\$6,195.7	63.7%	36.3%	13.3%
Electrical Equipment, TVs, and Electronic Parts	14,172.9	3,860.6	10,309.1	27.2%	72.7%	11.1%
Aircraft, Spacecraft, and Parts	10,169.5	1,588.9	5,936.7	15.6%	58.4%	7.9%
Medical, Surgical, and Dental Instruments	8,693.5	1,990.8	6,697.8	22.9%	77.0%	6.8%
Natural Pearls, Precious Stones, and Metals	8,207.5	266.0	7,867.9	3.2%	95.9%	6.4%
Motor Vehicles and Motor Vehicle Parts	7,057.8	6,610.1	447.7	93.7%	6.3%	5.5%
Plastics and Items Made of Plastic	6,229.0	5,802.5	426.5	93.2%	6.8%	4.9%
Meat and Meat Products	3,437.8	3,436.1	1.8	99.9%	0.1%	2.7%
Miscellaneous Chemical Products	3,344.1	2,368.0	976.1	70.8%	29.2%	2.6%
Fruits and Nuts	2,901.4	2,705.4	196.0	93.2%	6.8%	2.3%
Refined Oil Products and Natural Gas	2,672.6	2,669.9	2.7	99.9%	0.1%	2.1%
Organic Chemicals	2,023.5	1,870.9	152.7	92.5%	7.5%	1.6%
Cotton and Cotton Yarn and Woven Fabric	1,958.3	1,954.9	3.4	99.8%	0.2%	1.5%
Inorganic Chemicals and Related Compounds	1,921.1	1,845.1	75.9	96.0%	4.0%	1.5%
Raw Hides, Skins, and Leather	1,866.5	1,860.5	6.1	99.7%	0.3%	1.5%
Prepared Animal Feed	1,862.8	1,860.6	2.2	99.9%	0.1%	1.5%
Iron and Steel	1,790.2	1,757.7	32.5	98.2%	1.8%	1.4%
Pharmaceutical Products	1,778.4	308.4	1,470.1	17.3%	82.7%	1.4%
Oils, Seeds and Grains	1,723.6	1,593.7	129.9	92.5%	7.5%	1.3%
Aluminum and Items Made of Aluminum	1,716.5	1,566.4	150.1	91.3%	8.7%	1.3%
Copper and Items Made of Copper	1,677.5	1,600.0	77.6	95.4%	4.6%	1.3%
Miscellaneous Prepared Foods	1,611.5	1,398.9	212.7	86.8%	13.2%	1.3%
Dairy Products, Bird Eggs, and Honey	1,552.2	1,541.0	11.1	99.3%	0.7%	1.2%
Iron and Steel Products	1,511.9	1,169.9	342.0	77.4%	22.6%	1.2%
Essential Oils, Perfumes, and Cosmetics	1,441.6	1,129.8	311.8	78.4%	21.6%	1.1%
Rubber and Items Made of Rubber	1,400.0	1,324.5	75.5	94.6%	5.4%	1.1%
Wood Pulp (Waste and Scrap)	1,195.0	1,195.0	0.0	100.0%	0.0%	0.9%
Special Classification Items	1,085.4	145.5	189.0	13.4%	17.4%	0.8%
Soaps, Waxes, Polish, and Candles	1,049.5	1,017.8	31.7	97.0%	3.0%	0.8%
Toys, Games, and Sports Equipment	894.0	604.5	289.5	67.6%	32.4%	0.7%
Furniture, Bedding, and Lamps	794.9	685.6	109.4	86.2%	13.8%	0.6%
Paper, Paperboard, and Related Products	713.3	683.0	30.2	95.8%	4.2%	0.6%
Dyes, Paint, and Inks	711.3	646.7	64.6	90.9%	9.1%	0.6%
Glass and Glassware	709.1	655.4	53.7	92.4%	7.6%	0.6%
Arms and Ammunition	702.6	428.9	273.6	61.1%	38.9%	0.5%
Works Of Art, Collectors' Pieces, and Antiques	602.5	29.5	573.0	4.9%	95.1%	0.5%
Prepared Vegetables, Fruits, and Nuts	511.5	497.7	13.8	97.3%	2.7%	0.4%
All Other Items (<500 million)	9,468	7,082	2,383	74.8%	25.2%	7.4%
Total	\$128,240	\$78,638	\$46,123	61.3%	36.0%	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, 2014
(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Computers, Peripherals, Machinery, Appliances, and Parts	\$71,013.2	\$57,238.9	\$13,750.0	80.6%	19.4%	18.7%
Electrical Equipment, TVs, and Electronic Parts	66,662.6	53,485.4	13,128.1	80.2%	19.7%	17.6%
Motor Vehicles and Motor Vehicle Parts	34,276.7	33,739.8	536.0	98.4%	1.6%	9.0%
Refined Oil Products and Natural Gas	19,804.9	19,788.3	0.8	99.9%	0.0%	5.2%
Apparel and Accessories (Knit or Crochet)	18,358.4	17,634.2	721.9	96.1%	3.9%	4.8%
Furniture, Bedding, and Lamps	15,236.7	15,078.0	155.5	99.0%	1.0%	4.0%
Footwear and Footwear Parts	14,708.2	14,376.4	315.5	97.7%	2.1%	3.9%
Apparel and Accessories (Not Knit Or Crochet)	13,514.2	12,587.9	906.1	93.1%	6.7%	3.6%
Toys, Games, and Sports Equipment	11,853.6	11,392.8	443.7	96.1%	3.7%	3.1%
Plastics and Items Made of Plastic	10,343.8	10,071.5	271.2	97.4%	2.6%	2.7%
Medical, Surgical, and Dental Instruments	8,583.2	5,491.4	3,083.6	64.0%	35.9%	2.3%
Iron and Steel Products	8,141.3	8,054.0	86.2	98.9%	1.1%	2.1%
Rubber and Items Made of Rubber	8,082.9	8,048.7	33.7	99.6%	0.4%	2.1%
Natural Pearls, Precious Stones, and Metals	6,343.3	592.0	5,603.6	9.3%	88.3%	1.7%
Leather Apparel, Handbags, and Luggage	5,835.2	5,336.7	496.3	91.5%	8.5%	1.5%
Organic Chemicals	4,345.1	4,028.9	316.0	92.7%	7.3%	1.1%
Textiles and Needlecraft	4,078.6	4,041.0	37.2	99.1%	0.9%	1.1%
Special Classification Items	3,285.1	817.5	2,306.5	24.9%	70.2%	0.9%
Seafood	3,228.2	2,882.7	345.5	89.3%	10.7%	0.8%
Miscellaneous Metal Products	3,217.8	3,112.5	51.8	96.7%	1.6%	0.8%
Pharmaceutical Products	3,001.6	658.5	1,451.8	21.9%	48.4%	0.8%
Iron and Steel	2,785.4	2,783.0	2.0	99.9%	0.1%	0.7%
Metal Tools, Cutlery, and Parts	2,578.4	2,462.6	115.6	95.5%	4.5%	0.7%
Paper, Paperboard, and Related Products	2,183.8	2,161.4	22.3	99.0%	1.0%	0.6%
Wood and Wood Products	2,109.7	2,102.9	6.6	99.7%	0.3%	0.6%
Aluminum and Items Made of Aluminum	1,810.4	1,779.8	30.5	98.3%	1.7%	0.5%
Beverages and Spirits	1,768.8	1,736.5	6.6	98.2%	0.4%	0.5%
Miscellaneous Chemical Products	1,676.1	1,352.7	323.3	80.7%	19.3%	0.4%
Miscellaneous Manufactured Goods	1,665.2	1,611.4	53.5	96.8%	3.2%	0.4%
Prepared Meat and Seafood Products	1,518.5	1,516.6	1.9	99.9%	0.1%	0.4%
Fruits and Nuts	1,493.4	1,470.0	23.4	98.4%	1.6%	0.4%
Glass and Glassware	1,319.0	1,289.2	29.7	97.7%	2.2%	0.3%
Ceramic Products	1,284.2	1,265.4	18.6	98.5%	1.4%	0.3%
Stone, Plaster, Cement, and Asbestos Products	1,283.6	1,252.1	31.5	97.5%	2.5%	0.3%
Essential Oils, Perfumes, and Cosmetics	1,261	1,080	180	85.7%	14.3%	0.3%
Books, Newspapers, and Manuscripts	1,224	1,162	61	95.0%	5.0%	0.3%
Aircraft, Spacecraft, and Parts	1,118	547	465	48.9%	41.6%	0.3%
All Other Items (< \$1 Billion)	18,834	17,132	1,668	91.0%	8.9%	5.0%
Total	379,827	331,162	47,081	87.2%	12.4%	100.0%

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

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

TABLE 9: Exports through the L.A. Customs District by Product & Area, 2014
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$5,384.5	\$807.4	\$239.4	\$330.1	\$21.3	\$65.5	\$22.2	\$6,870.4
Livestock and Livestock Products	48.0	10.3	1.3	8.6	3.7	0.1	0.0	72.1
Forestry Products, NESOI*	162.4	2.5	0.5	0.2	0.0	0.2	0.0	165.8
Fish, Fresh/chilled/frozen and Other Marine Products	159.4	11.4	6.0	1.6	0.7	0.8	0.2	180.1
Oil and Gas	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Minerals and Ores	479.0	21.7	18.0	1.0	70.4	2.8	1.2	594.2
Food and Kindred Products	10,243.9	146.3	454.5	154.1	4.0	112.4	21.0	11,136.2
Beverages and Tobacco Products	1,222.1	18.6	39.9	2.8	1.1	0.6	0.7	1,285.9
Textiles and Fabrics	308.8	30.6	147.7	5.3	1.4	1.3	0.5	495.5
Textile Mill Products	134.9	13.9	10.0	5.4	0.8	2.3	0.8	168.1
Apparel and Accessories	403.4	206.4	103.1	41.6	37.1	11.5	4.8	807.9
Leather and Allied Products	1,069.4	41.3	53.5	18.3	5.9	14.0	3.9	1,206.3
Wood Products	284.8	5.6	5.0	0.9	0.1	0.5	0.4	297.2
Paper	1,090.8	29.0	23.6	6.0	0.9	1.7	0.8	1,152.8
Printed Matter and Related Products, NESOI	299.3	39.7	8.2	2.9	1.9	1.7	0.5	354.2
Petroleum and Coal Products	1,232.1	50.8	703.8	2.1	555.5	0.5	15.1	2,559.9
Chemicals	14,131.2	1,618.0	532.8	183.3	141.9	75.4	38.8	16,721.4
Plastics and Rubber Products	1,836.0	183.9	78.1	45.7	3.2	11.5	12.5	2,170.9
Nonmetallic Mineral Products	1,003.1	36.8	14.8	11.9	1.0	5.1	1.5	1,074.2
Primary Metal Manufacturing	2,963.6	1,640.1	37.3	52.4	8.8	6.5	8.1	4,716.8
Fabricated Metal Products, NESOI	3,122.1	608.8	60.1	57.0	13.0	19.7	20.8	3,901.5
Machinery, Except Electrical	10,004.6	1,499.5	333.1	251.3	59.2	101.3	124.8	12,373.8
Computer and Electronic Products	12,838.2	3,013.9	713.1	478.6	650.7	160.7	88.9	17,944.0
Electrical Equipment, Appliances, and Components	3,215.3	738.7	108.2	101.6	38.5	23.4	23.0	4,248.7
Transportation Equipment	11,271.1	2,349.9	1,307.6	1,490.2	281.9	78.4	100.5	16,879.9
Furniture and Fixtures	275.9	53.7	33.4	30.6	2.1	5.0	2.5	403.1
Miscellaneous Manufactured Commodities	6,797.2	2,298.3	298.1	1,380.2	59.0	54.5	25.7	10,913.1
Newspapers, Books & Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	5,199.8	276.3	35.2	68.7	11.1	1.4	0.0	5,592.6
Used or Second-hand Merchandise	1,651.4	792.5	57.7	227.7	7.8	48.0	58.9	2,844.0
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	703.3	251.8	66.6	28.5	25.1	22.3	8.0	1,105.4
Total Area Exports	\$97,540	\$16,798	\$5,491	\$4,989	\$2,008	\$829	\$586	\$128,240
Area % of Total Exports	76.1%	13.1%	4.3%	3.9%	1.6%	0.6%	0.5%	100.0%

Note: Based on NAICS District-Level Data, Exports

*Not Elsewhere Specified or Included (NESOI)

**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, 2014
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$540.5	\$126.7	\$1,152.9	\$5.0	\$18.2	\$41.7	\$2.6	\$1,887.5
Livestock and Livestock Products	68.1	67.6	198.1	1.5	0.3	0.9	0.3	336.6
Forestry Products, NESOI***	116.3	17.9	4.5	0.6	0.0	0.4	0.0	139.8
Fish, Fresh/chilled/frozen and Other Marine Products	2,772.6	68.6	549.8	3.1	5.6	8.1	28.1	3,436.0
Oil and Gas	4.3	0.3	5,473.4	8,146.8	1,040.4	1,532.7	315.8	16,513.6
Minerals and Ores	19.4	5.8	93.7	0.1	2.3	0.5	0.0	121.6
Food and Kindred Products	3,867.7	688.5	506.5	29.1	13.7	48.3	6.4	5,160.2
Beverages and Tobacco Products	267.2	1,293.1	44.1	18.5	83.8	2.0	5.6	1,714.3
Textiles and Fabrics	1,522.0	142.4	4.8	9.7	0.3	3.3	2.9	1,685.2
Textile Mill Products	4,491.8	91.5	16.8	11.4	1.6	11.6	2.4	4,627.0
Apparel and Accessories	26,245.9	277.7	994.9	53.7	22.4	106.3	3.7	27,704.5
Leather and Allied Products	15,895.2	360.6	126.9	4.4	13.4	12.5	0.2	16,413.3
Wood Products	1,269.6	74.3	95.5	0.1	0.0	4.9	27.4	1,471.8
Paper	1,539.7	78.3	11.5	0.8	0.3	0.5	0.2	1,631.3
Printed Matter and Related Products, NESOI	759.7	43.0	0.6	0.8	0.2	0.2	0.2	804.7
Petroleum and Coal Products	1,469.7	410.3	464.8	26.0	515.0	31.7	327.8	3,245.3
Chemicals	9,221.5	3,100.9	87.0	62.5	1,135.1	4.4	9.1	13,620.6
Plastics and Rubber Products	9,305.3	343.4	116.1	73.5	1.9	4.7	0.3	9,845.3
Nonmetallic Mineral Products	2,170.1	421.1	108.2	27.3	0.9	5.2	0.5	2,733.4
Primary Metal Manufacturing	3,026.1	629.7	492.3	148.5	34.4	36.2	275.5	4,642.7
Fabricated Metal Products, NESOI	7,632.2	429.1	10.7	28.6	66.4	4.1	0.6	8,171.7
Machinery, Except Electrical	14,816.6	2,269.1	23.3	85.4	61.8	5.5	2.7	17,264.4
Computer and Electronic Products	63,503.2	1,248.7	88.2	112.7	270.3	76.4	1.8	65,301.1
Electrical Equipment, Appliances, and Components	17,893.3	593.6	9.0	31.6	37.8	9.3	7.0	18,581.6
Transportation Equipment	20,110.4	8,738.0	12.8	22.9	50.7	219.7	87.2	29,241.7
Furniture and Fixtures	7,827.1	337.4	16.3	3.9	1.9	1.5	2.3	8,190.6
Miscellaneous Manufactured Commodities	18,287.3	1,442.8	126.3	1,348.8	43.1	28.1	9.5	21,285.8
Newspapers, Books and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	258.7	43.4	67.7	2.6	2.0	5.6	0.5	380.5
Used or Second-hand Merchandise	129.7	678.8	1.8	1.5	5.8	2.7	2.9	823.2
Goods Returned (exports for Canada only)	1,516.0	878.0	134.3	44.6	68.9	15.4	3.0	2,660.1
Special Classification Provisions, NESOI	89.9	40.6	1.8	2.2	0.8	0.0	0.3	135.5
Total Area Imports	\$236,637	\$24,941	\$11,035	\$10,308	\$3,500	\$2,224	\$1,127	\$289,771
Area % of Total Imports	81.7%	8.6%	3.8%	3.6%	1.2%	0.8%	0.4%	100.0%

*Based on NAICS District-Level Data, General Imports

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

***Not Elsewhere Specified or Included (NESOI)

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								
		2006	2007	2008	2009	2010	2011	2012	2013	2014
1	China**	\$126.01	\$141.74	\$143.41	\$121.45	\$151.06	\$162.23	\$167.32	\$173.10	\$176.14
2	Japan	50.71	48.21	46.14	32.12	39.54	44.29	47.93	43.49	40.36
3	Korea, South	20.68	21.79	19.13	15.77	21.54	23.80	24.05	23.50	23.82
4	Taiwan	16.71	17.11	15.32	10.91	13.90	15.67	15.62	15.81	17.04
5	Vietnam	3.44	4.60	5.72	5.89	7.49	8.97	9.72	11.43	12.88
6	Germany	9.65	7.96	9.02	5.73	7.33	8.71	10.43	11.37	11.29
7	Thailand	9.00	8.79	9.73	8.05	9.47	9.92	10.73	10.68	10.52
8	India	3.71	3.94	4.37	3.79	5.71	7.59	6.82	10.38	10.03
9	Australia	7.92	8.20	8.28	7.11	7.72	9.50	9.96	9.22	9.29
10	Indonesia	4.99	5.74	6.29	5.46	6.75	7.67	7.82	8.43	8.07
11	Singapore	8.23	7.99	7.36	6.50	7.49	7.53	6.77	7.55	7.41
12	Malaysia	9.66	7.99	8.63	7.06	7.07	7.56	8.22	7.97	7.25
13	United Kingdom	5.44	5.42	5.24	3.70	4.20	4.38	4.83	5.09	5.84
14	Iraq	2.84	3.23	6.74	2.54	3.95	3.94	5.27	4.46	5.46
15	Philippines	4.56	4.27	3.74	2.99	3.76	4.14	4.71	4.92	5.32
16	Netherlands	2.96	3.55	2.82	2.46	2.90	3.17	3.05	3.63	3.90
17	Ecuador	2.90	2.54	3.98	2.32	3.80	6.03	5.19	4.45	3.64
18	Italy	2.66	2.87	2.80	2.03	2.01	2.34	2.69	3.15	3.59
19	Israel	1.62	1.54	2.42	1.45	1.97	3.41	3.75	3.28	3.30
20	Saudi Arabia	2.45	2.40	3.08	1.60	2.14	3.76	3.91	3.72	3.30

2-Way Rank	Country	B. Trade Balance With LACD								
		2006	2007	2008	2009	2010	2011	2012	2013	2014
1	China**	-\$83.51	-\$92.28	-\$86.30	-\$75.72	-\$90.93	-\$92.44	-\$99.08	-\$102.35	-\$105.58
2	Japan	-24.42	-20.90	-16.04	-8.81	-12.00	-13.62	-15.94	-13.15	-10.99
3	Korea, South	-3.37	-2.56	-.02	-.89	-.99	-1.72	-2.94	-1.22	-1.90
4	Taiwan	-5.30	-4.41	-1.93	-2.16	-2.03	-2.00	-2.59	-1.56	-1.89
5	Vietnam	-2.64	-3.05	-3.36	-3.29	-4.37	-4.94	-6.32	-7.88	-9.22
6	Germany	-5.51	-2.78	-3.59	-2.22	-2.86	-3.77	-5.79	-5.55	-5.70
7	Thailand	-4.85	-4.33	-4.22	-3.83	-4.01	-3.64	-4.10	-4.75	-4.93
8	India	-1.61	-1.54	-1.74	-1.42	-2.26	-1.23	-1.47	-1.97	-2.32
9	Australia	4.27	4.67	5.21	4.93	5.23	6.17	6.92	6.38	5.78
10	Indonesia	-2.97	-3.31	-2.76	-2.73	-3.42	-3.38	-3.86	-4.23	-4.27
11	Singapore	2.76	3.50	3.72	2.51	2.77	3.76	3.51	2.66	3.16
12	Malaysia	-2.31	-2.01	-1.62	-3.10	-2.48	-2.37	-3.59	-3.05	-2.87
13	United Kingdom	-.44	-.49	.24	-.08	-.33	-.40	-.32	-.55	-.36
14	Iraq	-2.82	-3.19	-6.70	-2.47	-3.89	-3.89	-5.22	-4.36	-5.37
15	Philippines	-.94	-1.24	-.95	-.98	-1.01	-1.11	-1.50	-1.66	-1.85
16	Netherlands	1.13	.88	.82	.84	1.34	.94	1.02	1.40	1.48
17	Ecuador	-2.83	-2.38	-3.81	-2.20	-3.63	-5.70	-4.89	-4.04	-3.05
18	Italy	-1.20	-1.31	-.92	-.63	-.66	-.85	-1.00	-1.39	-1.63
19	Israel	-.95	-.79	-1.58	-.99	-.87	-.49	-.21	-.56	-.19
20	Saudi Arabia	-2.08	-1.91	-2.29	-.88	-1.36	-2.85	-2.88	-2.68	-2.13

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

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

Note: 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 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								
		2006	2007	2008	2009	2010	2011	2012	2013	2014
1	China**	\$21.25	\$24.73	\$28.56	\$22.87	\$30.07	\$34.90	\$34.12	\$35.38	\$35.28
2	Japan	13.15	13.65	15.05	11.66	13.77	15.33	16.00	15.17	14.69
3	Korea, South	8.66	9.61	9.55	7.44	10.27	11.04	10.56	11.14	10.96
4	Taiwan	5.70	6.35	6.70	4.37	5.93	6.83	6.51	7.12	7.58
9	Australia	6.09	6.43	6.75	6.02	6.47	7.83	8.44	7.80	7.53
11	Singapore	5.49	5.74	5.54	4.50	5.13	5.64	5.14	5.11	5.28
8	India	1.05	1.20	1.32	1.19	1.72	3.18	2.67	4.21	3.85
7	Thailand	2.08	2.23	2.75	2.11	2.73	3.14	3.31	2.96	2.80
6	Germany	2.07	2.59	2.71	1.75	2.24	2.47	2.32	2.91	2.80
13	United Kingdom	2.50	2.47	2.74	1.81	1.93	1.99	2.26	2.27	2.74
16	Netherlands	2.05	2.22	1.82	1.65	2.12	2.06	2.03	2.51	2.69
12	Malaysia	3.68	2.99	3.50	1.98	2.29	2.59	2.31	2.46	2.19
22	Switzerland	0.56	1.13	1.16	0.55	0.48	0.57	0.65	0.83	2.17
23	Chile	0.33	0.49	0.82	0.93	0.39	0.64	0.66	0.90	1.96
10	Indonesia	1.01	1.22	1.77	1.36	1.67	2.15	1.98	2.10	1.90
5	Vietnam	0.40	0.77	1.18	1.30	1.56	2.02	1.70	1.78	1.83
15	Philippines	1.81	1.51	1.40	1.00	1.37	1.52	1.60	1.63	1.74
25	Mexico	1.43	1.18	1.40	1.41	1.76	1.55	1.61	1.54	1.67
19	Israel	0.33	0.37	0.42	0.23	0.55	1.46	1.77	1.36	1.55
28	Belgium	1.04	1.14	1.27	1.00	0.96	1.03	1.49	1.40	1.49

2-Way Rank	Country	D. Imports by Country of Origin								
		2006	2007	2008	2009	2010	2011	2012	2013	2014
1	China**	\$104.76	\$117.01	\$114.85	\$98.59	\$121.00	\$127.33	\$133.20	\$137.72	\$140.86
2	Japan	37.56	34.55	31.09	20.47	25.77	28.95	31.93	28.32	25.68
3	Korea, South	12.02	12.18	9.58	8.33	11.27	12.76	13.49	12.36	12.86
5	Vietnam	3.04	3.82	4.54	4.59	5.93	6.95	8.02	9.65	11.05
4	Taiwan	11.00	10.76	8.62	6.53	7.96	8.84	9.10	8.68	9.47
6	Germany	7.58	5.37	6.30	3.97	5.10	6.24	8.11	8.46	8.49
7	Thailand	6.93	6.56	6.98	5.94	6.74	6.78	7.41	7.72	7.73
10	Indonesia	3.98	4.52	4.52	4.09	5.09	5.53	5.84	6.33	6.17
8	India	2.66	2.74	3.05	2.61	3.99	4.41	4.15	6.18	6.17
14	Iraq	2.83	3.21	6.72	2.50	3.92	3.92	5.24	4.41	5.42
12	Malaysia	5.98	5.00	5.13	5.08	4.77	4.96	5.90	5.51	5.06
15	Philippines	2.75	2.76	2.35	1.98	2.38	2.63	3.10	3.29	3.59
17	Ecuador	2.86	2.46	3.90	2.26	3.71	5.86	5.04	4.24	3.35
13	United Kingdom	2.94	2.96	2.50	1.89	2.26	2.39	2.58	2.82	3.10
20	Saudi Arabia	2.26	2.16	2.68	1.24	1.75	3.30	3.40	3.20	2.71
18	Italy	1.93	2.09	1.86	1.33	1.34	1.60	1.85	2.27	2.61
24	Canada	1.28	2.09	2.50	2.40	2.64	1.92	1.86	2.22	2.42
11	Singapore	2.74	2.24	1.82	2.00	2.36	1.89	1.63	2.44	2.12
26	Ireland	.42	.53	.63	.76	1.53	1.70	2.30	2.42	1.95
21	France	1.10	1.22	1.23	.97	1.10	1.43	1.67	2.08	1.83

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

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

Note: 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, 2014
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China*	\$35,281.3	\$26,002.4	\$9,198.5	73.7%	26.1%	27.5%
Japan	14,687.6	10,315.4	4,277.9	70.2%	29.1%	11.5%
Korea, South	10,961.7	8,470.1	2,400.3	77.3%	21.9%	8.5%
Taiwan	7,577.0	5,822.5	1,703.5	39.6%	58.8%	5.9%
Australia	7,534.9	5,635.4	1,859.4	46.8%	52.5%	5.9%
Singapore	5,281.1	3,435.1	1,715.3	43.2%	55.9%	4.1%
India	3,854.3	676.4	3,177.1	21.6%	76.7%	3.0%
Thailand	2,795.8	1,701.4	1,080.1	31.2%	68.6%	2.2%
Germany	2,795.3	489.3	2,297.1	26.5%	71.7%	2.2%
United Kingdom	2,738.8	460.6	2,220.5	32.0%	66.7%	2.1%
Netherlands	2,688.8	579.0	2,069.9	22.2%	77.7%	2.1%
Malaysia	2,189.6	1,291.8	888.1	51.2%	47.9%	1.7%
Switzerland	2,171.0	25.4	2,132.8	21.5%	77.6%	1.7%
Chile	1,960.6	709.2	131.1	7.5%	92.2%	1.5%
Indonesia	1,899.7	1,748.9	147.5	24.8%	75.0%	1.5%
Vietnam	1,833.8	1,569.1	264.0	31.0%	67.9%	1.4%
Philippines	1,735.8	1,384.2	348.3	20.2%	78.2%	1.4%
Mexico	1,666.5	662.0	952.3	25.4%	73.6%	1.3%
Israel	1,553.1	92.0	1,456.9	34.2%	64.9%	1.2%
Belgium	1,492.1	559.0	932.6	6.8%	92.8%	1.2%
France	1,419.5	170.1	1,172.7	74.4%	24.6%	1.1%
Qatar	1,351.4	38.0	53.7	57.2%	42.0%	1.1%
New Zealand	1,151.8	838.1	306.0	42.5%	56.3%	0.9%
Italy	981.5	180.0	796.7	14.2%	81.0%	0.8%
United Arab Emirates	956.2	515.8	437.6	80.4%	19.5%	0.7%
Brazil	633.3	197.1	434.0	57.2%	41.4%	0.5%
Saudi Arabia	584.7	370.9	209.9	65.6%	33.2%	0.5%
Ireland	453.2	22.2	430.5	82.4%	16.4%	0.4%
Turkey	428.0	141.4	280.1	57.4%	41.8%	0.3%
Costa Rica	401.0	157.3	243.6	55.3%	44.6%	0.3%
Russia	394.0	246.8	145.9	7.4%	92.3%	0.3%
Canada	341.5	26.4	137.4	62.5%	35.3%	0.3%
Colombia	333.1	265.6	67.0	36.2%	63.5%	0.3%
Peru	315.4	257.1	42.9	77.3%	22.5%	0.2%
Panama	300.5	287.4	12.9	86.5%	13.2%	0.2%
Spain	296.4	126.7	167.6	36.5%	62.7%	0.2%
Ecuador	295.5	287.9	7.5	50.6%	49.1%	0.2%
Guatemala	293.9	267.4	24.7	33.0%	65.9%	0.2%
South Africa	257.7	88.5	168.6	40.1%	55.6%	0.2%
Sweden	189.9	75.9	113.1	38.2%	60.5%	0.1%
El Salvador	187.9	175.9	11.9	85.3%	12.9%	0.1%
Argentina	172.5	46.2	126.4	40.8%	58.8%	0.1%
Cambodia	161.8	157.7	4.1	50.1%	49.7%	0.1%
Egypt	146.6	100.1	46.4	68.3%	31.6%	0.1%
Pakistan	131.8	109.6	22.0	83.2%	16.7%	0.1%
Poland	130.2	22.2	95.7	17.0%	73.5%	0.1%
Czech Republic	128.0	16.4	111.4	12.8%	87.0%	0.1%
Austria	127.9	19.4	108.3	15.2%	84.7%	0.1%
All Other Countries (< \$125 million)	2,976.2	1,800.5	1,091.2	60.5%	36.7%	2.3%
Total—All Countries	\$128,240.4	\$78,637.9	\$46,123.0	61.3%	36.0%	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, 2014
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$191,468.2	\$173,132.3	\$18,211.0	90.4%	9.5%	50.4%
Japan	44,206.3	41,468.2	2,732.2	93.8%	6.2%	11.6%
Korea, South	17,275.3	16,545.1	723.0	95.8%	4.2%	4.5%
Taiwan	15,295.6	13,009.9	2,253.3	85.1%	14.7%	4.0%
Vietnam	14,567.4	13,951.8	612.5	95.8%	4.2%	3.8%
Thailand	9,886.0	8,197.7	1,651.8	82.9%	16.7%	2.6%
Germany	8,563.1	6,382.8	2,158.4	74.5%	25.2%	2.3%
Indonesia	7,426.8	7,161.2	264.8	96.4%	3.6%	2.0%
India	6,689.3	3,413.7	3,271.9	51.0%	48.9%	1.8%
Malaysia	6,524.0	4,524.1	1,998.1	69.3%	30.6%	1.7%
Iraq	5,416.8	5,416.8	.0	100.0%	---	1.4%
Philippines	4,002.5	3,177.0	824.0	79.4%	20.6%	1.1%
Ecuador	3,301.3	3,249.4	19.2	98.4%	0.6%	0.9%
United Kingdom	3,158.9	1,946.4	1,192.7	61.6%	37.8%	0.8%
Australia	2,733.6	1,589.6	1,118.9	58.2%	40.9%	0.7%
Saudi Arabia	2,713.5	2,681.8	8.1	98.8%	0.3%	0.7%
Singapore	2,616.5	1,219.3	1,394.7	46.6%	53.3%	0.7%
Italy	2,512.1	1,620.0	890.7	64.5%	35.5%	0.7%
Canada	2,333.5	1,262.2	158.8	54.1%	6.8%	0.6%
France	1,789.4	836.7	831.1	46.8%	46.4%	0.5%
Cambodia	1,750.2	1,711.0	38.6	97.8%	2.2%	0.5%
Israel	1,744.7	206.2	1,512.9	11.8%	86.7%	0.5%
Colombia	1,659.8	1,622.3	32.9	97.7%	2.0%	0.4%
Brazil	1,640.6	1,565.2	74.4	95.4%	4.5%	0.4%
Angola	1,431.8	1,431.8	.0	100.0%	0.0%	0.4%
Bangladesh	1,429.1	1,400.5	28.5	98.0%	2.0%	0.4%
Netherlands	1,244.8	514.7	729.8	41.3%	58.6%	0.3%
Mexico	1,158.8	706.5	345.9	61.0%	29.8%	0.3%
Russia	1,053.7	853.7	199.4	81.0%	18.9%	0.3%
Chile	964.9	723.2	241.7	74.9%	25.0%	0.3%
Switzerland	942.3	231.9	709.4	24.6%	75.3%	0.2%
New Zealand	907.5	720.5	186.7	79.4%	20.6%	0.2%
Spain	830.3	511.2	319.1	61.6%	38.4%	0.2%
Belgium	802.9	551.8	251.0	68.7%	31.3%	0.2%
Ireland	801.6	336.7	464.8	42.0%	58.0%	0.2%
Peru	781.9	743.1	38.8	95.0%	5.0%	0.2%
Austria	681.8	486.4	195.4	71.3%	28.7%	0.2%
Guatemala	613.6	555.4	58.1	90.5%	9.5%	0.2%
Pakistan	525.2	501.3	21.8	95.5%	4.1%	0.1%
All Other Countries (< \$500 Million)	6,381.7	5,002.5	1,316.7	78.4%	20.6%	1.7%
Total--All Countries	\$379,827.2	\$331,162.1	\$47,081.1	87.2%	12.4%	100.0%

*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, 2014
(Billions of \$)

Rank	Customs District	Port	Total \$	Import* \$	Export \$	% of U.S.
1	Los Angeles	Los Angeles, CA	\$291.3	\$251.3	\$40.0	7.3%
2	Laredo	Laredo, TX	199.1	107.4	91.8	5.0%
3	New York City	JFK International Airport, NY	194.3	98.3	96.1	4.9%
4	Chicago	Chicago, IL	176.4	132.3	44.1	4.4%
5	New York City	Newark, NJ	171.6	155.5	16.1	4.3%
6	Houston	Houston, TX	167.2	75.1	92.1	4.2%
7	Detroit	Detroit, MI	149.8	69.9	79.8	3.8%
8	New Orleans	New Orleans, LA	129.7	65.6	64.1	3.3%
9	Los Angeles	Long Beach, CA	104.5	67.2	37.3	2.6%
10	Detroit	Port Huron, MI	96.9	48.5	48.4	2.4%
11	Los Angeles	Los Angeles International Airport, CA	96.3	47.2	49.1	2.4%
12	Buffalo	Buffalo-Niagara Falls, NY	92.3	43.2	49.2	2.3%
13	Savannah	Savannah, GA	82.0	52.3	29.7	2.1%
14	Charleston	Charleston, SC	75.5	45.1	30.4	1.9%
15	Norfolk	Norfolk-Newport News, VA	71.6	41.0	30.6	1.8%
16	El Paso	El Paso, TX	67.9	36.9	31.0	1.7%
17	Miami	Miami International Airport, FL	62.8	24.5	38.3	1.6%
18	Anchorage	Anchorage, AK	55.9	38.7	17.2	1.4%
19	Dallas-Fort Worth	Dallas-Fort Worth, TX	55.1	35.5	19.6	1.4%
20	San Francisco	San Francisco International Airport, CA	53.3	25.9	27.5	1.3%
24	San Francisco	Oakland, CA	\$50.2	29.1	21.1	1.3%
26	San Diego	Otay Mesa Station, CA	\$40.4	26.1	14.4	1.0%
Sum--Top 20 Ports			\$2,393.5	\$1,461.1	\$932.4	60.3%
Total Trade Value--All U.S. Ports			\$3,968.6			

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

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

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 the POLB may be understated in the LACD's official figures.

TABLE 15: Top 20 U.S. Ports for Exports, 2014
(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	New York City	JFK International Airport, NY	\$96.1	5.9%
2	Houston	Houston, TX	92.1	5.7%
3	Laredo	Laredo, TX	91.8	5.7%
4	Detroit	Detroit, MI	79.8	4.9%
5	New Orleans	New Orleans, LA	64.1	3.9%
6	Buffalo	Buffalo-Niagara Falls, NY	49.2	3.0%
7	Los Angeles	Los Angeles International Airport, CA	49.1	3.0%
8	Detroit	Port Huron, MI	48.4	3.0%
9	Chicago	Chicago, IL	44.1	2.7%
10	Los Angeles	Los Angeles, CA	40.0	2.5%
11	New York City	New York, NY	39.7	2.4%
12	Miami	Miami International Airport, FL	38.3	2.4%
13	Los Angeles	Long Beach, CA	37.3	2.3%
14	El Paso	El Paso, TX	31.0	1.9%
15	Norfolk	Norfolk-Newport News, VA	30.6	1.9%
16	Charleston	Charleston, SC	30.4	1.9%
17	Savannah	Savannah, GA	29.7	1.8%
18	San Francisco	San Francisco International Airport, CA	27.5	1.7%
19	Cleveland	Cleveland, OH	26.0	1.6%
20	Seattle	Everett, WA	25.7	1.6%
21	San Francisco	Oakland, CA	21.1	1.3%
29	San Diego	Otay Mesa Station, CA	14.4	0.9%
Sum--Top 20 Export Ports			\$970.8	59.8%
Total Export Value--All U.S. Ports			\$1,623.4	

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*, 2014
(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	Los Angeles	Los Angeles, CA	\$251.3	10.7%
2	New York City	Newark, NJ	155.5	6.6%
3	Chicago	Chicago, IL	132.3	5.6%
4	Laredo	Laredo, TX	107.4	4.6%
5	New York City	JFK International Airport, NY	98.3	4.2%
6	Houston	Houston, TX	75.1	3.2%
7	Detroit	Detroit, MI	69.9	3.0%
8	Los Angeles	Long Beach, CA	67.2	2.9%
9	New Orleans	New Orleans, LA	65.6	2.8%
10	Savannah	Savannah, GA	52.3	2.2%
11	Detroit	Port Huron, MI	48.5	2.1%
12	Los Angeles	Los Angeles International Airport, CA	47.2	2.0%
13	Charleston	Charleston, SC	45.1	1.9%
14	Buffalo	Buffalo-Niagara Falls, NY	43.2	1.8%
15	Norfolk	Norfolk-Newport News, VA	41.0	1.7%
16	Seattle	Tacoma, WA	41.0	1.7%
17	Anchorage	Anchorage, AK	38.7	1.6%
18	El Paso	El Paso, TX	36.9	1.6%
19	Dallas-Fort Worth	Dallas-Fort Worth, TX	35.5	1.5%
20	Baltimore	Baltimore, MD	33.9	1.4%
21	San Francisco	Oakland, CA	29.1	1.2%
22	San Diego	Otay Mesa Station, CA	26.1	1.1%
23	San Francisco	San Francisco International Airport, CA	25.9	1.1%
Sum--Top 20 Import Ports			\$1,485.7	63.3%
Total Import Value--All U.S. Ports			\$2,345.2	

*Based on HS Port-Level Data, General Imports
Source: U.S. Census Bureau, USA Trade Online

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.

TABLE 17: Exports through the Ports of L.A., Long Beach and LAX, 2014
(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	\$6,097.9	\$4,694.9	\$6,139.4	349.9	239.9	46.2
Electrical Equipment, TVs, and Electronic Parts	2,031.4	1,697.4	10,228.4	105.8	87.8	39.8
Aircraft, Spacecraft, and Parts	404.3	1,179.2	8,482.0	3.4	4.6	11.7
Medical, Surgical, and Dental Instruments	1,192.3	797.8	6,572.7	33.3	24.3	21.6
Natural Pearls, Precious Stones, and Metals	180.9	89.8	7,929.1	1.0	0.4	0.8
Motor Vehicles and Motor Vehicle Parts	2,517.4	3,347.6	443.8	225.8	239.4	8.5
Plastics and Items Made of Plastic	3,286.5	2,514.8	411.6	1,175.2	1,397.1	11.6
Meat and Meat Products	1,935.2	1,500.5	1.8	432.4	338.1	0.5
Miscellaneous Chemical Products	1,300.5	1,067.4	971.9	263.1	216.0	7.6
Fruits and Nuts	1,178.0	1,501.2	195.5	385.6	494.7	48.4
Refined Oil Products and Natural Gas	688.0	1,697.6	2.6	749.1	7,768.5	0.7
Organic Chemicals	1,084.3	779.2	152.3	279.4	193.8	3.4
Cotton and Cotton Yarn and Woven Fabric	1,112.3	842.6	3.3	507.3	428.2	0.2
Inorganic Chemicals and Related Compounds	1,086.2	759.0	75.4	727.3	637.8	1.6
Raw Hides, Skins, and Leather	999.3	861.2	6.0	245.6	226.4	0.2
Prepared Animal Feed	934.8	925.7	2.1	2,160.7	2,448.1	0.5
Iron and Steel	1,079.9	677.7	31.9	2,315.5	1,154.7	4.3
Pharmaceutical Products	173.5	134.9	1,464.7	9.9	7.0	4.1
Oils, Seeds, and Grains	774.8	818.9	127.5	1,717.1	1,757.5	2.2
Aluminum and Items Made of Aluminum	722.3	844.1	147.4	251.8	355.8	5.8
Copper and Items Made of Copper	617.2	982.7	77.5	150.2	289.4	2.5
Miscellaneous Prepared Foods	722.8	674.3	208.1	122.9	107.3	10.7
<i>All Other Commodities</i>	<i>9,835.7</i>	<i>8,904.5</i>	<i>5,412.6</i>	<i>7,402.9</i>	<i>7,491.2</i>	<i>166.6</i>
Total Exports by Port/Airport	\$39,955.5	\$37,293.2	\$49,087.7	19,615.1	25,908.1	399.5

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, 2014
(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	\$42,466.5	\$14,451.4	\$13,707.9	3,639.6	1,427.3	127.6
Electrical Equipment, TVs, and Electronic Parts	41,481.8	11,988.5	13,067.2	3,156.7	943.9	94.0
Motor Vehicles and Motor Vehicle Parts	23,040.5	3,436.5	529.9	2,569.5	597.9	11.0
Refined Oil Products and Natural Gas	8,781.9	5,323.5	0.8	12,544.3	7,779.1	0.3
Apparel and Accessories (Knit or Crochet)	15,817.3	1,814.4	716.2	1,143.5	119.5	34.5
Furniture, Bedding, and Lamps	11,330.0	3,748.9	152.9	3,139.5	1,011.4	6.5
Footwear and Footwear Parts	11,830.4	2,547.8	328.1	918.4	199.7	14.1
Apparel and Accessories (Not Knit or Crochet)	11,074.9	1,528.6	888.2	706.8	94.8	32.0
Toys, Games, and Sports Equipment	8,387.1	3,023.3	424.8	1,168.6	338.8	8.9
Plastics and Items Made of Plastic	7,667.5	2,404.2	268.4	2,155.2	628.6	13.1
Medical, Surgical, and Dental Instruments	4,068.9	1,419.6	3,076.9	176.1	53.1	16.0
Iron and Steel Products	5,910.0	2,141.3	84.4	2,281.7	817.7	3.5
Rubber and Items Made of Rubber	6,659.1	1,389.3	33.4	1,563.8	346.2	1.5
Natural Pearls, Precious Stones, and Metals	502.0	90.1	5,749.0	24.8	6.0	3.1
Leather Apparel, Handbags, and Luggage	4,399.4	937.9	495.5	408.4	102.3	11.9
Organic Chemicals	2,899.9	1,110.0	303.0	658.5	193.5	1.7
Textiles and Needlecraft	3,104.1	936.9	36.2	541.5	153.8	2.1
Special Classification Items	643.5	177.3	2,406.0	69.7	22.1	6.1
Seafood	2,757.1	125.3	342.8	403.4	19.7	39.4
Miscellaneous Metal Products	2,524.7	641.2	51.5	466.4	152.3	2.0
Pharmaceutical Products	1,346.4	203.4	1,451.5	22.5	13.6	1.4
Iron and Steel	2,485.3	298.2	1.9	3,162.5	269.6	0.3
All Other Commodities	32,152.6	7,454.3	3,065.7	12,199.9	2,777.1	67.7
Total Imports by Port/Airport	\$251,330.9	\$67,191.7	\$47,182.2	53,121.2	18,067.8	498.7

*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, 2014
(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, and Electronic Parts	\$5,611.5	\$7.7	\$235.7	0.1%	4.2%	25.3%
Computers, Peripherals, Machinery, Appliances, and Parts	2,804.0	14.3	47.7	0.5%	1.7%	12.6%
Plastics and Items Made of Plastic	2,129.7	1.3	5.8	0.1%	0.3%	9.6%
Motor Vehicles and Motor Vehicle Parts	1,562.2	47.8	2.0	3.1%	0.1%	7.0%
Medical, Surgical, and Dental Instruments	1,183.1	1.3	235.5	0.1%	19.9%	5.3%
Paper, Paperboard, and Related Products	701.4	0.5	0.2	0.1%	0.0%	3.2%
Iron and Steel Products	680.6	5.7	4.2	0.8%	0.6%	3.1%
Refined Oil Products and Natural Gas	657.1	0.2	0.0	0.0%	0.0%	3.0%
Aluminum and Items Made of Aluminum	579.1	0.3	0.9	0.1%	0.2%	2.6%
Iron and Steel	329.5	0.1	2.0	0.0%	0.6%	1.5%
Rubber and Items Made of Rubber	326.5	0.4	2.0	0.1%	0.6%	1.5%
Wood and Wood Products	319.6	0.4	0.0	0.1%	0.0%	1.4%
Apparel and Accessories (Knit or Crochet)	269.0	6.2	0.7	2.3%	0.3%	1.2%
Miscellaneous Prepared Foods	267.2	2.1	0.4	0.8%	0.1%	1.2%
Fruits and Nuts	260.8	4.4	2.6	1.7%	1.0%	1.2%
Furniture, Bedding, and Lamps	250.5	2.0	2.3	0.8%	0.9%	1.1%
Meat and Meat Products	246.9	0.0	-	0.0%	0.0%	1.1%
Miscellaneous Metal Products	210.9	0.1	1.2	0.0%	0.6%	1.0%
Aircraft, Spacecraft, and Parts	200.5	0.1	20.1	0.1%	10.0%	0.9%
Toys, Games, and Sports Equipment	177.2	0.4	1.3	0.2%	0.7%	0.8%
Miscellaneous Chemical Products	162.8	0.6	79.2	0.4%	48.6%	0.7%
All Other Items	3,245.4	78.5	131.6	2.4%	4.1%	14.6%
Total	\$22,175.5	\$174.5	\$775.3	0.8%	3.5%	100.0%

Note: Based on HS Port-Level Data, Exports

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

TABLE 20: Imports* Entering the San Diego Customs District, 2014
(Millions of \$)

Commodity	Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, and Electronic Parts	\$15,178.0	\$20.2	\$87.8	0.1%	0.6%	35.6%
Motor Vehicles and Motor Vehicle Parts	10,512.5	6,874.9	0.8	65.4%	0.0%	24.6%
Medical, Surgical, and Dental Instruments	3,571.2	0.6	12.4	0.0%	0.3%	8.4%
Computers, Peripherals, Machinery, Appliances, and Parts	2,578.4	55.4	57.3	2.1%	2.2%	6.0%
Special Classification Items	1,622.7	1.8	6.6	0.1%	0.4%	3.8%
Furniture, Bedding, and Lamps	1,043.3	0.2	1.0	0.0%	0.1%	2.4%
Edible Vegetables and Roots	959.2	2.3	-	0.2%	0.0%	2.2%
Plastics and Items Made of Plastic	863.7	0.5	2.6	0.1%	0.3%	2.0%
Fruits and Nuts	720.0	178.3	-	24.8%	0.0%	1.7%
Aircraft, Spacecraft, and Parts	709.0	-	3.2	0.0%	0.4%	1.7%
Miscellaneous Metal Products	493.7	3.6	0.2	0.7%	0.0%	1.2%
Apparel and Accessories (Knit or Crochet)	393.5	0.8	11.0	0.2%	2.8%	0.9%
Beverages and Spirits	314.6	-	-	0.0%	0.0%	0.7%
Iron and Steel Products	247.7	33.0	0.6	13.3%	0.3%	0.6%
Toys, Games, and Sports Equipment	245.6	4.1	3.6	1.7%	1.5%	0.6%
Glass and Glassware	213.2	0.0	0.1	0.0%	0.1%	0.5%
Prepared Cereals, Flour, Starch, or Milk	213.0	-	-	0.0%	0.0%	0.5%
Paper, Paperboard, and Related Products	211.4	-	0.2	0.0%	0.1%	0.5%
Aluminum and Items Made of Aluminum	197.1	-	0.6	0.0%	0.3%	0.5%
Textiles and Needlecraft	188.1	0.1	0.5	0.1%	0.3%	0.4%
Meat and Meat Products	187.9	-	-	0.0%	0.0%	0.4%
Miscellaneous Manufactured Goods	155.3	0.2	0.5	0.2%	0.3%	0.4%
Prepared Vegetables, Fruits, and Nuts	150.9	1.5	-	1.0%	0.0%	0.4%
All Other Items	1,711.8	107.1	45.6	6.3%	2.7%	4.0%
Total	\$42,681.8	\$7,284.9	\$234.6	17.1%	0.5%	100.0%

*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, 2014

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations*	World Total
Agricultural Products	\$20.1	\$1.1	\$8.4	\$4.7	\$483.7	\$0.1	\$0.0	\$518.0
Livestock and Livestock Products	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9
Forestry Products, NESOI**	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3
Fish, Fresh/chilled/frozen and Other Marine Products	0.0	0.0	0.1	0.0	23.0	0.0	0.0	23.1
Oil and Gas	0.0	0.0	0.0	0.0	566.2	0.0	0.0	566.2
Minerals and Ores	0.0	0.0	0.0	0.0	19.3	0.0	0.0	19.3
Food and Kindred Products	0.7	0.1	13.7	0.5	1,171.9	0.0	0.0	1,186.9
Beverages and Tobacco Products	0.0	0.0	0.4	0.0	65.6	0.0	0.0	66.0
Textiles and Fabrics	0.1	0.2	0.3	0.0	369.9	0.4	0.0	370.9
Textile Mill Products	0.1	0.0	0.2	0.0	92.3	0.0	0.0	92.7
Apparel and Accessories	2.1	1.2	12.0	0.1	317.5	0.1	0.0	333.0
Leather and Allied Products	1.1	0.2	8.5	0.0	78.7	0.0	0.0	88.6
Wood Products	0.1	0.0	0.4	0.2	320.6	0.0	0.0	321.2
Paper	0.3	0.2	0.1	0.0	803.6	0.0	0.0	804.2
Printed Matter and Related Products, NESOI	0.1	0.4	0.1	0.0	127.9	0.0	0.0	128.5
Petroleum and Coal Products	0.0	0.0	0.2	0.0	82.6	0.0	0.0	82.8
Chemicals	54.3	75.7	16.3	0.8	1,337.6	0.6	0.5	1,485.7
Plastics and Rubber Products	1.3	2.3	0.9	0.3	1,520.7	0.0	0.0	1,525.6
Nonmetallic Mineral Products	0.6	1.1	0.3	0.0	230.7	0.0	0.1	232.8
Primary Metal Manufacturing	2.3	58.9	0.2	0.0	1,145.4	0.0	0.0	1,206.8
Fabricated Metal Products, NESOI	4.4	4.2	7.8	0.8	1,316.1	0.0	0.0	1,333.3
Machinery, Except Electrical	13.0	19.3	9.2	2.4	1,908.7	0.5	0.3	1,953.5
Computer and Electronic Products	299.7	71.7	9.7	5.9	4,154.8	2.6	0.8	4,545.2
Electrical Equipment, Appliances, and Components	18.9	19.9	3.4	0.2	1,731.8	0.2	0.1	1,774.5
Transportation Equipment	42.5	10.6	1.2	3.6	2,105.4	1.1	0.0	2,164.3
Furniture and Fixtures	0.3	0.3	0.9	0.0	89.3	0.0	0.0	90.9
Miscellaneous Manufactured Commodities	48.4	44.7	7.5	0.8	857.7	0.5	0.1	959.8
Newspapers, Books and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	0.2	0.0	0.0	0.0	27.6	0.0	0.0	27.9
Used or Second-hand Merchandise	0.5	0.1	0.1	8.3	222.6	0.1	0.0	231.6
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	16.5	0.6	6.2	0.1	9.8	0.0	0.0	33.1
Total Area Exports	\$527.4	\$312.8	\$108.1	\$28.8	\$21,190.1	\$6.4	\$1.9	\$22,175.5
Area % of Total Exports	2.4%	1.4%	0.5%	0.1%	95.6%	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

**Not Elsewhere Specified Or Included (NESOI)

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

TABLE 22: Imports* Entering the San Diego Customs District by Product & Area, 2014
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$0.1	\$0.3	\$181.3	\$0.1	\$1,521.2	\$0.0	\$0.0	\$1,703.1
Livestock and Livestock Products	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.5
Forestry Products, NESOI***	0.0	0.0	2.3	0.0	8.0	0.0	0.0	10.3
Fish, Fresh/chilled/frozen, and Other Marine Products	0.2	0.0	0.4	0.0	66.9	0.0	0.0	67.5
Oil and Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minerals and Ores	3.6	0.0	0.0	0.0	8.0	0.0	0.0	11.6
Food and Kindred Products	2.4	1.0	16.8	0.0	800.0	0.0	0.0	820.2
Beverages and Tobacco Products	0.1	3.3	0.0	0.7	313.8	0.0	0.0	317.9
Textiles and Fabrics	4.7	0.5	0.0	0.0	41.0	0.0	0.0	46.3
Textile Mill Products	18.3	0.9	0.2	0.0	78.4	0.1	0.0	98.0
Apparel and Accessories	38.1	0.1	4.6	0.0	476.7	1.5	0.0	520.9
Leather and Allied Products	41.9	0.2	0.2	0.0	143.8	0.0	0.0	186.1
Wood Products	2.6	0.1	0.0	0.0	48.3	0.6	0.0	51.5
Paper	8.8	0.5	0.0	0.0	272.8	0.0	0.0	282.1
Printed Matter and Related Products, NESOI	4.6	0.4	0.1	0.0	88.3	0.0	0.0	93.4
Petroleum and Coal Products	0.0	0.0	0.0	0.0	18.8	0.0	0.0	18.9
Chemicals	30.7	32.8	0.1	0.0	415.3	0.0	0.2	479.1
Plastics and Rubber Products	71.5	3.2	0.7	0.2	729.1	0.0	0.0	804.6
Nonmetallic Mineral Products	4.1	24.3	0.0	0.0	315.0	0.0	0.0	343.5
Primary Metal Manufacturing	13.5	1.6	0.2	0.0	160.7	0.0	0.0	176.0
Fabricated Metal Products, NESOI	84.3	11.3	3.1	0.7	1,078.9	0.1	0.0	1,178.3
Machinery, Except Electrical	114.7	70.6	2.4	0.3	1,573.5	0.0	0.1	1,761.6
Computer and Electronic Products	850.7	33.2	0.2	7.4	13,224.9	0.4	2.5	14,119.3
Electrical Equipment, Appliances, and Components	206.8	43.4	0.6	0.5	2,674.3	0.0	0.3	2,925.9
Transportation Equipment	2,939.7	3,009.6	1.1	3.4	4,955.9	0.4	0.0	10,910.0
Furniture and Fixtures	21.7	0.7	0.0	0.1	746.0	0.0	0.0	768.6
Miscellaneous Manufactured Commodities	133.9	17.8	0.2	0.3	2,414.5	0.3	0.0	2,567.0
Newspapers, Books, and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	0.3	0.0	0.0	0.0	99.9	0.0	0.0	100.2
Used or Second-hand Merchandise	0.7	11.9	0.2	0.0	4.4	0.0	0.0	17.3
Goods Returned (exports for Canada only)	108.0	36.1	1.4	0.4	1,453.7	0.3	0.1	1,600.0
Special Classification Provisions, NESOI	1.3	0.1	0.0	0.0	59.2	0.0	0.0	60.5
Total Area Imports	\$4,707.3	\$3,304.0	\$216.2	\$14.2	\$33,801.0	\$3.7	\$3.2	\$42,049.5
Area % of Total Imports	11.2%	7.9%	0.5%	0.0%	80.4%	0.0%	0.0%	100.0%

*Based on NAICS District-Level Data, General Imports

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

***Not Elsewhere Specified Or Included (NESOI)

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

TABLE 23: Exports through the San Diego Customs District by Destination Country, 2014 (Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$21,179.5	\$1.4	\$16.1	0.0%	0.1%	95.51%
Japan	272.3	48.9	210.6	18.0%	77.4%	1.23%
China*	95.9	6.5	51.0	6.8%	53.1%	0.43%
United Kingdom	93.4	0.0	93.4	0.0%	99.9%	0.42%
Ecuador	68.9	68.9	0.1	99.9%	0.1%	0.31%
Switzerland	61.1	-	61.1	0.0%	100.0%	0.28%
India	42.4	0.2	42.2	0.4%	99.6%	0.19%
Germany	41.8	-	41.5	0.0%	99.3%	0.19%
Singapore	39.4	2.5	36.8	6.4%	93.3%	0.18%
Belgium	25.2	0.2	25.0	0.6%	99.3%	0.11%
Ireland	22.2	-	22.2	0.0%	99.9%	0.10%
Korea, South	21.0	0.4	16.9	1.7%	80.5%	0.09%
Austria	16.7	0.1	16.7	0.3%	99.7%	0.08%
Malaysia	16.4	-	14.1	0.0%	85.8%	0.07%
Australia	15.0	2.5	12.2	17.0%	81.2%	0.07%
Netherlands	14.6	-	14.4	0.0%	98.5%	0.07%
France	14.5	0.1	14.4	0.7%	98.7%	0.07%
Taiwan	13.1	-	13.0	0.0%	99.3%	0.06%
Italy	12.4	-	12.4	0.0%	99.7%	0.06%
Brazil	11.0	7.8	3.1	70.5%	28.3%	0.05%
Costa Rica	10.9	5.3	5.6	48.9%	51.1%	0.05%
Canada	10.6	1.4	9.0	13.4%	84.9%	0.05%
All Other Countries (< \$10 million)	77.0	28.4	43.7	36.8%	56.8%	0.35%
Total--All Countries	\$22,175.5	\$174.5	\$775.3	0.8%	3.5%	100%

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 24: Imports* Entering the San Diego Customs District by Country of Origin, 2014
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$33,774.2	\$157.5	\$2.1	0.5%	0.0%	79.13%
Germany	2,386.3	2,336.6	7.5	97.9%	0.3%	5.59%
Japan	2,170.2	2,056.6	8.2	94.8%	0.4%	5.08%
Korea, South	1,750.4	1,723.3	2.7	98.5%	0.2%	4.10%
China**	1,069.9	30.6	98.9	2.9%	9.2%	2.51%
Slovakia	224.9	224.4	0.0	99.7%	0.0%	0.53%
Hungary	195.6	191.0	0.4	97.6%	0.2%	0.46%
United Kingdom	189.8	157.8	16.4	83.1%	8.7%	0.44%
Malaysia	146.2	0.1	15.7	0.1%	10.7%	0.34%
Ecuador	146.1	145.9	-	99.9%	0.0%	0.34%
Taiwan	127.5	3.7	3.3	2.9%	2.6%	0.30%
Italy	64.8	51.9	7.1	80.1%	10.9%	0.15%
Guatemala	58.3	58.3	-	100.0%	0.0%	0.14%
Indonesia	32.7	0.2	0.6	0.5%	394.7%	0.08%
Spain	30.4	25.1	1.9	82.8%	7.4%	0.07%
Thailand	30.0	0.7	21.0	2.3%	2991.4%	0.07%
Serbia	29.6	29.5	0.0	100.0%	0.0%	0.07%
Costa Rica	26.4	25.7	0.3	97.3%	1.2%	0.06%
France	21.1	1.7	4.8	8.2%	22.7%	0.05%
India	19.9	5.7	5.0	28.8%	87.0%	0.05%
Peru	17.0	16.0	0.0	93.8%	0.1%	0.04%
Canada	14.6	0.0	1.4	0.1%	8614.6%	0.03%
Norway	14.3	13.7	0.5	95.9%	3.6%	0.03%
Pakistan	14.2	0.2	1.5	1.2%	10.6%	0.03%
Vietnam	13.1	1.0	10.2	7.5%	78.1%	0.03%
Portugal	12.0	10.6	0.9	88.9%	7.5%	0.03%
Netherlands	10.4	4.7	2.3	45.4%	49.6%	0.02%
All Other Countries ($< \$10$ Million)	92.0	12.3	21.9	13.4%	23.9%	0.22%
Total--All Countries	\$42,681.8	\$7,284.9	\$234.6	17.1%	0.5%	100.0%

*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	\$54,957.9	\$33,778.4	\$21,179.5	-\$12,598.9	85.6%	1.6
Germany	2,452.9	2,411.1	41.8	-2,369.3	3.8%	57.7
Japan	2,440.7	2,168.4	272.3	-1,896.1	3.8%	8.0
China*	1,215.3	1,119.4	95.9	-1,023.5	1.9%	11.7
Korea, South	1,005.8	984.9	21.0	-963.9	1.6%	47.0
United Kingdom	283.6	190.2	93.4	-96.7	0.4%	2.0
Slovakia	225.1	225.0	0.1	-224.9	0.4%	2,362.8
Hungary	196.3	195.5	0.8	-194.7	0.3%	246.9
Malaysia	172.0	155.6	16.4	-139.2	0.3%	9.5
Ecuador	167.2	98.2	68.9	-29.3	0.3%	1.4
Taiwan	143.5	130.4	13.1	-117.3	0.2%	9.9
All Other Countries (< \$110 million)	964.6	592.4	\$372.2	-220.2	1.5%	1.6
Total—All Countries	\$64,224.9	\$42,049.5	\$22,175.5	-\$19,874.0	100.0%	1.9

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

*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, 2014
(Millions of \$)

Commodity Group	Mexico	Japan	Germany	Top-3 Trading Partners Total	World Total
Agricultural Products	\$1,521.2	\$0.0	\$0.0	\$1,521.2	\$1,703.1
Livestock and Livestock Products	9.4	0.0	0.0	9.4	9.5
Forestry Products, NESOI**	8.0	0.0	0.0	8.0	10.3
Fish, Fresh/chilled/frozen, and Other Marine Products	66.9	0.0	0.0	66.9	67.5
Oil and Gas	0.0	0.0	0.0	0.0	0.0
Minerals and Ores	8.0	0.0	0.0	8.0	11.6
Food and Kindred Products	798.1	0.0	0.0	798.1	820.2
Beverages and Tobacco Products	313.8	0.0	0.0	313.8	317.9
Textiles and Fabrics	40.8	0.1	0.0	40.9	46.3
Textile Mill Products	78.2	0.1	0.5	78.7	98.0
Apparel and Accessories	476.5	0.0	0.0	476.5	520.9
Leather and Allied Products	143.3	0.0	0.0	143.3	186.1
Wood Products	48.2	0.0	0.0	48.3	51.5
Paper	272.6	0.7	0.0	273.4	282.1
Printed Matter and Related Products, NESOI	88.3	0.0	0.0	88.3	93.4
Petroleum and Coal Products	18.8	0.0	0.0	18.9	18.9
Chemicals	415.1	9.9	2.0	427.0	479.1
Plastics and Rubber Products	727.9	2.6	0.9	731.3	804.6
Nonmetallic Mineral Products	314.8	0.1	20.7	335.7	343.5
Primary Metal Manufacturing	160.7	3.7	0.1	164.5	176.0
Fabricated Metal Products, NESOI	1,078.0	0.9	3.3	1,082.2	1,178.3
Machinery, Except Electrical	1,570.0	10.6	30.7	1,611.3	1,761.6
Computer and Electronic Products	13,217.8	18.5	7.6	13,243.9	14,119.3
Electrical Equipment, Appliances, and Components	2,673.4	53.3	15.6	2,742.2	2,925.9
Transportation Equipment	4,954.4	2,050.0	2,308.3	9,312.7	10,910.0
Furniture and Fixtures	745.9	0.0	0.0	745.9	768.6
Miscellaneous Manufactured Commodities	2,413.6	14.8	7.2	2,435.6	2,567.0
Newspapers, Books, and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	99.9	0.0	0.0	99.9	100.2
Used or Second-hand Merchandise	4.4	0.2	10.8	15.4	17.3
Goods Returned (exports for Canada only)	1,451.3	2.9	3.3	1,457.5	1,600.0
Special Classification Provisions, NESOI	59.2	0.0	0.0	59.2	60.5
Total Area Imports	\$33,778.4	\$2,168.4	\$2,411.1	\$38,358.0	\$42,049.5
Area % of Total Imports	80.3%	5.2%	5.7%	91.2%	100.0%

*Based on NAICS District-Level Data, General Imports

**Not Elsewhere Specified or Included (NESOI)

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

TABLE 27: Exports through the San Francisco Customs District, 2014
(Millions of \$)

Commodity	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
Electrical Equipment, TVs, and Electronic Parts	\$10,527.4	\$458.0	\$10,067.7	4.4%	95.6%	19.2%
Computers, Peripherals, Machinery, Appliances, and Parts	8,247.0	1,217.4	7,029.4	14.8%	85.2%	15.0%
Medical, Surgical, and Dental Instruments	6,174.5	500.1	5,673.7	8.1%	91.9%	11.2%
Fruits and Nuts	5,815.5	5,632.6	182.9	96.9%	3.1%	10.6%
Refined Oil Products and Natural Gas	4,974.5	4,974.0	0.5	100.0%	0.0%	9.1%
Meat and Meat Products	2,738.5	2,722.5	16.0	99.4%	0.6%	5.0%
Pharmaceutical Products	1,553.3	24.0	1,529.3	1.5%	98.5%	2.8%
Aircraft, Spacecraft, and Parts	1,474.2	143.8	1,273.1	9.8%	86.4%	2.7%
Motor Vehicles and Motor Vehicle Parts	1,031.6	949.8	81.8	92.1%	7.9%	1.9%
Beverages and Spirits	989.8	966.0	23.7	97.6%	2.4%	1.8%
Dairy Products, Bird Eggs, and Honey	857.5	852.4	5.1	99.4%	0.6%	1.6%
Miscellaneous Chemical Products	802.6	346.3	456.2	43.2%	56.8%	1.5%
Iron and Steel	727.2	723.1	4.1	99.4%	0.6%	1.3%
Cereals	653.7	653.5	0.2	100.0%	0.0%	1.2%
Plastics and Items Made of Plastic	500.2	321.1	179.1	64.2%	35.8%	0.9%
Prepared Vegetables, Fruits, and Nuts	490.2	487.8	2.4	99.5%	0.5%	0.9%
Organic Chemicals	468.2	319.8	148.4	68.3%	31.7%	0.9%
Inorganic Chemicals and Related Compounds	400.4	363.4	37.0	90.8%	9.2%	0.7%
Raw Hides, Skins, and Leather	399.6	398.8	0.8	99.8%	0.2%	0.7%
Oils, Seeds and Grains	374.0	329.8	44.2	88.2%	11.8%	0.7%
Miscellaneous Prepared Foods	343.7	321.3	22.5	93.5%	6.5%	0.6%
Photographic or Cinematographic Goods	309.5	218.5	91.0	70.6%	29.4%	0.6%
Aluminum and Items Made of Aluminum	296.4	261.6	34.8	88.3%	11.7%	0.5%
Wood Pulp (Waste and Scrap)	289.7	289.7	-	100.0%	0.0%	0.5%
Arms and Ammunition	286.7	45.8	240.9	16.0%	84.0%	0.5%
Sugars and Sugar Confectionary	260.2	258.6	1.6	99.4%	0.6%	0.5%
Edible Vegetables and Roots	207.5	192.3	15.2	92.7%	7.3%	0.4%
All Other Items (< \$200 million)	\$3,710.4	\$2,422.5	\$1,187.8	65.3%	32.0%	6.8%
Total	\$54,904.0	\$26,394.5	\$28,349.5	48.1%	51.6%	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, 2014
(Millions of \$)

Commodity	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
Electrical Equipment, TVs, and Electronic Parts	\$16,266.7	\$4,813.8	\$11,413.9	29.6%	70.2%	21.3%
Refined Oil Products and Natural Gas	14,653.3	14,653.2	0.1	100.0%	0.0%	19.2%
Computers, Peripherals, Machinery, Appliances, and Parts	11,696.1	4,658.8	6,969.8	39.8%	59.6%	15.3%
Motor Vehicles and Motor Vehicle Parts	5,737.6	5,631.3	105.7	98.1%	1.8%	7.5%
Medical, Surgical, and Dental Instruments	2,885.8	598.4	2,274.6	20.7%	78.8%	3.8%
Furniture, Bedding, and Lamps	1,806.2	1,746.2	58.2	96.7%	3.2%	2.4%
Special Classification Items	1,698.4	237.6	1,286.5	14.0%	75.8%	2.2%
Beverages and Spirits	1,456.4	1,437.7	15.3	98.7%	1.1%	1.9%
Apparel and Accessories (Not Knit or Crochet)	1,234.7	1,076.5	157.3	87.2%	12.7%	1.6%
Apparel and Accessories (Knit or Crochet)	1,220.0	1,082.0	137.8	88.7%	11.3%	1.6%
Pharmaceutical Products	1,142.4	115.4	1,027.0	10.1%	89.9%	1.5%
Plastics and Items Made of Plastic	1,100.1	956.3	143.5	86.9%	13.0%	1.4%
Miscellaneous Chemical Products	948.5	327.0	621.5	34.5%	65.5%	1.2%
Coffee, Tea, Mate, and Spices	838.4	835.4	2.9	99.6%	0.3%	1.1%
Toys, Games, and Sports Equipment	814.5	729.2	85.1	89.5%	10.5%	1.1%
Iron and Steel Products	704.0	669.9	34.1	95.1%	4.8%	0.9%
Iron and Steel	609.7	608.7	1.1	99.8%	0.2%	0.8%
Rubber and Items Made of Rubber	549.9	532.2	17.6	96.8%	3.2%	0.7%
Glass and Glassware	532.3	459.0	73.3	86.2%	13.8%	0.7%
Wood and Wood Products	531.8	528.8	2.9	99.4%	0.5%	0.7%
Footwear and Footwear Parts	511.4	464.6	46.7	90.9%	9.1%	0.7%
Textiles and Needlecraft	508.2	494.2	13.8	97.3%	2.7%	0.7%
Animal or Vegetable Fats and Oils	484.6	483.8	0.8	99.8%	0.2%	0.6%
Meat and Meat Products	413.3	407.3	6.1	98.5%	1.5%	0.5%
Natural Pearls, Precious Stones, and Metals	398.7	36.5	348.5	9.1%	87.4%	0.5%
Leather Apparel, Handbags, and Luggage	376.9	307.4	69.2	81.6%	18.4%	0.5%
Fruits and Nuts	368.8	367.9	0.9	99.8%	0.2%	0.5%
Oils, Seeds, and Grains	341.5	244.6	96.0	71.6%	28.1%	0.4%
Organic Chemicals	338.6	265.6	73.0	78.4%	21.5%	0.4%
Paper, Paperboard, and Related Products	336.9	326.3	10.5	96.9%	3.1%	0.4%
Aluminum and Items Made of Aluminum	320.8	305.4	15.4	95.2%	4.8%	0.4%
Inorganic Chemicals and Related Compounds	293.0	253.8	39.1	86.6%	13.4%	0.4%
Prepared Vegetables, Fruits, and Nuts	284.3	283.7	0.5	99.8%	0.2%	0.4%
Ceramic Products	270.3	145.0	125.1	53.6%	46.3%	0.4%
Sugars and Sugar Confectionary	267.8	267.0	0.8	99.7%	0.3%	0.4%
Miscellaneous Metal Products	255.5	227.8	27.3	89.2%	10.7%	0.3%
Fertilizers	236.0	235.5	0.4	99.8%	0.2%	0.3%
Stone, Plaster, Cement, and Asbestos Products	232.0	216.5	15.4	93.3%	6.7%	0.3%
Cereals	223.7	223.7	0.1	100.0%	0.0%	0.3%
Cocoa and Cocoa Preparations	220.2	219.3	0.9	99.6%	0.4%	0.3%
Seafood	212.5	156.0	56.5	73.4%	26.6%	0.3%
All Other Items (< \$200 million)	2,928.6	2,254.1	662.9	77.0%	22.6%	3.8%
Total	\$76,250.4	\$49,883.4	\$26,038.1	65.4%	34.1%	100.0%

*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, 2014
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations*	World Total
Agricultural Products	\$2,924.1	\$2,319.1	\$107.5	\$550.3	\$5.9	\$92.5	\$62.5	\$6,061.9
Livestock and Livestock Products	21.3	1.2	0.1	0.1	1.2	0.1	0.0	24.1
Forestry Products, NESOI**	62.2	1.9	0.0	0.4	0.0	0.1	0.0	64.5
Fish, Fresh/chilled/frozen, and Other Marine Products	90.8	8.3	2.0	0.6	0.0	1.7	0.1	103.5
Oil and Gas	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Minerals and Ores	38.7	10.8	23.6	0.3	194.3	2.3	0.9	270.9
Food and Kindred Products	5,856.5	591.4	156.1	232.4	1.5	122.2	26.1	6,986.3
Beverages and Tobacco Products	386.6	517.3	68.5	8.3	9.6	28.4	10.3	1,029.0
Textiles and Fabrics	26.2	4.1	1.1	0.0	0.2	0.0	0.1	31.7
Textile Mill Products	15.0	2.9	0.3	0.4	0.2	0.1	0.1	18.9
Apparel and Accessories	39.0	9.5	2.4	8.8	0.3	1.3	0.7	62.0
Leather and Allied Products	60.5	4.1	0.4	0.7	0.2	2.0	0.5	68.4
Wood Products	95.7	14.8	3.7	1.9	0.0	0.1	0.0	116.1
Paper	31.4	6.7	3.1	0.5	0.1	0.4	0.1	42.3
Printed Matter and Related Products, NESOI	40.1	12.2	1.4	0.3	0.8	1.4	0.4	56.6
Petroleum and Coal Products	806.9	314.9	2,804.7	1.1	754.3	0.1	0.3	4,682.2
Chemicals	2,026.9	1,834.3	55.0	68.0	9.7	32.8	8.7	4,035.4
Plastics and Rubber Products	181.0	57.0	10.9	9.7	0.5	2.9	2.6	264.6
Nonmetallic Mineral Products	265.5	47.2	5.5	3.6	0.2	1.3	2.0	325.5
Primary Metal Manufacturing	226.1	52.6	1.3	1.7	1.9	14.7	0.2	298.6
Fabricated Metal Products, NESOI	462.3	97.7	22.0	6.8	5.0	5.1	1.2	600.1
Machinery, Except Electrical	5,766.9	482.9	61.7	61.6	4.7	18.7	15.0	6,411.5
Computer and Electronic Products	12,725.7	2,671.6	374.5	198.4	371.0	67.8	77.2	16,486.3
Electrical Equipment, Appliances, and Components	1,035.5	303.6	8.7	20.7	7.9	3.4	4.9	1,384.8
Transportation Equipment	1,891.6	288.9	7.1	23.7	20.4	8.0	14.8	2,254.6
Furniture and Fixtures	59.6	16.4	2.3	4.6	0.9	0.4	0.3	84.6
Miscellaneous Manufactured Commodities	825.4	254.9	21.9	13.6	5.1	6.3	3.2	1,130.3
Newspapers, Books, and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	1,373.7	7.9	20.2	87.7	2.6	1.7	0.0	1,493.8
Used or Second-hand Merchandise	85.9	212.2	7.3	10.3	0.3	7.7	19.1	342.6
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	139.8	18.9	3.4	4.9	3.7	1.9	0.5	173.0
Total Area Exports	\$37,561.0	\$10,165.2	\$3,776.6	\$1,321.4	\$1,402.2	\$425.4	\$252.0	\$54,904.0
Area % of Total Exports	68.4%	18.5%	6.9%	2.4%	2.6%	0.8%	0.5%	100.0%

Note: Based on HS Port-Level Data, Exports

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

**Not Elsewhere Specified or Included (NESOI)

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

TABLE 30: Imports* Entering the San Francisco Customs District by Product & Area, 2014
(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations**	World Total
Agricultural Products	\$527.4	\$158.5	\$670.0	\$1.9	\$26.3	\$108.3	\$17.2	\$1,509.6
Livestock and Livestock Products	5.3	30.0	2.3	0.0	0.6	0.0	0.0	38.3
Forestry Products, NESOI***	25.7	1.6	0.3	0.0	0.0	0.4	0.1	28.0
Fish, Fresh/chilled/frozen, and Other Marine Products	188.4	7.2	35.7	0.0	0.2	0.1	0.1	231.8
Oil and Gas	0.7	0.0	3,246.7	9,321.3	595.9	0.0	0.0	13,164.5
Minerals and Ores	186.0	7.0	1.7	0.0	28.2	0.6	0.0	223.5
Food and Kindred Products	1,969.4	432.3	301.1	7.4	36.7	57.0	5.5	2,809.4
Beverages and Tobacco Products	352.8	807.2	205.7	0.2	41.7	7.5	0.7	1,415.8
Textiles and Fabrics	74.2	13.0	0.7	0.4	0.1	0.2	0.0	88.6
Textile Mill Products	718.8	24.1	1.0	0.1	0.6	1.6	0.6	746.7
Apparel and Accessories	3,094.2	21.8	25.3	1.7	0.4	15.1	0.0	3,158.5
Leather and Allied Products	818.2	33.0	8.4	0.5	2.4	0.2	0.1	862.7
Wood Products	232.8	378.0	89.6	0.0	0.0	0.9	4.0	705.4
Paper	295.7	39.4	2.3	0.1	0.0	0.0	0.0	337.5
Printed Matter and Related Products, NESOI	87.1	9.7	0.2	0.3	0.2	0.2	0.1	97.8
Petroleum and Coal Products	385.1	104.0	86.9	1.1	34.7	856.6	35.0	1,503.5
Chemicals	1,377.5	485.3	197.8	18.8	72.9	6.8	8.4	2,167.5
Plastics and Rubber Products	903.3	91.8	6.2	9.5	0.2	0.1	0.2	1,011.4
Nonmetallic Mineral Products	658.5	247.0	30.7	14.4	0.1	2.2	0.0	952.9
Primary Metal Manufacturing	812.6	86.8	21.8	22.9	0.1	6.3	0.1	950.6
Fabricated Metal Products, NESOI	989.3	235.0	2.2	10.2	2.3	1.8	1.6	1,242.4
Machinery, Except Electrical	3,226.8	901.0	11.1	42.0	64.1	1.2	6.9	4,253.2
Computer and Electronic Products	21,812.1	974.3	81.0	89.8	117.1	2.0	0.8	23,077.2
Electrical Equipment, Appliances, and Components	2,755.8	380.2	5.8	8.6	48.1	0.4	1.4	3,200.2
Transportation Equipment	5,417.8	241.0	5.4	1.5	83.3	1.3	1.5	5,751.9
Furniture & Fixtures	1,045.7	57.1	0.8	0.5	0.3	0.2	0.0	1,104.7
Miscellaneous Manufactured Commodities	1,810.4	137.9	49.8	40.5	5.1	1.6	0.3	2,045.7
Newspapers, Books, and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	6.8	3.5	0.4	0.0	0.0	0.0	0.1	10.8
Used or Second-hand Merchandise	24.4	154.5	0.7	0.5	2.5	0.7	0.1	183.4
Goods Returned (exports for Canada only)	1,271.2	376.5	24.4	42.5	33.1	1.6	1.7	1,750.9
Special Classification Provisions, NESOI	80.3	9.7	0.4	0.0	0.0	0.0	0.0	90.5
Total Area Imports	\$51,154.3	\$6,448.2	\$5,116.6	\$9,636.7	\$1,197.2	\$1,075.2	\$86.7	\$74,714.9
Area % of Total Imports	68.5%	8.6%	6.8%	12.9%	1.6%	1.4%	0.1%	100.0%

*Based on NAICS District-Level Data, General Imports

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

***Not Elsewhere Included or Specified

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

TABLE 31: Exports through the San Francisco Customs District by Destination Country, 2014 (Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China*	\$10,296.2	\$4,798.8	\$5,487.4	46.6%	53.3%	18.8%
Japan	7,961.3	4,487.6	3,430.9	56.4%	43.1%	14.5%
Korea, South	4,719.8	1,725.4	2,992.3	36.6%	63.4%	8.6%
Taiwan	4,407.0	1,201.4	3,202.4	27.3%	72.7%	8.0%
Singapore	2,987.6	691.3	2,283.6	23.1%	76.4%	5.4%
Malaysia	1,946.9	273.0	1,672.5	14.0%	85.9%	3.5%
Germany	1,890.9	821.3	1,065.0	43.4%	56.3%	3.4%
Chile	1,461.8	1,448.7	13.0	99.1%	0.9%	2.7%
Netherlands	1,406.7	463.5	942.6	33.0%	67.0%	2.6%
United Kingdom	1,321.8	551.9	767.1	41.8%	58.0%	2.4%
Australia	1,273.1	862.2	406.8	67.7%	32.0%	2.3%
Switzerland	1,197.0	72.4	1,124.6	6.0%	94.0%	2.2%
Mexico	1,045.4	759.3	285.1	72.6%	27.3%	1.9%
Thailand	955.6	280.1	675.4	29.3%	70.7%	1.7%
Philippines	924.6	301.2	623.0	32.6%	67.4%	1.7%
France	728.5	290.6	436.9	39.9%	60.0%	1.3%
India	708.3	536.6	171.3	75.8%	24.2%	1.3%
Vietnam	692.7	379.9	312.7	54.8%	45.1%	1.3%
Belgium	654.7	402.5	252.1	61.5%	38.5%	1.2%
Spain	644.6	585.8	58.7	90.9%	9.1%	1.2%
Italy	565.0	428.0	136.5	75.8%	24.2%	1.0%
Guatemala	501.8	498.1	3.7	99.3%	0.7%	0.9%
United Arab Emirates	501.5	401.9	99.4	80.1%	19.8%	0.9%
Ecuador	430.8	429.7	1.1	99.7%	0.3%	0.8%
Turkey	415.2	371.1	44.0	89.4%	10.6%	0.8%
El Salvador	399.9	398.5	1.4	99.6%	0.4%	0.7%
Canada	356.9	213.5	126.4	59.8%	35.4%	0.6%
Saudi Arabia	268.3	230.9	36.1	86.1%	13.5%	0.5%
New Zealand	267.5	163.5	102.5	61.1%	38.3%	0.5%
French Guiana	250.9	0.0	250.9	0.0%	100.0%	0.5%
Ireland	227.8	27.0	200.8	11.8%	88.1%	0.4%
Israel	225.3	102.4	121.7	45.5%	54.0%	0.4%
Sweden	220.2	96.6	122.2	43.9%	55.5%	0.4%
Indonesia	213.6	193.9	19.5	90.8%	9.1%	0.4%
Panama	199.8	198.6	1.2	99.4%	0.6%	0.4%
Russia	196.8	109.7	87.1	55.7%	44.3%	0.4%
Denmark	159.3	81.4	76.6	51.1%	48.1%	0.3%
All Other Countries (< \$150 million)	2,279	1,516	714	66.5%	31.4%	4.2%
Total--All Countries	\$54,904.0	\$26,394.5	\$28,349.5	48.1%	51.6%	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, 2014 (Millions of \$)**

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$20,252.0	\$13,779.1	\$6,449.5	68.0%	31.8%	26.6%
Japan	9,904.7	5,381.7	4,500.5	54.3%	45.4%	13.0%
Saudi Arabia	8,094.8	8,091.2	0.7	100.0%	0.0%	10.6%
Korea, South	4,891.8	1,956.0	2,935.0	40.0%	60.0%	6.4%
Taiwan	3,813.4	1,777.5	2,034.5	46.6%	53.4%	5.0%
Malaysia	2,973.3	638.1	2,328.9	21.5%	78.3%	3.9%
Ecuador	2,237.5	2,237.3	0.2	100.0%	0.0%	2.9%
Thailand	1,850.7	774.7	1,075.6	41.9%	58.1%	2.4%
Singapore	1,778.1	317.8	1,410.2	17.9%	79.3%	2.3%
Germany	1,727.8	758.5	966.6	43.9%	55.9%	2.3%
Australia	1,381.1	1,201.0	179.9	87.0%	13.0%	1.8%
Philippines	1,243.8	353.8	787.8	28.4%	63.3%	1.6%
Colombia	1,242.7	1,242.7	0.0	100.0%	0.0%	1.6%
Iraq	1,233.0	1,233.0	-	100.0%	0.0%	1.6%
Vietnam	1,136.7	1,047.9	88.3	92.2%	7.8%	1.5%
France	941.7	666.3	259.5	70.8%	27.6%	1.2%
Ireland	937.3	42.8	894.5	4.6%	95.4%	1.2%
Italy	897.7	732.3	165.4	81.6%	18.4%	1.2%
Algeria	855.5	855.5	0.0	100.0%	0.0%	1.1%
Indonesia	849.9	707.7	142.0	83.3%	16.7%	1.1%
India	796.2	682.3	112.8	85.7%	14.2%	1.0%
Mexico	694.4	581.6	38.9	83.8%	5.6%	0.9%
New Zealand	565.9	481.2	83.8	85.0%	14.8%	0.7%
United Kingdom	466.6	199.4	265.2	42.7%	56.8%	0.6%
Switzerland	439.3	138.9	299.5	31.6%	68.2%	0.6%
Canada	404.8	319.2	74.7	78.9%	18.5%	0.5%
Netherlands	373.4	246.8	126.6	66.1%	33.9%	0.5%
Chile	260.7	256.8	3.9	98.5%	1.5%	0.3%
Israel	250.1	83.4	166.5	33.3%	66.6%	0.3%
Trinidad and Tobago	233.7	233.5	0.1	99.9%	0.1%	0.3%
Spain	225.4	208.2	17.2	92.3%	7.6%	0.3%
Brazil	219.0	217.9	0.9	99.5%	0.4%	0.3%
All Other Countries (< \$200 million)	3,077.3	2,439.4	628.5	79.3%	20.4%	4.0%
Total--All Countries	\$76,250.4	\$49,883.4	\$26,038.1	65.4%	34.1%	100.0%

*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, 2014
(Millions of \$)

Country	Total Two-Way Trade	Imports	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export Ratio
China*	\$29,756.9	\$19,460.6	\$10,296.2	-\$9,164.4	23.0%	1.9
Japan	17,427.0	9,465.7	7,961.3	-1,504.4	13.4%	1.2
Korea, South	9,542.2	4,822.4	4,719.8	-102.6	7.4%	1.0
Saudi Arabia	8,362.8	8,094.5	268.3	-7,826.2	6.5%	30.2
Taiwan	8,133.8	3,726.8	4,407.0	680.2	6.3%	0.8
Malaysia	5,201.5	3,254.6	1,946.9	-1,307.6	4.0%	1.7
Singapore	4,910.3	1,922.7	2,987.6	1,064.8	3.8%	0.6
Germany	3,610.7	1,719.8	1,890.9	171.1	2.8%	0.9
Thailand	2,727.6	1,771.9	955.6	-816.3	2.1%	1.9
Ecuador	2,668.0	2,237.2	430.8	-1,806.5	2.1%	5.2
Australia	2,465.5	1,192.4	1,273.1	80.7	1.9%	0.9
Philippines	2,185.6	1,261.0	924.6	-336.4	1.7%	1.4
Vietnam	2,087.4	1,394.7	692.7	-702.0	1.6%	2.0
Netherlands	1,792.0	385.3	1,406.7	1,021.4	1.4%	0.3
Mexico	1,789.8	744.4	1,045.4	300.9	1.4%	0.7
United Kingdom	1,786.9	465.0	1,321.8	856.8	1.4%	0.4
Chile	1,727.9	266.1	1,461.8	1,195.8	1.3%	0.2
Switzerland	1,665.1	468.0	1,197.0	729.0	1.3%	0.4
France	1,614.0	885.5	728.5	-157.0	1.2%	1.2
India	1,494.8	786.5	708.3	-78.2	1.2%	1.1
Italy	1,453.3	888.3	565.0	-323.3	1.1%	1.6
Colombia	1,281.5	1,242.3	39.2	-1,203.1	1.0%	31.7
Iraq	1,252.9	1,233.0	19.9	-1,213.1	1.0%	62.0
Indonesia	1,183.2	969.6	213.6	-756.1	0.9%	4.5
All Other Countries (< \$1 billion)	13,498.5	6,056.5	7,442.0	1,385.5	10.4%	0.8
Total--All Countries	\$129,618.9	\$74,714.9	\$54,904.0	-\$19,810.9	100.0%	1.4

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

*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, 2014
(Millions of \$)

Commodity Group	China**	Japan	South Korea	Top-3 Trading Partners Total	World Total
Agricultural Products	\$154.4	\$6.9	\$1.5	\$162.8	\$1,509.6
Livestock and Livestock Products	0.0	0.5	0.2	0.8	38.3
Forestry Products, NESOI***	13.3	0.1	0.0	13.5	28.0
Fish, Fresh/chilled/frozen, and Other Marine Products	38.7	15.0	4.0	57.7	231.8
Oil and Gas	0.2	0.0	0.5	0.7	13,164.5
Minerals and Ores	3.2	0.1	0.0	3.3	223.5
Food and Kindred Products	278.1	29.4	16.3	323.8	2,809.4
Beverages and Tobacco Products	8.1	18.8	4.0	30.9	1,415.8
Textiles and Fabrics	37.7	9.2	1.2	48.1	88.6
Textile Mill Products	535.7	2.4	2.7	540.8	746.7
Apparel and Accessories	1,157.0	1.2	8.0	1,166.2	3,158.5
Leather and Allied Products	602.8	0.7	1.1	604.6	862.7
Wood Products	142.7	0.5	0.5	143.8	705.4
Paper	161.2	16.1	31.1	208.4	337.5
Printed Matter and Related Products, NESOI	61.0	4.3	6.9	72.1	97.8
Petroleum and Coal Products	55.0	24.0	34.5	113.4	1,503.5
Chemicals	412.8	401.0	45.9	859.7	2,167.5
Plastics and Rubber Products	643.5	43.5	39.1	726.1	1,011.4
Nonmetallic Mineral Products	373.0	174.2	14.0	561.1	952.9
Primary Metal Manufacturing	83.1	93.0	439.0	615.1	950.6
Fabricated Metal Products, NESOI	598.8	83.5	24.7	706.9	1,242.4
Machinery, Except Electrical	971.8	1,418.2	186.7	2,576.7	4,253.2
Computer and Electronic Products	9,156.5	2,108.8	2,805.1	14,070.4	23,077.2
Electrical Equipment, Appliances, and Components	1,435.4	841.3	61.9	2,338.5	3,200.2
Transportation Equipment	417.0	3,706.2	911.5	5,034.7	5,751.9
Furniture and Fixtures	735.4	2.7	3.3	741.4	1,104.7
Miscellaneous Manufactured Commodities	1,146.3	123.8	60.0	1,330.0	2,045.7
Newspapers, Books, and Other Published Matter, NESOI	0.0	0.0	0.0	0.0	0.0
Published Printed Music and Music Manuscripts	0.0	0.0	0.0	0.0	0.0
Waste and Scrap	4.1	0.3	0.0	4.4	10.8
Used or Second-hand Merchandise	11.2	6.1	3.7	21.0	183.4
Goods Returned (exports for Canada only)	208.0	304.7	115.0	627.7	1,750.9
Special Classification Provisions, NESOI	14.6	29.4	0.0	44.0	90.5
Total Area Imports	\$19,460.6	\$9,465.7	\$4,822.4	\$33,748.7	\$74,714.9
Area % of Total Imports	26.0%	12.7%	6.5%	45.2%	100.0%

*Based on NAICS District-Level Data, General Imports

**China includes the Mainland, Hong Kong and Macau

***Not Elsewhere Included or Specified (NESOI)

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

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

Country	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Mexico	\$17,249.3	\$17,711.5	\$19,627.7	\$18,346.8	\$20,472.3	\$17,473.9	\$20,949.1	\$25,825.4	\$26,382.5	\$23,904.8	\$25,419.2
China*	11,985.7	12,753.0	14,833.8	15,520.3	16,751.8	15,582.6	19,289.1	21,959.1	21,856.1	24,143.0	24,646.4
Canada	12,201.5	13,261.7	14,247.2	16,273.6	17,850.2	14,314.9	16,214.3	17,261.0	17,423.7	18,887.5	18,249.1
Japan	13,328.0	13,485.5	13,984.5	13,457.4	13,061.8	10,901.9	12,176.7	13,136.1	13,034.6	12,732.7	12,263.1
Korea, South	5,962.9	6,312.4	7,045.2	7,408.6	7,746.9	5,912.9	8,027.6	8,440.2	8,245.9	8,363.3	8,580.0
Taiwan	5,363.0	5,379.7	5,637.0	5,785.8	5,149.3	4,119.8	6,517.4	6,256.7	6,315.9	7,519.4	7,466.8
Germany	3,690.9	4,266.2	4,540.2	5,560.0	5,758.5	4,441.5	5,122.8	5,318.0	4,979.5	5,590.5	5,426.6
Netherlands	3,819.6	3,600.7	4,042.0	4,077.0	4,348.3	3,565.8	3,952.9	4,428.5	4,339.1	4,755.2	5,369.9
India	1,027.8	1,342.1	1,689.3	1,949.5	2,328.6	2,178.3	3,294.8	3,797.3	3,208.7	5,263.8	5,275.7
United Kingdom	5,207.8	4,979.6	5,063.2	5,216.6	5,537.6	3,916.3	4,180.5	4,162.7	4,344.1	4,601.4	4,991.4
Singapore	4,163.4	3,787.7	4,605.5	4,283.8	4,084.6	3,221.7	4,027.8	4,149.2	4,011.8	4,161.6	4,563.2
Australia	2,260.0	2,473.9	2,809.6	2,821.3	3,175.5	3,444.6	3,148.7	3,725.9	4,062.3	3,668.7	3,804.6
Belgium	1,717.5	1,766.0	1,878.5	2,026.0	2,443.8	1,983.1	2,237.3	2,699.3	2,765.5	3,241.4	3,477.7
Chile	233.9	499.6	602.7	880.4	1,697.5	1,145.8	790.1	1,479.8	2,137.5	2,304.1	2,740.3
France	2,953.9	2,693.8	2,434.6	2,727.0	2,701.0	2,315.5	2,343.0	2,366.2	2,660.8	2,641.1	2,729.3
Switzerland	830.5	970.1	1,302.5	1,976.9	2,051.9	1,334.3	1,572.7	1,657.4	1,741.4	1,949.4	2,517.7
Israel	993.6	1,449.1	1,550.7	1,741.3	1,773.5	1,219.3	1,952.9	2,682.7	2,655.6	2,322.1	2,320.3
Malaysia	2,005.7	1,943.0	2,513.0	2,206.1	2,521.4	1,625.9	2,209.4	2,476.4	2,398.1	2,353.4	2,273.0
Italy	1,219.4	1,430.8	1,872.8	2,044.0	2,222.3	1,888.0	1,936.7	2,067.6	1,855.6	1,991.1	2,107.6
Brazil	1,211.3	1,398.2	1,607.0	2,034.2	2,322.2	2,049.9	2,813.3	2,936.7	3,008.8	2,108.1	1,953.4
United Arab Emirates	399.6	1,142.0	942.4	947.9	1,156.4	1,149.5	1,359.5	1,435.6	1,812.3	1,636.6	1,915.9
Thailand	1,506.2	1,699.2	1,657.4	1,795.2	2,005.2	1,466.3	1,950.6	1,936.7	1,792.8	1,801.5	1,797.5
Philippines	1,046.2	1,148.1	1,386.0	1,233.6	1,276.9	1,005.0	1,344.8	1,415.9	1,563.0	1,703.2	1,574.1
Spain	901.9	978.0	1,000.8	1,076.6	1,087.0	945.9	1,090.1	1,159.1	1,148.3	1,430.6	1,561.1
All Other Countries	8,863.9	10,218.2	10,897.2	12,928.8	15,281.2	12,877.3	14,706.0	16,647.8	18,001.9	18,970.0	21,104.8
Total all Countries	\$110,143.6	\$116,689.9	\$127,770.8	\$134,318.9	\$144,805.7	\$120,080.0	\$143,208.2	\$159,421.4	\$161,746.0	\$168,044.8	\$174,128.6

Note: Based on NAICS District-Level Data, Exports

*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	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Computer and Electronic Products	\$42,150.0	\$41,559.5	\$44,336.2	\$43,477.8	\$41,495.0	\$35,186.7	\$43,071.0	\$46,153.9	\$44,625.3	\$42,366.8	\$42,742.4
Transportation Equipment	11,915.3	13,423.2	13,734.6	14,037.5	16,500.8	12,809.3	12,967.1	15,045.0	16,139.2	17,662.0	18,700.7
Machinery, Except Electrical	12,638.2	13,101.5	14,867.1	14,475.5	13,367.9	10,705.3	14,490.8	14,794.8	14,894.2	15,123.5	14,877.2
Miscellaneous Manufactured Commodities	5,652.7	6,426.4	7,382.9	8,496.5	10,352.3	9,126.7	11,507.5	13,107.3	13,820.1	14,640.2	14,642.5
Chemicals	6,653.0	7,217.8	8,706.9	10,443.8	12,145.3	10,225.5	11,573.4	12,449.7	12,703.6	13,545.6	14,043.5
Agricultural Products	5,230.7	6,048.6	6,392.2	6,732.1	7,678.6	7,847.4	9,354.3	10,612.8	11,976.2	13,782.3	13,598.3
Food and Kindred Products	4,164.8	4,637.3	5,224.1	5,967.0	7,494.8	6,436.3	7,376.1	8,837.7	9,038.6	10,282.3	10,500.5
Petroleum and Coal Products	942.6	1,564.0	1,775.7	2,560.8	5,581.5	3,057.8	3,697.2	5,656.1	5,897.5	6,483.8	7,551.3
Electrical Equipment, Appliances, and Components	3,439.5	3,689.0	4,446.2	4,661.5	4,416.7	3,412.9	3,975.4	4,560.4	4,762.8	5,082.3	6,911.5
Waste and Scrap	1,947.7	2,445.8	3,373.6	4,550.2	6,049.6	3,935.0	5,376.4	6,903.5	5,642.7	5,406.4	4,710.3
Fabricated Metal Products, NESOI*	2,592.3	3,054.3	3,559.6	3,656.5	3,572.0	3,156.4	3,563.3	3,686.3	3,982.7	4,713.4	4,318.5
Primary Metal Manufacturing	1,344.2	1,630.5	1,938.7	2,081.8	2,471.4	1,779.0	2,370.3	2,817.2	2,970.4	3,148.3	3,211.3
Plastics and Rubber Products	1,735.9	1,947.3	2,114.7	2,155.8	2,289.4	2,117.3	2,460.4	2,627.2	2,733.3	2,755.9	3,021.7
Apparel and Accessories	1,047.3	1,236.4	1,282.2	1,281.3	1,436.0	1,453.9	1,621.2	1,762.2	1,787.4	1,803.1	1,914.7
Beverages and Tobacco Products	929.5	774.8	994.8	1,094.3	1,182.3	1,167.6	1,337.3	1,553.6	1,696.8	1,935.1	1,835.8
Special Classification Provisions, NESOI	2,323.7	2,488.0	2,071.9	2,370.2	2,376.6	2,007.0	2,102.6	1,836.6	2,020.9	1,907.2	1,305.7
Paper	1,148.7	1,079.9	1,097.8	1,115.8	1,160.2	1,053.4	1,081.2	1,093.2	1,070.4	1,167.2	1,177.8
Nonmetallic Mineral Products	589.9	523.9	589.5	710.8	774.5	701.2	746.4	820.1	861.8	884.3	904.0
Leather and Allied Products	303.0	333.3	361.1	396.3	472.5	464.6	585.6	709.9	699.1	753.5	770.4
Textiles and Fabrics	728.5	743.6	688.6	672.8	679.6	536.3	649.6	638.3	556.1	629.4	723.0
Furniture and Fixtures	275.7	293.5	324.4	373.7	407.0	337.3	400.7	459.6	533.7	590.2	642.1
Minerals and Ores	139.0	140.6	118.2	130.3	160.7	105.6	181.3	394.4	367.5	527.1	540.1
Printed Matter and Related Products, NESOI	550.2	569.7	479.7	566.2	599.3	504.6	507.8	481.4	486.2	480.7	517.2
Wood Products	424.5	424.9	467.3	411.5	381.0	307.8	348.3	435.6	426.7	482.7	510.3
Fish, Fresh/chilled/frozen, and Other Marine Products	209.5	236.0	201.5	218.7	209.8	237.6	275.1	351.5	342.1	316.2	316.7
Oil and Gas	145.8	93.2	198.1	270.1	347.0	301.1	393.4	346.3	312.6	259.7	275.1
Textile Mill Products	167.2	174.4	188.2	224.3	226.3	223.2	240.8	266.2	286.8	278.7	269.3
Forestry Products, NESOI	46.9	41.4	35.2	42.9	43.9	50.9	50.9	61.5	62.2	75.3	99.2
Livestock and Livestock Products	48.7	90.9	90.0	118.4	134.9	114.5	87.0	92.2	132.1	102.6	88.8
Goods Returned to Canada	57.7	10.6	8.5	9.9	12.1	4.4	8.9	4.6	5.0	2.8	3.0
Newspapers	318.4	356.5	295.9	218.5	163.5	176.9	189.9	157.5	152.3	138.6	0.0
Total—All Industries	\$110,143.6	\$116,689.9	\$127,770.8	\$134,318.9	\$144,805.7	\$120,080.0	\$143,208.2	\$159,421.4	\$161,746.0	\$168,044.8	\$174,128.6

Note: Based on NAICS District-Level Data, Exports

*Not Elsewhere Specified or Included (NESOI)

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

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

Exit Point	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
L.A. Int. Airport, CA	\$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	\$33,112.1	\$34,950.6
S.F. Int. Airport, CA	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	22,459.9	21,459.1
Long Beach, CA	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	15,601.7	15,323.4
Oakland, CA	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	14,133.9	14,678.3
Los Angeles, CA	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	13,521.6	13,842.8
Otay Mesa Station, CA	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	11,577.7	12,343.3
New Orleans, LA	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	3,787.3	4,126.1
Cleveland, OH	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	4,047.2	3,904.0
Port Huron, MI	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	3,927.9	3,799.6
Laredo, TX	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	3,376.3	3,723.6
Calexico-East, CA	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	3,503.9	3,506.2
J.F.K. Int. Airport, NY	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	3,216.8	3,380.8
Detroit, MI	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	3,109.5	3,181.6
Blaine, WA	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	3,038.9	3,085.6
Miami Int. Airport, FL	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	2,317.2	2,780.7
Richmond, CA	78.4	73.2	72.3	176.2	1,163.1	540.7	838.8	1,184.4	1,105.6	1,523.1	2,424.9
Buffalo-Niagara Falls, NY	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	1,521.5	2,324.5
Houston, TX	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	2,281.9	2,179.5
Sweetgrass, MT	638.6	748.2	881.2	1,150.2	1,230.3	1,075.5	1,207.9	1,499.1	1,611.1	1,796.0	1,587.3
Anchorage, AK	614.6	1,681.7	2,160.3	1,704.2	1,381.3	1,159.1	1,123.8	949.3	943.3	973.6	1,435.4
New York, NY	345.8	452.2	584.8	619.5	904.2	603.1	730.3	684.4	596.1	755.5	1,345.1
San Francisco, CA	303.4	712.6	821.4	897.7	1,600.3	831.8	1,081.5	1,344.2	1,504.9	1,687.8	1,244.7
Martinez, CA	26.4	0.4	0.0	8.6	403.1	161.7	153.5	492.2	1,343.0	1,306.8	1,154.2
Charleston, SC	184.9	172.8	121.0	95.9	206.2	121.6	166.7	118.1	665.1	761.2	967.1
San Diego, CA	162.6	272.9	205.5	230.2	214.3	224.4	376.1	541.9	875.7	832.5	823.8
Nogales, AZ	264.5	249.0	217.3	214.9	265.5	291.1	291.9	589.2	914.5	764.0	786.6
Chicago, IL	1,503.6	1,214.5	840.4	930.4	926.8	821.2	791.3	837.5	759.4	941.0	713.4
Philadelphia Intl Airport, PA	861.0	664.4	378.0	195.7	156.5	174.0	247.3	304.3	474.6	727.7	691.4
El Paso, TX	241.9	283.5	368.9	352.6	413.1	314.0	657.0	558.9	349.6	409.0	605.0
Port Hueneme, CA	34.1	93.3	149.5	106.9	148.6	297.5	461.3	411.0	469.1	252.0	557.4
Indianapolis, IN	402.4	67.2	15.0	20.2	30.2	26.7	64.7	305.1	193.7	408.0	536.1
Jacksonville, FL	59.0	124.2	153.0	91.2	225.9	150.8	214.4	415.2	678.4	70.4	525.2
Atlanta, GA	242.0	329.2	410.6	316.0	431.0	470.8	419.6	274.7	344.2	499.2	500.1
Pt. Everglades, FL	59.6	72.6	92.8	170.4	212.3	186.1	268.7	335.8	410.5	369.2	442.5
<i>Other Points of Exit</i>	8,358.2	9,040.7	10,019.1	8,213.5	8,815.9	7,692.1	9,924.9	12,841.3	11,899.4	9,516.0	9,198.7
Total—All Exit Points	\$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	\$168,128.4	\$174,128.6

Source: WISERTrade

TABLE 38: California Imports by Country of Origin
(Millions of \$; State of Destination Series)

Country	2010	2011	2012	2013	2014
China**	\$138,440.4	\$146,197.5	\$151,505.0	\$156,838.1	\$161,437.2
Japan	37,258.9	40,495.4	43,547.3	40,008.0	37,309.6
Mexico	28,840.7	29,837.1	31,180.2	32,064.5	35,600.4
Korea, South	15,221.8	16,612.4	17,292.2	17,324.5	18,667.4
Taiwan	11,336.2	12,450.6	12,862.2	12,403.1	13,324.0
Germany	7,878.9	9,567.5	11,951.4	12,457.2	12,623.8
Vietnam	6,714.8	7,787.0	9,040.8	10,869.0	12,462.4
Saudi Arabia	5,291.9	8,758.2	8,510.2	8,871.6	10,806.0
Thailand	8,565.8	8,474.0	9,058.8	9,332.4	9,519.7
Malaysia	7,593.8	7,849.7	8,491.9	8,201.8	8,474.4
Indonesia	5,938.6	6,626.1	6,891.6	7,333.9	7,177.1
India	4,312.3	4,821.6	4,691.3	6,839.2	6,985.0
Iraq	4,654.1	4,799.8	6,233.1	5,258.8	6,649.8
Ecuador	5,459.7	7,672.4	6,620.0	7,360.3	5,683.6
Philippines	3,693.2	4,203.1	4,473.7	4,371.5	4,863.0
Singapore	4,192.4	3,921.9	3,817.1	4,345.3	4,055.8
United Kingdom	2,813.4	3,022.0	3,154.7	3,448.8	3,758.5
Italy	1,882.3	2,236.5	2,607.0	3,106.8	3,560.9
Australia	2,153.3	2,889.7	2,627.1	2,606.4	2,957.8
Colombia	1,230.0	3,080.3	4,192.9	2,746.5	2,902.0
Canada	3,155.3	2,216.3	2,445.5	2,728.8	2,897.3
France	1,765.6	2,200.1	2,527.8	2,956.0	2,748.6
Ireland	1,797.3	2,075.7	2,517.8	2,566.4	2,059.4
Israel	1,606.6	2,204.4	2,240.7	2,115.4	2,013.4
Brazil	2,435.2	2,944.9	2,338.8	2,212.8	1,943.9
Netherlands	1,143.4	1,473.4	1,369.9	1,528.1	1,605.2
Cambodia	1,214.3	1,479.9	1,517.8	1,590.0	1,566.3
Angola	551.9	1,229.8	1,662.5	1,362.2	1,431.8
Switzerland	1,136.3	1,148.3	1,344.1	1,356.3	1,411.9
Chile	789.2	983.7	1,091.9	1,130.6	1,287.0
Bangladesh	1,375.8	1,585.6	1,262.2	1,411.3	1,214.3
New Zealand	1,010.8	1,105.7	1,212.8	1,156.0	1,188.7
Spain	772.4	951.3	935.0	1,142.5	1,154.8
Russia	2,412.8	2,238.8	2,503.1	1,994.4	1,108.4
Belgium	620.4	672.1	846.1	802.0	927.1
<i>All Other Countries</i>	\$10,475.7	\$14,345.4	\$13,549.8	\$14,147.6	\$13,158.8
Total All Countries	\$335,735.7	\$370,158.5	\$388,114.6	\$395,988.5	\$406,535.2

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

Industry	2010	2011	2012	2013	2014
Computer and Electronic Products	\$107,494.7	\$107,680.2	\$111,878.3	\$109,258.6	\$116,290.1
Transportation Equipment	49,181.9	48,873.4	59,934.3	62,929.8	68,068.6
Oil and Gas	21,908.1	30,674.2	31,749.7	29,621.5	29,303.5
Apparel and Accessories	17,682.6	18,943.0	18,823.2	19,893.4	20,293.6
Miscellaneous Manufactured Commodities	19,417.3	19,105.9	19,386.5	20,089.2	20,290.4
Electrical Equipment, Appliances, and Components	11,532.4	12,397.3	14,278.5	15,699.0	18,706.5
Machinery, Except Electrical	10,859.0	13,745.9	14,943.1	14,019.0	17,859.8
Chemicals	14,038.5	15,409.0	15,647.1	14,880.4	14,526.2
Leather and Allied Products	8,748.9	9,586.7	10,656.6	11,016.0	11,173.3
Food and Kindred Products	7,246.8	8,671.2	9,479.2	9,839.1	10,527.7
Plastics and Rubber Products	6,740.4	7,514.8	8,107.3	8,290.5	9,303.0
Fabricated Metal Products, NESOI**	6,423.3	6,905.7	7,468.4	7,709.8	7,816.9
Furniture and Fixtures	5,612.0	5,671.2	6,222.6	6,963.6	7,725.9
Goods Returned (exports for Canada only)	5,517.2	5,520.3	6,711.1	6,283.7	7,468.1
Agricultural Products	4,596.6	5,271.8	5,489.2	6,462.3	7,010.7
Primary Metal Manufacturing	4,229.4	5,304.3	5,456.3	5,623.2	6,257.7
Petroleum and Coal Products	4,736.9	6,082.0	5,009.5	5,576.2	4,489.1
Fish, Fresh/chilled/frozen, and Other Marine Product	3,115.7	3,661.2	3,618.3	3,835.2	4,465.7
Beverages and Tobacco Products	3,249.5	3,621.8	4,005.5	4,082.8	4,223.3
Textile Mill Products	3,185.6	3,700.4	3,575.5	3,693.8	4,060.2
Nonmetallic Mineral Products	2,593.1	2,691.9	2,815.9	3,109.9	3,339.4
Wood Products	1,718.5	1,817.5	1,947.5	2,210.5	2,458.0
Paper	2,285.6	2,355.2	2,525.1	2,663.1	2,299.5
Textiles and Fabrics	1,285.4	1,509.3	1,591.3	1,610.1	1,687.4
Printed Matter and Related Products, NESOI	777.9	843.3	921.2	949.4	913.3
Waste and Scrap	395.2	681.0	520.6	459.2	528.6
Special Classification Provisions, NESOI	1,755.1	2,059.9	2,430.1	2,732.8	493.7
Livestock and Livestock Products	356.3	371.8	409.2	380.8	430.6
Minerals and Ores	156.5	343.6	251.2	315.4	172.1
Forestry Products, NESOI	92.2	120.8	123.3	131.8	161.5
Newspapers	9.0	10.0	9.1	5.7	0.0
Total--All Industries	\$327,265.7	\$351,597.5	\$376,490.6	\$381,074.7	\$403,451.6

*Based on NAICS District-Level Data, General Imports

**Not Elsewhere Specified or Included

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