

 **THE PORT OF
LONG BEACH** NEWS RELEASE

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**CONTAINER TRADE DIPS 3% IN JANUARY
But “Same” Terminals Show Strong Gains**

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Shipping terminals at the Port of Long Beach handled the equivalent of 334,346 twenty-foot-long container cargo units in January, a decline of 3.0 percent from January 2002. However, after factoring out the departure of a leading shipping line, the port’s “same terminals” saw a significant jump in container traffic.

“Our numbers still reflect the departure of Maersk Sealand, but absolute volume at our remaining terminals continues to grow significantly,” said port Executive Director Richard D. Steinke.

In January, inbound container cargo dipped 6.8 percent to the equivalent of 168,186 twenty-foot-long container units, compared with the same period a year ago. Outbound container cargo fell 18.8 percent to 56,626 twenty-foot equivalent units (TEUs), compared with January 2002. The number of empty containers shipped through the port jumped 16.5 percent to 108,534 TEUs.

Factoring out the January 2002 totals of Maersk Sealand (which stopped calling in Long Beach in August), the port’s “same” terminals reported a 31.6 percent jump in overall container volume in January. Most of Long Beach’s remaining terminals have expanded their land area significantly in recent months. With importers shipping cargo ahead of the Feb. 1 Chinese New Year shutdown in Asia, inbound containers rose 24.4 percent in January. Exports climbed 10.4 percent. With shipping terminals still re-positioning empty containers backlogged by last fall’s lockout, empties increased 62.8 percent.

The Port of Long Beach is one of the world’s busiest container cargo seaports, a leading gateway between the U.S. and Asia. About \$95 billion in trade moved through the port in 2002. General cargo is shipped in steel containers of various sizes. The standard measure for container cargo is the twenty-foot-long container or the twenty-foot-equivalent unit (TEU). More information is available at www.polb.com.

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