

 **THE PORT OF  
LONG BEACH** NEWS RELEASE

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**SHIP TURNAROUND RETURNS TO NORMAL  
Containers Declined 30% during October Lockout**

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Turnaround times for container ships and terminal operations at the Port of Long Beach have returned to near-normal in the past week, but a coast-wide 10-day lockout of longshoremen resulted in a 30.7 percent decline in container volume in October, compared to the same month a year ago.

Because of the shutdown, the number of containers shipped through the Port of Long Beach in October fell to the equivalent of 301,318 container units, based on preliminary figures.

Unable to settle a labor dispute, an employers' lockout shut down West Coast ports in early October, until President Bush invoked the Taft-Hartley Act to order a resumption of work on Oct. 8. Typically, the port sees its heaviest cargo volumes during the summer and early fall as shipments of imported holiday products peak from August through October. October 2001 was Long Beach's single busiest month last year.

This October saw the number of inbound cargo containers drop 31.2 percent to the equivalent of 163,776 twenty-foot-long container units. The port's leading imports include Asia-made clothing, shoes, home furnishings and consumer electronics.

The number of outbound cargo containers declined 50.6 percent to 40,608 twenty-foot-equivalent units (TEUs). The port's leading exports include computer components, factory equipment and raw materials.

The number of empty containers heading back overseas to be re-filled with goods fell 15.3 percent to 96,934 TEUs.

The Port of Long Beach is one of the world's busiest container cargo seaports, a leading gateway between the U.S. and Asia. Nearly \$95 billion in trade moved through the port last year. 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](http://www.polb.com).

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