

 **THE PORT OF
LONG BEACH** NEWS RELEASE

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**TERMINALS CLEARING BACKLOG
Container Volume Drops 10 percent in November**

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As terminals continued to clear a post-lockout backlog from their yards, the overall volume of cargo containers at the Port of Long Beach declined 9.9 percent in November, due largely to this summer's departure of a leading shipping line. Boosted by last-minute holiday and post-holiday shipments, the container trade volume for the port's remaining shipping lines jumped 20 percent.

"Our shipping lines are seeing strong cargo gains although the port's overall numbers show a decline because Maersk Sealand left Long Beach in August," said port Executive Director Richard D. Steinke.

Overall, the number of containers shipped through Long Beach in November dropped to the equivalent of 335,149 twenty-foot container units, a decline of 9.9 percent compared with the same month a year ago based on preliminary figures. Imports dropped 7.4 percent to 179,463 twenty-foot equivalent units (TEUs). Exports fell 14.4 percent to 64,946 TEUs. The number of empty containers, most headed back to Asia to be re-filled with cargo, declined 11.3 percent to 90,740 TEUs.

The port's "same terminals," without Maersk's totals, saw a 21.4 percent gain in imports, a 17.6 percent jump in exports and a 18.7 percent increase in empties. In recent months, Hanjin, Pacific Container Terminal (home to China Ocean Shipping Co.) and International Transportation Service (home to "K" Line) have expanded their operations.

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.

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