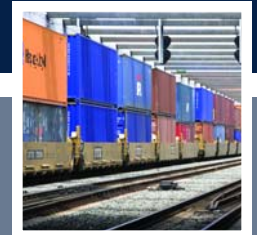
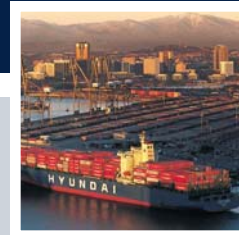




INTERNATIONAL TRADE TRENDS & IMPACTS

The Southern California Region

MAY 2008



WORLD TRADE CENTER ASSOCIATION
LOS ANGELES - LONG BEACH

LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION
THE KYSER CENTER FOR ECONOMIC RESEARCH



The LAEDC thanks the following Business Leaders for their generous support:



A Sempra Energy utility™



For information about LAEDC membership, contact Gina Barro at 213-236-4815.

International Trade Trends & Impacts: The Southern California Region

2007 Results and 2008 Outlook

Written by
Jack Kyser
Nancy D. Sidhu, Ph.D.

Research and Production
Candice Flor Hynek
April Lisonbee

May 2008



Los Angeles County Economic Development Corp.
The Kyser Center for Economic Research
444 S. Flower St., 34th Floor, Los Angeles, CA 90071
Tel: 213-622-4300 or 888-4-LAEDC-1 Fax: 213-622-7100
Website: www.LAEDC.org research@laedc.org

The LAEDC, the region's premier business leadership organization, is a private, non-profit organization established in 1981 under section 501(C) (3). **Our mission is to attract, retain, and grow businesses and jobs in Los Angeles County.**

Since 1996, the LAEDC has helped retain or attract more than 140,000 jobs, providing \$6 billion in direct economic impact from salaries and more than \$100 million in tax revenue benefit to local governments and education in Los Angeles County.

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.

Business Services

The LAEDC's Business Development and Assistance Program provides essential services to LA County businesses at no cost, including coordinating site searches, securing incentives and permits, and identifying traditional and nontraditional financing including industrial development bonds. 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 has been ranked #1 by the Wall Street Journal.

Leveraging our Leadership

The LAEDC operates several subsidiary enterprises, including the World Trade Center Association Los Angeles-Long Beach, which facilitates trade expansion and foreign investment, the California Transportation and Logistics Institute, which enhances the quantity and quality of workforce training for the logistics industry, and LA PLAN, which assists major public land owners in developing real estate through the LAEDC network. In addition, the LAEDC's 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 region's economic vitality and quality of life.

Global Connections

The World Trade Center Association Los Angeles - Long Beach works to support the development of international trade and business opportunities for Southern California companies as the leading international trade association, trade service organization and trade resource in Los Angeles County. It also promotes the Los Angeles region as a destination for foreign investment. The WTCA LA-LB is a subsidiary of the Los Angeles County Economic Development Corporation. For more information, please visit www.wtca-lalb.org.

Table of Contents

2007 International Trade Results and 2008 Outlook	1
2007 -- A Year of Surprises	2
What Happened in 2007?	2
What Will Influence 2008's Results?.....	2
Trade Results for 2007	3
Trade in Services.....	5
West Coast Port Trends.....	6
Airport Trends	7
Job Trends in International Trade	8
Product Trade Trends.....	8
Trade Partners.....	9
Trade Values by Port.....	10
Trade Infrastructure Projects	11
Real Estate Impacts.....	12
A Survey of L.A. Customs District's Largest Trading Partners	13
China	14
Japan.....	15
South Korea.....	16
Taiwan.....	17
Thailand.....	18
2008 International Trade Outlook	19
Challenges for Southern California's International Trade Industry	20
Why Los Angeles-Long Beach?	21
Statistical Appendix	22
Table 1: Value of International Trade at Nation's Largest Customs Districts	22
Table 2: International Container Traffic at Nation's Largest Ports.....	23
Table 3: Total Tonnage at the West Coast Ports.....	24
Table 4: Comparative Tonnage of Major West Coast Ports.....	25
Table 5: Direct Employment in International Trade in L.A. Five-County Area.....	28
Table 6: Imports & Exports Through the Los Angeles Customs District	29
Table 7: Exports Through the L.A. Customs District, 2007	30
Table 8: Imports Entering the L.A. Customs District, 2007	31
Table 9: Exports Through the L.A. Customs District by Product & Area, 2007	32
Table 10: Imports Entering the L.A. Customs District by Product & Area, 2007	33
Table 11A: Major Trading Partners of the L.A. Customs District (general imports).....	34
Table 11B: Major Trading Partners of the L.A. Customs District (imports for consumption only).....	36
Table 12: Exports Through L.A. Customs District by Destination Country, 2007	38
Table 13: Imports Entering L.A. Customs District by Country of Origin, 2007.....	39
Table 14: Top 20 U.S. Ports, 2007	40
Table 15: Top 20 U.S. Ports for Exports, 2007	41
Table 16: Top 20 U.S. Ports for Imports, 2007	41
Table 17: Exports Through the Port of LA, Port of LB, and LAX; 2007	42
Table 18: Imports Through the Port of LA, Port of LB, and LAX; 2007	42
Table 19: Exports Through the San Diego Customs District, 2007	43
Table 20: Imports Entering the San Diego Customs District, 2007	43
Table 21: Exports Through the San Diego Customs District by Product & Area, 2007.....	44
Table 22: Imports Entering the San Diego Customs District by Product & Area, 2007	45
Table 23: Exports Through the San Diego Customs District by Destination Country, 2007.....	46
Table 24: Imports Entering the San Diego Customs District by Country of Origin, 2007	47
Table 25: Top Trading Partners of San Diego Customs District, 2007	48
Table 26: Imports from San Diego Customs District's Top Trading Partners, 2007	48
Table 27: Exports Through the San Francisco Customs District, 2007.....	49
Table 28: Imports Entering the San Francisco Customs District, 2007.....	50
Table 29: Exports Through the San Francisco Customs District by Product & Area, 2007.....	51
Table 30: Imports Entering the San Francisco Customs District by Product & Area, 2007.....	52
Table 31: Exports Through the San Francisco Customs District by Destination Country, 2007	53
Table 32: Imports Entering the San Francisco Customs District by Country of Origin, 2007	54
Table 33: Top Trading Partners of San Francisco Customs District, 2007	55
Table 34: Imports from San Francisco Customs District's Top Trading Partners, 2007.....	55
Table 35: California Exports by Destination Country (Origin of Movement Series).....	56
Table 36: California Exports by Product Category (Origin of Movement Series)	57
Table 37: California Exports by Point of Exit (Origin of Movement Series)	58

2007 International Trade Results and 2008 Outlook

- ✦ 2007 a year of change
- ✦ Los Angeles still #1 international trade center in the U.S.
- ✦ 2008 outlook → muted improvement
- ✦ U.S. dollar → remains weak
- ✦ Exports → moderate increase
- ✦ Container traffic at LA-LB ports → little change
- ✦ Trade industry faces hurdles to growth
 - Environment
 - Security
 - Capacity

By the Numbers

	<u>2007</u>	<u>2008F</u>	<u>% Change</u>
Ports of LA-LB TEU's	15.7 Mil	15.8 Mil	+ 1.0%
Exports	3.2 Mil	3.7 Mil	+ 15.6%
Imports	8.1 Mil	8.1 Mil	+ 0.2%
Two-Way Trade Values at LACD	\$349.4 Bil	\$365.7 Bil	+ 4.7%
Int'l Trade Employment (Five-county area)	501,600	503,500	+ 0.4%

Things to Watch

Ocean Shipping

- ILWU contract expires in June 2008
- Security → "10 + 2" rule
- Environmental remediation
- Fuel costs → fuel surcharges
- Port expansion projects

Air

- Rising air freight costs
- Fuel costs → fuel surcharges
- Security → 100% screening

Rail

- Higher intermodal rates
- Fuel costs → fuel surcharges
- Fierce opposition to BNSF Railroad and Union Pacific facilities expansions

Port Trucking

- Implementation of TWIC
- Fuel costs → fuel surcharges
- Replacing older trucks
- Driver shortage?

2007 -- A Year of Surprises

The year 2007 contained many surprises for the business of international trade in Southern California, and 2008 could see more of the same. The most visible 2007 surprise was a -0.2% decline in the number of loaded import containers handled at the ports of Los Angeles and Long Beach, quite a comedown from the 12.5% increase of 2006. A countervailing piece of good news was the continuing strength in export activity, with the loaded export TEU count up by 17.2%.

What Happened in 2007?

Several macroeconomic forces were at work. The most visible negative was the housing industry slump, which quickly spilled over into imports of wood products and furniture. U.S. auto sales also stalled out, which crimped imports of vehicles and parts. In the meantime, retailers moved aggressively to whittle down their inventories in anticipation of a weak Christmas. On the upside, economic growth continued strong elsewhere in the world, especially in Asia. U.S. products were more competitive due to the falling dollar, and exports soared.

Other important industry-specific forces were also at work in 2007. Western railroads raised intermodal rates, ironically to fund more intermodal capacity. In combination with the always-present fears of congestion at the Los Angeles/Long Beach port complex (one of the great urban myths is that the twin ports are always congested), this cost increase caused more importers to divert business through the Panama Canal to Gulf and East Coast ports. Shipping lines also moved ships out of Trans-Pacific trade routes to take advantage of better opportunities in the Asia-Europe and Asia-East Coast routes.

What Will Influence 2008's Results?

The year 2008 won't be a walk in the park for Southern California's international trade industry. The uncertain U.S. economy is one important factor. Another major concern is the expiration of the ILWU contract at the end of June. While negotiations have started early and are expected to be smooth, problems could crop up. One goal will be to increase

container throughput at the steamship terminals. Also, the union is concerned over diversion of business to other ports.

Trade security also will be an industry focus, with implementation of the TWIC card (transportation worker identification credential) expected during the year. Since a significant number of port truck drivers are thought to be undocumented and thus unable to obtain a TWIC, this could crimp driver supply. (The pace of sign-ups for TWIC at the local ports has been slower than expected.) Lurking on the horizon is the possible implementation of the "10 + 2" rule. Importers will have to provide more details—about who manufactured the product, who put it in the container and where—before Customs will approve loading the container on a U.S. bound ship. It could be quite onerous for smaller importers and freight consolidators, and also is a concern due to its perceived costs and potential for delaying shipments.

Soaring fuel costs are bedeviling the railroads, steamship lines and truckers. All have instituted "fuel surcharges," which have been unpopular with shippers. Not much relief in diesel prices is expected in 2008, which presents a quandary for all firms moving freight. All-water service from Asia to the U.S. east coast is especially impacted. Steaming slower reduces fuel consumption but lengthens travel times.

While most of the focus in international trade is on ocean shipping, the international air freight business also is in turmoil. Rising costs of air freight are diverting less time-sensitive traffic to steamships, and the higher

air freight changes go, the more cargo becomes “less time-sensitive”. Air cargo is also looking at 100% screening of cargo. There are also ongoing threats of overcapacity.

The business of international trade in Southern California has always been fraught with issues. The industry is not helped by the fact that this large activity is very disorganized. 2008 could easily bring more unexpected headaches.

Trade Results for 2007

The Los Angeles Customs District retained its first place ranking in **total value of two-way trade** in 2007, with an increase of 6.1% to \$349.4 billion. The number two district, New York, saw a more robust gain of 9.8% to \$323.9 billion. It benefited from increased trade with both Europe and Asia (through the Suez Canal). The number three district, auto-centric Detroit, recorded a more modest gain of 3.2% to \$247.1 billion. [See Appendix Table 1]

Stand-outs in 2006-2007 growth were 5th ranked New Orleans (up by 14.7% to \$175.3 billion, reflecting continued recovery from Katrina as well as the boom in exports of commodities), 4th ranked Houston (a gain of 14.3% to \$185.3 billion, due to rising prices of oil and chemicals), and 10th ranked Savannah (up by 13.8% to \$93.8 billion in two-way trade value, reflecting terminal expansion and aggressive efforts to obtain new business).

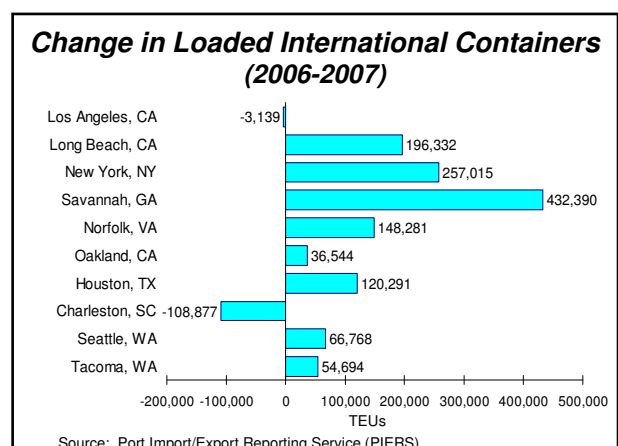
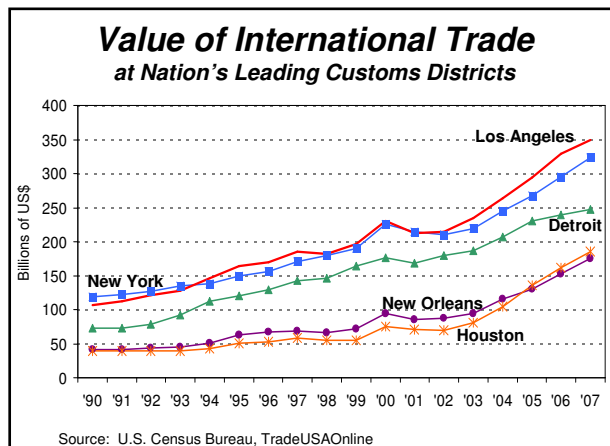
The only change in ranking of the nation’s top 10 customs districts in 2007 was New Orleans edging past Laredo into fifth position. The

latter, a major port of entry for goods going to and from Mexico recorded, for it, a modest 6.7% increase to \$167.8 billion.

The San Francisco Customs District (number 9) posted a slim 1.0% increase in the value of two-way trade in 2007 to \$112.2 billion, reflecting a drop in import values. The San Diego Customs District, while not in the top 10, saw two-way trade value advance by 6.7% in 2007. Its growth was held back by a decline in export values.

Combining all three customs districts, the state of California saw its two-way trade value rise by 5.0% to \$515.8 billion in 2007. While the Los Angeles and San Diego districts hit new record levels during the year, the San Francisco district was still well below its all-time peak of \$127 billion recorded back in 2000 (just before the tech bust).

The Los Angeles Customs District continued to be dominated by imports in 2007, but this value increased by only 4.3% over the prior year. The big news was the surge in export



activity, with double-digit gains starting in 2005, thanks to the decline in the value of the U.S. dollar. A new record was set in 2007, with exports out of the local district moving over \$100 billion.

The other headline measure of international trade activity is the **number of containers handled**. (Containers are measured in TEUs or 20-foot equivalent units. Most containers nowadays are 40-feet or two TEUs.)

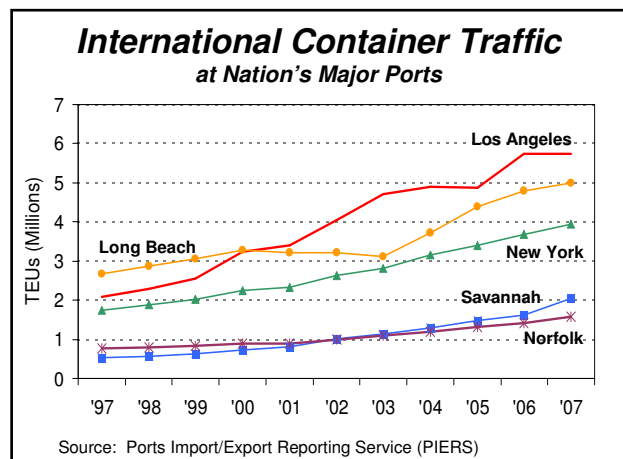
The port of Los Angeles (POLA) remained number one in the nation measured by the number of loaded containers handled during 2007. However, the port's loaded container count slipped by -0.1% (-3,100 TEUs) to 5.74 million TEUs. Long Beach ranked number two nationally, posted a 4.1% gain (+196,300 TEUs) to 4.99 million TEUs. The port of New York remained in third place, up by 7.0% to 3.93 million TEUs.

Diversion is a word frequently heard nowadays at Southern California's ports, and the loaded container growth numbers are quite revealing. Savannah recorded a 26.9% increase during 2007 (or +432,400 TEUs).

Norfolk saw a 10.4% gain (or +148,300 TEUs). New York's percentage gain wasn't quite as strong, but it saw a significant +257,000 TEU gain during 2007.

On the West Coast, the port of Oakland saw the number of loaded containers handled in 2007 move up by 2.6% (+36,500 TEUs), while Seattle recorded a 5.5% increase (+66,800 TEUs). Tacoma moved ahead by 5.0% (or +54,700 TEUs).

[See Appendix Table 2]



Myth

The Ports of Los Angeles and Long Beach are always congested.

Fact

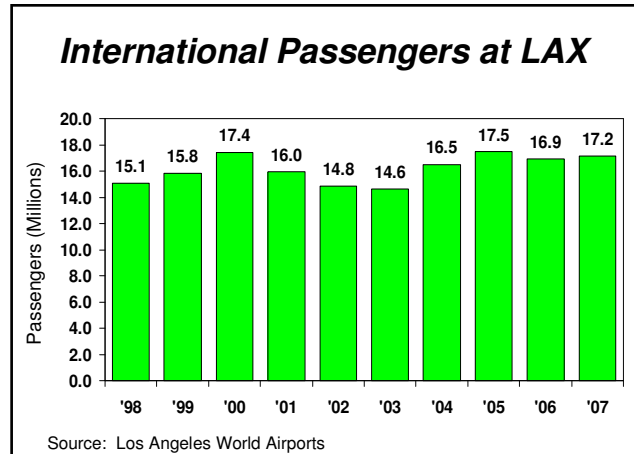
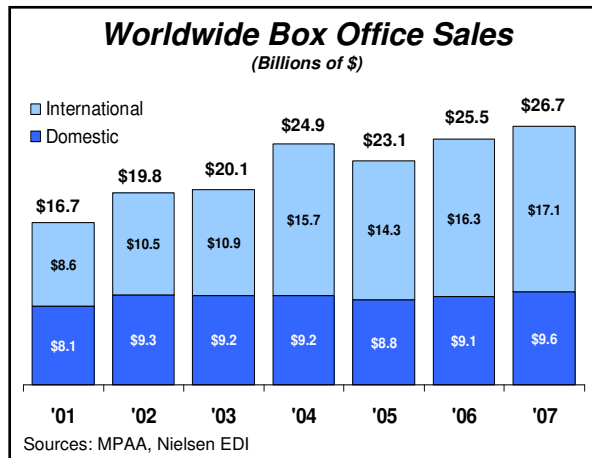
"This myth stems from a period of congestion occurring in 2004, when a confluence of events contributed to a labor, rail and truck shortage that resulted in significantly increased turnaround times for container ships. The Ports of Los Angeles and Long Beach took this as a learning experience and made necessary adjustments. Since that time, there has NEVER been a period of congestion in either Port. One classic adjustment has been Pier Pass, an extension of terminal gate hours that not only smoothed out cargo distribution, but alleviated local traffic congestion and mitigated air pollution. For this and other innovations, many competitor ports actually look to Los Angeles-Long Beach for ideas to alleviate their own congestion issues."

Captain R.B. McKenna
Executive Director
Marine Exchange of Southern California

Trade in Services

All the data in this report are for trade in goods and do not include international trade activity in services. Some data on service trade are available at the national level, but not at the state or local level. However, services are a significant export activity for the Los Angeles area.

One prominent example is international film box office receipts, which totaled \$17.1 billion in 2007 according to the Motion Picture Producers Association. However, a good share of that revenue goes to theater owners. According to the U.S. Department of Commerce, U.S. receipts for film and television rentals abroad totaled \$10.35 billion in '06 (this would go to the film companies). Video games are evidently not included. Using the '06 ratio of foreign rental receipts to international box office suggests that 2007 rental receipts were about \$10.86 billion.



Another example is international tourism to Southern California. Foreign visitors to Los Angeles County spent \$4.3 billion in 2007. Some people do not think of this as an “export,” but it is, since tourists shop (especially with the weak dollar), and spend money on local food and lodging.

Another Los Angeles area service export is work performed overseas by architecture and engineering firms. International students attending local colleges and universities (USC ranks number one in number of foreign students) also represent a service export. Finally there is medical tourism, where wealthy off-shore residents come to Los Angeles for special medical treatment. Often times they will bring family members, who again stay in local hotels and shop.

West Coast Port Trends

Tonnage-based measures of activity at the West Coast ports are compiled by the Pacific Maritime Association, and the 2007 numbers contained a few surprises. Total tonnage on the U.S. West Coast rose by 2.1%. The big gainer was the Pacific Northwest ports, up by 6.7%, or 6.7 million short tons. The individual growth leader was Portland OR with an increase of 14.8%. Much of this was driven by commodity exports. [See Appendix Tables 3A-C]

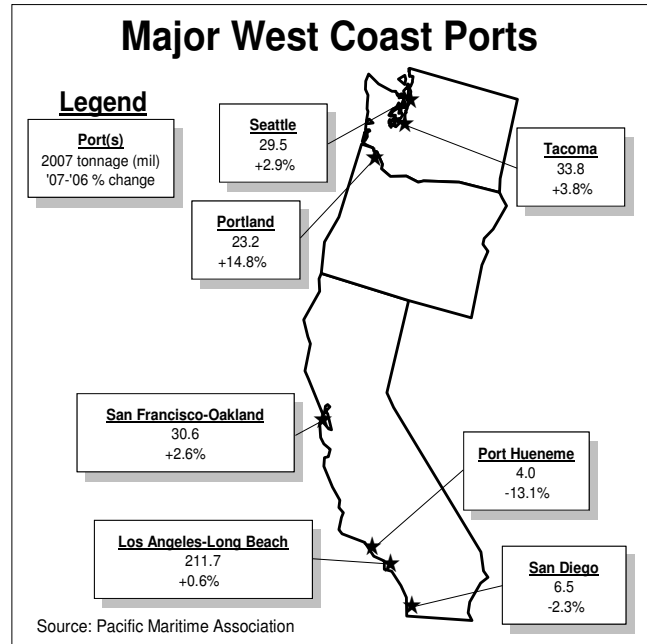
Southern California's ports recorded a wan 0.2% increase in tonnage, while the Northern California ports saw a 0.6% gain. Of the major ports on the West Coast, declines in tonnage during 2007 were recorded by the Ports of Los Angeles (-2.2%), San Diego (-2.3%) and Hueneme (-13.1%). Long Beach, however, recorded a 3.8% gain.

Southern California's share of West Coast tonnage slipped to 60.3% from 61.4% in 2006. Northern California's share inched down to 10.6% from 10.7%.

Looking at the tonnage share of individual ports, Los Angeles dropped to 30.0% from 31.3% in 2006, Long Beach rose to 27.4% from 26.9%, San Diego inched down to 1.8% from 1.9%, while Hueneme declined to a 1.1% share in 2007 from 1.3%.

The roster of the **world's top container ports** remained unchanged in 2007, despite the slippage in volume at Los Angeles-Long Beach (-0.6%)* and lackluster growth at Hong Kong (+1.4%). Singapore remained number one, with a +12.5% increase to 27.9 million TEUs. Shanghai was second, up by +20.5% to 26.2 million TEUs. Hong Kong was third at 23.8 million TEUs, while Shenzhen recorded a +14.2% increase to 21.1 million TEUs.

* As reported by "Containerization International."



Los Angeles-Long Beach was fifth, while Busan was sixth, with a +10.0% gain to 13.3 million TEUs.

Note: People often call the LAEDC asking for the phone number and address of the "Los Angeles Customs District." There is no such physical entity. Trade activity is monitored by the U.S. Bureau of the Census, and the "customs district" is simply a reporting device. The Los Angeles District includes the sea ports of Hueneme (in Ventura County), Long Beach and Los Angeles; Los Angeles and Los Angeles/Ontario International airports; several oil terminals along the coast; and McCarran Field in Las Vegas.

The San Francisco Customs District includes all ports and international airports in the northern half of California plus Reno NV. The San Diego district includes the local port, airport, and the border crossings with Mexico.

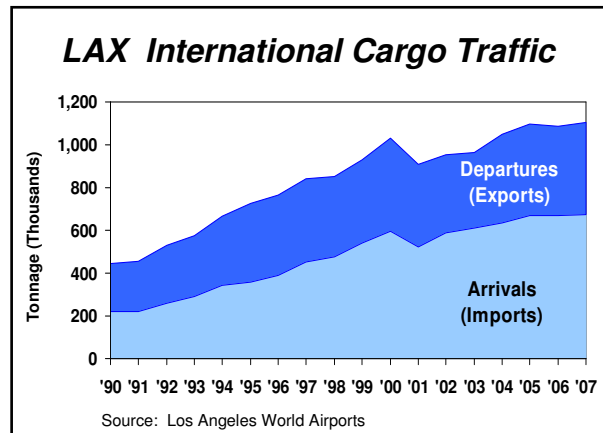
Airport Trends

International air freight tonnage at Los Angeles International Airport (LAX) rose by 1.5% in 2007 to 1.10 million tons, setting a new record level for the facility. Import tonnage inched up by 0.4% to a new peak level. Meanwhile, export tonnage rose by 3.3%, but remained below the 2000 peak. The 2007 results for Los Angeles/Ontario International (ONT) were not as pleasing, with a -2.6% decline in total tonnage. Import tonnage rose by 0.9%, but export tonnage declined by -10.1%.

Airborne exports and imports at the local customs district tend to be smaller-size, high-value products. In 2007, the value of imports by air totaled \$38.4 billion compared with \$280.9 billion by sea. The value of exports by air in 2007 was \$41.7 billion, compared with \$56.9 billion moving by sea. By commodity type, the most important air import items by value in 2007 were “computers, peripherals,

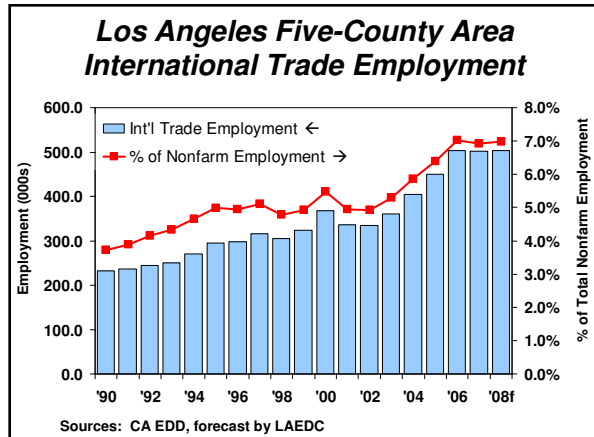
machinery, appliances & parts” valued at \$12.2 billion, followed by “electrical equipment, TVs, & electronic parts” valued at \$11.4 billion. On the export side in 2007, the top product group moving by air was “electrical equipment, TVs, & electronic parts” valued at \$14.3 billion. It was followed at quite some distance by “computers, peripherals, machinery, appliances & parts” valued at \$8.3 billion.

[See Appendix Tables 7-8]



Job Trends in International Trade

International trade activity in the Los Angeles five-county area continued to add jobs in 2007, but not at the robust pace of previous years. About 14,700 jobs were added during the year, which moved average annual employment to 519,100 positions.



This count includes not only longshoremen but also a wide-array of other activities that pay good wages. Included are vessel

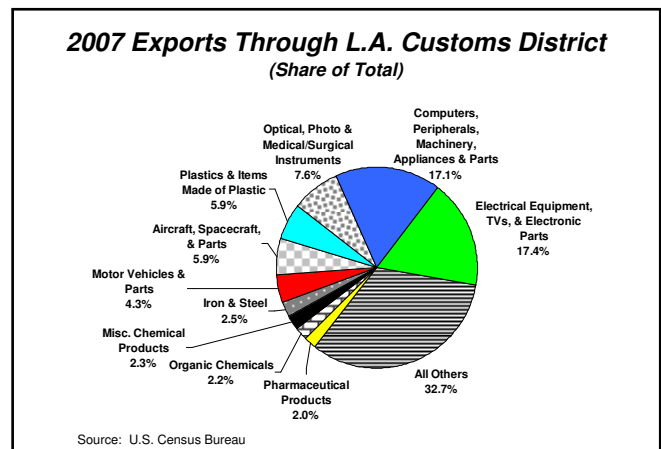
operation, services to vessels, cargo handling, surface transportation, (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance and law (the latter are necessary to interpret the growing roster of trade security regulations). Many of these jobs are not well captured in the wage and salary employment numbers from the state Employment Development Department. The independent port truckers are the best example.

Where are the largest concentrations of international trade jobs in Southern California? Obviously they are around the ports and airports, but there are other hot spots including the western end of the Riverside-San Bernardino area. Other areas also are popping up, including further east along the I-10 corridor, in the high desert area of San Bernardino County and in the Antelope Valley in north Los Angeles County.

[See Appendix Table 5]

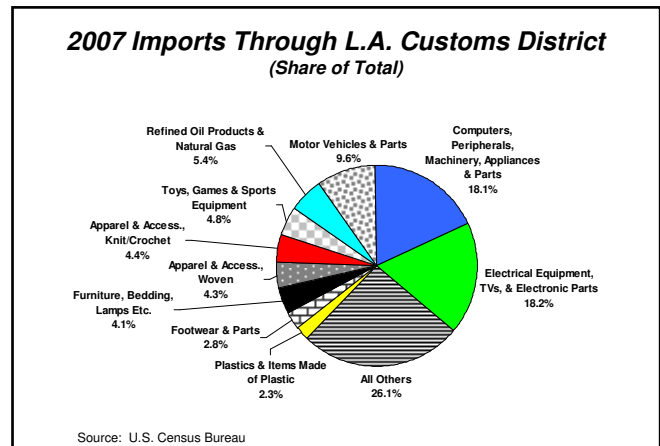
Product Trade Trends

Exports: The top export commodity out of the Los Angeles Customs District in 2007 was “electrical equipment, TVs, & electronic parts”, with a value of \$17.4 billion. Right on its heels was “computers, peripherals, machinery, appliances & parts” with a value of nearly \$17.2 billion. In third place was “optical, photo & medical/surgical instruments” with a value of \$7.6 billion. A couple of the more interesting exported products out of the Los Angeles Customs District were “natural pearls, precious stones & metals; coins” and “toys, games & sports equipment” both valued at \$1.15 billion. [See Appendix Table 7]



Imports: There was also a tight race for the top spot in import products coming into Los Angeles in 2007. Number one was “electrical equipment, TVs, & electronic parts” at \$58.32 billion. Just behind were “computers, peripherals, machinery, appliances & parts” at \$58.15 billion. In third place was “motor vehicles & parts”, with a value of \$30.9 billion.

Imports of apparel and related items were valued at \$36.7 billion, while furniture imports were valued at nearly \$13.3 billion. Additional imports of interest were toys, games & sports equipment at \$15.3 billion, and precious stones & metals at \$3.7 billion. [See Appendix Table 8]



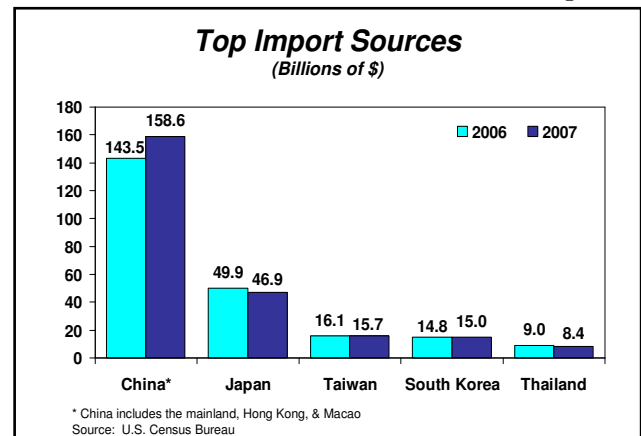
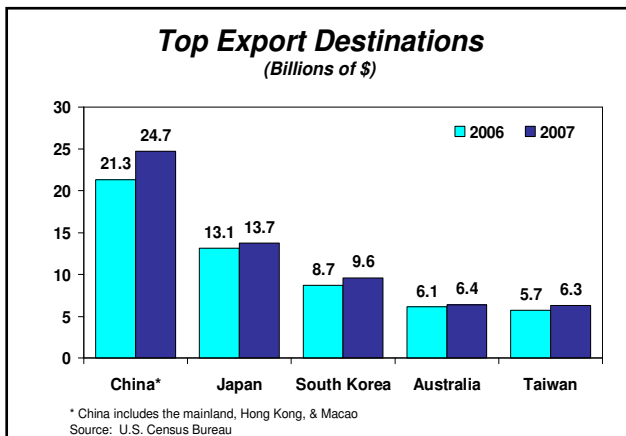
Trade Partners

China remained firmly in first place as the Los Angeles Customs District top trading partner in 2007 with a two-way trade value of \$183.3 billion (using “general imports,” reflecting the total cargo unloaded). In comparison, China’s 2003 value was “just” \$102.6 billion. Japan was a distant number two with a total value of \$60.5 billion, followed by South Korea with a 2007 two-way trade value of \$24.6 billion. [See Appendix Table 11A]

Five European nations made the top 20 trading partners roster for Los Angeles. Germany set the pace, with a 2007 value of \$8.0 billion. It must be acknowledged that trade between the Los Angeles area and Canada and Mexico is understated. Many of the goods headed to or out of Los Angeles enter/exit the U.S. at inland border crossings and clear customs in border districts such as San Diego, Detroit, Laredo (TX) and Blaine (WA).

Were there any significant changes to the top 10 rosters in 2007? Not at the top, but further down there was some movement. For example, Thailand moved from 6th in 2006 to 5th in 2007.

China was, no surprise, the leader in imports to the Los Angeles Customs District in 2007, with a value of \$158.6 billion. Japan was again a very distant second with a value of \$46.9 billion. China was also the top



destination for exports from the Los Angeles District, with a 2007 value of \$24.7 billion, which is a probably a surprise to some. Japan was a much closer number two with a value of \$13.7 billion.

It's no surprise that China continued to run a huge trade deficit with the Los Angeles Customs District, -\$133.8 billion in 2007. Japan was second on this measure with a

deficit of -\$33.2 billion. Unlike China, Japan's deficit was smaller in 2007 than in 2006, and has held fairly steady over the last four years.

The Los Angeles Customs District does run a positive trade balance with some countries, including Australia (\$4.1 billion in 2007), Singapore (\$2.8 billion), the Netherlands (\$0.9 billion) and France (\$0.4 billion in 2007).

Trade Values by Port

Data allow analysis of trade values moving through individual seaports and airports around the nation. For imports, the port-level data reflect the value of merchandise unloaded, not the value of the merchandise that clears U.S. customs. Merchandise could enter the U.S. through one port but clear customs at another for a variety of reasons, such as the use of free trade zones for further processing while in the U.S. In Los Angeles, the value of unloaded merchandise is higher than the value of goods that clear customs.

The port of Los Angeles was the top port in the nation in 2007, with a total two-way trade value of \$241.6 billion. Kennedy International Airport in New York was number two with a value of \$163.9 billion, while Detroit was third with a 2007 value of \$153.2 billion. The port of Long Beach ranked 8th with a value of \$87.4 billion. Los Angeles International Airport placed 11th with a value of \$81.3 billion.

Looking at other California ports, San Francisco International Airport was 13th in total value at \$61.8 billion. The port of Oakland was 22nd with \$35.9 billion, while the Otay Mesa Station at San Diego ranked 24th with a value of \$31.4 billion in 2007.

Rankings in the roster of top ports for exports are much different. Detroit was first with a

2007 export trade value of \$82.9 billion (mostly autos & parts), followed by Kennedy International at \$78.5 billion. Los Angeles International Airport placed 5th at \$42.7 billion. Further back – 11th – was the port of Los Angeles at \$30.2 billion, while the port of Long Beach was 13th at \$26.7 billion.

The other major ports in California were led by San Francisco International Airport (12th) with an export value of \$29.8 billion. The port of Oakland was 28th at \$11.5 billion, while San Diego's Otay Mesa Station placed 31st with a 2007 value of \$10.0 billion.

The roster of ports based on value of imports unloaded looks more familiar; the port of Los Angeles ranking number one with a value of \$211.4 billion. The port of Newark (New Jersey) was 2nd with a value of \$118.9 billion, while Kennedy International was 3rd at \$85.4 billion. The port of Long Beach placed 8th at \$60.6 billion, while Los Angeles International ranked 13th in imports with \$38.6 billion.

In the roundup of other California ports, San Francisco International airport was 16th with \$32.0 billion, the port of Oakland was 25th with a 2007 value of \$24.4 billion, while Otay Mesa was 27th with \$21.4 billion.

[See Appendix Tables 14-16]

Trade Infrastructure Projects

Work on the Trapac Terminal at the port of Los Angeles should begin this year, which will expand its capacity to 243 acres with on-dock rail. Approval of this \$170 million project was achieved by the establishment of a community mitigation fund of \$3.50 levied on each container projected in EIRs approved by the port. The fund is to last for five years, and if no other projects are approved no money will be generated for the fund. Trapac was the first terminal expansion in 7 years. There are 13 more expansion projects in the pipeline at Los Angeles.

At the port of Long Beach, work on three major EIRs will start this year. One is the “Middle Harbor” project, where two older and smaller terminals will be combined into a 350 acre facility with on-dock rail. The second EIR is Pier F, which will be a 150 acre terminal with on-dock rail built on a former oil field. The third draft EIR is for the Gerald Desmond Bridge replacement. Together, these three projects represent over \$2.2 billion in investment.

Finding the funds to pay for expanding Southern California’s trade infrastructure is a real challenge. While a \$19.9 billion state bond was approved in November 2006, there’s

been the usual “north vs. south” battle on where the money should be spent. About \$1.65 billion has been allocated to projects in Southern California, including some funding for the replacement of the Gerald Desmond Bridge in Long Beach. However, more funding will be required, so a fee of \$15 per loaded 20 ft. container is going to be implemented at the local ports to raise the estimated \$1.4 billion needed for other trade infrastructure projects. When that amount is reached, the fee will go away.

In the meantime, the BNSF mainline from Los Angeles to Chicago will soon be completely double tracked, while the Union Pacific is double tracking its key Sunset Route from Los Angeles to El Paso TX.

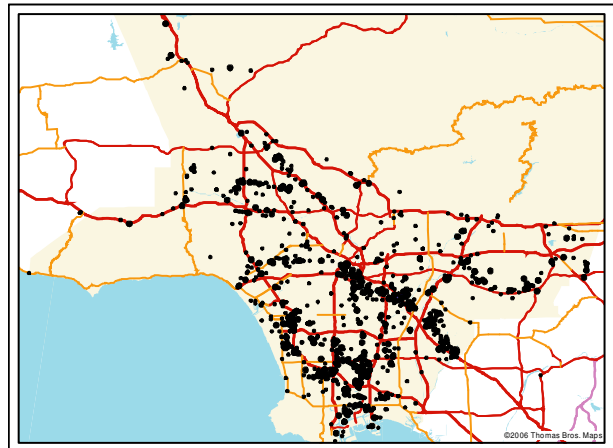
The BNSF Railroad would like to develop a “near-dock” intermodal container transfer facility close to the ports (in fact almost next door to a similar UP facility). However, it has run into fierce opposition despite the fact that the facility would take about one million truck trips a year off the Long Beach Freeway (i.e. trucks no longer hauling containers to the two intermodal rail yards in the East Los Angeles area).

Real Estate Impacts

International trade activity continues to have a huge impact on Southern California's industrial real estate market. During the 1st quarter of 2008, the industrial vacancy rate in Los Angeles County was 1.6%, the lowest in the nation. And the rate has held at this low level for several years, with little change expected despite the economic slowdown. For Los Angeles County, a limiting factor is a shortage of land for new industrial construction, especially for the larger buildings preferred by modern logistics operators. Worse, there has been a push to convert industrial land to other uses, not the least of which is residential.

During the 1st quarter of 2008, Orange County's industrial vacancy rate was 4.3%, and it too has run at low levels for the last two years. Again, land availability is a constraint, and high lease rates have driven some firms to the Riverside-San Bernardino area. This area's 1st quarter 2008 industrial vacancy rate was 6.5%, with a significant amount of new development underway. However, a shortage of land in the western end of the two-county area is driving industrial development further east along the I-10 freeway and up over the Cajon Pass to the High Desert. The latter trend presents two problems. One is the distance to the ports, especially on congested

Trade & Logistics Firms in L.A. County



freeways. The other is the limited availability of water, which has stalled some projects.

Another area in Southern California making a pitch for large, modern distribution facilities is southern Kern County, specifically the Tejon Ranch. The Antelope Valley in northern Los Angeles County is another potential candidate, but it often gets overlooked despite its business friendly stance, large blocks of land and access to good air and rail service.

With the shifting trends in international trade flows, such as the move to more all-water service to the U.S. east coast, business leaders in the Riverside-San Bernardino area are suffering a touch of angst about future development potential.

A Survey of L.A. Customs District's Largest Trading Partners

Los Angeles Customs District's Top 10 Trading Partners, 2007

Country	Two-Way Trade (Billions \$)	Rank	LACD Imports (Billions \$)	Rank	LACD Exports (Billions \$)	Rank	Merchandise Trade Balance (Billions \$)	Import-to-Export Ratio
China*	\$183.3	1	\$158.6	1	\$24.7	1	-\$133.9	6.4
Japan	60.5	2	46.9	2	13.7	2	-33.2	3.4
South Korea	24.6	3	15.0	4	9.6	3	-5.3	1.6
Taiwan	22.1	4	15.7	3	6.3	5	-9.4	2.5
Thailand	10.7	5	8.4	5	2.2	10	-6.2	3.8
Malaysia	9.9	6	6.9	6	3.0	7	-3.9	2.3
Australia	8.8	7	2.4	16	6.4	4	4.1	0.4
Singapore	8.7	8	2.9	14	5.7	6	2.8	0.5
Germany	8.0	9	5.4	8	2.6	8	-2.9	2.1
Indonesia	7.1	10	5.9	7	1.2	15	-4.7	4.9

Country	Population	Two-Way Trade per Person (\$/Person)	LACD Imports per Person (\$/Person)	LACD Exports per Person (\$/Person)	Mer. Trade Bal. per Person (\$/Person)
China*	1,337,524,064	\$137.1	\$118.6	\$18.5	-\$100.1
Japan	127,288,419	475.6	368.3	107.3	-261.0
South Korea	49,232,844	499.0	303.7	195.3	-108.4
Taiwan	22,920,946	962.1	685.1	276.9	-408.2
Thailand	65,493,298	162.6	128.6	34.0	-94.6
Malaysia	25,274,133	391.0	272.9	118.1	-154.8
Australia	20,600,856	426.9	114.5	312.4	197.8
Singapore	4,608,167	1,885.5	639.2	1,246.3	607.1
Germany	82,369,548	97.5	66.1	31.4	-34.6
Indonesia	237,512,355	30.1	25.0	5.1	-19.8

Notes: * China includes the mainland, Hong Kong, and Macao.

Sources: U.S. Census Bureau; Population data from the Central Intelligence Agency, *World Fact Book 2008*

International trade data from the U.S. Census Bureau are classified by customs district rather than the actual source of production and/or final destination. Therefore, overland shipments are under-reported for customs districts not bordering the country in question. Since much of Southern California's trade with Canada and Mexico utilizes ground transportation like trains and trucks, most of that traffic is captured by inland border "ports" in customs districts such as San Diego and Seattle. Furthermore, since the L.A. Customs District (LACD) has large seaports that handle intermodal cargo for the entire U.S. and airports that serve as hubs for many transpacific routes, LACD's export numbers

poorly reflect the amount of production actually occurring here.

The table above summarizes international trade flows between LACD and its top ten major trading partners. Nations in the table are ranked according to the total two-way volume of trade in 2007.

This section provides detailed information about the Los Angeles Customs District's trade with its top five trading partners in 2007: China, Japan, South Korea, Taiwan, and Thailand.

China

China (here defined to include the mainland, Hong Kong, and Macao) was the LACD's largest trading partner in 2007 with total two-way trade valued at \$183.3 billion. Total Chinese imports unloaded in the LACD were \$158.6 billion (#1), while total U.S. exports to China through the LACD came to \$24.7 billion (again #1). This gave the LACD a trade deficit of -\$133.8 billion (also #1). China's import-to-export ratio of 6.4 was by far the highest among the LACD's top trading partners, though a bit below the 2006 ratio of 6.7.

The value of China's imports unloaded in the LACD rose by 10.5% during 2007. The list of China's major import product groups is dominated by consumer electronics and nondurable consumer goods. Almost half of the dollar increase in China's total LACD imports in 2007 was driven by that nation's rising importance as a contract manufacturer of television sets, especially flat-panel TVs. Other fast-growing product groups included Chinese toys & games (up by 25% over 2006 despite safety concerns) and apparel & accessories (up by a combined 17%).

The LACD's exports to China are driven by the nation's huge appetite for raw materials and components as inputs to its growing manufacturing sector's activities. The largest LACD export product groups—electronic components, plastic polymers, various types of metal scrap, cotton fabric, leather & hides, wastepaper and organic chemicals—all testify to this need. As fast as China's industrial sector is growing, it is not yet big enough to generate sufficient scrap, waste and key materials on its own.

The Chinese economy is growing extremely rapidly. GDP soared by 11.9% during 2007, up from the 11.4% pace of 2006. Such fast growth is not without its problems. Rising economic activity is out-stripping the expansion of the Chinese infrastructure. Power shortages are not uncommon, and congestion on the nation's highways and railroads is chronic. Production costs are rising rapidly, especially wages in the manufacturing sector. Worse yet, inflation has accelerated due to rising food prices. In response, monetary policy has been tightened--though gradually—and the Chinese yuan has continued to appreciate against the U.S. dollar. By year end 2007, the yuan had risen by 8.5% since it was first set free to float in July 2006. The yuan continued to rise in first quarter 2008.

LACD Imports from China*			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Electrical Equipment & Parts, Electronic Components	35,235.5	22.2%	25.6%
Computers, Peripherals, Machinery, Appliances & Pts	30,817.7	19.4%	-1.9%
Toys, Games, Sports Equipment & Accessories	14,089.5	8.9%	25.1%
Furniture, Bedding, Lamps etc.	10,473.7	6.6%	-0.8%
Footwear & Parts	7,928.2	5.0%	-0.6%
Apparel & Accessories, Woven Items	7,574.9	4.8%	11.0%
Apparel & Accessories, Knitted Items	6,698.2	4.2%	24.1%
Iron & Steel Products	4,491.4	2.8%	11.3%
Plastics & Items Made of Plastic	4,320.6	2.7%	7.9%
Leather, Handbags & Related Products	4,174.9	2.6%	1.5%
Vehicles & Parts	4,014.6	2.5%	19.4%
Textile Art, Needlecraft Sets	2,624.5	1.7%	3.6%
Optic, Photo, Medical/Surgical Instruments	2,277.4	1.4%	12.7%
Miscellaneous Items of Base Metal	1,907.0	1.2%	13.7%
Rubber & Items Made of Rubber	1,870.9	1.2%	27.0%
All Other Products	20,081.6	12.7%	6.8%
Total Imports from China	158,580.7	100.0%	10.5%

LACD Exports to China*			
(Millions of \$)	2007	% of	'06-'07
	Exports	Total	Change
Electrical Equipment & Electronic Parts	4,821.8	19.5%	10.3%
Computers, Peripherals, Machinery, Appliances, Pts	3,503.0	14.2%	10.5%
Plastics & Items Made of Plastic	2,490.3	10.1%	23.1%
Copper, Products & Scrap	1,203.6	4.9%	29.2%
Iron & Steel, Products & Scrap	1,143.2	4.6%	40.7%
Vehicles & Parts	1,115.1	4.5%	27.5%
Cotton, Yarn & Woven Fabric	1,101.8	4.5%	-24.6%
Optic, Photo, Medical/Surgical Instruments	972.9	3.9%	34.0%
Aluminum, Products & Scrap	776.1	3.1%	-0.3%
Leather & Leather Goods, Hides	701.9	2.8%	10.0%
Paper, Pulp, Wastepaper	674.4	2.7%	45.4%
Organic Chemicals	562.7	2.3%	45.7%
Rubber & Items Made of Rubber	503.8	2.0%	38.0%
Miscellaneous Chemical Products	498.9	2.0%	21.0%
All Other Products	4,659.8	18.8%	21.4%
Total Exports to China	24,729.3	100.0%	16.4%

*China includes the mainland, Hong Kong & Macao.

Japan

Japan was the LACD's second largest trading partner in 2007 with total two-way trade valued at \$60.5 billion. Total Japanese imports unloaded in the LACD were valued at \$46.9 billion (#2), while total U.S. exports to Japan through the LACD came to \$13.7 billion (again #2). This gave the LACD a trade deficit of -\$33.2 billion (also #2). Japan's import-to-export ratio was 3.4 was third highest among the LACD's top five trading partners, though it was below the 3.8 registered in 2006.

The value of Japan's imports unloaded in the LACD declined by -6.0% during 2007. The major factor in this performance was a decline in the number of motor vehicles coming from Japan through the LACD's ports. Imports of rubber products, primarily Japanese-made tires, also dropped off in 2007. Falling direct imports of electrical equipment, televisions, and electronic components through the LACD also contributed to the weakness in Japanese imports in 2007. In turn, this decline reflected a switch to producing Japanese-branded TVs (and the necessary parts) in China instead of Japan. Other notable declines in product group imports through the LACD included drop-offs in instruments and plastics.

The LACD's exports to Japan include a wide variety of goods. Higher exports were widespread among product groups in 2007. At the top of the list were the aircraft, spacecraft and parts group (up by 7.6% in 2007); the computers, peripherals, machinery, appliances and parts group (+7.3%); and instruments of all types (+17.5%). Farther down, significant improvements in exports were registered by the meat and meat products group (up by 46% despite mad cow concerns); vehicles and parts (+11.5%); and organic chemicals (+10.4%).

The Japanese economy grew by a respectable 2.1% in 2007, following a 2.4% improvement in 2006, the best two-year performance in several decades. The export sector has become a primary driver of the economy, as there are fewer profit opportunities in markets at home. Slowing population growth has moderated the pace of household spending, though urban-area household income levels are relatively high, and many Japanese consumers (especially the young) are eager to try new consumer products. Meanwhile, business investment in new Japanese production facilities has grown fitfully at best. Japanese governments have amassed an extremely large public debt over the past decade and have put tight limits on public spending to bring it under control.

LACD Imports from Japan			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Vehicles & Parts	17,254.7	36.8%	-14.0%
Computers, Peripherals, Machinery, Appliances & Parts	11,581.6	24.7%	4.6%
Electrical Equipment & Electronic Parts	6,733.1	14.4%	-11.4%
Optic, Photo, Medical/Surgical Instruments	1,974.3	4.2%	-4.9%
Rubber & Items Made of Rubber	1,358.2	2.9%	-4.9%
Plastics & Items Made of Plastic	777.3	1.7%	-8.3%
Oil Products	658.8	1.4%	37.1%
Iron & Steel Products	599.1	1.3%	10.1%
Organic Chemicals	561.4	1.2%	-12.4%
Clocks, Watches & Parts	455.8	1.0%	85.8%
Miscellaneous Chemical Products	428.1	0.9%	8.2%
Photographic & Cinematographic Goods	321.4	0.7%	2.5%
Special Classification Provisions	319.1	0.7%	-6.7%
Metal Tools, Cutlery & Parts	292.0	0.6%	-11.5%
All Other Products	3,563.6	7.6%	2.6%
Total Imports from Japan	46,878.5	100.0%	-6.0%

LACD Exports to Japan			
(Millions of \$)	2007	% of	06-'07
	Exports	Total	Change
Aircraft, Spacecraft & Parts	1,318.9	2.8%	7.6%
Computers, Peripherals, Machinery, Appliances & Parts	1,253.4	2.7%	7.3%
Optic, Photo, Medical/Surgical Instruments	1,046.3	2.2%	17.5%
Electrical Equipment & Electronic Parts	1,015.3	2.2%	-4.8%
Vehicles & Parts	855.7	1.8%	11.5%
Plastics & Items Made of Plastic	752.9	1.6%	-0.3%
Organic Chemicals	609.8	1.3%	10.4%
Inorganic Chemicals & Related Compounds	459.7	1.0%	1.4%
Miscellaneous Chemical Products	430.8	0.9%	3.6%
Meat & Meat Products	320.5	0.7%	45.7%
Tobacco & Tobacco Substitutes	289.3	0.6%	-52.8%
Miscellaneous Prepared Foods	286.9	0.6%	15.1%
Special Classification Provisions	252.2	0.5%	-40.9%
Prepared Animal Feed	251.0	0.5%	10.6%
All Other Products	4,511.3	9.6%	9.6%
Total Exports to Japan	13,654.0	29.1%	3.9%

Thus, Japanese businesses have turned to exports for growth. In particular, China has become a big focus, as a huge, market for Japanese exports and increasingly as a low-cost place to manufacture all types of goods for sale locally, in Japan and abroad. Low-cost offshore production sources may well be needed if the yen, the nation's currency, continues to rise on foreign exchange markets. The Japanese yen rose by 4.3% against the U.S. dollar during 2007 and increased at a double-digit rate in first quarter 2008.

South Korea

South Korea was the LACD's third largest trading partner in 2007 with total two-way trade valued at \$24.6 billion, up by 4.7% from 2006. Total Korean imports unloaded in the LACD were valued at \$15.0 billion (for a #4 ranking), while total U.S. exports to South Korea through the LACD came to \$9.6 billion (again #3). This gave the LACD a trade deficit of -\$5.3 billion (#5). South Korea's import-to-export ratio, at 1.6, was the lowest among the LACD's top five trading partners.

The value of South Korea's imports unloaded in the LACD edged up by just 1.0% during 2007. Notable increases were seen in imports of refined oil products, computers and peripherals and instruments. However, LACD imports of Korean-made televisions, apparel, vehicles and parts all declined.

LACD exports to South Korea grew by 11.1% during 2007. Most of this increase occurred in exports of all types of instruments, which more than doubled in 2007. Exports of ferrous scrap soared as well. U.S. exports of meats and meat products through the LACD to South Korea more than tripled in 2007. South Korea resumed imports of boneless beef as part of the negotiations leading up to the U.S.-Korea Free Trade Agreement.

The South Korean economy grew by 5.0+% in 2006 and 2007, its best performance since 2002. However, growth slowed toward year end. Inflation has been low—well below 3% on the CPI—but is accelerating as a result of higher energy and food prices. South Korea imports all of its natural gas and crude oil requirements and then re-exports about a quarter of the crude as refined products like gasoline. The foreign exchange value of the Korean won rose by about 28% against the U.S. dollar during the 2004-2006 period but held stable during 2007.

The U.S.-Korea Free Trade Agreement is still awaiting Congressional approval. South Korea just lifted its remaining ban on U.S.-grown beef, and could become one of this nation's biggest customers if the FTA ever gets passed. The LACD will benefit as well.

LACD Imports from South Korea			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	3,235.4	21.6%	12.5%
Electrical Equipment & Electronic Parts	3,140.1	21.0%	-14.8%
Refined Oil Products	2,088.2	14.0%	52.9%
Vehicles & Parts	1,975.9	13.2%	-4.8%
Rubber & Items Made of Rubber	606.9	4.1%	-7.1%
Plastics & Items Made of Plastic	501.4	3.4%	-16.1%
Iron & Steel Products	434.5	2.9%	1.0%
Optic, Photo, Medical/Surgical Instruments	335.0	2.2%	77.0%
Pulp, Paper & Paperboard	220.3	1.5%	-5.6%
Iron & Steel	207.7	1.4%	-27.5%
Apparel & Accessories, Knit	192.7	1.3%	-35.7%
Fabrics, Knitted Or Crocheted	160.5	1.1%	-8.7%
Furniture, Lamps, Bedding Etc	115.5	0.8%	-0.5%
Miscellaneous Metal Products	110.4	0.7%	-0.7%
All Other Products	1,628.0	10.9%	-4.9%
Total Imports from South Korea	14,952.4	100.0%	1.0%

LACD Exports to South Korea			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	1,827.4	19.0%	-8.8%
Electrical Equipment & Electronic Parts	1,588.8	16.5%	-4.8%
Optic, Photo, Medical/Surgical Instruments	1,136.0	11.8%	163.7%
Vehicles & Parts	532.0	5.5%	11.1%
Aircraft, Spacecraft & Parts	471.0	4.9%	-34.2%
Plastics & Items Made of Plastic	419.1	4.4%	2.3%
Aluminum & Items Made of Aluminum	262.0	2.7%	31.8%
Leather, Leather Products & Hides	235.3	2.4%	1.2%
Iron & Steel	228.7	2.4%	106.5%
Organic Chemicals	213.5	2.2%	-9.1%
Miscellaneous Chemical Products	209.6	2.2%	21.3%
Copper & Items Made of Copper	164.4	1.7%	32.8%
Miscellaneous Prepared Foods	144.7	1.5%	22.2%
Meat & Meat Products	143.7	1.5%	251.9%
All Other Products	2,038.7	21.2%	18.8%
Total Exports to South Korea	9,615.0	100.0%	11.1%

Taiwan

Taiwan was the LACD's fourth largest trading partner in 2007 with total two-way trade valued at \$22.1 billion, up by just 0.9% over 2006. Total Taiwanese imports unloaded in the LACD were valued at \$15.7 billion (3rd largest), while total U.S. exports to Taiwan through the LACD came to \$6.3 billion, for a #5 ranking. This gave the LACD a trade deficit of -\$9.4 billion (the 3rd largest). Taiwan's import-to-export ratio was 2.5, down from 2.8 in 2006.

The value of total imports unloaded in the LACD from Taiwan declined by -2.8% during 2007. There was a marked decline in direct imports of computers & peripherals—some of which undoubtedly now come from China or Vietnam—and smaller decreases in a variety of consumer and industrial goods. Imports of iron and steel mill products also fell due to weak conditions in the U.S. domestic steel market during 2007. On the upside, the LACD recorded higher imports of refined oil products, electrical equipment and electronic components.

The value of total exports leaving the LACD for Taiwan increased by 11.3% during 2007. About one-half of this improvement came from higher exports of iron and steel scrap. Large increases were also seen in exports of agricultural raw materials like soybeans and corn. Exports of electronic components and aircraft both declined in 2007.

The Taiwanese economy grew by 5.7% during 2007, up from 4.9% the previous year. Exports are an important driver of Taiwan's economy, and the nation has amassed a large foreign currency reserve. However, it is vulnerable to slowdowns in key export markets like the U.S. Also, Taiwan must import a considerable fraction of its energy requirements, agricultural and industrial raw materials to feed its people and keep its factories humming. Prices of most key commodities have risen sharply, a further risk going forward.

LACD Imports from Taiwan			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Electrical Equipment & Electronic Parts	5,068.1	32.3%	1.4%
Computers, Peripherals, Machinery, Appliances & Parts	2,461.0	15.7%	-19.3%
Iron & Steel Products	1,120.2	7.1%	0.9%
Vehicles & Parts	1,020.8	6.5%	4.6%
Plastics & Items Made of Plastic	705.3	4.5%	-2.1%
Refined Oil Products & Natural Gas	528.0	3.4%	162.7%
Iron & Steel	442.7	2.8%	-24.7%
Furniture, Bedding, Lamps etc.	438.4	2.8%	-6.3%
Toys, Games, Sports Equipment & Accessories	415.9	2.6%	4.9%
Miscellaneous Metal Items	396.3	2.5%	-4.0%
Apparel & Accessories, Knit	390.0	2.5%	-7.9%
Optical, Photo, Medical/Surgical Instruments	297.9	1.9%	-8.7%
Metal Tools, Cutlery & Parts	283.7	1.8%	-12.9%
Rubber & Items Made of Rubber	267.9	1.7%	-13.1%
All Other Products	1,867.0	11.9%	1.0%
Total Imports from Taiwan	15,703.2	100.0%	-2.8%

LACD Exports to Taiwan			
(Millions of \$)	2007	% of	'06-'07
	Exports	Total	Change
Electrical Equipment & Electronic Parts	1,597.2	25.2%	-9.5%
Computers, Peripherals, Machinery, Appliances & Parts	565.4	8.9%	11.2%
Iron And Steel	505.6	8.0%	236.2%
Plastics & Items Made of Plastic	425.8	6.7%	-8.1%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	410.8	6.5%	101.1%
Organic Chemicals	300.2	4.7%	17.6%
Optical, Photo, Medical/Surgical Instruments	274.8	4.3%	20.6%
Aircraft, Spacecraft & Parts	238.9	3.8%	-17.5%
Cereal Grains	211.9	3.3%	233.6%
Aluminum & Items Made of Aluminum	127.9	2.0%	54.9%
Miscellaneous Chemical Products	123.0	1.9%	-10.7%
Inorganic Chemicals & Related Compounds	106.9	1.7%	7.5%
Leather & Hides	103.6	1.6%	10.0%
Cotton, Including Yarn & Woven Fabric	92.8	1.5%	6.8%
All Other Products	1,263.0	19.9%	-1.0%
Total Exports to Taiwan	6,348.0	100.0%	11.28%

Thailand

Thailand was the LACD's fifth largest trading partner in 2007 with total two-way trade valued at \$10.7 billion, down by -3.9% over 2006. Total Thailand imports unloaded in the LACD were valued at \$8.4 billion (also #5), while total U.S. exports to Thailand through the LACD came to \$2.2 billion, for a #10 ranking. This gave the LACD a trade deficit of -\$6.2 billion with Thailand (4th largest). Thailand's import-to-export ratio was 3.8, down from 4.3 in 2006.

The value of total imports unloaded in the LACD from Thailand dropped by -6.4% during 2007. Mostly, this decline was due to lower imports of television screens. Imports of Thai petrochemicals and plastic resins also fell, as did imports of fresh, frozen and canned seafood products. Higher imports of Thai computer peripherals and apparel were partial offsets.

On the export side, U.S. exports to Thailand through the LACD grew by 7.3% during 2007. Higher exports were recorded for a wide variety of products ranging from iron and steel scrap, plastic resins, chemical catalysts and engine components to raw cotton.

The Thai economy grew by 4.8% in 2007 after an increase of 5.1% in 2006. This was a very respectable performance since the Thai currency, the baht, appreciated by about 35% over this two-year period. Exports account for about 70% of Thailand's GDP, and the U.S. is the third largest foreign customer. Thus, the U.S. economic slowdown is hurting a bit, though trade with other Asian developing nations is on the rise.

LACD Imports from Thailand			
(Millions of \$)	2007	% of	'06-'07
	Imports	Total	Change
Computers, Peripherals, Machinery, Appliances & Parts	1,977.2	23.5%	18.4%
Electrical Equipment & Electronic Parts	1,567.2	18.6%	-27.1%
Rubber & Items Made of Rubber	603.1	7.2%	4.2%
Apparel & Accessories, Knit	590.5	7.0%	9.1%
Prepared Meat & Seafood	563.1	6.7%	-14.7%
Fish & Seafood	354.5	4.2%	-17.4%
Apparel & Accessories, Woven	333.5	4.0%	-0.5%
Plastics & Items Made of Plastic	274.3	3.3%	-27.8%
Vehicles & Parts	214.1	2.5%	11.8%
Furniture, Lamps, Bedding Etc	148.5	1.8%	-18.1%
Natural Pearls, Precious Stones & Metals, Coins	147.3	1.7%	-12.3%
Special Classification Items	139.7	1.7%	73.9%
Iron & Steel Products	135.6	1.6%	-1.0%
Prepared Vegetables, Fruits & Nuts	122.3	1.5%	13.1%
All Other Products	1,252.7	14.9%	-10.1%
Total Imports from Thailand	8,423.4	100.0%	-6.4%

LACD Exports to Thailand			
(Millions of \$)	2007	% of	'06-'07
	Exports	Total	Change
Electrical Equipment & Electronic Parts	568.3	25.5%	0.7%
Computers, Peripherals, Machinery, Appliances & Parts	342.8	15.4%	4.0%
Plastics & Items Made of Plastic	171.5	7.7%	18.9%
Cotton, Yarn & Woven Fabrics	110.5	5.0%	14.2%
Iron & Steel	75.1	3.4%	90.2%
Optical, Photo, Medical & Surgical Instruments	70.2	3.1%	0.4%
Aircraft, Spacecraft & Parts	68.0	3.1%	-33.4%
Rubber & Items Made of Rubber	64.8	2.9%	6.8%
Miscellaneous Chemical Products	62.4	2.8%	66.8%
Organic Chemicals	58.1	2.6%	12.9%
Miscellaneous Prepared Foods	50.9	2.3%	23.4%
Vehicles & Parts	47.3	2.1%	7.1%
Special Classification Items	46.3	2.1%	2.7%
All Other Products	491.6	22.1%	9.5%
Total Exports to Thailand	2,227.7	100.0%	7.3%

2008 International Trade Outlook

The U.S. economy stalled out in the first months of 2008, due to the housing industry collapse, the freeze in the financial markets, and slower spending by households and business. While the timing is uncertain, the economy should be improving by year-end 2008, due to economic recovery efforts by both the Federal government (tax rebates) and the Federal Reserve (interest rate cuts and loans to commercial and investment banks). Will Christmas 2008 be any merrier than Christmas 2007?

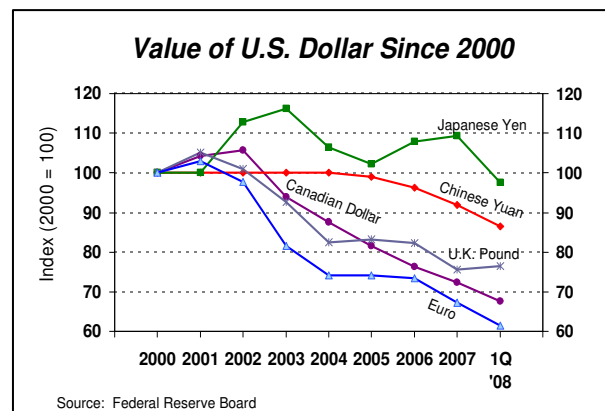
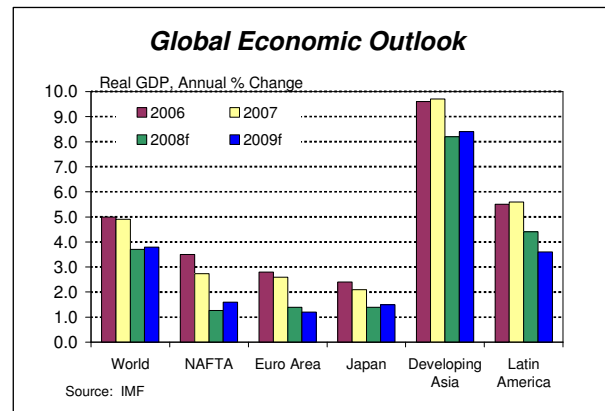
Elsewhere in the world, the economies of the major trading partners of the Los Angeles Customs District should hold up reasonably well, though the pace of growth will be a bit slower than in 2007 if only because their exports to the U.S. will remain muted. China's GDP should expand by at least 9.5% in 2008, a slowdown from 2007's spry 11.9% gain. Japan's economy should move ahead by 1.4% compared with 2.1% in 2007. Bolstered by the continued weakness in the U.S. dollar, the export business should remain solid in 2008.

The macroeconomic forecast suggests that the dominant trends in 2007—slow growth in imports and continued healthy export growth—will carry over into 2008.

The 2008 forecast for total container traffic at the two local ports calls for a moderate 1.0% increase to nearly 15.8 million TEUs. This will be powered by a 15.6% gain in export activity. Import activity should record a very modest 0.2%

increase. An early forecast for 2009 looks for slightly faster growth of 2.5%, moving the container count to 16.2 million TEUs. [See chart on page 21]

As to two-way trade value at the Los Angeles Customs District, the 2008 forecast is for a gain of 4.7% to \$365.7 billion. This would be slightly faster than the 6.1% increase in 2007.



Challenges for Southern California's International Trade Industry

An important question for Southern California's international trade industry is: are the days of 10% growth in container volume gone? The answer today is a solid "maybe." There are many daunting challenges for the industry.

While trade security is a major concern, the major hurdle for future growth of international trade activity in Southern California is **environmental remediation**. Environmental and community groups vigorously oppose steamship terminal and rail intermodal facility expansions, even though many of these should reduce pollution.

For example, container fees have long been opposed by the shipping community. And yet, a fee of \$35 per 20 ft. container will go into effect to replace older, polluting diesel trucks at the ports of Los Angeles and Long Beach. However, this could become snarled in legal challenges over Los Angeles' insistence that port truckers work for a concessionaire (and would thus be able to be unionized). Long Beach will continue to use independent drivers.

Both ports have steamship terminal projects that have been stalled due to environmental challenges. Competitor ports cluck and point fingers at the fees being charged at Los Angeles/Long Beach, but sooner or later all major U.S. ports will face environmental problems.

This all ties to the other major challenge for international trade in Southern California, which is **capacity**. There is hope that increases in container throughput can be obtained in the upcoming labor negotiations with the longshoremen's union. Combined with the current slowdown in trade, this will buy some time for the local ports to complete expansion projects.

There is growing **competition** for the ports of Los Angeles and Long Beach. Prince Rupert, BC started operation during 2007, with a competitive pitch of direct transfer of containers from ship to rail. From there, the trains go fairly directly to Chicago. In Mexico, there has been some expansion at Lazaro Cárdenas. Also, discussion about Punta Colnet has heated up again. This would be a greenfield facility requiring the additional construction of a rail line north to connect with the Union Pacific around Yuma AZ. The competitive advantages here would be no landside congestion as well as low labor costs (presumably non-ILWU).

Looming in the future is the expansion of the Panama Canal (scheduled for completion in 2014), which would allow all-water service to the East Coast in large ships. East coast ports are eagerly looking forward to this event, and rail links to the Midwest are being improved.

Why Los Angeles-Long Beach?

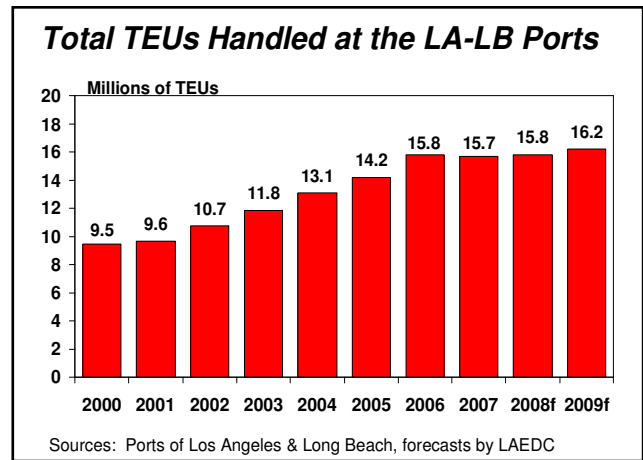
The local ports do have many challenges, but they also have quite powerful advantages. Most obvious is the size of their service area, which includes the southern half of the state of California plus areas that are a day's truck trip away, such as Phoenix and Tucson AZ and Las Vegas NV. The service area can be measured in people (28.4 million) or in jobs (12.0 million workers).

What this means is that huge amounts of cargo are consumed locally. Shipping lines offer frequent, fast, and direct Asia-to-LACD service in large vessels. Even when a vessel makes several west coast stops, it usually comes here first to unload most of its cargo before steaming north, lighter so less fuel is consumed.

The local ports also have excellent highway and rail links to the Midwest and Southeast. Many shippers maintain both Southern California and

inland distribution centers serviced by truck and rail.

The important question for the international trade industry in Southern California is: can its varied constituents ever reach a consensus on how to maintain and grow this important industry?



#####

Statistical Appendix

TABLE 1: Value of International Two-Way Trade at Nation's Largest Customs Districts

(Billions of \$)

Rank	Customs District									Percent Change		% of U.S. 2007
		2000	2001	2002	2003	2004	2005	2006	2007	'07/'06	'06/'05	
1	Los Angeles, CA	\$230.0	\$212.5	\$214.3	\$234.9	\$264.0	\$293.9	\$329.4	\$349.4	6.1%	12.1%	11.2%
2	New York, NY	225.6	214.1	209.8	219.6	245.1	267.6	295.0	323.9	9.8%	10.2%	10.4%
3	Detroit, MI	176.9	168.5	179.3	186.8	207.3	229.9	239.6	247.1	3.2%	4.2%	7.9%
4	Houston, TX	75.1	71.1	69.4	81.0	104.6	136.5	162.2	185.3	14.3%	18.9%	5.9%
5	New Orleans, LA	94.2	85.5	87.7	94.4	115.6	130.4	152.8	175.3	14.7%	17.2%	5.6%
6	Laredo, TX	121.0	115.0	114.3	115.4	130.8	139.3	157.3	167.8	6.7%	12.9%	5.4%
7	Chicago, IL	72.6	70.5	72.5	79.4	95.0	108.6	120.7	132.7	10.0%	11.1%	4.3%
8	Seattle, WA	81.1	79.7	76.1	75.3	86.9	100.6	119.6	132.3	10.6%	19.0%	4.2%
9	San Francisco, CA	127.2	95.1	79.6	79.5	93.7	99.0	111.1	112.2	1.0%	12.3%	3.6%
10	Savannah, GA	\$42.0	\$40.8	\$45.5	48.3	60.4	72.5	82.5	93.8	13.8%	13.7%	3.0%
U.S. Total		\$1,997.3	\$1,863.7	\$1,856.8	\$1,981.9	\$2,288.5	\$2,579.4	\$2,890.6	\$3,116.4	7.8%	12.1%	100.0%

*Note: Includes only imports for consumption (cargo cleared customs in LACD).

Source: U.S. Census Bureau

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

In millions of 20ft. equivalent units (TEU)

Rank	Port	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006r	2007
1	Los Angeles, CA	2.093	2.292	2.557	3.233	3.408	4.043	4.709	4.897	4.867	5.743	5.740
2	Long Beach, CA	2.667	2.879	3.051	3.271	3.213	3.208	3.114	3.715	4.396	4.799	4.995
3	New York, NY	1.742	1.884	2.027	2.242	2.323	2.633	2.819	3.146	3.390	3.678	3.935
4	Savannah, GA	0.530	0.558	0.624	0.721	0.811	1.019	1.131	1.287	1.483	1.609	2.042
5	Norfolk, VA	0.769	0.794	0.828	0.884	0.884	0.989	1.096	1.200	1.319	1.425	1.573
6	Oakland, CA	0.841	0.904	0.922	0.991	0.960	0.981	1.070	1.192	1.372	1.415	1.451
7	Houston, TX	0.609	0.658	0.716	0.778	0.763	0.849	0.943	1.090	1.231	1.295	1.416
8	Charleston, SC	0.955	1.036	1.167	1.259	1.151	1.206	1.253	1.414	1.512	1.517	1.408
9	Seattle, WA	0.953	0.978	0.965	0.960	0.824	0.853	0.819	1.044	1.340	1.223	1.289
10	Tacoma, WA	0.551	0.496	0.586	0.659	0.609	0.769	0.937	0.937	1.154	1.096	1.151

Rank	Port	Percent Change			Numerical Change		
		'07/'06	'06/'05	'07/'97	'07/'06	'06/'05	'07/'97
1	Los Angeles, CA	-0.1%	18.0%	174.3%	-3,139	876,328	3,647,459
2	Long Beach, CA	4.1%	9.2%	87.3%	196,332	402,675	2,327,810
3	New York, NY	7.0%	8.5%	125.9%	257,015	287,939	2,193,530
4	Savannah, GA	26.9%	8.5%	285.4%	432,390	126,403	1,511,769
5	Norfolk, VA	10.4%	8.0%	104.6%	148,281	106,162	804,455
6	Oakland, CA	2.6%	3.1%	72.5%	36,544	42,551	609,966
7	Houston, TX	9.3%	5.2%	132.5%	120,291	64,180	806,773
8	Charleston, SC	-7.2%	0.4%	47.5%	-108,877	5,376	453,489
9	Seattle, WA	5.5%	-8.7%	35.4%	66,768	-117,046	336,776
10	Tacoma, WA	5.0%	-5.1%	108.9%	54,694	-58,455	599,690

Source: Port Import/Export Reporting Service (PIERS)

TABLE 3A: Total Tonnage at the West Coast Ports

(Tonnage 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
2000	259,703.3	67.0%	33.0%	8.4%	11.2%	3.2%	20,114	17,492	2,622
2001	253,377.8	67.8%	32.2%	-2.4%	-1.3%	-4.7%	-6,326	-2,311	-4,015
2002	263,126.8	69.9%	30.1%	3.8%	7.1%	-3.1%	9,749	12,271	-2,522
2003	283,699.0	71.4%	28.6%	7.8%	10.1%	2.4%	20,572	18,666	1,906
2004	314,036.5	70.5%	29.5%	10.7%	9.3%	14.1%	30,338	18,877	11,461
2005	335,209.8	71.5%	28.5%	6.7%	8.2%	3.1%	21,173	18,267	2,907
2006	361,137.2	72.0%	28.0%	7.7%	8.4%	6.0%	25,927	20,233	5,695
2007	368,599.3	73.8%	26.2%	2.1%	4.6%	-4.5%	7,462	12,008	-4,546

TABLE 3B: Total Tonnage by West Coast Region

(Tonnage in short tons [2,000 lbs.])

Region	Total Tonnage		Change from 2006		% Share of West Coast Traffic	
	2007	2006	Numerical	Percent	2007	2006
Southern California	222,208.9	221,765.4	443.5	0.2%	60.3%	61.4%
Northern California	38,917.4	38,685.3	232.1	0.6%	10.6%	10.7%
Pacific Northwest:	<u>107,472.9</u>	<u>100,760.6</u>	<u>6,712.3</u>	<u>6.7%</u>	<u>29.2%</u>	<u>27.9%</u>
<i>Oregon-Columbia River</i>	<i>42,910.1</i>	<i>38,381.1</i>	<i>4,529.0</i>	<i>11.8%</i>	<i>11.6%</i>	<i>10.6%</i>
<i>Washington</i>	<i>64,562.8</i>	<i>62,379.5</i>	<i>2,183.3</i>	<i>3.5%</i>	<i>17.5%</i>	<i>17.3%</i>
West Coast Total	368,599.3	361,137.2	7,462.1	2.1%	100.0%	100.0%

TABLE 3C: Total Tonnage by Major West Coast Port

(Tonnage in short tons [2,000 lbs.])

Port	Total Tonnage		Change from 2006		% Share of West Coast Traffic		
	2007	2006	Numerical	Percent	2007	2002	1997
Los Angeles, CA	110,721.0	113,211.2	-2,490.2	-2.2%	30.0%	32.1%	21.1%
Long Beach, CA	100,969.5	97,291.5	3,678.0	3.8%	27.4%	25.8%	27.6%
Tacoma, WA	33,753.4	32,515.5	1,237.9	3.8%	9.2%	9.2%	10.0%
Seattle, WA	29,513.9	28,692.4	821.5	2.9%	8.0%	6.9%	10.0%
Oakland, CA	29,448.7	28,596.8	851.9	3.0%	8.0%	7.8%	8.4%
Portland, OR	23,166.5	20,173.0	2,993.5	14.8%	6.3%	6.6%	8.0%
Kalama, WA	9,624.1	8,443.8	1,180.3	14.0%	2.6%	2.3%	3.4%
San Diego, CA	6,547.7	6,704.5	-156.8	-2.3%	1.8%	1.6%	1.1%
Vancouver, WA	6,172.7	5,440.6	732.1	13.5%	1.7%	1.8%	2.6%
Port Hueneme, CA	3,970.7	4,570.6	-599.9	-13.1%	1.1%	1.4%	0.9%
All Other Ports	14,711.1	15,497.3	-786.2	-5.1%	4.0%	4.5%	7.0%
West Coast Total	368,599.3	361,137.2	7,462.1	2.1%	100.0%	100.0%	100.0%

Source: Pacific Maritime Association

TABLE 4: Comparative Tonnage of Major West Coast Ports

(Tonnage 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
2001	74,019.8	83.7%	16.3%	4.3%	7.3%	-8.8%	3,049	4,217	-1,169
2002	84,415.9	85.4%	14.6%	14.0%	16.4%	2.2%	10,396	10,133	263
2003	98,370.3	88.4%	11.6%	16.5%	20.7%	-7.8%	13,954	14,919	-965
2004	99,418.3	88.8%	11.2%	1.1%	1.5%	-2.2%	1,048	1,301	-253
2005	98,341.2	89.8%	10.2%	-1.1%	0.0%	-9.9%	-1,077	27	-1,104
2006	113,211.2	91.1%	8.9%	15.1%	16.7%	1.0%	14,870	14,766	104
2007	110,721.0	93.7%	6.3%	-2.2%	0.7%	-31.6%	-2,490	716	-3,206

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
2001	68,338.7	83.1%	16.9%	-2.9%	-2.9%	-3.0%	-2,049	-1,697	-353
2002	67,814.7	81.9%	18.1%	-0.8%	-2.2%	6.3%	-524	-1,248	724
2003	65,581.1	81.4%	18.6%	-3.3%	-3.9%	-0.7%	-2,234	-2,152	-82
2004	78,173.5	82.8%	17.2%	19.2%	21.3%	10.0%	12,592	11,369	1,223
2005	88,191.6	83.8%	16.2%	12.8%	14.2%	6.2%	10,018	9,186	832
2006	97,291.5	82.3%	17.7%	10.3%	8.3%	20.7%	9,100	6,137	2,963
2007	100,969.5	86.4%	13.6%	3.8%	9.0%	-20.6%	3,678	7,223	-3,545

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
2001	23,061.7	64.1%	35.9%	-4.6%	-3.7%	-6.4%	-1,124	-562	-562
2002	24,262.0	69.0%	31.0%	5.2%	13.3%	-9.2%	1,200	1,961	-761
2003	27,595.0	70.5%	29.5%	13.7%	16.3%	8.1%	3,333	2,720	613
2004	30,739.0	66.3%	33.7%	11.4%	4.7%	27.3%	3,144	923	2,221
2005	34,193.1	69.2%	30.8%	11.2%	16.1%	1.8%	3,454	3,272	183
2006	32,515.5	70.9%	29.1%	-4.9%	-2.6%	-10.1%	-1,678	-615	-1,063
2007	33,753.4	71.5%	28.5%	3.8%	4.8%	1.4%	1,238	1,107	131

Container TEUs were converted to tonnage by multiplying the number of TEUs by 17 tons.

Source: Pacific Maritime Association

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

(Tonnage in short tons [2,000 lbs.])

Port of Seattle, WA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2001	18,539.8	80.5%	19.5%	-11.5%	-15.9%	12.8%	-2,412	-2,823	411
2002	18,238.6	88.5%	11.5%	-1.6%	8.3%	-42.3%	-301	1,231	-1,532
2003	19,817.1	81.3%	18.7%	8.7%	-0.2%	76.8%	1,579	-27	1,605
2004	23,977.3	81.0%	19.0%	21.0%	20.4%	23.5%	4,160	3,292	869
2005	29,515.1	80.3%	19.7%	23.1%	22.0%	27.7%	5,538	4,275	1,263
2006	28,692.4	76.9%	23.1%	-2.8%	-6.8%	13.5%	-823	-1,611	789
2007	29,513.9	79.0%	21.0%	2.9%	5.6%	-6.2%	822	1,229	-407

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
2001	20,479.8	93.4%	6.6%	-4.5%	-5.3%	8.0%	-966	-1,065	100
2002	20,430.7	95.9%	4.1%	-0.2%	2.4%	-37.9%	-49	462	-511
2003	22,477.6	96.0%	4.0%	10.0%	10.1%	7.7%	2,047	1,982	65
2004	24,683.3	95.7%	4.3%	9.8%	9.5%	17.5%	2,206	2,048	157
2005	27,830.9	96.1%	3.9%	12.8%	13.2%	2.3%	3,148	3,123	25
2006	28,596.8	96.8%	3.2%	2.8%	3.5%	-15.0%	766	928	-162
2007	29,448.7	97.1%	2.9%	3.0%	3.3%	-5.8%	852	906	-54

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
2001	18,138.8	19.7%	80.3%	-6.1%	-2.5%	-6.9%	-1,172	-94	-1,078
2002	17,451.0	18.3%	81.7%	-3.8%	-10.8%	-2.1%	-688	-386	-302
2003	18,995.5	19.4%	80.6%	8.9%	15.4%	7.4%	1,545	493	1,052
2004	20,357.3	17.3%	82.7%	7.2%	-4.4%	10.0%	1,362	-163	1,525
2005	18,727.5	11.3%	88.7%	-8.0%	-40.1%	-1.3%	-1,630	-1,413	-216
2006	20,173.0	14.0%	86.0%	7.7%	34.0%	4.4%	1,446	719	727
2007	23,166.5	15.7%	84.3%	14.8%	28.4%	12.6%	2,994	803	2,190

Container TEUs were converted to tonnage by multiplying the number of TEUs by 17 tons.

Source: Pacific Maritime Association

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

(Tonnage 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
2001	6,597.2	0.0%	100.0%	-4.7%	-	-4.7%	-325	-	-325
2002	6,161.6	0.0%	100.0%	-6.6%	-	-6.6%	-436	-	-436
2003	7,331.1	0.0%	100.0%	19.0%	-	19.0%	1,170	-	1,170
2004	9,307.1	0.0%	100.0%	27.0%	-	27.0%	1,976	-	1,976
2005	9,506.3	0.0%	100.0%	2.1%	-	2.1%	199	-	199
2006	8,443.8	0.0%	100.0%	-11.2%	-	-11.2%	-1,063	-	-1,063
2007	9,624.1	0.0%	100.0%	14.0%	-	14.0%	1,180	-	1,180

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
2001	4,492.7	0.01%	99.99%	-8.1%	-76.2%	-8.1%	-397	-1	-396
2002	4,093.2	4.02%	95.98%	-8.9%	64440.0%	-12.6%	-400	164	-564
2003	4,478.0	20.34%	79.66%	9.4%	453.5%	-9.2%	385	746	-362
2004	4,703.8	20.76%	79.24%	5.0%	7.2%	4.5%	226	65	160
2005	5,306.9	17.12%	82.88%	12.8%	-6.9%	18.0%	603	-68	671
2006	6,704.5	12.35%	87.65%	26.3%	-8.9%	33.6%	1,398	-81	1,478
2007	6,547.7	13.10%	86.90%	-2.3%	3.6%	-3.2%	-157	30	-186

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
2001	5,219.8	0.2%	99.8%	14.4%	-25.8%	14.5%	658	-3	661
2002	4,861.1	0.1%	99.9%	-6.9%	-64.4%	-6.8%	-359	-5	-353
2003	3,991.0	0.1%	99.9%	-17.9%	56.7%	-17.9%	-870	2	-872
2004	5,021.4	0.0%	100.0%	25.8%	-53.7%	25.9%	1,030	-2	1,033
2005	4,101.2	0.0%	100.0%	-18.3%	-25.0%	-18.3%	-920	-1	-920
2006	5,440.6	0.1%	99.9%	32.7%	201.1%	32.6%	1,339	3	1,336
2007	6,172.7	0.1%	99.9%	13.5%	-1.4%	13.5%	732	0	732

Port Hueneme, CA

Year	Total Tonnage	Containerized	Non-Containerized	Annual % Change in Tonnage			Numerical Change in Tonnage		
				Total	Containerized	Non-Containerized	Total	Containerized	Non-Containerized
2001	3,294.3	6.2%	93.8%	-3.9%	-11.1%	-3.3%	-132	-26	-107
2002	3,571.1	6.0%	94.0%	8.4%	5.0%	8.6%	277	10	267
2003	3,401.7	8.0%	92.0%	-4.7%	27.0%	-6.8%	-169	58	-227
2004	4,042.2	5.9%	94.1%	18.8%	-11.6%	21.5%	641	-32	672
2005	4,607.0	8.4%	91.6%	14.0%	60.3%	11.0%	565	145	420
2006	4,570.6	7.5%	92.5%	-0.8%	-11.4%	0.2%	-36	-44	8
2007	3,970.7	8.7%	91.3%	-13.1%	1.7%	-14.3%	-600	6	-606

Container TEUs were converted to tonnage by multiplying the number of TEUs by 17 tons.

Source: Pacific Maritime Association

**TABLE 5: Direct Employment in International Trade
in the Los Angeles Five-County Area**

(Annual averages, in thousands)

Year	International Trade Employment	Total Nonfarm Employment	% of Nonfarm Employment	Annual % Change	
				Int'l Trade Employment	Nonfarm Employment
1980	174.9	5,043.6	3.5%		
1981	175.7	5,101.5	3.4%	0.5%	1.1%
1982	170.0	4,974.2	3.4%	-3.2%	-2.5%
1983	171.4	5,016.3	3.4%	0.8%	0.8%
1984	176.9	5,239.0	3.4%	3.2%	4.4%
1985	193.2	5,429.8	3.6%	9.2%	3.6%
1986	195.2	5,618.3	3.5%	1.0%	3.5%
1987	203.9	5,813.0	3.5%	4.5%	3.5%
1988	217.5	6,002.3	3.6%	6.7%	3.3%
1989	229.6	6,158.0	3.7%	5.6%	2.6%
1990	232.5	6,251.0	3.7%	1.3%	1.5%
1991	236.5	6,075.7	3.9%	1.7%	-2.8%
1992	244.5	5,886.7	4.2%	3.4%	-3.1%
1993	250.2	5,783.9	4.3%	2.3%	-1.7%
1994	270.9	5,813.3	4.7%	8.3%	0.5%
1995	294.4	5,915.5	5.0%	8.7%	1.8%
1996	297.6	6,014.2	4.9%	1.1%	1.7%
1997	316.2	6,183.0	5.1%	6.2%	2.8%
1998	304.7	6,377.1	4.8%	-3.6%	3.1%
1999	323.1	6,550.7	4.9%	6.0%	2.7%
2000	367.5	6,724.4	5.5%	13.7%	2.7%
2001	336.0	6,796.9	4.9%	-8.6%	1.1%
2002	333.7	6,776.8	4.9%	-0.7%	-0.3%
2003	359.8	6,795.3	5.3%	7.8%	0.3%
2004	404.6	6,899.4	5.9%	12.5%	1.5%
2005	450.1	7,028.4	6.4%	11.2%	1.9%
2006	504.4	7,181.7	7.0%	12.1%	2.2%
2007	501.6	7,249.6	6.9%	-0.6%	0.9%
2008f	503.5	7,215.1	7.0%	0.4%	-0.5%

Sources: California Employment Development Department, International Trade employment and forecasts by the LAEDC, based on allocated shares of relevant industries.

TABLE 6: Imports & Exports Through the Los Angeles Customs District

(Billions of \$)

Year	Imports*	% Change	Exports	% Change	Total Trade	% Change
1975	\$7.6	-----	\$5.5	-----	\$13.1	-----
1976	10.0	31.6%	6.1	10.9%	16.1	22.9%
1977	15.5	55.0%	6.2	1.6%	21.7	34.8%
1978	14.6	-5.8%	7.8	25.8%	22.4	3.2%
1979	16.8	15.1%	10.9	39.7%	27.7	23.7%
1980	20.1	19.6%	14.8	35.8%	34.9	26.0%
1981	21.9	9.0%	16.9	14.2%	38.8	11.2%
1982	22.0	0.5%	16.3	-3.6%	38.3	-1.3%
1983	25.5	15.9%	17.1	4.9%	42.6	11.2%
1984	31.2	22.4%	18.4	7.6%	49.6	16.4%
1985	44.3	42.0%	19.5	6.0%	63.8	28.6%
1986	48.7	9.9%	19.9	2.1%	68.6	7.5%
1987	53.9	10.7%	23.7	19.1%	77.6	13.1%
1988	58.1	7.8%	32.0	35.0%	90.1	16.1%
1989	62.8	8.1%	38.6	20.6%	101.4	12.5%
1990	64.6	2.9%	41.7	8.0%	106.3	4.8%
1991	66.7	3.3%	46.0	10.3%	112.7	6.0%
1992	72.6	8.8%	49.4	7.4%	122.0	8.2%
1993	80.2	10.5%	48.3	-2.3%	128.4	5.3%
1994	90.2	12.6%	55.8	15.6%	146.1	13.7%
1995	97.0	7.5%	67.0	20.0%	164.0	12.3%
1996	101.2	4.3%	69.0	2.9%	170.2	3.7%
1997	111.9	10.6%	74.2	7.6%	186.1	9.4%
1998	117.7	5.2%	63.7	-14.2%	181.4	-2.5%
1999	130.6	11.0%	66.4	4.3%	197.0	8.6%
2000	152.5	16.7%	77.3	16.4%	229.8	16.6%
2001	143.2	-6.1%	69.0	-10.8%	212.2	-7.7%
2002	150.8	5.3%	63.3	-8.2%	214.2	0.9%
2003	167.3	10.9%	67.6	6.7%	234.9	9.7%
2004	193.1	15.5%	70.9	4.8%	264.0	12.4%
2005	215.5	11.6%	78.4	10.7%	293.9	11.3%
2006	239.0	10.9%	90.4	15.3%	329.4	12.1%
2007	249.2	4.3%	100.2	10.8%	349.4	6.1%

*Note: Includes only imports for consumption (cargo that cleared customs in LACD).

Source: U.S. Census Bureau

Table 7: Exports Through the L.A. Customs District, 2007

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$17,441	\$3,106	\$14,330	17.8%	82.2%	17.4%
Computers, Peripherals, Machinery, Appliances & Parts	17,167	8,828	8,338	51.4%	48.6%	17.1%
Optical, Photo & Medical/Surgical Instruments	7,604	1,603	6,000	21.1%	78.9%	7.6%
Plastics & Items Made of Plastic	5,907	5,494	413	93.0%	7.0%	5.9%
Aircraft, Spacecraft, & Parts	5,904	910	4,278	15.4%	72.5%	5.9%
Motor Vehicles & Parts	4,348	4,011	337	92.3%	7.7%	4.3%
Iron & Steel	2,552	2,494	58	97.7%	2.3%	2.5%
Miscellaneous Chemical Products	2,316	1,655	662	71.4%	28.6%	2.3%
Organic Chemicals	2,235	2,128	108	95.2%	4.8%	2.2%
Pharmaceutical Products	1,992	221	1,771	11.1%	88.9%	2.0%
Cotton, Incl. Yarn & Woven Fabrics	1,930	1,922	8	99.6%	0.4%	1.9%
Aluminum & Items Made of Aluminum	1,617	1,507	110	93.2%	6.8%	1.6%
Copper & Items Made of Copper	1,601	1,555	46	97.1%	2.9%	1.6%
Refined Oil Products & Natural Gas	1,362	1,360	2	99.8%	0.2%	1.4%
Inorganic Chemicals & Related Compounds	1,337	1,198	138	89.6%	10.4%	1.3%
Leather, Leather Products & Hides	1,284	1,280	3	99.7%	0.3%	1.3%
Rubber & Items Made of Rubber	1,230	1,162	68	94.5%	5.5%	1.2%
Iron or Steel Products	1,210	926	284	76.6%	23.4%	1.2%
Fruits & Nuts	1,157	1,065	92	92.0%	8.0%	1.2%
Natural Pearls, Precious Stones & Metals; Coins	1,152	146	977	12.7%	84.8%	1.1%
Toys, Games & Sports Equipment	1,147	612	535	53.4%	46.6%	1.1%
Miscellaneous Prepared Foods	1,015	852	163	83.9%	16.1%	1.0%
Special Classification Items	1,004	116	80	11.6%	8.0%	1.0%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	1,003	950	53	94.7%	5.3%	1.0%
Essential Oils; Perfumes, Cosmetic Preparations	968	810	157	83.7%	16.3%	1.0%
Wood Pulp; Wastepaper & Scrap Paperboard	917	917	0	100.0%	0.0%	0.9%
Soaps, Waxes, Polish, Candles, Etc.	713	689	24	96.6%	3.4%	0.7%
Prepared Animal Feed	700	696	4	99.5%	0.5%	0.7%
Meat & Meat Products	651	649	1	99.8%	0.2%	0.6%
Dyes, Paint, Inks	646	526	120	81.5%	18.5%	0.6%
Furniture; Bedding; Lamps, Etc,	599	499	100	83.3%	16.7%	0.6%
Paper, Paperboard & Related Products	525	473	52	90.1%	9.9%	0.5%
Artworks, Collectors' Pieces & Antiques	499	11	488	2.2%	97.8%	0.5%
Dairy Products, Eggs, Honey, Etc	398	396	2	99.5%	0.5%	0.4%
Modified Starch, Glue, Enzymes	360	281	79	77.9%	22.1%	0.4%
Photographic & Cinematographic Products	356	276	80	77.6%	22.4%	0.4%
Glass & Glassware	338	291	46	86.3%	13.7%	0.3%
Books, Newspapers, Manuscripts Etc.	334	212	119	63.6%	35.7%	0.3%
Tobacco & Related Products	294	294	0	99.9%	0.1%	0.3%
Cereal Grains	291	290	0	99.8%	0.2%	0.3%
Wood & Wood Products	286	281	5	98.3%	1.7%	0.3%
Arms & Ammunition	284	84	200	29.5%	70.4%	0.3%
Miscellaneous Metal Products	279	197	82	70.6%	29.4%	0.3%
Tools & Cutlery	276	201	74	73.1%	26.9%	0.3%
Prepared Vegetables, Fruit & Nuts	275	271	4	98.6%	1.4%	0.3%
All Other Items (< \$275 million)	4,709	3,467	1,242	73.6%	26.4%	4.7%
Total	\$100,213	\$56,915	\$41,736	56.8%	41.6%	100.0%

Source: U.S. Census Bureau

Table 8: Imports* Entering the L.A. Customs District, 2007

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$58,322	\$46,938	\$11,358	80.5%	19.5%	18.2%
Computers, Peripherals, Machinery, Appliances & Parts	58,152	45,934	12,195	79.0%	21.0%	18.1%
Motor Vehicles & Parts	30,877	30,544	332	98.9%	1.1%	9.6%
Refined Oil Products & Natural Gas	17,234	17,233	0	100.0%	0.0%	5.4%
Toys, Games & Sports Equipment	15,302	14,600	701	95.4%	4.6%	4.8%
Apparel & Accessories, Knit Or Crochet	14,036	13,256	779	94.4%	5.6%	4.4%
Apparel & Accessories, Woven	13,657	12,743	914	93.3%	6.7%	4.3%
Furniture, Bedding, Lamps Etc.	13,263	13,159	99	99.2%	0.7%	4.1%
Footwear & Parts	9,064	8,798	245	97.1%	2.7%	2.8%
Plastics & Items Made of Plastic	7,372	7,230	142	98.1%	1.9%	2.3%
Iron & Steel Products	7,232	7,164	67	99.1%	0.9%	2.3%
Optical, Photo & Medical/Surgical Instruments	6,884	4,550	2,328	66.1%	33.8%	2.1%
Rubber & Items Made of Rubber	5,677	5,656	21	99.6%	0.4%	1.8%
Leather Products, Incl Luggage & Handbags	4,631	4,404	223	95.1%	4.8%	1.4%
Pearls, Precious Stones & Metals, Coins	3,721	403	3,101	10.8%	83.3%	1.2%
Textile Products, Incl Blankets & Linens	3,349	3,310	39	98.8%	1.2%	1.0%
Miscellaneous Metal Products	2,855	2,757	60	96.6%	2.1%	0.9%
Organic Chemicals	2,848	2,451	397	86.1%	13.9%	0.9%
Special Classification Items	2,708	638	1,993	23.6%	73.6%	0.8%
Iron & Steel	2,510	2,507	3	99.9%	0.1%	0.8%
Seafood	2,242	2,042	199	91.1%	8.9%	0.7%
Wood & Wood Products	2,200	2,192	9	99.6%	0.4%	0.7%
Paper, Paperboard & Related Products	2,183	2,165	18	99.2%	0.8%	0.7%
Pharmaceutical Products	2,075	301	621	14.5%	29.9%	0.6%
Tools & Cutlery	1,997	1,933	63	96.8%	3.2%	0.6%
Aluminum & Items Made of Aluminum	1,737	1,709	28	98.4%	1.6%	0.5%
Beverages, Spirits & Vinegar	1,507	1,430	7	94.9%	0.5%	0.5%
Stone, Plaster, Cement & Asbestos Products	1,499	1,462	37	97.5%	2.5%	0.5%
Miscellaneous Manufactured Products	1,441	1,398	43	97.0%	3.0%	0.4%
Ceramic Products	1,333	1,312	21	98.4%	1.6%	0.4%
Books, Newspapers, Manuscripts Etc.	1,314	1,265	48	96.3%	3.7%	0.4%
Prepared Meat, Fish & Seafood	1,306	1,304	1	99.9%	0.1%	0.4%
Copper & Items Made of Copper	1,083	1,063	20	98.1%	1.8%	0.3%
Glass & Glassware	979	948	30	96.9%	3.1%	0.3%
Miscellaneous Chemical Products	938	745	193	79.4%	20.6%	0.3%
Fruits & Nuts	874	859	15	98.3%	1.7%	0.3%
Prepared Vegetables, Fruit & Nuts	864	864	1	99.9%	0.1%	0.3%
Clocks, Watches & Parts	834	422	408	50.6%	48.9%	0.3%
Essential Oils, Perfumes, Cosmetic Preparations	825	762	56	92.4%	6.8%	0.3%
Prep Feathers, Down; Artificial Flowers	825	806	18	97.8%	2.2%	0.3%
Headgear & Parts	784	753	31	96.0%	3.9%	0.2%
Musical Instruments, Parts & Accessories	712	693	19	97.3%	2.7%	0.2%
Inorganic Chemicals & Related Compounds	651	611	39	93.9%	6.1%	0.2%
Artworks, Collectors' Pieces & Antiques	564	76	469	13.4%	83.2%	0.2%
Aircraft, Spacecraft, & Parts	563	323	236	57.4%	41.9%	0.2%
Meat & Meat Products	553	537	16	97.1%	2.9%	0.2%
All Other Items (< \$500 million)	9,416	8,647	766	91.8%	8.1%	2.9%
Total	\$320,993	\$280,896	\$38,411	87.5%	12.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 9: Exports Through the L.A. Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	North America	Mideast	Africa	CIS Nations	World Total
Machinery & Equipment	\$26,911	\$4,992	\$985	\$689	\$565	\$220	\$243	\$34,606
Chemicals & Related Products	8,420	2,086	268	62	133	37	25	11,031
Vehicles, Aircraft & Vessels	7,153	1,687	650	486	358	91	120	10,545
Base Metals & Related Products	7,501	484	43	22	54	19	8	8,131
Instruments	4,680	2,590	179	141	128	65	32	7,816
Plastics & Rubber Products	6,776	220	71	8	45	12	6	7,137
Prepared Foods & Beverages	2,703	126	94	2	14	10	8	2,957
Textiles & Apparel	2,402	170	154	25	38	11	4	2,804
Plant-based Food & Related Products	2,171	306	113	4	85	14	10	2,703
Other Manufactures	1,362	357	66	9	37	22	11	1,865
Pulp, Paper, Books & Printed Products	1,667	53	39	8	5	3	1	1,777
Crude Oil, Products & Mineral Ores	1,027	45	244	347	4	12	6	1,686
Hides, Leather & Leather Goods	1,422	96	10	5	7	3	0	1,543
Animals, Fish & Related Products	1,190	25	30	9	25	18	17	1,315
Precious Stones, Metals, Coins & Pearls	380	520	98	16	128	5	5	1,152
Special Classification Items	698	158	48	75	13	11	1	1,004
Stone, Glass & Ceramic Products	596	65	12	2	11	2	0	690
Art & Collectibles	62	432	2	2	1	0	1	499
Wood & Related Products	284	5	4	0	1	0	0	294
Arms & Ammunitions	227	48	2	2	5	1	0	284
Footwear & Apparel Accessories	183	35	32	2	9	12	4	277
Fats & Waxes	80	9	4	1	0	0	0	95
Total Area Exports	\$77,898	\$14,510	\$3,148	\$1,917	\$1,667	\$569	\$502	\$100,210
Memo: Area % of Total Exports	77.7%	14.5%	3.1%	1.9%	1.7%	0.6%	0.5%	100.0%

Source: U.S. Census Bureau

TABLE 10: Imports* Entering the L.A. Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations	World Total
Machinery & Equipment	\$112,184	\$3,530	\$80	\$154	\$460	\$60	\$6	\$116,474
Vehicles, Aircraft & Vessels	25,402	6,185	31	4	32	79	89	31,821
Textiles & Apparel	28,935	355	941	96	8	86	64	30,484
Other Manufactures	29,496	444	24	20	2	18	3	30,007
Base Metals & Related Products	16,454	579	390	237	197	23	167	18,048
Crude Oil, Products & Mineral Ores	4,023	900	4,461	5,679	1,032	1,285	122	17,503
Footwear & Apparel Accessories	13,925	167	39	14	23	3	2	14,173
Plastics & Rubber Products	12,560	316	116	40	2	3	13	13,049
Chemicals & Related Products	5,723	1,739	46	37	1,446	8	24	9,023
Instruments	7,223	905	27	193	68	10	3	8,430
Leather Goods, Leather & Hides	4,648	74	17	1	4	1	0	4,745
Prepared Foods & Beverages	2,877	1,334	273	54	132	28	14	4,713
Stone, Glass & Ceramic Products	3,068	558	141	16	1	24	2	3,811
Precious Stones, Metals, Coins & Pearls	2,000	540	29	706	157	184	105	3,721
Pulp, Paper, Books & Printed Products	3,274	129	13	2	78	2	1	3,498
Animals, Fish & Related Products	2,659	172	319	2	32	6	42	3,231
Special Classification Items	1,843	701	37	58	54	11	4	2,708
Wood & Related Products	2,216	68	91	0	2	1	30	2,409
Plant-based Food & Related Products	1,002	119	905	10	8	14	2	2,060
Art & Collectibles	78	474	1	4	1	5	1	564
Arms & Ammunitions	254	67	3	0	0	0	0	325
Fats & Waxes	64	105	20	2	0	6	0	196
Total Area Imports	\$279,908	\$19,460	\$8,002	\$7,330	\$3,740	\$1,857	\$694	\$320,993
Memo: Area % of Total Imports	87.2%	6.1%	2.5%	2.3%	1.2%	0.6%	0.2%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

Table 11A: Major Trading Partners of the Los Angeles Customs District (pg. 1 of 2)
 (Billions of \$, general imports*)

2-Way Rank	Country	A. Two-Way Trade Value through LACD				
		2003	2004	2005	2006	2007
1	China**	\$102.61	\$123.21	\$139.15	\$164.77	\$183.31
2	Japan	51.50	54.69	53.81	63.01	60.53
3	South Korea	18.66	19.74	20.73	23.47	24.57
4	Taiwan	19.57	19.76	19.74	21.85	22.05
5	Thailand	8.55	9.55	9.85	11.08	10.65
6	Malaysia	12.50	11.65	11.42	11.91	9.88
7	Australia	6.70	7.45	8.17	8.48	8.79
8	Singapore	8.10	7.94	7.91	8.84	8.69
9	Germany	7.49	7.88	9.03	9.71	8.03
10	Indonesia	5.25	5.87	6.11	6.55	7.14
11	U.K.	4.69	4.98	5.54	5.54	5.53
12	Vietnam	3.03	3.31	3.56	4.46	5.79
13	Philippines	5.94	5.12	5.15	5.48	5.19
14	India	2.92	3.28	3.91	4.35	4.51
15	Netherlands	1.98	2.12	2.45	2.98	3.53
16	Iraq	0.79	1.56	1.38	2.84	3.24
17	Mexico***	1.95	2.51	2.81	3.28	3.00
18	Italy	2.17	2.17	2.49	2.62	2.86
19	France	2.11	2.02	2.35	2.47	2.85
20	Canada***	0.96	1.13	1.30	1.64	2.65

2-Way Rank	Country	B. Trade Balance with LACD				
		2003	2004	2005	2006	2007
1	China**	-79.32	-95.03	-106.85	-122.27	-133.85
2	Japan	-27.67	-32.20	-30.57	-36.71	-33.22
3	South Korea	-5.71	-8.13	-6.57	-6.15	-5.34
4	Taiwan	-10.56	-10.86	-9.95	-10.45	-9.36
5	Thailand	-5.43	-5.77	-5.66	-6.93	-6.20
6	Malaysia	-4.40	-4.56	-4.47	-4.56	-3.91
7	Australia	3.30	3.14	3.60	3.71	4.08
8	Singapore	-0.84	0.25	1.52	2.15	2.80
9	Germany	-4.44	-4.59	-5.24	-5.57	-2.85
10	Indonesia	-3.91	-4.18	-4.12	-4.53	-4.71
11	U.K.	0.29	0.12	-0.04	-0.53	-0.60
12	Vietnam	-2.60	-2.76	-2.89	-3.65	-4.24
13	Philippines	-1.53	-2.01	-1.55	-1.87	-2.16
14	India	-1.36	-1.62	-1.91	-2.24	-2.11
15	Netherlands	0.63	0.82	0.71	1.11	0.91
16	Iraq	-0.78	-1.54	-1.33	-2.83	-3.20
17	Mexico***	0.02	-0.09	-0.51	-0.35	-0.49
18	Italy	-1.31	-1.21	-0.98	-1.16	-1.30
19	France	0.10	0.13	0.18	0.29	0.41
20	Canada***	-0.43	-0.36	-0.53	-0.83	-1.33

Notes: *Includes all cargo unloaded in LACD

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

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau

Table 11A: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2)
 (Billions of \$, general imports*)

2-Way Rank		Country	C. Exports by Destination Country				
			2003	2004	2005	2006	2007
1	China**	\$11.65	\$14.09	\$16.15	\$21.25	\$24.73	
2	Japan	11.92	11.24	11.62	13.15	13.65	
3	South Korea	6.48	5.80	7.08	8.66	9.61	
4	Taiwan	4.50	4.45	4.89	5.70	6.35	
5	Thailand	1.56	1.89	2.10	2.08	2.23	
6	Malaysia	4.05	3.54	3.47	3.68	2.98	
7	Australia	5.00	5.29	5.89	6.09	6.43	
8	Singapore	3.63	4.10	4.71	5.49	5.74	
9	Germany	1.53	1.65	1.90	2.07	2.59	
10	Indonesia	0.67	0.85	1.00	1.01	1.22	
11	U.K.	2.49	2.55	2.75	2.50	2.46	
12	Vietnam	0.21	0.28	0.33	0.40	0.77	
13	Philippines	2.21	1.56	1.80	1.81	1.51	
14	India	0.78	0.83	1.00	1.05	1.20	
15	Netherlands	1.31	1.47	1.58	2.05	2.22	
16	Iraq	0.01	0.01	0.02	0.01	0.02	
17	Mexico***	0.98	1.21	1.15	1.47	1.26	
18	Italy	0.43	0.48	0.75	0.73	0.78	
19	France	1.10	1.07	1.27	1.38	1.63	
20	Canada***	0.26	0.39	0.38	0.41	0.66	

2-Way Rank		Country	D. Imports* by Country of Origin				
			2003	2004	2005	2006	2007
1	China**	\$90.96	\$109.12	\$123.00	\$143.52	\$158.58	
2	Japan	39.59	43.44	42.19	49.86	46.88	
3	South Korea	12.18	13.93	13.65	14.81	14.95	
4	Taiwan	15.07	15.31	14.85	16.15	15.70	
5	Thailand	6.99	7.66	7.76	9.00	8.42	
6	Malaysia	8.45	8.10	7.95	8.23	6.90	
7	Australia	1.70	2.16	2.29	2.39	2.36	
8	Singapore	4.47	3.85	3.20	3.34	2.95	
9	Germany	5.96	6.23	7.14	7.64	5.44	
10	Indonesia	4.58	5.02	5.12	5.54	5.93	
11	U.K.	2.20	2.43	2.79	3.03	3.06	
12	Vietnam	2.81	3.03	3.22	4.05	5.02	
13	Philippines	3.73	3.56	3.35	3.68	3.67	
14	India	2.14	2.45	2.91	3.30	3.31	
15	Netherlands	0.67	0.65	0.87	0.94	1.31	
16	Iraq	0.79	1.55	1.35	2.83	3.22	
17	Mexico***	0.96	1.30	1.66	1.81	1.75	
18	Italy	1.74	1.69	1.73	1.89	2.08	
19	France	1.01	0.95	1.08	1.09	1.22	
20	Canada***	0.69	0.75	0.91	1.23	1.99	

Notes: *Includes all cargo unloaded in LACD

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

***Trade between LACD and Canada/Mexico is understated. Many of these goods enter/exit at inland border crossings and clear customs in customs districts like San Diego, Detroit, Laredo, and Blaine, WA.

Source: U.S. Census Bureau

Table 11B: Major Trading Partners of the Los Angeles Customs District (pg. 1 of 2)
(Billions of \$, imports for consumption*)

2-Way Rank	Country	A. Two-Way Trade Value through LACD*										
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	China**	\$33.38	\$35.45	\$41.30	\$51.22	\$51.68	\$61.23	\$74.33	\$92.49	\$109.01	\$126.01	\$141.81
2	Japan	46.63	43.03	46.14	51.61	45.57	41.84	41.49	44.00	46.43	50.71	48.26
3	South Korea	12.89	10.77	15.57	19.22	15.67	15.52	16.17	16.84	17.94	20.68	21.81
4	Taiwan	15.52	15.11	15.48	18.01	14.86	14.40	14.22	14.78	15.12	16.71	17.13
5	Thailand	5.94	5.73	6.01	6.94	6.71	6.95	6.68	7.59	7.98	9.00	8.79
6	Australia	5.95	6.96	6.22	6.82	6.20	6.00	6.31	6.94	7.62	7.92	8.20
7	Malaysia	10.49	9.41	10.16	11.26	10.13	10.55	11.31	10.35	9.59	9.66	8.00
8	Singapore	11.17	8.90	8.18	8.26	7.69	6.56	7.08	7.30	7.18	8.23	7.99
9	Germany	4.16	5.43	5.71	6.57	6.66	6.40	7.47	7.84	9.01	9.65	7.97
10	Indonesia	3.97	3.50	3.74	4.14	4.03	3.86	3.68	4.35	4.78	4.99	5.74
11	U.K.	4.39	4.31	4.20	4.66	4.52	4.38	4.64	4.93	5.56	5.44	5.42
12	Vietnam	0.20	0.28	0.32	0.54	0.59	1.07	2.04	2.30	2.72	3.44	4.60
13	Philippines	4.89	4.62	5.61	6.29	4.89	4.24	4.80	4.06	4.35	4.56	4.27
14	India	1.32	1.50	1.76	2.13	2.10	2.24	2.54	2.90	3.48	3.71	3.94
15	Netherlands	3.06	2.24	1.89	2.25	1.91	1.81	1.97	2.13	2.46	2.96	3.56
16	Iraq	0.10	0.22	0.44	0.80	0.65	0.62	0.79	1.56	1.36	2.84	3.23
17	Italy	2.09	2.36	2.43	2.57	2.60	2.36	2.26	2.28	2.60	2.66	2.86
18	France	2.01	2.05	2.23	2.58	2.25	1.86	2.19	2.10	2.42	2.48	2.85
19	Mexico***	1.22	1.82	1.43	2.26	1.92	1.70	1.95	2.46	2.70	3.24	2.78
20	Canada***	1.25	1.18	1.22	1.22	1.53	1.17	0.95	1.16	1.33	1.69	2.75

2-Way Rank	Country	B. Trade Balance with LACD										
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	China**	-16.35	-21.59	-25.55	-32.05	-32.11	-41.51	-51.04	-64.31	-76.71	-83.51	-92.35
2	Japan	-14.43	-17.21	-20.29	-20.70	-17.78	-17.82	-17.66	-21.52	-23.19	-24.42	-20.95
3	South Korea	2.04	-1.43	-1.85	-2.78	-3.32	-3.76	-3.22	-5.23	-3.78	-3.37	-2.58
4	Taiwan	-3.97	-4.55	-4.93	-4.94	-4.78	-4.49	-5.21	-5.88	-5.33	-5.30	-4.43
5	Thailand	-2.76	-3.46	-3.36	-3.99	-3.27	-3.90	-3.55	-3.81	-3.79	-4.85	-4.33
6	Australia	4.52	4.28	4.10	4.54	3.72	3.52	3.69	3.65	4.15	4.27	4.67
7	Malaysia	-3.29	-3.97	-3.60	-3.89	-4.24	-3.84	-3.21	-3.26	-2.64	-2.31	-2.03
8	Singapore	-1.63	-0.94	-0.04	0.92	1.03	0.47	0.18	0.89	2.25	2.76	3.50
9	Germany	-1.33	-1.65	-2.24	-2.53	-3.01	-3.68	-4.42	-4.55	-5.22	-5.51	-2.79
10	Indonesia	-1.63	-2.17	-2.53	-2.65	-2.68	-2.47	-2.34	-2.65	-2.78	-2.97	-3.31
11	U.K.	1.00	0.75	0.22	0.25	0.37	0.28	0.33	0.18	-0.06	-0.44	-0.49
12	Vietnam	0.02	-0.11	-0.14	-0.27	-0.30	-0.70	-1.61	-1.75	-2.05	-2.64	-3.05
13	Philippines	-0.51	-0.58	0.17	0.34	-0.30	-0.34	-0.38	-0.95	-0.75	-0.94	-1.24
14	India	-0.54	-0.63	-0.92	-1.02	-0.84	-0.98	-0.98	-1.25	-1.49	-1.61	-1.54
15	Netherlands	2.02	1.33	0.87	0.80	0.63	0.41	0.64	0.81	0.70	1.13	0.88
16	Iraq	-0.10	-0.22	-0.44	-0.80	-0.64	-0.62	-0.78	-1.54	-1.32	-2.82	-3.19
17	Italy	-0.79	-0.99	-1.05	-1.28	-1.25	-1.29	-1.40	-1.32	-1.09	-1.20	-1.31
18	France	0.33	0.15	0.20	0.13	0.22	0.13	0.02	0.05	0.12	0.28	0.40
19	Mexico***	-0.04	-0.31	0.11	0.33	0.67	0.26	0.02	-0.04	-0.39	-0.30	-0.27
20	Canada***	-0.12	-0.21	-0.18	-0.37	-0.10	-0.34	-0.43	-0.38	-0.56	-0.87	-1.43

Notes: *Includes only imports for consumption; i.e., cargo that cleared customs in LACD.

**China includes the mainland, Hong Kong, & Macao.

***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

Table 11B: Major Trading Partners of the Los Angeles Customs District (pg. 2 of 2)
(Billions of \$, imports for consumption*)

2-Way Rank	Country	C. Exports by Destination Country										
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	China**	\$8.51	\$6.93	\$7.88	\$9.59	\$9.79	\$9.86	\$11.65	\$14.09	\$16.15	\$21.25	\$24.73
2	Japan	16.10	12.91	12.93	15.46	13.89	12.01	11.92	11.24	11.62	13.15	13.65
3	South Korea	7.47	4.67	6.86	8.22	6.18	5.88	6.48	5.80	7.08	8.66	9.61
4	Taiwan	5.78	5.28	5.28	6.53	5.04	4.95	4.50	4.45	4.89	5.70	6.35
5	Thailand	1.59	1.14	1.32	1.48	1.72	1.53	1.56	1.89	2.10	2.08	2.23
6	Australia	5.24	5.62	5.16	5.68	4.96	4.76	5.00	5.29	5.89	6.09	6.43
7	Malaysia	3.60	2.72	3.28	3.68	2.94	3.35	4.05	3.54	3.47	3.68	2.98
8	Singapore	4.77	3.98	4.07	4.59	4.36	3.52	3.63	4.10	4.71	5.49	5.74
9	Germany	1.42	1.89	1.74	2.02	1.83	1.36	1.53	1.65	1.90	2.07	2.59
10	Indonesia	1.17	0.67	0.61	0.75	0.67	0.69	0.67	0.85	1.00	1.01	1.22
11	U.K.	2.69	2.53	2.21	2.46	2.45	2.33	2.49	2.55	2.75	2.50	2.46
12	Vietnam	0.11	0.09	0.09	0.14	0.15	0.18	0.21	0.28	0.33	0.40	0.77
13	Philippines	2.19	2.02	2.89	3.32	2.30	1.95	2.21	1.56	1.80	1.81	1.51
14	India	0.39	0.43	0.42	0.55	0.63	0.63	0.78	0.83	1.00	1.05	1.20
15	Netherlands	2.54	1.78	1.38	1.53	1.27	1.11	1.31	1.47	1.58	2.05	2.22
16	Iraq	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.01	0.02
17	Italy	0.65	0.68	0.69	0.64	0.67	0.53	0.43	0.48	0.75	0.73	0.78
18	France	1.17	1.10	1.22	1.35	1.23	1.00	1.10	1.07	1.27	1.38	1.63
19	Mexico***	0.59	0.75	0.77	1.29	1.29	0.98	0.98	1.21	1.15	1.47	1.26
20	Canada***	0.56	0.48	0.52	0.43	0.71	0.42	0.26	0.39	0.38	0.41	0.66

2-Way Rank	Country	D. Imports by Country of Origin*										
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	China**	\$24.87	\$28.52	\$33.43	\$41.63	\$41.89	\$51.37	\$62.69	\$78.40	\$92.86	\$104.76	\$117.08
2	Japan	30.53	30.12	33.22	36.16	31.67	29.83	29.57	32.76	34.81	37.56	34.61
3	South Korea	5.43	6.10	8.71	11.00	9.49	9.64	9.70	11.04	10.86	12.02	12.19
4	Taiwan	9.75	9.83	10.21	11.48	9.82	9.44	9.71	10.33	10.23	11.00	10.78
5	Thailand	4.35	4.60	4.69	5.46	4.99	5.43	5.11	5.70	5.89	6.93	6.56
6	Australia	0.72	1.34	1.06	1.14	1.24	1.24	1.31	1.64	1.74	1.82	1.77
7	Malaysia	6.89	6.69	6.88	7.58	7.18	7.19	7.26	6.81	6.11	5.98	5.01
8	Singapore	6.40	4.92	4.11	3.67	3.33	3.05	3.45	3.21	2.46	2.74	2.25
9	Germany	2.74	3.54	3.98	4.55	4.84	5.04	5.95	6.19	7.12	7.58	5.38
10	Indonesia	2.80	2.83	3.13	3.39	3.36	3.17	3.01	3.50	3.78	3.98	4.52
11	U.K.	1.69	1.78	1.99	2.20	2.08	2.05	2.16	2.37	2.81	2.94	2.96
12	Vietnam	0.09	0.19	0.23	0.40	0.44	0.88	1.82	2.03	2.38	3.04	3.82
13	Philippines	2.70	2.60	2.72	2.98	2.59	2.29	2.59	2.50	2.55	2.75	2.75
14	India	0.93	1.07	1.34	1.57	1.47	1.61	1.76	2.08	2.49	2.66	2.74
15	Netherlands	0.52	0.46	0.51	0.72	0.64	0.70	0.67	0.66	0.88	0.91	1.34
16	Iraq	0.10	0.22	0.44	0.80	0.64	0.62	0.79	1.55	1.34	2.83	3.21
17	Italy	1.44	1.68	1.74	1.92	1.92	1.83	1.83	1.80	1.85	1.93	2.09
18	France	0.84	0.95	1.01	1.23	1.01	0.86	1.09	1.03	1.15	1.10	1.22
19	Mexico***	0.63	1.07	0.66	0.97	0.62	0.72	0.97	1.25	1.55	1.77	1.53
20	Canada***	0.68	0.70	0.70	0.80	0.82	0.76	0.69	0.77	0.95	1.28	2.09

Notes: *Includes only imports for consumption; i.e., cargo that cleared customs in LACD.

**China includes the mainland, Hong Kong, & Macao.

***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

TABLE 12: Exports Through the L.A. Customs District by Destination Country, 2007

(Millions of \$)

Country	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
China*	\$24,729	\$18,031	\$6,633	72.9%	26.8%	24.7%
Japan	13,654	9,140	4,295	66.9%	31.5%	13.6%
Korea, South	9,615	5,756	3,809	59.9%	39.6%	9.6%
Australia	6,435	4,497	1,888	69.9%	29.3%	6.4%
Taiwan	6,348	4,076	2,243	64.2%	35.3%	6.3%
Singapore	5,743	3,385	2,287	58.9%	39.8%	5.7%
Malaysia	2,985	1,028	1,938	34.4%	64.9%	3.0%
Federal Republic of Germany	2,590	335	2,236	12.9%	86.3%	2.6%
United Kingdom	2,465	287	2,131	11.7%	86.5%	2.5%
Thailand	2,228	1,364	817	61.2%	36.7%	2.2%
Netherlands	2,220	569	1,642	25.6%	74.0%	2.2%
France	1,628	149	1,446	9.2%	88.8%	1.6%
Philippines	1,514	866	647	57.2%	42.7%	1.5%
Mexico	1,258	99	891	7.9%	70.9%	1.3%
Indonesia	1,215	1,139	74	93.7%	6.1%	1.2%
India	1,200	608	588	50.7%	49.0%	1.2%
Belgium	1,140	284	855	24.9%	75.0%	1.1%
Switzerland	1,132	46	1,072	4.1%	94.6%	1.1%
New Zealand	917	587	310	63.9%	33.8%	0.9%
Brazil	825	75	745	9.0%	90.2%	0.8%
Italy	776	61	706	7.8%	91.0%	0.8%
Vietnam	774	723	50	93.4%	6.4%	0.8%
United Arab Emirates	699	441	256	63.1%	36.6%	0.7%
Canada	659	265	190	40.2%	28.8%	0.7%
Chile	605	186	124	30.7%	20.4%	0.6%
Sweden	536	122	405	22.8%	75.6%	0.5%
Ireland	419	24	393	5.7%	94.0%	0.4%
Israel	374	24	348	6.5%	93.0%	0.4%
Russia	361	136	224	37.8%	62.2%	0.4%
Spain	348	49	297	14.2%	85.4%	0.3%
Costa Rica	285	60	224	21.2%	78.8%	0.3%
Saudi Arabia	246	184	62	74.7%	25.1%	0.2%
South Africa	211	45	164	21.3%	78.0%	0.2%
Guatemala	199	179	20	90.2%	9.8%	0.2%
Turkey	197	20	170	10.3%	86.5%	0.2%
Panama	194	182	12	94.0%	6.0%	0.2%
Finland	163	78	83	47.8%	50.8%	0.2%
Colombia	162	103	59	63.4%	36.2%	0.2%
Pakistan	157	136	20	87.0%	13.0%	0.2%
Argentina	142	16	111	11.5%	78.4%	0.1%
Peru	131	101	29	77.3%	22.3%	0.1%
Denmark	131	50	76	38.0%	57.8%	0.1%
Greece	119	20	99	16.6%	83.3%	0.1%
Kuwait	118	77	40	65.1%	33.8%	0.1%
Austria	114	19	95	16.8%	82.9%	0.1%
El Salvador	113	109	4	96.4%	3.6%	0.1%
Venezuela	106	80	26	75.8%	24.2%	0.1%
All Other Countries (< \$100 million)	2,034	1,100	902	54.1%	44.3%	2.0%
Total--All Countries	\$100,213	\$56,915	\$41,736	56.8%	41.6%	100.0%

*China includes the mainland, Hong Kong, & Macao.

Source: U.S. Census Bureau

TABLE 13: Imports* Entering L.A. Customs District by Country of Origin, 2007

(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$158,581	\$145,868	\$12,631	92.0%	8.0%	49.4%
Japan	46,879	42,636	4,228	91.0%	9.0%	14.6%
Taiwan	15,703	13,527	2,174	86.1%	13.8%	4.9%
Korea, South	14,952	13,244	1,707	88.6%	11.4%	4.7%
Thailand	8,423	6,470	1,938	76.8%	23.0%	2.6%
Malaysia	6,897	5,121	1,767	74.2%	25.6%	2.1%
Indonesia	5,926	5,621	293	94.9%	5.0%	1.8%
Federal Republic of Germany	5,444	4,248	1,189	78.0%	21.8%	1.7%
Vietnam	5,017	4,865	151	97.0%	3.0%	1.6%
Philippines	3,671	3,104	565	84.6%	15.4%	1.1%
India	3,311	2,092	1,212	63.2%	36.6%	1.0%
Iraq	3,216	3,203	12	99.6%	0.4%	1.0%
United Kingdom	3,065	1,730	1,323	56.4%	43.2%	1.0%
Singapore	2,945	1,441	1,489	48.9%	50.6%	0.9%
Ecuador	2,419	2,401	18	99.3%	0.7%	0.8%
Australia	2,359	1,584	738	67.1%	31.3%	0.7%
Saudi Arabia	2,158	2,146	12	99.5%	0.5%	0.7%
Italy	2,081	1,309	770	62.9%	37.0%	0.6%
Canada	1,994	679	129	34.1%	6.4%	0.6%
Mexico	1,747	1,026	586	58.7%	33.5%	0.5%
Brazil	1,657	1,623	34	97.9%	2.0%	0.5%
Cambodia	1,605	1,556	48	97.0%	3.0%	0.5%
Bangladesh	1,445	1,417	28	98.0%	2.0%	0.5%
Netherlands	1,314	531	775	40.4%	58.9%	0.4%
France	1,222	725	480	59.3%	39.3%	0.4%
Israel	1,175	215	922	18.3%	78.5%	0.4%
Austria	1,129	1,072	57	94.9%	5.0%	0.4%
Sweden	920	788	130	85.7%	14.1%	0.3%
New Zealand	898	723	174	80.5%	19.4%	0.3%
Belgium	860	408	451	47.4%	52.4%	0.3%
Switzerland	695	206	486	29.6%	70.0%	0.2%
Chile	644	552	91	85.8%	14.2%	0.2%
Pakistan	617	586	28	94.9%	4.5%	0.2%
Guatemala	612	569	43	92.9%	7.1%	0.2%
Angola	584	584	0	100.0%	0.0%	0.2%
Ireland	536	342	194	63.9%	36.1%	0.2%
Spain	533	336	197	62.9%	36.9%	0.2%
Russia	514	363	150	70.7%	29.3%	0.2%
Peru	501	450	51	89.8%	10.2%	0.2%
Sri Lanka	425	383	30	90.0%	7.0%	0.1%
Nigeria	417	416	0	99.9%	0.1%	0.1%
Venezuela	398	398	0	100.0%	0.0%	0.1%
Turkey	328	242	86	73.8%	26.1%	0.1%
Oman	312	279	5	89.6%	1.6%	0.1%
United Arab Emirates	308	283	21	92.1%	6.7%	0.1%
Costa Rica	302	233	58	77.3%	19.3%	0.1%
All Other Countries (< \$300 Million)	162,836	149,170	13,567	91.6%	8.3%	50.7%
Total--All Countries	\$320,993	\$280,896	\$38,411	87.5%	12.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

**China includes the mainland, Hong Kong, & Macao.

Source: U.S. Census Bureau

TABLE 14: Top 20 U.S. Ports, 2007

(Billions of \$; General Imports = Value Unloaded)

Rank	Customs District	Port	Total \$	Import \$	Export \$	% of U.S.
1	Los Angeles	Los Angeles, CA	\$241.6	\$211.4	\$30.2	7.8%
2	New York City	JFK International Airport, NY	163.9	85.4	78.5	5.3%
3	Detroit	Detroit, MI	153.2	70.3	82.9	4.9%
4	New York City	Newark, NJ	131.3	118.9	12.4	4.2%
5	Houston-Galveston	Houston, TX	114.9	61.1	53.8	3.7%
6	Laredo	Laredo, TX	113.0	65.4	47.6	3.6%
7	Chicago	Chicago, IL	107.9	73.6	34.3	3.5%
8	Los Angeles	Long Beach, CA	87.4	60.6	26.7	2.8%
9	Buffalo	Buffalo-Niagara Falls, NY	84.3	43.5	40.8	2.7%
10	Detroit	Port Huron, MI	82.2	47.7	34.5	2.6%
11	Los Angeles	Los Angeles International Airport, CA	81.3	38.6	42.7	2.6%
12	New Orleans	New Orleans, LA	81.1	41.9	39.2	2.6%
13	San Francisco	San Francisco International Airport, CA	61.8	32.0	29.8	2.0%
14	Charleston	Charleston, SC	61.1	41.1	19.9	2.0%
15	El Paso	El Paso, TX	51.1	31.0	20.1	1.6%
16	Savannah	Savannah, GA	50.4	31.3	19.1	1.6%
17	Anchorage	Anchorage, AK	49.2	35.5	13.8	1.6%
18	Norfolk	Norfolk, VA	48.8	28.9	19.9	1.6%
19	New York City	New York, NY	45.6	13.3	32.2	1.5%
20	Seattle	Seattle, WA	40.5	30.5	10.1	1.3%

22	San Francisco	Oakland, CA	35.9	24.4	11.5	1.2%
24	San Diego	Otay Mesa Station, CA	31.4	21.4	10.0	1.0%
Sum--Top 20 Ports			\$1,850.6	\$1,162.1	\$688.5	59.4%
Total Trade Value--All U.S. Ports			\$3,116.4	\$1,953.7	\$1,162.7	

Source: U.S. Census Bureau

TABLE 15: Top 20 U.S. Ports for Exports, 2007

(Billions of \$)

Rank	Customs District	Port	Value	% of U.S.
1	Detroit	Detroit, MI	\$82.9	7.1%
2	New York City	JFK International Airport, NY	78.5	6.8%
3	Houston-Galveston	Houston, TX	53.8	4.6%
4	Laredo	Laredo, TX	47.6	4.1%
5	Los Angeles	Los Angeles International Airport, CA	42.7	3.7%
6	Buffalo	Buffalo-Niagara Falls, NY	40.8	3.5%
7	New Orleans	New Orleans, LA	39.2	3.4%
8	Detroit	Port Huron, MI	34.5	3.0%
9	Chicago	Chicago, IL	34.3	2.9%
10	New York City	New York, NY	32.2	2.8%
11	Los Angeles	Los Angeles, CA	30.2	2.6%
12	San Francisco	San Francisco International Airport, CA	29.8	2.6%
13	Los Angeles	Long Beach, CA	26.7	2.3%
14	Miami	Miami International Airport, FL	24.3	2.1%
15	Seattle	Seattle-Tacoma International Airport, WA	22.9	2.0%
16	Seattle	Everett, WA	20.3	1.7%
17	El Paso	El Paso, TX	20.1	1.7%
18	Norfolk	Norfolk, VA	19.9	1.7%
19	Charleston	Charleston, SC	19.9	1.7%
20	Dallas-Fort Worth	Dallas-Fort Worth, TX	19.9	1.7%

28	San Francisco	Oakland, CA	11.5	1.0%
31	San Diego	Otay Mesa Station, CA	10.0	0.9%
Sum--Top 20 Export Ports			\$720.5	62.0%
Total Export Value--All U.S. Ports			\$1,162.7	

TABLE 16: Top 20 U.S. Ports for Imports, 2007

(Billions of \$; General Imports = Value Unloaded)

Rank	Customs District	Port	Value	% of U.S.
1	Los Angeles	Los Angeles, CA	\$211.4	10.8%
2	New York City	Newark, NJ	118.9	6.1%
3	New York City	JFK International Airport, NY	85.4	4.4%
4	Chicago	Chicago, IL	73.6	3.8%
5	Detroit	Detroit, MI	70.3	3.6%
6	Laredo	Laredo, TX	65.4	3.3%
7	Houston-Galveston	Houston, TX	61.1	3.1%
8	Los Angeles	Long Beach, CA	60.6	3.1%
9	Detroit	Port Huron, MI	47.7	2.4%
10	Buffalo	Buffalo-Niagara Falls, NY	43.5	2.2%
11	New Orleans	New Orleans, LA	41.9	2.1%
12	Charleston	Charleston, SC	41.1	2.1%
13	Los Angeles	Los Angeles International Airport, CA	38.6	2.0%
14	Anchorage	Anchorage, AK	35.5	1.8%
15	Philadelphia	Philadelphia, PA	34.0	1.7%
16	San Francisco	San Francisco International Airport, CA	32.0	1.6%
17	Savannah	Savannah, GA	31.3	1.6%
18	El Paso	El Paso, TX	31.0	1.6%
19	Seattle	Seattle, WA	30.5	1.6%
20	Norfolk	Norfolk, VA	28.9	1.5%

25	San Francisco	Oakland, CA	24.4	1.2%
27	San Diego	Otay Mesa Station, CA	21.4	1.1%
Sum--Top 20 Import Ports			\$1,182.7	60.5%
Total Import Value--All U.S. Ports			\$1,953.7	

Source: U.S. Census Bureau

TABLE 17: Exports Through the Port of L.A., Port of Long Beach and LAX, 2007

(Millions of \$; Millions of Kg.)

Commodity Group	Total \$ Value			Total Shipping Weight		
	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$6,878	\$5,088	\$22,564	469	376	100
Chemicals & Related Products	4,569	3,295	3,166	1,845	1,333	35
Vehicles, Aircraft & Vessels	2,474	2,769	4,959	238	215	17
Base Metals & Related Products	3,648	3,697	783	2,820	2,698	55
Instruments	984	738	6,074	32	25	23
Plastics & Rubber Products	3,755	2,899	480	1,568	1,673	15
Prepared Foods & Beverages	1,424	1,333	198	1,184	1,010	21
Textiles & Apparel	1,428	959	391	854	561	13
Plant-based Food & Related Products	1,161	1,334	200	2,384	2,830	85
Other Manufactures	690	504	660	71	49	11
Pulp, Paper, Books & Printed Products	787	815	173	2,463	3,672	13
Crude Oil, Products & Mineral Ores	522	1,148	5	1,744	5,622	3
Hides, Leather & Leather Goods	504	841	197	155	323	4
Animals, Fish & Related Products	699	528	84	302	237	5
Precious Stones, Metals, Coins & Pearls	26	120	1,005	0	1	1
Special Classification Items	49	68	875	4	2	1
Stone, Glass & Ceramic Products	310	255	125	122	102	5
Art & Collectibles	7	5	487	0	0	0
Wood & Related Products	136	150	8	188	198	1
Arms & Ammunitions	27	56	200	3	1	1
Footwear & Apparel Accessories	119	87	70	52	37	3
Fats & Waxes	36	56	3	50	76	1
Total Exports by Port/Airport	\$30,233	\$26,744	\$42,707	16,548	21,041	415

TABLE 18: Imports* Through the Port of L.A., Port of Long Beach and LAX, 2007

(Millions of \$; Millions of Kg.)

Commodity Group	Total \$ Value			Total Shipping Weight		
	POLA	POLB	LAX	POLA	POLB	LAX
Machinery & Equipment	\$70,101	\$22,436	\$23,438	6,376	2,346	212
Vehicles, Aircraft & Vessels	23,437	3,289	567	2,832	632	17
Textiles & Apparel	24,743	3,776	1,929	2,298	376	98
Other Manufactures	19,429	9,727	830	5,009	2,140	22
Base Metals & Related Products	13,272	4,448	274	6,705	1,863	12
Crude Oil, Products & Mineral Ores	10,642	1,967	1	21,216	5,058	1
Footwear & Apparel Accessories	11,038	2,779	330	1,491	371	19
Plastics & Rubber Products	9,391	3,494	161	3,342	1,185	14
Chemicals & Related Products	4,920	1,492	1,379	1,583	529	9
Instruments	4,195	1,470	2,739	268	83	24
Leather Goods, Leather & Hides	3,167	1,321	251	473	161	9
Prepared Foods & Beverages	3,893	714	33	2,174	444	3
Stone, Glass & Ceramic Products	2,730	993	87	2,919	868	4
Precious Stones, Metals, Coins & Pearls	281	122	3,099	23	14	4
Pulp, Paper, Books & Printed Products	2,381	1,050	65	1,358	557	5
Animals, Fish & Related Products	2,632	248	337	612	58	33
Special Classification Items	489	139	1,941	75	21	8
Wood & Related Products	1,711	683	12	1,034	495	1
Plant-based Food & Related Products	1,366	314	153	1,092	224	21
Art & Collectibles	59	17	458	9	2	0
Arms & Ammunitions	210	47	68	24	5	1
Fats & Waxes	128	67	2	54	52	0
Total Imports by Port/Airport	\$210,213	\$60,593	\$38,153	60,968	17,486	518

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 19: Exports Through the San Diego Customs District, 2007

(Millions of \$)

Commodity	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
Electrical Equipment, TVs, & Electronic Parts	\$3,475.7	\$24.8	\$57.9	0.7%	1.7%	21.7%
Computers, Peripherals, Machinery, Appliances & Parts	2,390.9	23.3	12.4	1.0%	0.5%	14.9%
Plastics & Items Made of Plastic	1,550.8	2.3	2.6	0.2%	0.2%	9.7%
Motor Vehicles & Parts	1,491.7	1.8	0.1	0.1%	0.0%	9.3%
Iron or Steel Products	594.7	0.5	0.4	0.1%	0.1%	3.7%
Optical, Photo & Medical/Surgical Instrments	566.5	0.1	23.8	0.0%	4.2%	3.5%
Paper, Paperboard & Related Products	547.0	0.7	0.0	0.1%	0.0%	3.4%
Aluminum & Items Made of Aluminum	391.9	0.7	0.0	0.2%	0.0%	2.4%
Refined Oil Products & Natural Gas	307.0	1.5	-	0.5%	-	1.9%
Miscellaneous Metal Products	297.8	0.0	0.2	0.0%	0.1%	1.9%
Iron & Steel	276.4	0.3	0.0	0.1%	0.0%	1.7%
Wood & Wood Products	256.8	0.1	0.0	0.0%	0.0%	1.6%
Miscellaneous Prepared Foods	233.2	3.3	0.0	1.4%	0.0%	1.5%
Meat & Meat Products	206.4	-	-	-	-	1.3%
Knitted Or Crocheted Fabrics	196.9	-	-	-	-	1.2%
Rubber & Items Made of Rubber	187.2	0.3	0.5	0.1%	0.3%	1.2%
Apparel & Accessories, Knit Or Crochet	173.1	0.3	0.3	0.2%	0.2%	1.1%
Furniture, Bedding, Lamps Etc.	154.4	0.2	1.8	0.1%	1.2%	1.0%
Toys, Games & Sport Equipment	137.3	0.1	0.1	0.1%	0.1%	0.9%
Dyes, Paint, Inks	121.9	0.4	0.1	0.4%	0.1%	0.8%
Fruits & Nuts	110.5	3.6	0.0	3.3%	0.0%	0.7%
Copper & Items Made of Copper	104.3	0.1	0.3	0.1%	0.3%	0.7%
Glass & Glassware	102.1	0.1	0.2	0.1%	0.2%	0.6%
All Other Items (< \$100 million)	2,127.9	67.6	82.7	3.2%	3.9%	13.3%
Total	\$16,002.3	\$132.1	\$183.5	0.8%	138.9%	100.0%

TABLE 20: Imports* Entering the San Diego Customs District, 2007

(Millions of \$)

Commodity	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
Electrical Equipment, TVs, & Electronic Parts	\$17,463.5	\$421.7	\$1.2	2.4%	0.0%	46.3%
Motor Vehicles & Parts	8,402.0	6,832.7	0.0	81.3%	0.0%	22.3%
Optical, Photo & Medical/Surgical Instrments	2,113.0	0.3	0.2	0.0%	0.0%	5.6%
Computers, Peripherals, Machinery, Appliances & Parts	1,721.9	45.3	0.5	2.6%	0.0%	4.6%
Special Classification Items	1,060.5	3.3	0.6	0.3%	0.1%	2.8%
Furniture; Bedding; Lamps, Etc,	740.1	0.3	0.0	0.0%	0.0%	2.0%
Edible Vegetables & Certain Roots & Tubers	701.4	0.3	-	0.0%	-	1.9%
Miscellaneous Metal Products	664.9	0.0	-	0.0%	-	1.8%
Plastics & Items Made of Plastic	577.2	0.3	0.1	0.1%	0.0%	1.5%
Apparel & Accessories, Knit Or Crochet	460.5	0.5	0.1	0.1%	0.0%	1.2%
Fruits & Nuts	376.5	170.3	-	45.2%	-	1.0%
Beverages, Spirits & Vinegar	290.8	-	0.0	-	0.0%	0.8%
Iron & Steel Products	250.9	16.6	0.0	6.6%	0.0%	0.7%
Toys, Games & Sports Equipment	243.9	18.4	0.2	7.5%	0.1%	0.6%
Paper, Paperboard & Related Products	230.5	8.7	-	3.8%	-	0.6%
Glass & Glassware	203.0	0.0	0.0	0.0%	0.0%	0.5%
Iron & Steel	159.1	42.6	-	26.8%	-	0.4%
Aluminum & Items Made of Aluminum	145.4	0.1	-	0.0%	-	0.4%
Stone, Plaster, Cement & Asbestos Products	123.7	-	-	-	-	0.3%
Miscellaneous Manufactured Products	114.8	0.0	0.0	0.0%	0.0%	0.3%
Apparel & Accessories, Woven	107.1	0.2	0.1	0.2%	0.1%	0.3%
Textile Products, Incl Blankets & Linens	102.6	0.0	0.0	0.0%	0.0%	0.3%
All Other Items (< \$100 million)	1,439.0	153.2	1.1	10.6%	0.1%	3.8%
Total	\$37,692.3	\$7,714.9	\$4.2	20.5%	0.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 21: Exports Through the San Diego Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	North America	Mideast	Africa	CIS Nations	World Total
Machinery & Equipment	\$69.0	\$32.4	\$3.4	\$5,757.3	\$3.7	\$0.7	\$3.4	\$5,866.6
Base Metals & Related Products	2.0	0.7	1.3	1,802.5	0.1	0.0	1.3	1,806.7
Plastics & Rubber Products	2.4	1.2	2.1	1,732.1	0.0	0.1	2.1	1,738.0
Vehicles, Aircraft & Vessels	10.6	32.9	1.3	1,518.1	0.3	0.2	1.3	1,563.3
Textiles & Apparel	0.0	0.2	1.4	681.7	0.0	0.2	1.4	683.5
Pulp, Paper, Books & Printed Products	0.5	1.0	0.9	679.1	0.0	0.1	0.9	681.7
Instruments	9.8	12.0	0.5	553.6	0.4	0.0	0.5	576.4
Prepared Foods & Beverages	1.2	0.3	4.5	517.5	0.1	0.0	4.5	523.5
Chemicals & Related Products	9.6	19.2	9.3	434.5	0.0	0.0	9.3	472.7
Plant-based Food & Related Products	4.2	0.0	4.9	389.2	0.0	0.0	4.9	398.3
Other Manufactures	0.4	0.9	0.3	342.0	0.0	0.0	0.3	343.6
Crude Oil & Mineral Ores	0.3	0.2	0.2	322.2	0.0	0.0	0.2	323.0
Animals, Fish & Related Products	0.2	0.1	1.2	320.1	0.0	0.0	1.2	321.6
Wood & Related Products	0.0	0.1	0.0	259.0	0.0	0.0	0.0	259.2
Stone, Glass & Ceramic Products	0.2	0.1	0.2	187.5	0.0	0.0	0.2	188.0
Footwear & Apparel Accessories	0.0	0.2	2.4	58.0	0.1	0.0	2.4	60.6
Fats & Waxes	0.0	0.0	0.9	48.0	0.0	0.0	0.9	48.9
Arms & Ammunitions	0.1	41.7	0.0	1.0	0.0	0.0	0.0	42.8
Hides, Leather & Leather Goods	9.3	0.0	0.1	25.6	0.0	0.0	0.1	35.0
Special Classification Items	5.8	1.5	0.0	27.2	0.1	0.0	0.0	34.6
Precious Stones, Metals, Coins & Pearls	0.0	0.0	0.0	33.0	0.0	0.0	0.0	33.1
Art & Collectibles	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.2
Total Area Exports	\$125.8	\$144.8	\$34.8	\$15,690.5	\$4.8	\$1.4	\$34.8	\$16,036.8
Memo: Area % of Total Exports	0.8%	0.9%	0.2%	97.8%	0.0%	0.0%	0.2%	100.0%

Source: U.S. Census Bureau

TABLE 22: Imports* Entering the San Diego Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	Mideast	North America	Africa	CIS Nations	World Total
Machinery & Equipment	\$1,545.1	\$151.8	\$4.0	\$0.3	\$17,483.8	\$0.4	\$0.0	\$19,185.4
Vehicles, Aircraft & Vessels	5,019.5	1,848.9	0.0	0.0	1,685.3	0.0	0.0	8,553.7
Instruments	61.1	6.7	0.0	0.1	2,083.7	0.0	0.0	2,151.7
Base Metals & Related Products	75.2	22.5	0.1	0.2	1,199.3	0.0	0.1	1,297.4
Plant-based Food & Related Products	37.7	0.4	133.0	0.0	1,001.8	0.0	0.0	1,172.8
Other Manufactures	44.9	3.8	0.0	0.0	1,050.1	0.0	0.0	1,098.8
Special Classification Items	11.1	0.5	8.7	0.5	1,039.7	0.0	0.0	1,060.5
Plastics & Rubber Products	28.7	2.1	0.3	0.1	622.2	0.0	0.0	653.5
Textiles & Apparel	2.7	0.5	0.5	0.0	622.1	0.0	0.0	625.8
Prepared Foods & Beverages	0.1	0.5	20.8	0.0	560.5	0.0	0.0	581.8
Stone, Glass & Ceramic Products	3.7	21.2	0.0	0.0	319.7	0.0	0.0	344.7
Pulp, Paper, Books & Printed Products	3.1	0.2	0.3	0.0	291.7	0.0	0.0	295.4
Footwear & Apparel Accessories	9.8	0.1	1.5	0.0	165.3	0.0	0.0	176.7
Chemicals & Related Products	9.9	17.0	0.0	0.0	131.7	0.0	0.0	158.6
Animals, Fish & Related Products	0.0	0.0	32.2	0.0	116.9	0.0	0.0	149.1
Wood & Related Products	3.0	0.0	0.1	0.0	85.9	0.1	0.0	89.3
Mineral Ores & Crude Oil	24.1	0.0	0.0	0.0	7.3	0.0	0.0	31.4
Hides, Leather & Leather Goods	1.1	0.8	0.0	0.0	26.3	0.0	0.0	28.2
Precious Stones, Metals, Coins & Pearls	1.6	0.0	0.0	0.0	22.5	0.0	0.0	24.1
Fats & Waxes	0.0	0.0	0.0	0.0	9.6	0.0	0.0	9.6
Art & Collectibles	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2
Arms & Ammunitions	1.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5
Total Area Imports	\$6,883.3	\$2,077.0	\$201.8	\$1.3	\$28,528.1	\$0.6	\$0.2	\$37,692.3
Memo: Area % of Total Imports	18.3%	5.5%	0.5%	0.0%	75.7%	0.0%	0.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 23: Exports Through the San Diego Customs District by Destination Country, 2007
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$15,682.9	\$0.1	\$11.3	0.0%	0.1%	98.0%
Thailand	37.9	36.8	1.1	97.1%	2.8%	0.2%
United Kingdom	37.4	1.0	36.4	2.6%	97.4%	0.2%
Norway	36.2	35.3	0.9	97.6%	2.4%	0.2%
China*	28.8	14.0	14.8	48.5%	51.3%	0.2%
Ecuador	28.3	28.2	0.0	99.7%	0.1%	0.2%
Federal Republic of Germany	19.4	0.8	18.3	3.9%	94.3%	0.1%
Japan	18.4	2.3	12.1	12.5%	66.1%	0.1%
Singapore	16.9	2.1	13.6	12.5%	80.2%	0.1%
France	15.8	0.0	15.7	0.2%	99.4%	0.1%
Iceland	10.0		10.0	0.0%	100.0%	0.1%
Canada	7.6	1.2	6.4	16.1%	83.9%	0.0%
Netherlands	5.8	0.1	5.7	1.5%	98.2%	0.0%
Korea, South	5.6	1.9	3.0	34.9%	53.7%	0.0%
Philippines	4.6	0.4	0.4	8.8%	9.1%	0.0%
Malaysia	4.2	0.4	3.4	8.8%	81.8%	0.0%
Australia	3.7	0.2	3.5	5.5%	93.6%	0.0%
Taiwan	2.8	0.8	1.8	30.3%	65.3%	0.0%
Ireland	2.5		2.5	0.0%	100.0%	0.0%
Montenegro	2.4		0.0	0.0%	0.3%	0.0%
Italy	2.3		2.3	0.0%	98.3%	0.0%
Switzerland	2.2		2.2	0.0%	99.5%	0.0%
Belgium	2.2	0.0	2.0	0.5%	90.0%	0.0%
Israel	2.2		2.1	0.0%	97.8%	0.0%
El Salvador	1.9	1.8	0.0	94.8%	0.6%	0.0%
Sweden	1.9	0.0	1.8	0.4%	97.9%	0.0%
Spain	1.8	0.4	1.5	19.3%	80.3%	0.0%
United Arab Emirates	1.6	0.2	1.4	10.8%	88.8%	0.0%
Austria	1.4		1.3	0.0%	97.0%	0.0%
India	1.2	0.6	0.6	45.3%	52.9%	0.0%
All Other Countries (< \$1 million)	12.6	3.6	7.4	28.7%	59.1%	0.1%
Total--All Countries	\$16,002.3	\$132.1	\$183.5	0.8%	1.1%	100.0%

* China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 24: Imports* Entering the San Diego Customs District by Country of Origin, 2007
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Mexico	\$28,506.1	\$20.2	\$0.7	0.1%	0.0%	75.6%
Japan	5,456.7	5,317.5	0.4	97.4%	0.0%	14.5%
Federal Republic of Germany	1,283.0	1,253.1	0.2	97.7%	0.0%	3.4%
Korea, South	653.6	17.0	0.0	2.6%	0.0%	1.7%
China**	444.5	64.2	0.6	14.4%	0.1%	1.2%
United Kingdom	241.7	230.1	0.1	95.2%	0.0%	0.6%
Slovakia	216.4	215.6		99.7%	0.0%	0.6%
Taiwan	166.4	57.9	0.2	34.8%	0.1%	0.4%
Ecuador	157.7	157.7		100.0%	0.0%	0.4%
Finland	110.7	110.3		99.7%	0.0%	0.3%
Malaysia	68.8	2.0		3.0%	0.0%	0.2%
Portugal	61.2	61.0	0.0	99.7%	0.1%	0.2%
Italy	53.8	43.7	0.3	81.2%	0.5%	0.1%
Australia	38.5	37.6	0.1	97.8%	0.4%	0.1%
Hungary	25.5	24.0	0.1	94.3%	0.2%	0.1%
Canada	22.0	11.0	0.0	49.9%	0.2%	0.1%
Guatemala	21.5	21.3		99.2%	0.0%	0.1%
Norway	18.3	18.3		99.9%	0.0%	0.0%
Denmark	17.2	16.5		95.8%	0.0%	0.0%
Singapore	17.2	0.1	0.1	0.5%	0.3%	0.0%
Netherlands	15.6	6.2	0.2	39.6%	1.1%	0.0%
Thailand	10.9	1.3	0.1	12.1%	0.7%	0.0%
Indonesia	10.7	4.1	0.0	38.4%	0.1%	0.0%
All Other Countries (< \$10 Million)	74.3	24.1	1.1	32.4%	1.5%	0.2%
Total--All Countries	\$37,692.3	\$7,714.9	\$4.2	20.5%	0.0%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 25: Top Trading Partners of San Diego Customs District, 2007

(Millions of \$)

Country	Total Two-Way Trade	Imports*	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export ratio
Mexico	\$44,189.0	\$28,506.1	\$15,682.9	-\$12,823.2	82.3%	1.8
Japan	5,475.0	5,456.7	18.4	-5,438.3	10.2%	297.2
Federal Republic of Germany	1,302.4	1,283.0	19.4	-1,263.7	2.4%	66.2
Korea, South	659.2	653.6	5.6	-648.1	1.2%	117.4
China**	473.3	444.5	28.8	-415.7	0.9%	15.4
United Kingdom	279.1	241.7	37.4	-204.3	0.5%	6.5
Slovakia	216.4	216.4	0.1	-216.3	0.4%	3,980.2
Ecuador	186.0	157.7	28.3	-129.4	0.3%	5.6
Taiwan	169.1	166.4	2.8	-163.6	0.3%	59.8
Finland	111.4	110.7	0.7	-110.0	0.2%	153.2
All Other Countries (< \$100 million)	633.5	455.5	178.0	-277.5	1.2%	2.6
Total--All Countries	\$53,694.6	\$37,692.3	\$16,002.3	-\$21,690.0	100.0%	2.4

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 26: Imports* from San Diego Customs District's Top Trading Partners, 2007

(Millions of \$)

Commodity Group	Mexico	Japan	Germany	Top-3 Trading Partners Total	World Total
Electrical Equipment, TVs, & Electronic Parts	\$15,905.1	\$405.7	\$80.4	\$16,391.2	\$17,463.5
Motor Vehicles & Parts	1,578.1	4,975.7	1,167.9	7,721.7	8,402.0
Optical, Photo & Medical/Surgical Instruments	2,045.0	14.6	1.8	2,061.4	2,113.0
Computers, Peripherals, Machinery, Appliances & Parts	1,570.9	34.5	10.4	1,615.8	1,721.9
Special Classification Items	1,039.1	1.4	0.1	1,040.5	1,060.5
Furniture, Bedding, Lamps Etc.	737.6	0.0	0.1	737.7	740.1
Edible Vegetables & Certain Roots & Tubers	701.1			701.1	701.4
Miscellaneous Metal Products	653.9	0.0	0.3	654.2	664.9
Plastics & Items Made of Plastic	549.6	8.8	0.6	559.0	577.2
Apparel & Accessories, Knit Or Crochet	459.5			459.5	460.5
All Other Items	3,266.4	15.9	21.6	3,304.0	3,787.2
Total Area Imports	\$28,506.1	\$5,456.7	\$1,283.0	\$35,245.8	\$37,692.3
Memo: Area % of Total Imports	75.6%	14.5%	3.4%	93.5%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 27: Exports Through the San Francisco Customs District, 2007

(Millions of \$)

Commodity	Total			% by Ship	% by Air	% of Total
	Value	By Ship	By Air			
Electrical Equipment, TVs, & Electronic Parts	\$13,064.7	\$411.9	\$12,650.9	3.2%	96.8%	30.1%
Computers, Peripherals, Machinery, Appliances & Parts	8,991.1	788.0	8,202.1	8.8%	91.2%	20.7%
Optical, Photo & Medical/Surgical Instruments	5,818.7	293.9	5,524.5	5.1%	94.9%	13.4%
Fruits & Nuts	1,804.8	1,699.3	105.5	94.2%	5.8%	4.2%
Meat & Meat Products	1,128.5	1,125.9	2.5	99.8%	0.2%	2.6%
Refined Oil Products & Natural Gas	1,076.5	1,076.3	0.2	100.0%	0.0%	2.5%
Miscellaneous Chemical Products	943.1	268.5	674.5	28.5%	71.5%	2.2%
Pharmaceutical Products	820.6	21.6	799.0	2.6%	97.4%	1.9%
Motor Vehicles & Parts	813.9	693.7	120.2	85.2%	14.8%	1.9%
Inorganic Chemicals & Related Compounds	738.6	687.0	51.6	93.0%	7.0%	1.7%
Beverages, Spirits & Vinegar	659.4	642.8	16.5	97.5%	2.5%	1.5%
Aircraft, Spacecraft, & Parts	639.2	40.4	595.4	6.3%	93.2%	1.5%
Iron & Steel	448.3	438.9	9.3	97.9%	2.1%	1.0%
Leather, Leather Products & Hides	395.7	394.9	0.8	99.8%	0.2%	0.9%
Aluminum & Items Made of Aluminum	371.3	290.2	81.1	78.1%	21.9%	0.9%
Organic Chemicals	364.8	284.5	80.3	78.0%	22.0%	0.8%
Plastics & Items Made of Plastic	361.0	203.8	157.2	56.5%	43.5%	0.8%
Cereal Grains	355.2	355.2	0.0	100.0%	0.0%	0.8%
Wood Pulp; Wastepaper & Scrap Paperboard	325.9	325.9	0.0	100.0%	0.0%	0.8%
Cotton, Incl. Yarn & Woven Fabrics	279.7	279.5	0.2	99.9%	0.1%	0.6%
Arms & Ammunition	255.7	43.0	212.7	16.8%	83.2%	0.6%
Prepared Vegetables, Fruit & Nuts	221.6	214.6	7.0	96.9%	3.1%	0.5%
Copper & Items Made of Copper	189.6	173.8	15.8	91.6%	8.4%	0.4%
Toys, Games & Sports Equipment	171.3	106.1	65.2	61.9%	38.1%	0.4%
Dairy Products, Eggs, Honey, Etc	167.5	167.1	0.3	99.8%	0.2%	0.4%
Sugars & Sugar Confectionary	162.9	161.3	1.6	99.0%	1.0%	0.4%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	162.4	137.9	24.5	84.9%	15.1%	0.4%
Special Classification Items	154.4	9.9	20.5	6.4%	13.3%	0.4%
Edible Vegetables & Certain Roots & Tubers	154.2	141.8	12.4	91.9%	8.1%	0.4%
Miscellaneous Prepared Foods	136.8	122.4	14.4	89.5%	10.5%	0.3%
Essential Oils; Perfumes, Cosmetic Preparations	125.5	52.1	73.3	41.6%	58.4%	0.3%
Dyes, Paint, Inks	124.2	46.8	77.3	37.7%	62.3%	0.3%
Natural Pearls, Precious Stones & Metals; Coins	123.3	58.1	65.1	47.1%	52.8%	0.3%
Books, Newspapers, Manuscripts Etc.	122.8	10.5	112.3	8.5%	91.5%	0.3%
Artworks, Collectors' Pieces & Antiques	115.4	3.9	111.4	3.4%	96.6%	0.3%
All Other Items (< \$100 million)	1,546.2	1,081.7	464.5	70.0%	30.0%	3.6%
Total	\$43,334.6	\$12,853.6	\$30,350.3	30.0%	70.0%	100.0%

Source: U.S. Census Bureau

TABLE 28: Imports* Entering the San Francisco Customs District, 2007

(Millions of \$)

Commodity	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Electrical Equipment, TVs, & Electronic Parts	\$17,309.1	\$2,872.5	\$14,422.4	16.6%	83.3%	24.6%
Computers, Peripherals, Machinery, Appliances & Parts	15,970.9	5,486.9	10,463.5	34.4%	65.5%	22.7%
Refined Oil Products & Natural Gas	9,506.4	9,506.2	0.2	100.0%	0.0%	13.5%
Motor Vehicles & Parts	5,308.2	5,223.0	85.2	98.4%	1.6%	7.5%
Optical, Photo & Medical/Surgical Instruments	2,494.5	383.6	2,104.7	15.4%	84.4%	3.5%
Special Classification Items	1,412.9	142.3	1,239.1	10.1%	87.7%	2.0%
Beverages, Spirits & Vinegar	1,386.3	1,371.1	11.0	98.9%	0.8%	2.0%
Furniture, Bedding, Lamps Etc.	1,335.4	1,297.8	37.5	97.2%	2.8%	1.9%
Apparel & Accessories, Woven	1,041.6	864.2	177.4	83.0%	17.0%	1.5%
Toys, Games & Sports Equipment	960.5	797.5	162.8	83.0%	17.0%	1.4%
Organic Chemicals	951.0	226.3	724.6	23.8%	76.2%	1.3%
Apparel & Accessories, Knit Or Crochet	867.8	767.7	99.8	88.5%	11.5%	1.2%
Miscellaneous Chemical Products	799.4	66.6	732.8	8.3%	91.7%	1.1%
Plastics & Items Made of Plastic	751.5	677.1	74.2	90.1%	9.9%	1.1%
Iron & Steel Products	713.4	692.6	20.7	97.1%	2.9%	1.0%
Wood & Wood Products	582.1	579.8	2.2	99.6%	0.4%	0.8%
Iron & Steel	512.3	511.0	1.3	99.7%	0.3%	0.7%
Footwear & Parts	477.1	447.9	29.1	93.9%	6.1%	0.7%
Coffee, Tea, Mate & Spices	451.6	450.5	1.1	99.8%	0.2%	0.6%
Aluminum & Items Made of Aluminum	421.6	296.5	125.2	70.3%	29.7%	0.6%
Rubber & Items Made of Rubber	364.0	352.7	11.1	96.9%	3.0%	0.5%
Textile Products, Incl Blankets & Linens	345.2	332.4	12.8	96.3%	3.7%	0.5%
Leather Products, Incl Luggage & Handbags	334.1	297.0	35.5	88.9%	10.6%	0.5%
Pearls, Precious Stones & Metals, Coins	330.2	28.8	280.2	8.7%	84.9%	0.5%
Paper, Paperboard & Related Products	308.2	300.6	7.5	97.5%	2.4%	0.4%
Pharmaceutical Products	292.6	49.6	243.0	17.0%	83.0%	0.4%
Glass & Glassware	278.3	218.1	60.1	78.4%	21.6%	0.4%
Animal Or Vegetable Fats, Oils Etc. & Waxes	266.2	257.8	8.3	96.9%	3.1%	0.4%
Inorganic Chemicals & Related Compounds	253.8	220.3	33.4	86.8%	13.2%	0.4%
Miscellaneous Metal Products	249.3	228.1	21.1	91.5%	8.5%	0.4%
Stone, Plaster, Cement & Asbestos Products	233.3	216.7	16.6	92.9%	7.1%	0.3%
Prepared Vegetables, Fruit & Nuts	232.5	232.1	0.4	99.8%	0.2%	0.3%
Sugars & Sugar Confectionary	217.6	217.4	0.2	99.9%	0.1%	0.3%
Photographic & Cinematographic Products	213.3	29.3	184.0	13.8%	86.2%	0.3%
Ceramic Products	211.5	143.1	68.4	67.7%	32.3%	0.3%
Tools & Cutlery	192.6	168.3	24.3	87.4%	12.6%	0.3%
Meat & Meat Products	192.5	190.8	1.7	99.1%	0.9%	0.3%
Books, Newspapers, Manuscripts Etc.	185.8	165.5	20.1	89.1%	10.8%	0.3%
Fertilizers	163.4	163.3	0.1	99.9%	0.1%	0.2%
Artworks, Collectors' Pieces & Antiques	136.1	17.9	115.3	13.1%	84.7%	0.2%
Edible Vegetables & Certain Roots & Tubers	133.9	133.3	0.6	99.6%	0.4%	0.2%
Fruits & Nuts	113.6	113.3	0.2	99.8%	0.2%	0.2%
Seafood	110.6	83.1	27.5	75.2%	24.8%	0.2%
Soybeans & Misc. Grains, Seeds, Fruits, Plants	110.3	65.0	44.3	58.9%	40.2%	0.2%
Miscellaneous Manufactured Products	105.1	93.2	11.9	88.7%	11.3%	0.1%
Prep Cereal, Flour, Starch Or Milk; Bakers Wares	104.7	104.5	0.2	99.8%	0.2%	0.1%
Cork & Articles Of Cork	102.1	89.0	13.1	87.1%	12.9%	0.1%
All Other Items (< \$100 million)	1,425.1	1,174.0	249.6	82.4%	17.5%	2.0%
Total	\$70,459.4	\$38,346.4	\$32,006.2	54.4%	45.4%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

Table 29: Exports Through the San Francisco Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-Oceania	Europe	Central/So America	North America	Mideast	Africa	CIS Nations	World Total
Machinery & Equipment	\$18,185.6	\$2,995.1	\$110.3	\$393.1	\$196.8	\$75.9	\$99.1	\$22,055.8
Instruments	4,147.6	1,494.7	48.3	66.8	51.5	16.6	22.1	5,847.6
Chemicals & Related Products	1,795.9	1,400.2	7.6	16.2	57.1	14.1	2.6	3,293.7
Plant-based Food & Related Products	1,399.0	830.8	24.8	2.8	213.2	19.9	28.7	2,519.2
Vehicles, Aircraft & Vessels	1,168.5	254.1	3.0	14.0	20.4	6.9	18.2	1,485.3
Prepared Foods & Beverages	859.9	512.6	20.6	4.3	25.4	13.4	7.3	1,443.5
Animals, Fish & Related Products	1,292.9	16.9	8.5	1.3	7.6	15.1	15.6	1,357.8
Base Metals & Related Products	1,192.1	80.1	5.0	3.8	2.6	1.0	4.0	1,288.5
Crude Oil & Mineral Ores	348.8	34.3	587.0	184.6	0.6	2.2	2.2	1,159.8
Pulp, Paper, Books & Printed Products	451.7	47.3	3.8	2.0	3.5	0.4	0.0	508.8
Hides, Leather & Leather Goods	412.5	7.8	0.1	0.5	1.3	0.3	0.0	422.5
Plastics & Rubber Products	310.1	86.2	4.0	2.5	6.6	1.3	1.6	412.3
Textiles & Apparel	293.9	20.8	7.0	1.5	3.1	1.4	0.1	327.7
Other Manufactures	209.0	24.9	6.5	7.7	2.8	18.5	0.3	269.6
Arms & Ammunitions	255.3	0.2	0.0	0.1	0.0	0.0	0.0	255.7
Special Classification Items	128.1	10.3	3.1	1.7	3.3	6.9	1.0	154.4
Stone, Glass & Ceramic Products	110.2	19.5	4.4	0.7	1.8	0.2	0.3	137.1
Precious Stones, Metals, Coins & Pearls	86.0	11.6	0.4	25.1	0.2	0.0	0.0	123.3
Art & Collectibles	36.2	77.9	0.0	0.9	0.2	0.0	0.1	115.4
Wood & Related Products	54.0	6.4	3.8	0.4	2.6	0.2	0.0	67.3
Fats & Waxes	60.2	2.0	0.0	0.0	0.0	0.0	0.0	62.2
Footwear & Apparel Accessories	18.6	3.0	1.0	0.7	1.4	2.5	0.0	27.2
Total Area Exports	\$32,816.3	\$7,936.5	\$849.2	\$730.7	\$602.1	\$196.7	\$203.0	\$43,334.5
Memo: Area % of Total Exports	75.7%	18.3%	2.0%	1.7%	1.4%	0.5%	0.5%	100.0%

Source: U.S. Census Bureau

TABLE 30: Imports* Entering the San Francisco Customs District by Product & Area, 2007

(Millions of \$)

Commodity Group	Asia-	Central/So	North			CIS	World Total	
	Oceania	Europe	America	Mideast	America	Africa		Nations
Machinery & Equipment	\$30,884.8	\$2,135.5	\$31.1	\$93.3	\$129.3	\$3.5	\$2.7	\$33,280.0
Mineral Ores & Crude Oil	1,076.3	279.2	2,383.8	3,930.8	174.5	1,467.1	323.5	9,635.1
Vehicles, Aircraft & Vessels	5,157.3	235.0	1.8	1.6	19.0	2.2	2.8	5,419.7
Chemicals & Related Products	1,386.3	1,168.0	107.0	10.3	119.8	9.3	35.1	2,835.7
Instruments	1,850.1	675.8	0.3	42.1	11.2	0.3	6.3	2,586.1
Other Manufactures	2,286.8	102.1	1.1	7.3	0.6	2.9	0.1	2,401.0
Prepared Foods & Beverages	909.7	992.7	226.9	1.1	60.2	9.1	6.1	2,205.8
Base Metals & Related Products	1,918.7	224.6	15.3	18.8	1.9	8.1	3.4	2,190.9
Textiles & Apparel	2,015.3	43.4	7.5	7.0	1.2	11.7	1.0	2,087.1
Special Classification Items	1,015.5	319.3	1.5	28.4	45.6	1.4	1.1	1,412.9
Plastics & Rubber Products	962.1	142.5	2.9	2.3	0.9	0.3	4.5	1,115.5
Footwear & Apparel Accessories	927.3	25.5	0.3	0.1	0.1	1.1	0.0	954.4
Plant-based Food & Related Products	453.6	98.6	353.2	3.1	3.0	35.5	0.3	947.2
Stone, Glass & Ceramic Products	521.2	180.9	15.9	3.6	0.2	1.1	0.1	723.1
Wood & Related Products	295.6	309.2	98.4	0.1	9.5	0.9	1.7	715.4
Pulp, Paper, Books & Printed Products	426.5	63.6	3.0	1.2	1.3	0.2	0.0	495.8
Animals, Fish & Related Products	304.2	37.7	8.2	0.0	0.9	0.0	3.1	354.1
Hides, Leather & Leather Goods	332.0	14.2	0.0	0.3	0.2	0.6	0.1	347.5
Precious Stones, Metals, Coins & Pearls	310.6	3.1	0.2	2.8	12.0	1.6	0.0	330.2
Fats & Waxes	188.8	69.7	4.8	0.1	0.1	2.7	0.0	266.2
Art & Collectibles	22.9	110.2	0.0	1.0	0.7	1.2	0.1	136.1
Arms & Ammunitions	12.3	7.0	0.0	0.0	0.0	0.0	0.3	19.6
Total Area Imports	\$53,257.8	\$7,237.4	\$3,263.2	\$4,155.5	\$592.1	\$1,560.9	\$392.5	\$70,459.4
Memo: Area % of Total Imports	75.6%	10.3%	4.6%	5.9%	0.8%	2.2%	0.6%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 31: Exports Through the San Francisco Customs District by Destination Country, 2007
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
Japan	\$7,641.4	\$2,919.5	\$4,698.3	38.2%	61.5%	17.6%
China*	7,071.0	2,479.1	4,571.3	35.1%	64.6%	16.3%
Taiwan	4,375.7	820.8	3,543.1	18.8%	81.0%	10.1%
Korea, South	4,135.7	1,186.7	2,924.5	28.7%	70.7%	9.5%
Singapore	3,409.4	297.3	3,102.2	8.7%	91.0%	7.9%
Federal Republic of Germany	1,912.0	435.1	1,475.6	22.8%	77.2%	4.4%
United Kingdom	1,574.8	442.3	1,128.6	28.1%	71.7%	3.6%
Malaysia	1,540.2	147.8	1,391.0	9.6%	90.3%	3.6%
Philippines	1,450.7	158.4	1,284.0	10.9%	88.5%	3.3%
Netherlands	1,035.5	211.1	823.6	20.4%	79.5%	2.4%
Thailand	1,019.7	235.4	782.2	23.1%	76.7%	2.4%
Australia	834.0	345.2	487.7	41.4%	58.5%	1.9%
Italy	639.6	130.3	509.1	20.4%	79.6%	1.5%
India	617.8	295.3	321.9	47.8%	52.1%	1.4%
France	615.5	204.6	410.2	33.2%	66.6%	1.4%
Chile	591.3	568.5	22.6	96.1%	3.8%	1.4%
Switzerland	490.7	46.5	444.0	9.5%	90.5%	1.1%
Canada	433.8	118.6	313.8	27.3%	72.3%	1.0%
Mexico	296.9	73.6	222.5	24.8%	74.9%	0.7%
Belgium	267.7	126.1	141.6	47.1%	52.9%	0.6%
Spain	247.7	183.8	62.9	74.2%	25.4%	0.6%
Sweden	243.2	37.0	206.1	15.2%	84.8%	0.6%
Vietnam	220.8	150.2	70.6	68.0%	32.0%	0.5%
United Arab Emirates	205.8	138.1	67.6	67.1%	32.8%	0.5%
Indonesia	198.6	130.5	68.1	65.7%	34.3%	0.5%
Russia	166.3	64.6	101.7	38.9%	61.1%	0.4%
Israel	157.1	30.7	126.3	19.5%	80.4%	0.4%
Luxembourg	144.5	14.8	129.7	10.2%	89.8%	0.3%
Saudi Arabia	102.6	83.7	18.9	81.6%	18.4%	0.2%
Denmark	100.0	45.2	52.3	45.1%	52.2%	0.2%
Ireland	100.0	12.0	88.0	12.0%	88.0%	0.2%
All Other Countries (< \$100 million)	1,494.8	720.9	760.4	48.2%	50.9%	3.4%
Total--All Countries	\$43,334.6	\$12,853.6	\$30,350.3	29.7%	70.0%	100.0%

* China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 32: Imports* Entering the San Francisco Customs District by Country of Origin, 2007
(Millions of \$)

Country	Total Value	By Ship	By Air	% by Ship	% by Air	% of Total
China**	\$16,830.1	\$10,930.4	\$4,183.2	64.9%	24.9%	23.9%
Japan	11,984.0	6,159.4	5,822.8	51.4%	48.6%	17.0%
Malaysia	5,645.2	678.3	4,952.5	12.0%	87.7%	8.0%
Korea, South	4,889.3	2,646.6	2,239.5	54.1%	45.8%	6.9%
Taiwan	4,567.0	1,227.3	3,334.6	26.9%	73.0%	6.5%
Saudi Arabia	3,295.5	3,276.7	0.3	99.4%	0.0%	4.7%
Thailand	2,774.9	690.6	2,080.1	24.9%	75.0%	3.9%
Singapore	1,975.6	163.9	1,810.5	8.3%	91.6%	2.8%
Federal Republic of Germany	1,630.1	680.3	946.8	41.7%	58.1%	2.3%
Philippines	1,474.6	303.7	1,169.8	20.6%	79.3%	2.1%
Ecuador	1,190.2	1,190.1	0.1	100.0%	0.0%	1.7%
France	911.1	734.5	176.5	80.6%	19.4%	1.3%
Australia	827.5	597.1	230.0	72.2%	27.8%	1.2%
Angola	784.9	784.9		100.0%	0.0%	1.1%
Colombia	740.1	740.0	0.1	100.0%	0.0%	1.1%
Ireland	727.7	41.2	686.4	5.7%	94.3%	1.0%
United Kingdom	713.1	260.1	451.4	36.5%	63.3%	1.0%
Indonesia	674.8	458.0	216.7	67.9%	32.1%	1.0%
Italy	667.9	470.1	197.7	70.4%	29.6%	0.9%
Algeria	649.7	649.7		100.0%	0.0%	0.9%
Vietnam	564.5	534.9	29.6	94.7%	5.2%	0.8%
Portugal	445.4	101.6	343.8	22.8%	77.2%	0.6%
Iraq	426.3	426.3	0.0	100.0%	0.0%	0.6%
Canada	420.7	287.9	112.0	68.4%	26.6%	0.6%
Netherlands	399.6	237.1	162.5	59.3%	40.7%	0.6%
New Zealand	353.5	279.0	74.5	78.9%	21.1%	0.5%
Brazil	350.6	350.0	0.5	99.8%	0.2%	0.5%
Spain	336.4	190.2	145.9	56.5%	43.4%	0.5%
India	321.9	252.9	68.8	78.5%	21.4%	0.5%
Switzerland	260.9	78.4	182.4	30.0%	69.9%	0.4%
Russia	230.3	223.5	6.8	97.0%	2.9%	0.3%
Peru	189.0	188.7	0.1	99.8%	0.0%	0.3%
Denmark	179.0	164.3	14.6	91.8%	8.2%	0.3%
Norway	177.0	154.7	22.2	87.4%	12.5%	0.3%
Mexico	171.4	93.6	74.1	54.6%	43.2%	0.2%
Trinidad and Tobago	171.0	171.0		100.0%	0.0%	0.2%
Israel	166.3	25.0	141.1	15.0%	84.9%	0.2%
Chile	157.0	156.3	0.6	99.6%	0.4%	0.2%
Austria	143.6	82.2	61.4	57.3%	42.7%	0.2%
Belgium	141.1	84.2	56.8	59.7%	40.2%	0.2%
Cambodia	133.8	131.4	2.3	98.2%	1.7%	0.2%
Hungary	131.4	14.6	116.8	11.1%	88.8%	0.2%
Costa Rica	125.0	100.8	23.9	80.7%	19.2%	0.2%
Azerbaijan	118.7	118.7	0.1	99.9%	0.1%	0.2%
Sweden	116.8	80.4	36.3	68.9%	31.1%	0.2%
All Other Countries (< \$100 Million)	1,275.1	1,136.0	1,830.3	89.1%	143.5%	1.8%
Total--All Countries	\$70,459.4	\$38,346.4	\$32,006.2	54.4%	45.4%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 33: Top Trading Partners of San Francisco Customs District, 2007

(Millions of \$)

Country	Total Two-Way Trade*	Imports*	Exports	Trade Balance	% of Total Two-Way Trade	Import-to-Export ratio
China**	\$23,901.1	\$16,830.1	\$7,071.0	-\$9,759.1	21.0%	2.4
Japan	19,625.5	11,984.0	7,641.4	-4,342.6	17.2%	1.6
Korea, South	9,024.9	4,889.3	4,135.7	-753.6	7.9%	1.2
Taiwan	8,942.6	4,567.0	4,375.7	-191.3	7.9%	1.0
Malaysia	7,185.4	5,645.2	1,540.2	-4,105.0	6.3%	3.7
Singapore	5,385.0	1,975.6	3,409.4	1,433.7	4.7%	0.6
Thailand	3,794.6	2,774.9	1,019.7	-1,755.3	3.3%	2.7
Federal Republic of Germany	3,542.0	1,630.1	1,912.0	281.9	3.1%	0.9
Saudi Arabia	3,398.1	3,295.5	102.6	-3,192.8	3.0%	32.1
Philippines	2,925.3	1,474.6	1,450.7	-23.9	2.6%	1.0
United Kingdom	2,287.9	713.1	1,574.8	861.7	2.0%	0.5
Australia	1,661.5	827.5	834.0	6.4	1.5%	1.0
France	1,526.5	911.1	615.5	-295.6	1.3%	1.5
Netherlands	1,435.1	399.6	1,035.5	635.9	1.3%	0.4
Italy	1,307.5	667.9	639.6	-28.2	1.1%	1.0
Ecuador	1,195.7	1,190.2	5.5	-1,184.7	1.1%	215.9
All Other Countries (< \$1 billion)	16,655.2	10,683.8	5,971.5	-4,712.3	14.6%	1.8
Total--All Countries	\$113,794.1	\$70,459.4	\$43,334.6	-\$27,124.8	100.0%	1.6

*Note: Includes general imports; i.e. cargo unloaded in LACD

** China includes Hong Kong and Macao

Source: U.S. Census Bureau

TABLE 34: Imports* from San Francisco Customs District's Top Trading Partners, 2007

(Millions of \$)

Commodity Group	China*	Japan	South Korea	Top-3 Trading Partners Total	World Total
Computers, Peripherals, Machinery, Appliances & Parts	\$4,348.1	\$3,180.3	\$1,124.9	\$8,653.3	\$15,970.9
Electrical Equipment, TVs, & Electronic Parts	4,491.2	2,781.6	1,070.5	8,343.2	17,309.1
Motor Vehicles & Parts	339.0	3,122.7	1,482.5	4,944.2	5,308.2
Optical, Photo & Medical/Surgical Instruments	292.3	875.2	71.9	1,239.4	2,494.5
Furniture; Bedding; Lamps, Etc,	988.1	6.2	3.0	997.3	1,335.4
Toys, Games & Sports Equipment	752.1	72.6	62.7	887.4	960.5
Refined Oil Products & Natural Gas	105.2	244.4	446.5	796.1	9,506.4
Miscellaneous Chemical Products	24.1	551.4	34.8	610.3	799.4
Special Classification Items	192.4	237.6	102.7	532.7	1,412.9
Plastics & Items Made of Plastic	438.4	49.2	19.5	507.1	751.5
All Other Items	4,859.2	862.9	470.2	6,192.4	14,610.6
Total Area Imports	\$16,830.1	\$11,984.0	\$4,889.3	\$33,703.4	\$70,459.4
Memo: Area % of Total Imports	23.9%	17.0%	6.9%	47.8%	100.0%

*Note: Includes general imports; i.e. cargo unloaded in LACD

Source: U.S. Census Bureau

TABLE 35: California Exports by Destination Country

(Millions of \$; Origin of Movement Series)

Country	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Mexico	\$11,133.2	\$12,177.4	\$13,559.2	\$17,515.5	\$16,343.1	\$16,076.3	\$14,871.8	\$17,239.4	\$17,702.5	\$19,633.0	\$18,342.8
Canada	10,759.1	11,875.6	12,381.6	14,075.9	11,816.0	10,075.3	11,231.6	12,111.2	13,212.5	14,194.0	16,122.8
Japan	16,129.5	13,496.4	12,893.8	16,444.1	14,635.1	11,105.5	11,754.7	13,323.2	13,497.8	13,983.5	13,452.2
China (Mainland)	2,011.5	2,259.6	2,394.7	3,546.0	4,676.1	4,482.4	5,465.0	6,841.8	7,850.0	9,972.9	10,567.0
Korea, Republic of	5,913.9	3,683.0	5,343.1	6,917.4	5,034.9	4,711.8	4,833.3	5,912.1	6,344.8	7,046.0	7,409.8
China (Taiwan)	5,684.2	5,170.9	5,398.5	7,362.5	5,664.5	5,391.4	4,443.0	5,362.4	5,383.3	5,638.3	5,785.9
Germany	3,799.1	4,420.6	4,329.1	5,263.1	4,657.4	3,480.1	3,559.7	3,682.9	4,266.1	4,540.5	5,559.5
United Kingdom	5,022.7	5,359.3	5,074.4	5,984.5	5,588.8	4,347.3	4,360.0	5,206.0	5,029.1	5,062.8	5,216.5
Hong Kong	3,693.1	3,275.7	3,644.7	4,148.0	3,934.0	3,684.1	4,178.9	5,117.4	4,900.8	4,822.9	4,918.9
Singapore	5,355.4	4,467.9	4,604.5	5,011.1	4,226.8	3,298.4	3,370.8	4,161.4	3,780.6	4,605.1	4,284.1
Netherlands	3,093.5	3,654.4	3,987.0	4,958.7	4,318.2	3,577.2	3,412.2	3,813.9	3,622.4	4,041.8	4,077.2
Australia	2,254.0	2,402.0	2,185.2	2,442.0	2,084.5	1,910.1	1,899.4	2,243.2	2,465.5	2,812.8	2,821.4
France	2,306.4	2,310.0	2,254.5	2,942.8	2,242.0	1,885.4	1,915.1	2,955.1	2,691.9	2,435.0	2,718.0
Malaysia	2,854.6	2,317.1	2,092.0	2,978.4	2,554.2	1,998.6	1,730.8	2,002.4	1,942.2	2,514.0	2,205.2
Italy	1,104.4	1,167.1	1,276.3	1,534.3	1,393.9	1,095.3	1,355.1	1,229.6	1,439.6	1,873.2	2,044.0
Brazil	1,043.5	1,155.7	1,240.8	1,298.8	1,184.0	782.6	819.9	1,203.1	1,417.6	1,607.1	2,034.4
Belgium	1,082.2	1,243.7	1,032.5	1,087.0	1,131.7	1,244.9	1,425.1	1,713.7	1,758.9	1,886.0	2,026.2
Switzerland	1,280.8	1,089.2	867.7	960.0	844.8	708.9	602.5	830.4	982.4	1,302.5	1,977.0
India	406.3	425.4	416.1	596.3	635.8	674.3	850.4	1,026.1	1,341.5	1,689.2	1,949.6
Thailand	2,106.7	1,202.5	1,224.8	2,022.4	1,790.1	1,242.2	1,215.6	1,503.7	1,692.4	1,663.9	1,795.2
Israel	608.9	644.7	867.8	1,073.8	812.2	740.5	752.9	992.5	1,448.2	1,550.4	1,741.8
Philippines	1,884.7	1,402.1	1,492.6	1,930.6	2,011.3	1,100.6	1,008.1	1,036.4	1,147.4	1,386.5	1,233.6
Spain	613.6	669.6	698.0	814.5	719.8	557.5	686.8	901.1	974.9	1,000.8	1,076.9
Sweden	706.5	697.9	595.6	687.8	614.2	627.3	613.7	603.3	687.7	865.2	1,053.1
United Arab Emirates	174.0	193.1	189.1	212.9	225.8	262.8	279.7	398.5	1,141.0	942.3	947.9
Chile	321.5	312.9	279.1	283.3	280.6	244.5	212.4	233.9	498.8	601.7	880.5
Ireland	726.8	989.7	1,131.9	1,231.0	1,030.4	956.6	1,125.1	901.9	998.2	795.3	728.4
Vietnam	54.5	44.8	43.2	78.8	87.5	99.5	104.3	151.7	537.7	258.0	587.3
Indonesia	847.1	312.6	254.2	410.8	455.6	481.4	405.2	461.1	515.4	520.9	576.5
Denmark	269.4	239.0	224.9	245.5	244.0	219.0	238.4	305.6	310.9	316.7	494.8
Russia	244.4	371.2	314.0	143.2	167.0	152.0	220.2	265.7	312.9	370.6	493.0
New Zealand	346.1	315.9	347.7	363.0	340.9	345.1	376.0	424.1	584.2	842.0	459.7
Saudi Arabia	626.8	1,269.7	744.9	371.6	222.0	175.7	198.1	191.9	232.2	315.0	435.2
Turkey	460.5	288.6	228.1	258.4	220.3	175.4	163.1	208.9	350.3	305.1	354.2
Finland	240.7	324.6	315.9	343.7	304.2	255.2	257.5	237.3	286.6	320.0	343.0
All Others	4,001.2	4,538.3	3,992.8	4,102.5	4,285.5	4,049.0	4,058.5	5,174.9	5,470.2	6,031.1	7,438.1
Total--All Countries	\$99,160.8	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,214.3	\$93,994.9	\$109,967.8	\$116,818.6	\$127,746.1	\$134,151.8

Sources: WISERTrade, U.S. Census Bureau

TABLE 36: California Exports by Product Category

(Millions of \$; Origin of Movement Series)

Industry	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Computers & Electronic Products	\$47,380.1	\$45,594.2	\$49,457.2	\$61,447.3	\$50,311.4	\$39,671.9	\$36,714.7	\$42,247.2	\$41,751.5	\$44,547.0	\$43,709.7
Machinery, Except Electrical	9,733.7	8,426.4	8,720.7	13,774.4	10,695.3	9,517.6	9,433.9	12,593.0	13,131.0	14,865.3	14,454.7
Transportation Equipment	9,598.9	10,227.3	8,800.8	8,158.3	8,445.3	7,099.7	8,643.6	11,759.5	13,324.6	13,497.9	13,748.0
Chemicals	4,196.2	4,092.4	4,015.9	4,774.7	5,189.5	5,417.8	5,963.7	6,644.1	7,212.4	8,689.3	10,429.6
Misc. Manufactured Commodities	3,637.7	3,580.6	3,757.4	4,106.6	4,369.8	4,497.7	4,883.9	5,641.3	6,425.3	7,381.0	8,492.7
Agricultural Products	3,596.8	3,485.7	2,859.2	3,589.9	3,916.5	3,990.9	4,784.2	5,204.4	6,048.1	6,391.4	6,725.6
Food & Kindred Products	3,364.1	3,208.8	3,199.2	3,433.7	3,900.6	3,550.9	4,168.2	4,158.9	4,626.8	5,224.5	5,960.4
Electrical Eqmt, Appls. & Components	3,126.6	2,816.0	2,897.2	3,967.7	3,325.3	2,988.5	2,936.4	3,440.2	3,721.0	4,449.9	4,659.8
Waste & Scrap	742.8	558.6	602.4	899.0	1,040.7	1,059.6	1,424.3	1,947.6	2,438.1	3,381.3	4,550.3
Fabricated Metal Products, NESOI	1,815.6	2,157.5	1,915.6	2,094.9	2,450.3	2,157.9	2,298.7	2,590.2	3,051.4	3,559.6	3,651.8
Petroleum & Coal Products	1,044.9	717.1	700.6	921.5	1,007.3	834.1	892.2	939.8	1,552.3	1,777.5	2,511.4
Special Classification Provisions, NESOI	2,533.5	2,550.9	2,820.9	2,662.8	2,523.4	2,355.2	2,245.1	2,434.1	2,483.6	1,969.5	2,371.6
Plastics & Rubber Products	1,379.6	1,195.9	1,324.9	1,668.8	1,639.2	1,537.9	1,575.1	1,734.3	1,958.0	2,118.2	2,158.8
Primary Metal Manufacturing	1,076.4	1,323.5	957.8	1,270.5	1,114.3	1,013.0	1,167.5	1,340.0	1,626.5	1,942.0	2,079.3
Apparel & Accessories	1,169.9	1,030.5	1,018.3	1,128.9	1,119.9	1,115.6	1,040.5	1,042.9	1,234.2	1,280.8	1,276.8
Paper	893.9	887.4	958.5	1,090.3	1,066.3	1,051.4	1,069.2	1,148.9	1,080.1	1,097.9	1,115.0
Beverages & Tobacco Products	534.0	620.1	590.1	621.8	660.3	655.5	742.8	928.5	773.1	994.1	1,094.3
Used Or Second-Hand Merchandise	283.3	342.6	283.1	308.8	247.6	215.5	227.9	285.8	334.3	432.2	802.8
Nonmetallic Mineral Products	441.9	423.3	485.1	740.9	800.4	733.4	540.0	592.6	526.2	591.4	712.2
Textiles & Fabrics	332.8	362.7	407.6	464.4	553.7	613.8	650.3	726.8	743.3	688.8	672.7
Printing, Publishing & Similar Products	556.3	627.9	595.8	661.5	667.1	578.8	546.5	548.6	569.6	479.6	565.9
Wood Products	424.8	393.5	412.9	473.1	428.7	392.7	402.7	422.6	425.6	467.4	411.3
Leather & Allied Products	195.2	162.7	200.2	247.1	259.9	214.5	264.3	302.2	329.5	360.4	394.9
Furniture & Fixtures	259.9	277.5	253.1	332.8	273.3	259.9	251.9	274.5	293.2	324.4	373.4
Oil & Gas	69.4	47.2	35.0	75.2	53.2	70.2	315.5	145.7	113.0	198.1	269.7
Textile Mill Products	130.2	134.0	140.8	149.8	152.9	150.4	156.7	166.7	174.5	187.8	223.1
Fish (Fresh/Chilled/Frozen), Marine Pdts	207.2	122.3	170.2	199.4	190.9	177.0	187.8	209.4	235.7	201.7	218.8
Prepackaged Software	0.0	0.0	0.0	0.0	0.0	0.0	110.4	204.8	355.6	395.1	216.3
Minerals & Ores	125.5	104.7	99.5	136.8	138.7	115.5	179.9	139.4	139.1	119.5	129.8
Livestock & Livestock Products	100.4	84.0	66.6	60.2	46.5	45.7	61.3	48.6	90.5	89.9	118.4
Forestry Products, NESOI	54.6	51.5	43.6	33.0	36.0	41.9	45.7	46.9	41.1	35.3	42.9
Goods Returned To Canada	154.6	161.2	129.7	146.1	152.5	89.9	70.1	58.6	9.4	7.2	9.9
Total--All Industries	\$99,160.8	\$95,768.0	\$97,920.1	\$119,640.4	\$106,777.0	\$92,214.3	\$93,994.9	\$109,967.8	\$116,818.6	\$127,746.1	\$134,151.8

Note: NESOI = Not elsewhere specified or included.

Source: WISERTrade, U.S. Census Bureau

TABLE 37: California Exports by Point of Exit

(Millions of \$; Origin of Movement Series)

Exit Point	2001	2002	2003	2004	2005	2006	2007
L.A. International Airport, CA	\$21,273.8	\$20,101.9	\$20,197.3	\$23,513.2	\$25,236.8	\$26,562.5	\$27,758.4
S.F. International Airport, CA	28,135.7	19,229.8	16,926.1	20,640.7	21,315.8	25,023.7	24,214.9
Port of Long Beach, CA	6,409.1	5,092.6	5,469.2	5,671.6	6,709.7	7,183.2	9,486.0
Port of Los Angeles, CA	5,319.9	5,136.5	6,136.5	6,384.9	6,605.0	7,485.1	9,331.3
Otay Mesa Station, CA	7,967.9	7,933.9	7,632.8	8,385.4	8,489.5	8,693.9	8,935.6
Port of Oakland, CA	5,930.8	5,321.7	6,062.7	6,908.6	5,888.7	6,423.7	7,715.3
Calexico-East, CA	2,798.4	3,185.8	3,256.2	3,756.2	3,949.2	4,296.8	3,885.2
New Orleans, LA	3,713.5	3,221.7	3,145.9	3,481.6	2,073.7	2,490.4	3,882.5
Detroit, MI	2,525.5	2,418.0	2,763.5	3,000.2	3,508.2	3,740.8	3,717.5
Cleveland, OH	1,803.3	1,592.9	1,330.0	2,180.7	3,415.3	3,740.0	3,654.2
J.F.K. International Airport, NY	2,000.4	1,779.0	1,996.5	2,663.1	3,185.5	3,088.1	3,514.2
Port Huron, MI	1,356.2	1,449.5	2,040.8	1,936.1	1,965.0	2,095.2	2,795.0
Houston, TX	926.4	1,185.7	1,436.0	1,771.3	2,179.5	2,523.4	2,665.1
Blaine, WA	1,347.9	1,278.5	1,429.9	1,721.7	1,984.8	2,310.5	2,524.5
Laredo, TX	1,569.8	1,421.4	1,368.2	1,741.9	1,868.0	2,357.2	1,879.6
Anchorage, AK	711.0	559.8	571.8	614.6	1,681.7	2,160.3	1,704.2
Miami International Airport, FL	864.4	664.9	702.6	830.3	1,133.0	1,191.0	1,612.1
Sweetgrass, MN	534.8	623.1	576.7	638.6	748.2	881.2	1,150.2
Buffalo-Niagara Falls, NY	1,252.3	936.3	1,169.1	999.6	1,058.2	1,049.6	1,086.1
Chicago, IL	415.3	411.6	992.4	1,503.6	1,214.5	840.4	930.4
Port of San Francisco, CA	208.2	124.7	83.4	303.4	712.6	821.4	897.7
New York, NY	266.9	271.6	259.8	345.8	452.2	584.8	619.5
Tecate, CA	383.9	444.1	398.0	452.4	518.2	555.3	581.9
Seattle-Tacoma Int'l Airport, WA	412.1	403.2	552.6	2,796.0	1,509.0	1,666.7	546.3
Philadelphia, PA	9.9	2.5	9.3	20.9	29.7	309.5	512.5
Dallas-Fort Worth, TX	144.8	123.6	179.4	363.5	506.2	973.1	496.0
San Jose International Airport, CA	278.2	264.6	96.5	228.9	222.4	524.0	471.3
Newark, NJ	294.4	256.2	221.0	269.9	399.9	398.0	430.9
El Paso, TX	263.8	119.4	115.6	241.9	283.5	368.9	352.6
Champlain-Rouses Point, NY	309.5	214.0	248.4	290.6	293.3	298.9	342.9
Atlanta, GA	201.2	155.8	174.7	242.0	329.2	410.6	316.0
Tacoma, WA	67.2	57.1	57.1	62.4	61.0	95.7	295.3
Norfolk, VA	77.9	89.0	102.7	124.0	197.7	261.9	292.0
Memphis, TN	169.4	127.0	76.4	102.1	107.7	217.4	272.0
Other Points of Exit	6,833.0	6,016.8	6,215.8	5,780.1	6,985.6	6,122.9	5,282.7
Total--All Exit Points	\$106,777.0	\$92,214.3	\$93,994.9	\$109,967.8	\$116,818.6	\$127,746.1	\$134,151.8

Sources: WISERTrade, U.S. Census Bureau