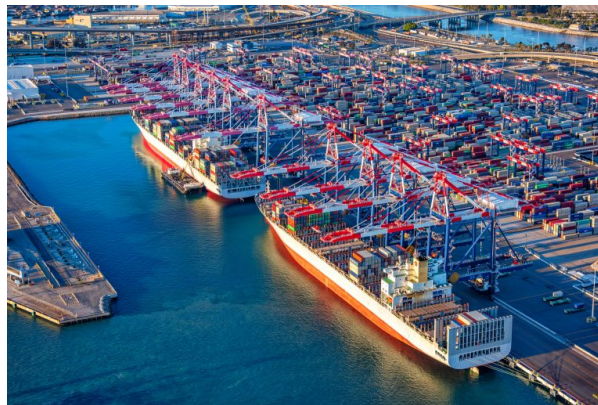




Port of Long Beach Plans to Double Cargo Volume by 2050 After Record Year

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January 22nd, 2026 – Buoyed by another record-setting year for container volume, the Port of Long Beach is advancing long-term plans to double its cargo throughput by 2050.

As part of the San Pedro Bay port complex—the busiest import gateway in the U.S. alongside the Port of Los Angeles—Long Beach handled nearly 9.9 million containers in 2025, according to Chief Executive Officer Noel Hacegaba during his first State of the Port address. A newly released forecast projects the port will process as many as 20 million containers annually by mid-century, giving the port roughly two decades to prepare for a dramatic increase in cargo activity.

Hacegaba emphasized that long-range planning, operational speed, and sustainability will be essential as the port scales up to meet future demand. He underscored that speed to market remains central to competitiveness and that expanded rail connectivity will play a critical role in handling increased cargo volumes efficiently and safely.

The San Pedro port complex is currently served by BNSF Railway, Union Pacific, and the short-line Alameda Belt Railway. A proposed merger between Union Pacific and Norfolk Southern could further expand the ports’ reach, strengthening access to Midwestern and East Coast markets.

Rail infrastructure remains a cornerstone of the port’s expansion strategy. The \$1.8 billion Pier B On-Dock Rail Support Facility, designed to move containers from ship to train in under 24 hours, is scheduled for completion in 2032. Once operational, the facility is expected to triple the port’s on-dock rail capacity to approximately 4.7 million twenty-foot equivalent units (TEUs) annually, significantly improving inland connectivity.

Environmental performance continues to be a top priority for the port. Among its most ambitious initiatives is the proposed development of the world’s first conventional, zero-emissions container terminal. The planned Metro Express Terminal at Pier S, pending approval, would handle up to 1.8 million TEUs annually through express vessel services, using human-operated cargo-handling equipment powered entirely by renewable energy.

Digital innovation is also playing an increasing role in port operations. Long Beach is using CargoNav, a visibility platform developed from its Supply Chain Information Highway project, to forecast trade flows, track shipments, and improve operational planning. The system will soon incorporate a Universal Trucking Appointment System, partially funded by the state, enabling motor carriers to schedule container pickups and drop-offs across all six marine terminals. The platform is expected to eventually expand to include the Port of Los Angeles as well.

In 2025, Long Beach processed 48.9% of all cargo moving through San Pedro Bay, a share that is projected to continue rising in the coming years. The port closed the year with 9,881,595 TEUs, a 2.4% increase over its previous record of more than 9.6 million TEUs in 2024. Imports edged up 1.1% to 4,779,559 TEUs, while exports fell 5.5% to 1,141,113 TEUs amid ongoing uncertainty tied to fluctuating trade policies with China. Empty container volumes increased 6.7% to 3,960,925 TEUs.

Operational milestones were also reached across the terminal network. For the first time, five of the port’s six container terminals each handled more than 1 million TEUs in a single year, with two terminals exceeding the 2 million TEU mark. The port surpassed 9 million containers for the third time in its history and came within an estimated six to seven vessels of reaching the 10 million mark.

Looking ahead, 2026 is expected to remain highly active as global trade continues to adjust to evolving tariff structures, policy shifts, and changes in manufacturing sourcing. Container volume is projected to exceed 9 million TEUs, placing the year among the five busiest in the port’s history.



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