



PORT OF LOS ANGELES FACTS & FIGURES

Facts and Figures



Annual Facts and Figures Card

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Facts and figures solely represent the Port of Los Angeles, unless otherwise indicated, such as Economic Impacts and Market Share for the entire San Pedro Bay port complex.

Published annually in the first quarter, the Port's Facts & Figures card provides at-a-glance statistics based on data for Calendar

Year 2025 and Fiscal
Year 2024/25 (July 1,
2024-June 30, 2025).

Comparison data for
the past three years
can be found below.



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Key Statistics

- Founded Dec. 9, 1907
- A department of the City of Los Angeles (Los Angeles Harbor Department)
- Governed by the Los Angeles Board of Harbor Commissioners
- Port of Los Angeles has ranked as the No. 1 container port in Western Hemisphere for 26 consecutive years (2000-2025)
- Port of Los Angeles ranks No. 16 in the world (based on 2024 throughput)
- San Pedro Bay port complex ranks No. 9 in the world (based on 2024 throughput)

Infrastructure

- 7,500 acres (4,300 land/3,200 water)
- 43 miles of waterfront
- -53' Main Channel water depth
- 25 cargo terminals, including seven container terminals
- 85 ship-to-shore container cranes

- 1,985 pieces of cargo-handling equipment
- 122 miles of rail, including five on-dock railyards and a classification yard
- 15 marinas with 3,736 recreational vessel slips and dry docks

Trade Volume

For the past 25 years, the Port of Los Angeles has been the busiest container port in the Western Hemisphere. With record volumes for containerized trade, economic activity generated by the Port is a bellwether for the health of the overall U.S. economy.

	CY 2025	CY 2024	CY 2023
Automobiles (units)	91,862	142,504	157,066
Cargo Tonnage	212.7 MMRT	216 MMRT	180 MMRT
Container Volume	10.2 million TEUs	10.3 million TEUs	8.6 million TEUs
Cruise Ship Calls (total passengers)	241 (1,617,320)	183 (1,112,893)	219 (1,323,313)
Vessel Arrivals (all types)	1,898	1,807	1,712
Megaships (container vessels with TEU capacity of 13,000+)	146	122	121
Top Five Containerized Imports (TEUs)	furniture (680,016) auto parts (361,467) plastic products (342,445) apparel (320,028) electronics (219,429)	furniture (676,431) auto parts (375,156) apparel (349,063) plastic products (293,218) electronics (221,810)	furniture (561,511) auto parts (309,039) apparel (256,491) plastic products (222,983) electronics (182,263)

	CY 2025	CY 2024	CY 2023
Top Five Containerized Exports (TEUs)	recyclable paper (211,975) pet/animal feed (141,222) soybeans (118,570) recyclable metal (100,156) automobiles (75,913)	recyclable paper (198,287) pet/animal feed (181,190) soybeans (115,000) recyclable metal (102,372) automobiles (63,570)	recyclable paper (196,189) pet/animal feed (150,518) soybeans (103,550) recyclable metal (73,673) fabrics/raw cotton (57,666)
Top Five Trading Partners (cargo value)	China/Hong Kong (\$82 billion) Vietnam (\$48 billion) Japan (\$45 billion) South Korea (\$21 billion) Taiwan (\$18 billion)	China/Hong Kong (\$120 billion) Japan (\$42 billion) Vietnam (\$40 billion) South Korea (\$25 billion) Taiwan (\$18 billion)	China/Hong Kong (\$112 billion) Japan (\$38 billion) Vietnam (\$30 billion) South Korea (\$18 billion) Taiwan (\$17 billion)
Top Five Foreign Trade Routes (percentage of cargo handled)	Northeast Asia (59%) Southeast Asia (30%) India Sub-continent (3%) Northern Europe (3%) Mediterranean (2%)	Northeast Asia (63%) Southeast Asia (26%) India Sub-continent (3%) Northern Europe (2%) Mediterranean (2%)	Northeast Asia (61%) Southeast Asia (27%) India Sub-continent (3%) Northern Europe (3%) Mediterranean (2%)

Finances

The Port of Los Angeles is funded by revenues it earns from fees for shipping services and leasing of Port property. The Port has an AA bond rating with a stable outlook, the highest rating given to a port

without taxing authority.

	FY 2024/2025	FY 2023/2024	FY 2022/2023
Cargo Value	\$301 billion (CY 2025)	\$333 billion (CY 2024)	\$292 billion (CY 2023)
Adopted Budget	\$2.6 billion	\$2 billion	\$1.9 billion
Operating Revenue	\$799 million	\$707 million	\$656 million
Operating Expenses	\$346 million	\$293 million	\$299 million
Capital Improvement Program	\$122 million	\$138 million	\$109 million

Economic Impacts

The Port of Los Angeles and neighboring Port of Long Beach comprise the San Pedro Bay port complex, which handles more containers per ship call than any other port complex in the world. The following statistics are based on percentage of containerized waterborne import cargo handled in 2025. The five-county region includes the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Port of Los Angeles	San Pedro Bay Port Complex (Port of Los Angeles + Port of Long Beach)
126,000 jobs in Los Angeles (1 in 16)	176,000 jobs in Los Angeles/Long Beach (1 in 12)
444,000 jobs in five-county region (1 in 20)	990,000 jobs in five-county region (1 in 9)

Port of Los Angeles	San Pedro Bay Port Complex (Port of Los Angeles + Port of Long Beach)
1.3 million jobs throughout the U.S. (1 in 122)	2.4 million jobs throughout the U.S. (1 in 66)
42% of West Coast’s market share	77% of West Coast’s market share
17% of United States' market share	31% of United States' market share

Market Share

In 2025, the total volume of all international trade, imports and exports, moving in shipping containers through U.S. seaports equaled 39.8 million Twenty-foot Equivalent Units (TEUs).

The Port of Los Angeles had a 17% market share in 2025. This percentage reflects the Port’s contribution of all containerized waterborne international trade the U.S. handled in 2025. The Port handled about 6.7 million loaded TEUs, which is 17% of the total 39.8 million TEUs.

When data for the Port of Los Angeles is combined with the Port of Long Beach, the two ports handled approximately 31% of all containerized international waterborne trade in the U.S.

That means approximately 31% of everything the U.S. imported or exported in containers over the water came through the San Pedro Bay port complex, which includes the ports of Los Angeles and Long Beach.

Container trade, while a major source of consumer goods, is just a portion of the total U.S. trade.

The San Pedro Bay ports don’t handle 31% of ALL U.S.

trade; just 31% of the portion that moves in containers through seaports.

Looking for more data? US TradeNumbers provides supplemental trade data on the Port of Los Angeles. The data is updated monthly by WorldCity, Inc., which generates datasets with the U.S. Census Bureau.

US TRADENUMBERS

