Gerald Desmond Bridge Replacement

Main Channel 76 ft Deep

TTI / Pier T

SSA / Pier A

SSA / Pier C
On Track for the Future

The Port of Long Beach is one of the world’s premier seaports, a primary gateway for trans-Pacific trade and a trailblazer in innovative goods movement, safety and environmental stewardship. The Port is served by 175 shipping lines with connections to 217 seaports around the world. And to remain at the cutting edge, the Port is investing $4 billion in capital improvements this decade, including improved rail facilities and the most technologically advanced container terminal in the world. The Port of Long Beach is leading the way to a new era of innovative and sustainable international trade.

Quick Facts:

- 2nd-busiest U.S. port
- $194 billion in trade
- 1.4 million U.S. jobs
- 11.9 square miles
- 3,230 acres of land
- 35 miles of waterfront
- 10 piers
- 80 berths
- 68 gantry cranes
- 2,000 yearly vessel calls
TTI / Pier T

Ship Capacity
18,000 TEUs

Total Terminal Area 385 ac /155.8 ha
Length of Berths 5,000 ft /1,524 m
Gantry Cranes 14
On-dock Rail: Yes
Total Stack Car 174°

°Total stack car capacity, stack cars are also referred to as 5-well rail cars. The international average for 5-well rail cars is 300 feet.
SSA / Pier A

Ship Capacity

**9,500 TEUs**

- Total Terminal Area: 159.3 ac / 64.4 ha
- Length of Berths: 3,600 ft / 1,097 m
- Gantry Cranes: 10
- On-dock Rail: Yes
- Total Stack Car: 63°

°Total stack car capacity, stack cars are also referred to as 5-well rail cars. The international average for 5-well rail cars is 300 feet.
Ship Capacity

4,500 TEUs

Total Terminal Area: 70 ac / 28.3 ha
Length of Berths: 1,800 ft / 549 m
Gantry Cranes: 3
On-dock Rail: No
Ship Capacity
22,000 TEUs

**FUTURE**
- Total Terminal Area: 304.7 ac /123.3 ha
- Length of Berths: 4,250 ft /1,295.4 m
- Gantry Cranes: 14
- On-dock Rail: Yes
- Total Stack Car: 156°

**CURRENT**
- Total Terminal Area: 197 ac /79.7 ha
- Length of Berths: 2,750 ft /838 m
- Gantry Cranes: 12
- On-dock Rail: Yes
- Total Stack Car: 49°

°Total stack car capacity, stack cars are also referred to as 5-well rail cars. The international average for 5-well rail cars is 300 feet.
ITS / Pier G

Ship Capacity

14,000 TEUs

- Total Terminal Area: 246 ac / 99.6 ha
- Length of Berths: 6,379 ft / 1,945 m
- Gantry Cranes: 15
- On-dock Rail: Yes
- Total Stack Car: 80

*Total stack car capacity, stack cars are also referred to as 5-well rail cars. The international average for 5-well rail cars is 300 feet.
Ship Capacity

18,000 TEUs

- Total Terminal Area: 256 ac / 103.6 ha
- Length of Berths: 5,900 ft / 1,799 m
- Gantry Cranes: 14
- On-dock Rail: Yes
- Total Stack Car: 83°

°Total stack car capacity, stack cars are also referred to as 5-well rail cars. The international average for 5-well rail cars is 300 feet.
Big Projects for a Green Future

The Port is investing more than $4 billion this decade on landmark infrastructure projects that will improve efficiency and sustainability for years to come.

Middle Harbor Redevelopment Project/LBCT at Pier E

This is a modernization project creating one of the most technologically advanced container facilities, with unprecedented on-dock rail capacity, shore power hookups and the ability to move twice the amount of cargo while producing half the air pollution. Phase 1 opened in April 2016; Phase 2 in October 2017; and completion of third and final phase is expected in 2020.

Gerald Desmond Bridge Replacement Project

The Port is building a new bridge to span its Back Channel. Scheduled to be completed in 2019, the new bridge will have vertical clearance of 205 feet, allowing large ships to reach the Port’s Inner Harbor terminals.
The Port has one of the deepest main channels of any seaport in North America, with dredging projects extending the channel and widening a key turning basin. The project has provided a minimum depth of 76 feet (23.2 meters) from 2 miles outside the harbor entrance into the Middle Harbor and East Basin.

On-Dock Rail Support Facility

Five of the Port’s six container terminals have on-dock rail. The Port plans to redevelop an existing rail yard on Pier B to improve rail traffic and increase on-dock rail use throughout the Port, reducing truck trips. The project would reconfigure existing tracks to allow for the staging of 8,000-foot to 10,000-foot trains.

Long Beach Harbor Deepening Project

Every week, 60 trains leave from the Port complex for destinations across the country.
The Intermodal Container Transfer Facility (ICTF) is a near-dock rail yard serving multiple international shipping lines and is located approximately 5 miles (8 km) from the Port of Long Beach. The 233-acre facility is operated by Union Pacific Railroad and handles about 2,500 containers on average during peak days.

It was constructed in 1986 at a cost of over $55 million by the ICTF Joint Powers Authority (JPA). The JPA is composed of representatives from the Port of Long Beach and the Port of Los Angeles. Union Pacific pays the JPA a fee for each loaded or revenue empty container handled through the ICTF to repay the bond issued for the construction of the facility. Since its opening, the ICTF has greatly enhanced transcontinental train service. The ICTF is a highly secure, high-tech and high-volume container-moving facility that connects the Port of Long Beach to a national railroad network and to consumer markets and potential exporters across the country.

The Alameda Corridor is a freight rail expressway that connects the Port of Long Beach to the transcontinental rail network based near downtown Los Angeles. Opened in 2002 at a cost of $2.4 billion, the 20-mile-long (32-kilometer-long) corridor runs below street level traffic, increasing efficiency and safety. The corridor handles more than 35 trains and more than 10,000 container units a day on average. The Alameda Corridor also has contributed to cleaner port operations by eliminating thousands of daily truck trips between the Port and the rail yards in Los Angeles. For more information about the Alameda Corridor, visit [www.acta.org](http://www.acta.org).
Vision
The Port of Long Beach will be the global leader in operational excellence and environmental stewardship.

Mission
The Port of Long Beach is an international gateway for the reliable, efficient and sustainable movement of goods for the benefit of our local and global economies.

Value Proposition
Our customers choose the Port of Long Beach because we are the most reliable, most cost-effective and greenest gateway for the movement of goods to America’s major consumer markets.

Who we are:
Opened for business in 1911, the Port is managed by the City of Long Beach Harbor Department. The Board of Harbor Commissioners, which governs the Port, leases land to private firms for the operation of terminal facilities. The Port uses no tax revenue to operate. It receives revenue from customer leases and reinvests its net income into Port development.

About the Port:
The second-busiest seaport in the United States. A major gateway for U.S.-Asian trade. A recognized environmental leader, with industry-leading environmental programs such as the award-winning Green Port Policy.