

# Export Cargo Containers

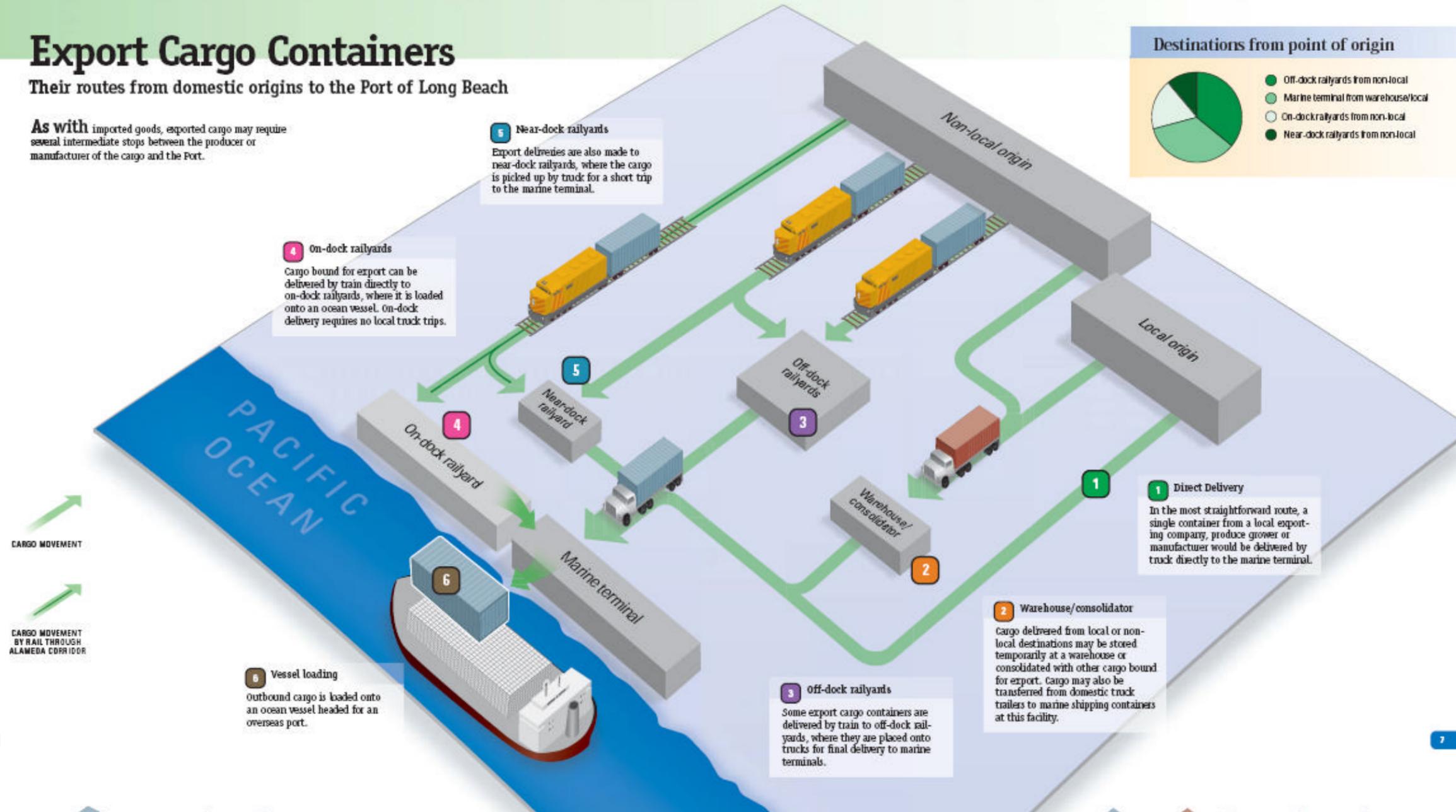
Their routes from domestic origins to the Port of Long Beach

As with imported goods, exported cargo may require several intermediate stops between the producer or manufacturer of the cargo and the Port.

## Destinations from point of origin



- Off-dock railyards from non-local
- Marine terminal from warehouse/local
- On-dock railyards from non-local
- Near-dock railyards from non-local



CARGO MOVEMENT  
CARGO MOVEMENT BY RAIL THROUGH ALAMEDA CORRIDOR

## Exports by train



Containers arriving at on-dock railyards represent nearly 20 percent of all exported containers. Nearly 50 percent of all export containers arrive to the region by train and are

trucked to the Port's terminals from near-dock and off-dock railyards. Slightly more than 30 percent of exported container cargo originates from local producers or manufacturers.

## Exports by truck



Slightly more than 30 percent of exported container cargo originates from local producers or manufacturers (a small portion includes non-local cargo that is consolidated at local warehouse facilities).

[http://www.polb.com/news/pub/cargo\\_movement\\_in\\_focus.asp](http://www.polb.com/news/pub/cargo_movement_in_focus.asp)