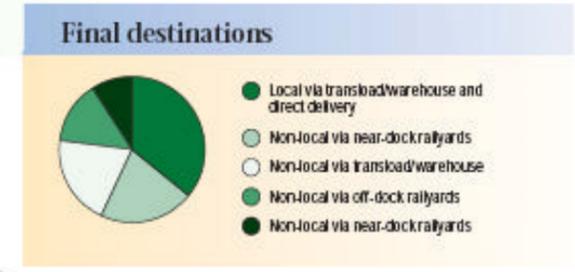


# Import Cargo Containers

Where they go once they arrive at the Port of Long Beach

From the Port of Long Beach, containers are either transported by train or by truck to their final destination, or to one of several intermediate destinations such as a railyard, warehouse, distribution center, or "transload" facility (a sorting, routing and short-term storage building). A container's final destination will determine exactly what path it will take once it leaves the dock.



## 2 Freight forwarder

A container's movements are determined by the cargo's owner, or an industry professional known as a freight forwarder or "logistics provider." The freight forwarder will provide directions to the marine terminal operators and contact a trucking company or train operator to move the container out of the Port.

## 3 On-dock railyard

Cargo can be placed directly onto trains at the marine terminals' "on-dock" railyards. On-dock railyards are operated by marine terminals. This method of transportation is the most environmentally friendly, as it reduces truck traffic and air pollution generated by goods movement.

## 1 Unloading the ship

When a ship arrives at the Port, the marine terminal operator will arrange for unionized longshore workers to unload the vessel. The terminal operator directs the longshore workers to place the cargo containers where they belong: on trains, trucks or on terminal property for temporary storage.

## 4 Near-dock railyards

Cargo is often transported by truck to larger "near-dock" railyards close to the Port. This requires a shorter local truck trip than "off-dock" railyards or long-distance truck trips. Near-dock railyards serve multiple marine terminals.

## 6 Transload or storage yard

Shipping containers are often moved initially to a "transload" facility where workers unload the cargo from the marine container, sort it and repackage it into larger-sized truck trailers. The larger trailers are used to transport the cargo from the transload facility to regional distribution centers, local stores or off-dock railyards.

## 5 Off-dock railyards

Off-dock railyards are used to coordinate rail deliveries to non-local destinations. Containers are delivered here by truck, then sorted and grouped by final destination. These railyards handle Port cargo as well as domestic cargo from other sources.

## 7 Direct delivery

In the simplest transportation plan, a single container imported by a company for its own use would be delivered by truck directly from the marine terminal to a local store or factory.

CARGO MOVEMENT

CARGO MOVEMENT BY RAIL THROUGH ALAMEDA CORRIDOR

## Imports by train



Nearly half of all imported containers at the Port of Long Beach are transported directly to non-local destinations by train. Half of that train cargo begins at on-dock railyards,

requiring no local truck trips. The remaining half of train cargo is first moved by truck to near-dock or off-dock rail facilities.

## Imports by truck



Slightly more than half of all imported containers at the Port of Long Beach are transported by truck to a local warehouse, transload facility, or importer. The majority of

this locally-delivered cargo is consumed locally. The remainder is delivered by truck, sorted and delivered to non-local destinations.