



LA City Council Travel, Tourism & Trade Committee Update

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UPDATES FOR THE COMMITTEE



- *LA Waterfront*
- *Trade Disruption/Congestion*
 - *Solutions*
 - *Short-Term Recommendations*
 - *Long-Term Recommendations*
- *Port Optimizer*
- *Proposed Infrastructure Projects*

LA WATERFRONT



Public Access Investment Plan

- Harbor Department investment in waterfront infrastructure based on 10% of operating income has increased to \$233.7 million from original estimate of \$200 million.

<u>Projects</u>	<u>Investment</u>	<u>Status</u>
Harbor Blvd & 7 th Street Intersection	\$15.3 M	Complete
West Harbor Promenade and Town Square	\$58.2 M	Construction complete
Harbor Blvd. from Miner St. to SP Slip	\$8.9 M	Construction complete July 2021
West Harbor Promenade Phase II	\$16.5 M	Construction to start January 2023
Wilmington Waterfront Promenade	\$71.1 M	Construction complete Spring 2023
WYSAC Building	\$3.1 M	Design
Avalon Promenade & Gateway Phase 1	\$23.8 M	Construction to start Summer 2022
Avalon Promenade & Gateway Phase 2	\$33.2 M	Design

Pending RFP

- San Pedro Waterfront Connectivity Plan to be released early October 2021

Redesign.

WEST HARBOR

REDEFINED & RE-DESIGNED



WEST HARBOR  

Phase 1B & 1C.



WEST HARBOR

TRADE DISRUPTIONS/CONGESTION



2018-2019 U.S.-China Trade Tensions

Tariffs & Retaliatory Tariffs

Manufacturer Migration to Southeast
= Cargo Routing to U.S. East coast

BCOs Pull Cargo Forward in
Advance of Tariff Increase

Tariff Wars Trigger Export Declines

Record-Setting 2018 Container Volume

2020-2021 COVID-19 Disruption

Critical Supply Chain Needs + Labor Force Impacts

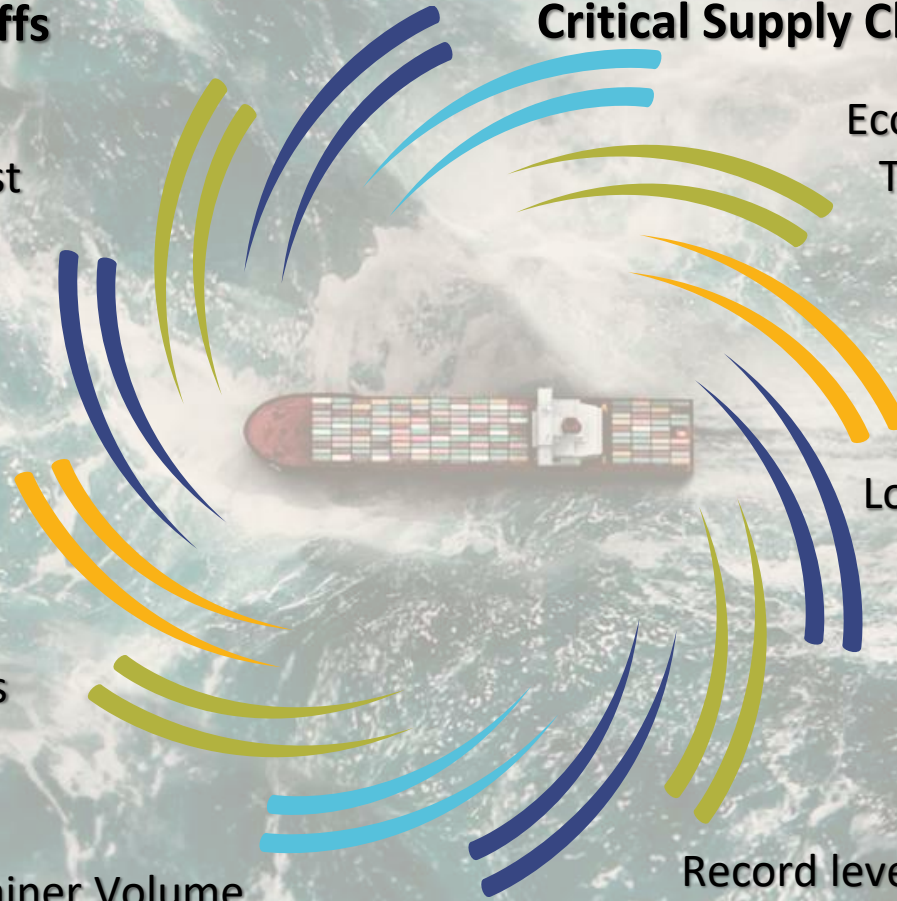
Economies Shutter, Cargo
Trade Volumes Plunge

Consumer-Driven Cargo Surge
Record-Setting E-Commerce

Local & Global Supply Chain Disruptions
& Workforce Shortages

Global Container Shortage
Carrier Price Hikes

Record levels of imports continuing into 2022
Exporter Challenges Continue



SHORT-TERM RECOMMENDATIONS

- Implement truck turn time, dual transaction and liner incentives to improve cargo flow
- Continue use of digitized data to improve supply chain visibility
- Work with FMC on truck gate management and reduce existing drayage capacity
- Design freight data architecture and standards with MARAD

LONGER-TERM RECOMMENDATIONS

- Industry stakeholder dialogue – Use convening power of federal government
- Improve supply chain digitalization – We are 30 years behind other nations
- Develop national export policy – Get American farmers and manufacturers back in the game
- Develop workforce training centers – Create a pipeline of skilled labor
- Invest in infrastructure – Especially on the West Coast

ACCELERATE CARGO L.A.

Initiative to Improve Cargo Throughput



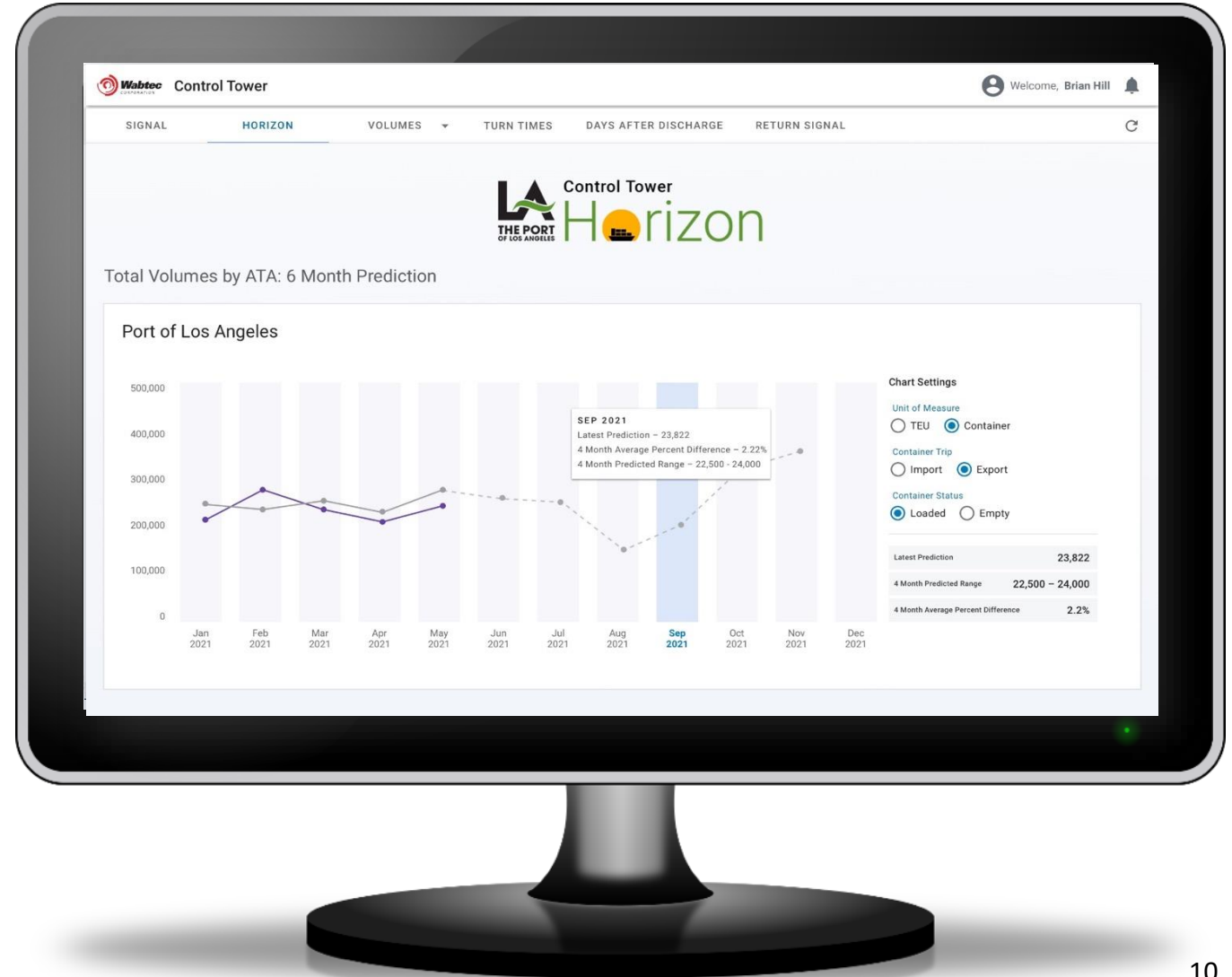
GOAL: Maximizing cargo throughput by extending gate hours and improving latent capacity

- 6-Week Pilot Program using Port Optimizer
- Testing efficacy of expanded weekend gate hours
- Better use of existing capacity (30% of appointments unused)
- Working with container terminals, shipping lines, numerous beneficial cargo owners (BCOs) and their drayage providers
- BCOs up front volume commitment / liner companies match empty returns

PORT OPTIMIZER



- **3-week Look Ahead**
- **Cargo Volumes**
- **Truck Turn Times**
- **Date After Discharge**
- **Empty Returns**
- **6-month Forecasting**



PROPOSED INFRASTRUCTURE PROJECTS

*Funding Sources: Infrastructure Investment and Jobs Act and
Budget Reconciliation Bill*

<u>Projects</u>	<u>Investment</u>
Workforce Training Center	\$150 M
Power Grid Upgrade to Outer Harbor	\$100 M
SR 47/Navy Way & Seaside Avenue Interchange	\$50 M
Power Grid Upgrade to Terminal Island	\$40 M
Grade Separation of Loop Track	\$35 M
Terminal Island Rail Projects	\$25 M
Outer Harbor Cruise Terminal Shore Power	\$25 M
WWL Shore Power	\$20 M
TOTAL	\$445 M

THANK YOU

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