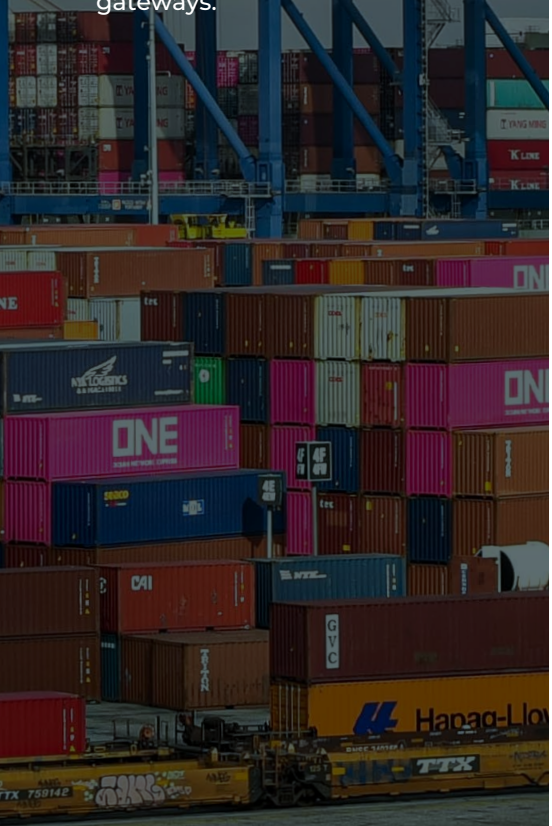
KBCADVISORS

MID-YEAR 2026

Top US Container Ports

2026 Trends

United States (U.S.) container activity remained broadly stable through mid-year 2026, although performance varied considerably across major gateways. The top 10 U.S. ports handled approximately 25.5 million (M) Twenty-Foot Equivalent Units (TEUs), down 0.3% from mid-year 2025, while import volumes increased 1.4% to 12.2M TEUs. The divergence reflects continued uncertainty surrounding tariffs and trade policy, which encouraged some importers to pull shipments forward while remaining cautious on inventories. The West Coast continued to anchor U.S. trade flows, accounting for 49.2% of imports among the top gateways, led by gains at Los Angeles and Long Beach. Meanwhile, Houston posted the strongest import growth among the top 10 ports. Overall, mid-year MY 2026 results point to a container market characterized by stable national volumes but increasingly uneven performance across individual gateways.



West Coast Ports: Southern California Gains Offset Northwest Weakness

The West Coast remains the backbone of U.S. container trade, anchored by the San Pedro Bay complex. The Ports of Los Angeles (POLA) and Long Beach (POLB) together processed approximately 5.0M TEUs of imports through mid-year 2026, with POLA imports increasing 5.0% year-over-year (YOY) and POLB rising 2.6%. Total container volumes also advanced, increasing 3.4% at Los Angeles and 1.7% at Long Beach.

Performance further north was considerably weaker. The Northwest Seaport Alliance, which includes Seattle and Tacoma, recorded a 12.4% decline in total container volume and a 13.9% drop in imports, the sharpest import decline among the top 10 gateways. Oakland also softened, with total volume falling 2.5% and imports declining 1.0%.

Despite these disparities, total West Coast imports increased 1.7% YOY and the region captured 49.2% of imports among the top gateways, up slightly from 49.1% a year earlier. The gains reinforce the West Coast's structural advantages, including shorter sailing times from Asia, extensive intermodal rail connectivity and proximity to major Western consumption markets. However, its greater exposure to Asian trade also leaves the region particularly sensitive to tariffs and shifts in sourcing strategies.

East Coast Ports: Mixed Results Temper Growth

East Coast performance was mixed through mid-year 2026. The Port of New York and New Jersey remained the region's largest gateway, handling 4.4M TEUs, essentially unchanged from a year earlier, while imports declined just 0.2%. Savannah's total volume fell 0.8%, although imports increased 2.1%, suggesting continued strength in inbound cargo flows.

Virginia/Norfolk showed a similar divergence, with total container volume slipping 0.3% while imports increased a solid 5.6%. Charleston was the notable weak spot, with total volume declining 9.5% and imports falling 8.8%. Jacksonville also posted declines, with total volume down 3.6% and imports decreasing 4.3%.

Collectively, East Coast total container volume declined 1.5%, while imports remained essentially flat, increasing 0.1%. The region accounted for 42.4% of imports among the top gateways, compared with 43.0% a year earlier. These results suggest that diversification toward East Coast gateways remains an important long-term supply chain strategy, but growth is increasingly dependent on individual market fundamentals rather than a broad coast-wide shift in cargo.

Gulf Coast Momentum: Houston Continues to Outperform

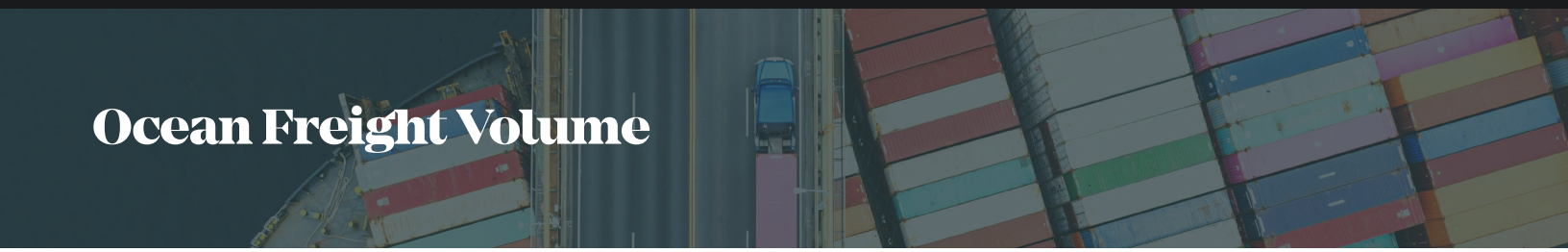
Houston remained one of the strongest performers among the nation's major gateways. Total container volume increased 2.8% to 2.2M TEUs through mid-year, while imports surged 6.8% to more than 1.0M TEUs—the strongest import growth among the top 10 ports.

Houston's continued expansion reflects the Gulf Coast's growing importance within U.S. logistics networks. Population growth, manufacturing investment, petrochemical activity and expanding trade with Mexico and Latin America continue to support cargo flows. Its central location also provides access to major population centers and inland distribution networks, strengthening Houston's position as an alternative gateway for shippers seeking greater supply chain flexibility.

Uneven Performance Highlights a Competitive Landscape

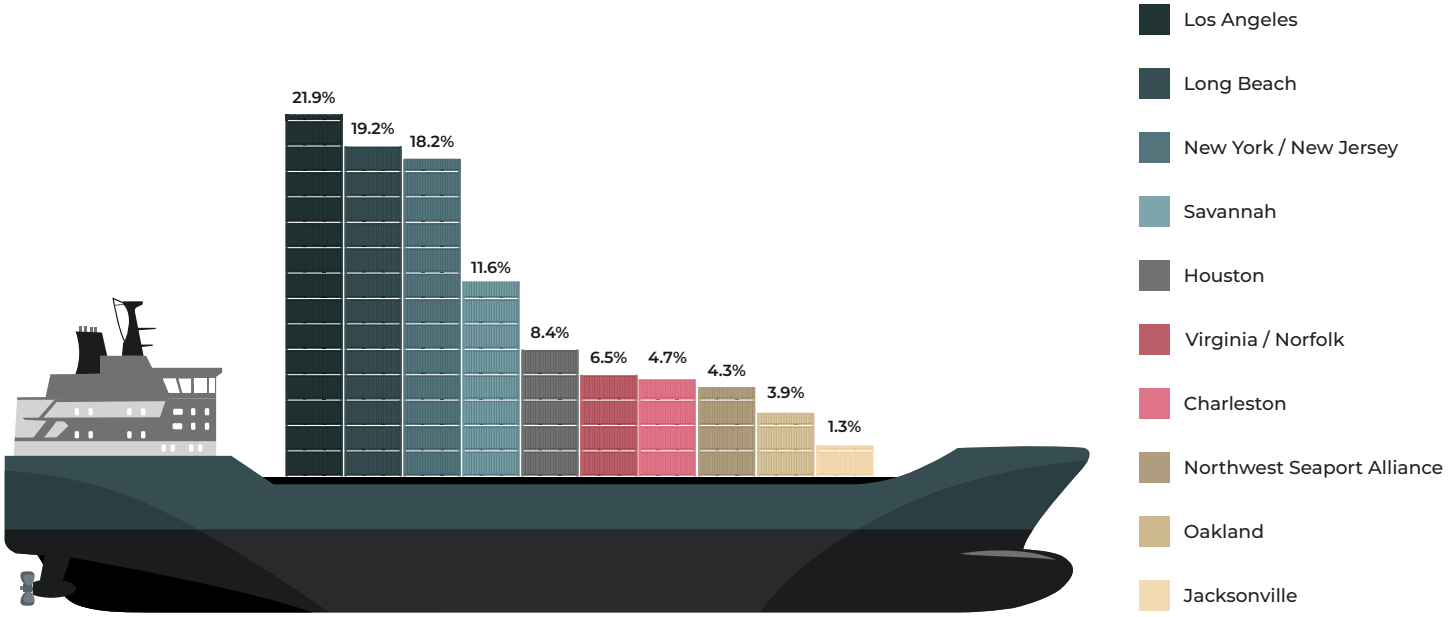
Mid-year 2026 results underscore an increasingly competitive and uneven U.S. port landscape. Total volume among the top 10 gateways declined just 0.3%, yet individual results ranged from 3.4% growth at Los Angeles to a 12.4% decline at the Northwest Seaport Alliance. Imports performed somewhat better overall, increasing 1.4%, with Houston, Virginia/Norfolk and Los Angeles posting the strongest gains.

The divergence highlights how trade policy, sourcing decisions and regional economic conditions are increasingly influencing cargo routing. With uncertainty surrounding tariffs and the upcoming review of the USMCA, importers are likely to remain flexible in managing inventory and gateway strategies. Rather than a dramatic shift between coasts, the market continues to evolve through incremental changes in market share. For logistics providers and industrial real estate markets tied to port activity, these shifts reinforce the importance of monitoring individual gateways and regional cargo trends rather than relying solely on national volume growth.



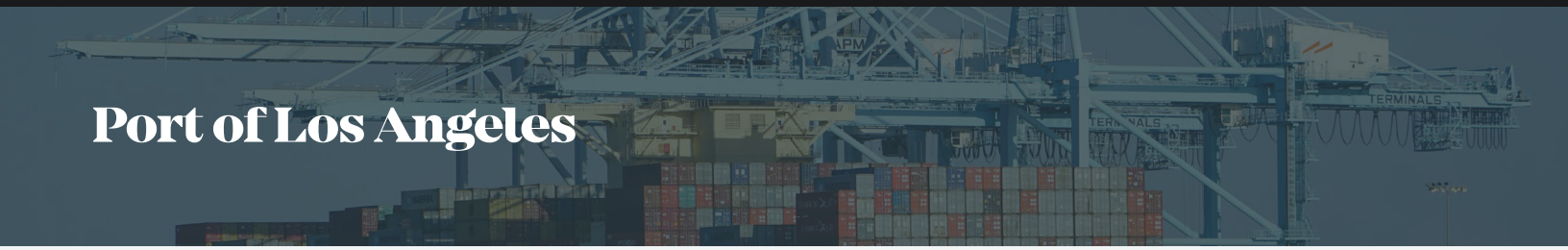
Ocean Freight Volume

Port Name	MY 2026 Total Container Volume (TEUs)	Annual Change 2026 vs 2025	MY 2025 Total Container Volume (TEUs)	MY 2026 Total Import Volume (TEUs)	Annual Change 2026 vs 2025	MY 2025 Total Import Volume (TEUs)
Los Angeles	5,122,603	3.4%	4,955,814	2,675,892	5.0%	2,548,228
Long Beach	4,829,583	1.7%	4,746,633	2,348,001	2.6%	2,288,505
New York/New Jersey	4,427,159	0.2%	4,417,282	2,229,447	-0.2%	2,233,397
Savannah, GA	2,837,334	-0.8%	2,858,866	1,420,121	2.1%	1,390,931
Houston	2,229,473	2.8%	2,169,677	1,029,667	6.8%	963,836
Virginia/Norfolk	1,636,588	-0.3%	1,640,985	797,610	5.6%	755,402
Northwest Seaport Alliance	1,433,525	-12.4%	1,635,784	520,095	-13.9%	604,270
Charleston, SC	1,185,900	-9.5%	1,310,197	577,901	-8.8%	633,531
Oakland, CA	1,114,666	-2.5%	1,142,876	473,864	-1.0%	478,552
Jacksonville	659,482	-3.6%	684,037	163,793	-4.3%	171,117
Total Port Volume	**25,476,313**	-0.3%	**25,562,151**	**12,236,390**	1.4%	**12,067,769**
West Coast Total	*12,500,377*	*0.2%*	*12,481,107*	*6,017,852*	*1.7%*	*5,919,555*
East Coast Total	*10,746,463*	*-1.5%*	*10,911,367*	*5,188,872*	*0.1%*	*5,184,378*



TEUs are a standard measure for the steel cargo containers commonly used interchangeably on ships, trucks and trains. A TEU or 20-foot equivalent unit is the industry measure used totally cargo containers, whether the containers are 20-foot long, 40-foot long or some other size. Source: Individual Port's Website or Port's Press/Marketing Office.

NOTE: % of Traffic - TEU traffic captured as % of total import volume of the seaports in this study. Import and Export volume do not include empties (only loaded). Total includes empties.



Port of Los Angeles

US Rank by Trade Volume
#1

2.7M TEUs MY 2026 Import Volume
Up 5.0% YOY

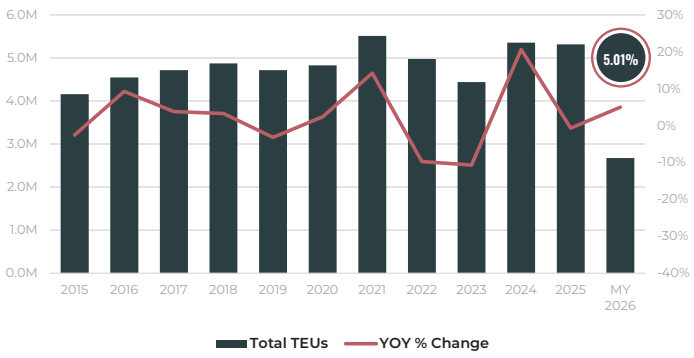
5.1M TEUs MY 2026 Container Volume
Up 3.4% YOY

21.9% Market Share (Top 10 Ports)
MY 2026 Import Volume

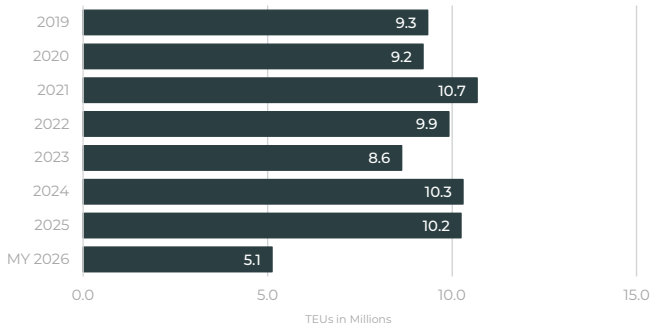
Volume Resilience Despite Trade Headwinds

The Port of Los Angeles remains the nation's largest container gateway and a critical hub for trans-Pacific trade. Through the first half of 2026, import volumes totaled approximately 2.7M TEUs, a 5.0% YOY increase despite continued trade policy uncertainty and shifting global sourcing strategies. Following a strong rebound in 2024 and relatively stable performance in 2025, cargo activity has remained resilient as importers accelerated shipments ahead of tariff changes and maintained healthy inventory replenishment. While monthly volumes continue to fluctuate in response to evolving trade patterns, the Port's extensive terminal capacity, intermodal connectivity, and strategic location continue to support its role as the primary gateway for U.S. trans-Pacific containerized trade.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume

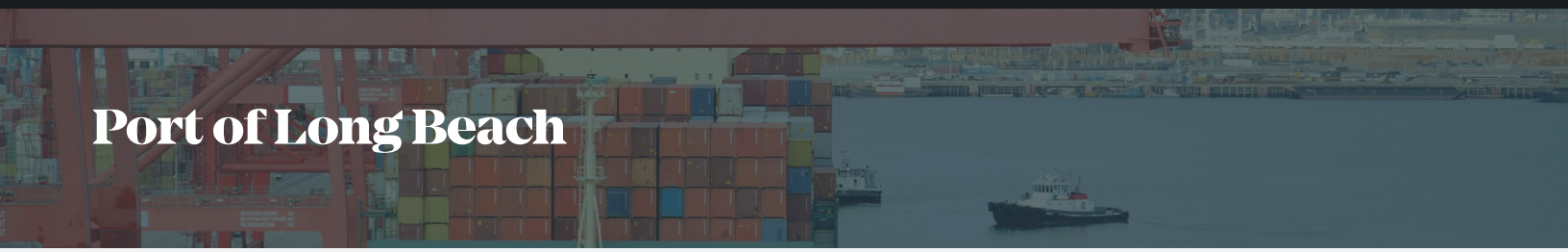


Market Share Reinforces Los Angeles' Leadership

Despite ongoing shifts in global sourcing strategies and continued uncertainty surrounding U.S. trade policy, the Port has maintained its position as the nation's leading container gateway. Through the first half of 2026, the Port handled approximately 5.1M TEUs, reflecting continued strength in cargo activity and placing it on pace for another year of elevated throughput. Although import growth has become more uneven month to month, overall cargo volumes remain well above pre-pandemic levels, highlighting the Port's resilience despite softer demand from China and the continued diversification of manufacturing into Southeast Asia and other regions. The Port continues to benefit from its unmatched terminal capacity, extensive vessel service network, and proximity to one of the country's largest consumer markets. These competitive advantages helped Los Angeles capture 21.9% of total imports among the top 10 U.S. container ports through mid-year 2026, up from 21.1% during the same period in 2025. Its scale and connectivity provide importers with efficient access to Southern California's vast distribution and logistics infrastructure. As trade patterns continue to evolve, the Port remains well positioned to adapt while maintaining its leadership role within the U.S. container market.

Infrastructure Investments Support Long-Term Competitiveness

The Port continues to strengthen its long-term competitive position through strategic investments aimed at improving cargo efficiency, expanding intermodal capacity, and supporting environmental sustainability. A key milestone is the recently completed $73 million Pier 400 On-Dock Rail Expansion, which increases the Port's ability to move containers directly between ships and trains while reducing truck trips, roadway congestion, and cargo dwell times. Additional rail improvements remain underway at Fenix Marine Services' Pier 300, further enhancing the Port's ability to efficiently distribute cargo to inland markets throughout the Southwest and beyond. Beyond rail infrastructure, the Port continues modernizing terminal operations through digital technologies designed to improve cargo visibility, streamline logistics coordination, and increase operational efficiency. Sustainability also remains a central focus under the Clean Air Action Plan, with continued investments in zero-emission cargo handling equipment, charging infrastructure, and cleaner drayage trucks. Together, these projects improve operational reliability while positioning the Port to accommodate future cargo growth, meet evolving environmental regulations, and preserve its competitive advantage as the premier gateway for trans-Pacific trade.



Port of Long Beach

US Rank by Trade Volume
#2

2.3M TEUs MY 2026 Import Volume
Up 2.6% YOY

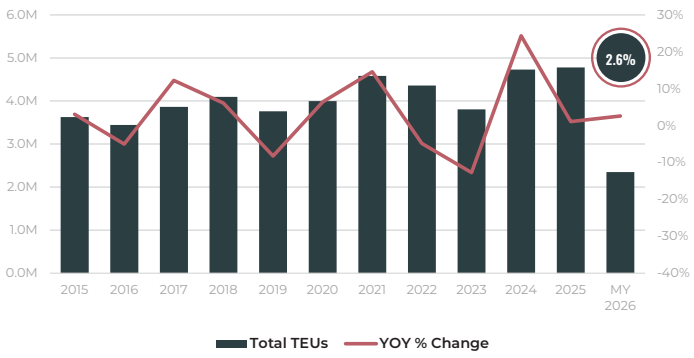
4.8M TEUs MY 2026 Container Volume
Up 1.7% YOY

19.2% Market Share (Top 10 Ports)
MY 2026 Import Volume

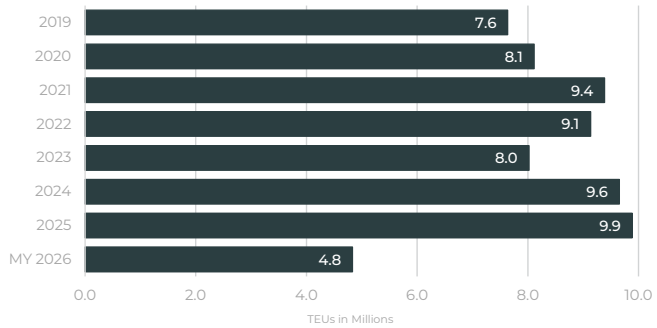
Trade Activity Remains Resilient in 2026

The Port of Long Beach remains one of the nation's largest container gateways and a vital component of the San Pedro Bay port complex. Together with the Port of Los Angeles, the Port serves as the primary entry point for trans-Pacific cargo entering U.S. supply chains. Through the first half of 2026, import volumes reached approximately 2.3M TEUs, representing a 2.6% YOY increase. The increase reflects resilient consumer demand and front-loading of imports ahead of evolving tariff policies, even as global trade patterns continue to shift. While cargo volumes have moderated from the record highs experienced during the pandemic, the Port continues to benefit from its efficient operations, strategic location, and strong connectivity to regional distribution and inland transportation networks, reinforcing its role as a critical gateway for U.S. international trade.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Cargo Growth Reflects Long Beach's Competitive Strength

Through the first half of 2026, the Port handled approximately 4.8M TEUs, keeping cargo volumes on pace for another strong year. Much of the growth was supported by retailers accelerating shipments ahead of tariff implementation and maintaining healthy inventory levels, although monthly cargo volumes continued to fluctuate as importers adjusted sourcing strategies and shipping schedules. Despite continued diversification of manufacturing beyond China, Long Beach remains a preferred gateway due to its efficient terminal operations, extensive vessel service network, and direct access to one of the country's largest consumer markets. Long Beach captured 19.2% of total imports among the top 10 U.S. container ports through mid-year 2026, up from 19.0% during the same period in 2025. Its ability to sustain import growth while navigating shifting trade patterns highlights the Port's operational resilience and reinforces its importance within the San Pedro Bay gateway. As supply chains continue to evolve, Long Beach remains well positioned to capture trans-Pacific cargo and maintain its role as a critical link in the nation's logistics network.

Strategic Capital Projects Expand Future Capacity

The Port of Long Beach continues investing in transformative infrastructure projects designed to expand capacity, improve cargo velocity, and strengthen long-term competitiveness. The cornerstone of these efforts is the Pier B On-Dock Rail Support Facility, commonly referred to as "America's Green Gateway," a multi-phase project representing approximately $1.8 billion in planned investment. Once completed, the facility will significantly increase on-dock rail capacity by enabling the assembly of trains up to 10,000 feet in length, reducing truck trips, easing roadway congestion, and improving the efficient movement of cargo to inland distribution markets. The Port is also advancing the $318.5 million Deep Draft Navigation Project in partnership with the U.S. Army Corps of Engineers. The project will deepen the Long Beach Approach Channel from 76 to 80 feet while widening key navigation channels to safely accommodate larger container vessels and improve vessel transit efficiency. Together with continued investments in terminal modernization, cargo handling technology, and sustainability initiatives, these projects position the Port to support future cargo growth while preserving its competitive advantage as one of North America's premier container gateways.

Port of New York and New Jersey

US Rank by Trade Volume
#3

2.2 TEUs MY 2026 Import Volume
Down 0.2% YOY

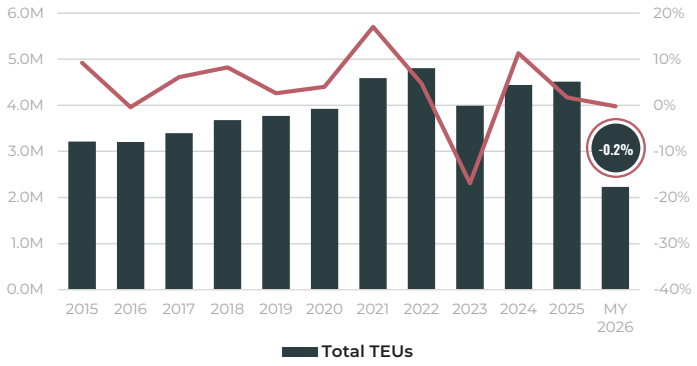
4.4M TEUs MY 2026 Container Volume
Up 0.2% YOY

18.2% Market Share (Top 10 Ports)
MY 2026 Import Volume

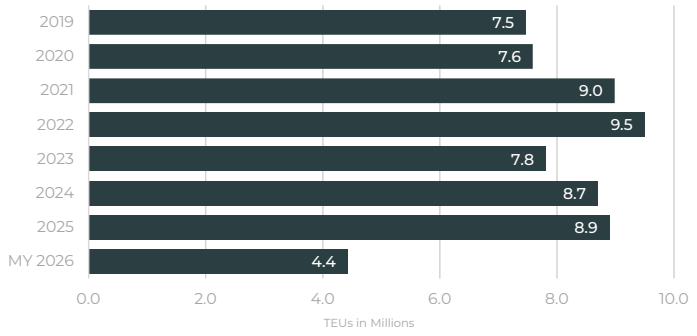
East Coast Anchor Amid a Flatter Import Market

The Port of New York and New Jersey (PONYNJ) remains the largest container gateway on the East Coast and the nation's third-busiest overall by total TEUs, trailing only Los Angeles and Long Beach. In the first half (H1) of 2026, the Port handled 4.4M TEUs (+0.2% YOY) and processed 2.2M TEUs in imports (-0.2% YOY), a notably flatter pace following a full-year 2025 in which the Port handled 8.9M TEUs (+2.3% YOY). Monthly volumes were uneven across the half: a February blizzard closed port facilities for three days and weighed on early-year totals, while a front-loaded peak season tied to shifting federal trade policy lifted June volumes by 11.9% YOY. As shippers continue to balance routing between coasts—driven by population growth, inland logistics expansion, and risk diversification—PONYNJ's scale and network connectivity keep it firmly positioned as the primary entry point for the Northeast and a critical node in national containerized trade.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Import Market Share Eases Amid Regional Rotation

In the first half of 2026, PONYNJ's share of total imports among the top 10 U.S. container ports eased to 18.2%, down from 18.5% at mid-year2025—a pullback of roughly 30 basis points (bps). The decline is notable because it came in a period when total import volume across the top 10 U.S. ports grew 1.4% YOY, suggesting the Port underperformed the broader market rather than simply holding share in a shrinking pie. Growth was concentrated elsewhere on the East Coast: Virginia/Norfolk gained 5.6%, and Savannah added 2.1%. On the West Coast, Los Angeles and Long Beach also outpaced PONYNJ, helping push West Coast import volume up 1.7% YOY against essentially flat East Coast import growth. Even so, PONYNJ remains far and away the largest East Coast gateway by volume, supported by structural advantages including proximity to dense Northeast population centers, an extensive regional distribution network, and strong intermodal connectivity to inland markets. Whether the first half of 2026 pullback reflects a temporary front-loading effect tied to tariff policy or the start of a more durable rotation toward faster-growing gateways may become clearer as second-half data comes in.

Strategic Plan For the Future

PONYNJ's Strategic Plan for 2026–2030 outlines a focused roadmap to strengthen the Port's role as the leading container gateway for the U.S. Northeast while preparing for continued cargo growth. The federal Harbor Deepening Program, which brought the main navigation channels to 50 feet, was completed in 2025 after more than two decades of work; the U.S. Army Corps of Engineers and the Port Authority are now advancing plans to deepen the Port further, to 55 feet, to accommodate the larger vessels and higher volumes projected through 2050. On the terminal side, Port Newark Container Terminal (PNCT) is advancing a $500M, five-year expansion that will add roughly 1.0M TEUs of capacity, expand the terminal from three berths to four, and double on-dock rail capacity—alongside a new gate system and a fleet of new hybrid diesel-electric straddle carriers, the first of which marked a ribbon-cutting milestone in July 2026. Sustainability investments include PNCT's 7.2-megawatt solar installation, which supplies roughly half of the terminal's annual energy needs, near-zero-emission yard tractors, and 15 new EV charging stations; all-electric straddle cranes and shore-side power for new berths remain under evaluation as the Port Authority works toward its emissions-reduction targets. Terminal automation remains a live issue heading into the Port's next round of labor negotiations, with the International Longshoremen's Association continuing to view expanded automation as a central point of contention.

Port of Savannah

US Rank by Trade Volume
#4

1.4M TEUs MY 2026 Import Volume
Up 2.1% YOY

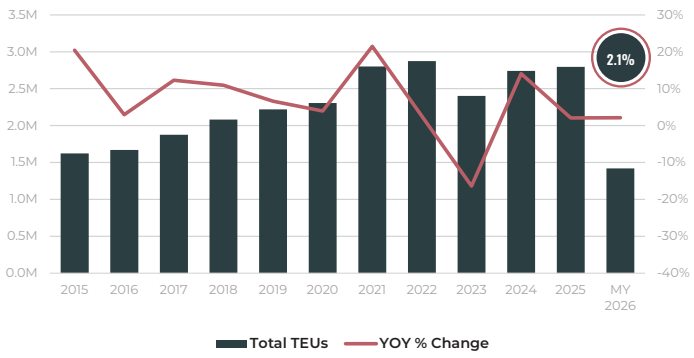
2.8M TEUs MY 2026 Container Volume
Down 0.8% YOY

11.6% Market Share (Top 10 Ports)
MY 2026 Import Volume

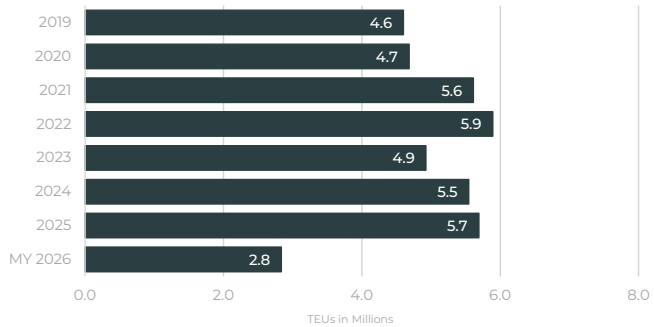
Steady Volume Following Years of Growth

The Port of Savannah moved 2.8M TEUs in the first half of 2026, down 0.8% YOY, with similar volatility to 2025 as companies continue to adapt to changes in trade policy. Imports rose significantly compared to the first half of 2025 as the first six months of 2026 saw a 2.1% YOY. Overall outbound trade declined as total export TEUs saw a substantial drop YOY, falling by 2.9%, or over 40,000 TEUs. However, a portion of that decline can be attributed to empty container repositioning, as more empty containers were sent back by mid-year 2025 than 2026, inflating last year's totals. Long term growth remains strong – compared to mid-year volumes of 1.1M total import TEUs and 1.1M total export TEUs in 2019, the Port's mid-year 2026 volumes remain 29.8% higher for inbound trade and 22.3% higher for outbound trade.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Tariffs Primary Driver of Volatility

Tariff policy has been the primary driver of container volume swings at both the national and local levels, with imports surging first in January, then again in June to pull cargo forward ahead of tariff deadlines. Import volumes at the Port were over 9% higher in January 2026 YOY, and nearly 18% higher in June 2026 YOY, while the four months in between averaged 5% lower YOY. These swings are in response to two major tariff deadlines – Section 122 enacted in February which added up to 15% on global imports, and Section 301 enacted in July which added 10-12.5% on imports from 60 countries including Mexico, Canada, and China. Savannah benefits from a diverse mix of trade partners, with over 60% of inbound trade coming from non-China partners, allowing companies to pivot suppliers to avoid new country-specific tariffs. As Georgia continues to grow by attracting domestic and international manufacturers with a strong labor pool and business-friendly tax incentives, the Port will need to continue expanding to accommodate this growth.

Expansions for Port Capacity and Inland Connectivity

The Port has grown from the ninth-largest port in 2000 to become the fourth-largest port since 2020, playing a critical role in supporting manufacturing and international trade growth across the Southeast. In May, the Gainesville Inland Port officially opened, providing a direct rail service between the Port and Northeast Georgia's growing number of manufacturing facilities. This new inland port will reduce highway traffic and emissions by transporting tens of thousands of containers annually across the 600-mile stretch. With this addition, the Georgia Port Authority (GPA) now operates inland port facilities in all four corners of the state – Appalachian Inland Port in the Northwest, Bainbridge Inland Port in the Southwest, Gainesville Inland Port in the Northeast, and the ever-growing Port of Savannah in the Southeast. In June, GPA announced that the Ocean Terminal's modernization project was over halfway complete, upgrading to two modern primary vessel berths, bringing capacity from 200,000 TEUs to 1.75 million TEUs annually. GPA leadership forecasts that Port of Savannah is expected to grow an additional 54% in terms of total TEU volume by 2030.

Port of Houston

US Rank by Trade Volume
#5

1.0M TEUs MY 2026 Import Volume
6.8% Increase YOY

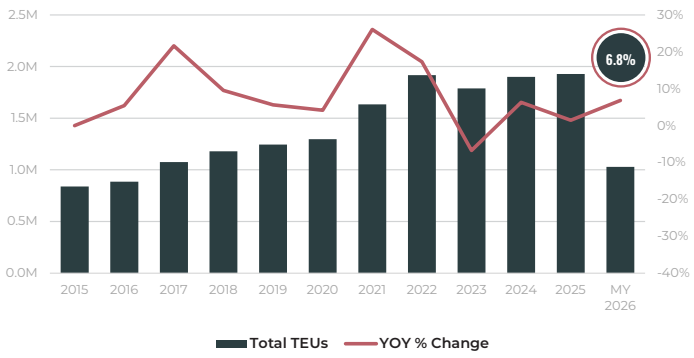
2.2M TEUs MY 2026 Container Volume
2.8% Increase YOY

8.4% Market Share (Top 10 Ports)
MY 2026 Import Volume

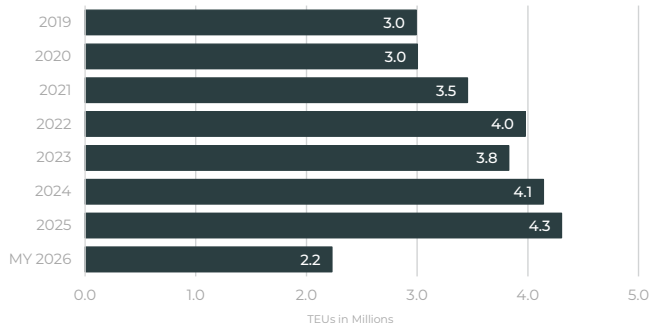
Port of Houston Strengthens Its Role as a Critical U.S. Trade Gateway

The Port of Houston has maintained its position as the fifth busiest port in the U.S. for nearly five consecutive years, continuing a streak that underscores its sustained strategic importance within national and global supply chains. Through the first six months of 2026, the Port handled approximately 2.2M TEUs, a 2.8% YOY increase, with total import TEUs up 6.8% YOY and export TEUs down 0.29%. June 2026 alone processed 389,962 TEUs, a 17.5% increase compared to June 2025, signaling continued strong demand moving into the second half of the year. Ongoing investments in infrastructure, channel improvements, and terminal expansions have positioned the Port to efficiently handle rising cargo volumes and larger vessels, reinforcing its role as a dependable gateway for importers and exporters and a key driver of regional economic development.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Terminal Growth & Capacity Expansion

During the first half of 2026, Port Houston continued to expand capacity and improve operational efficiency across its container terminals. At Barbours Cut Terminal, four new ship-to-shore cranes were successfully commissioned, bringing the terminal's full fleet of 17 cranes into service and enhancing its ability to accommodate larger vessels while increasing cargo-handling productivity. In addition, modernization efforts at Bayport Container Terminal and ongoing terminal optimization projects continue to support future volume growth.

Vessel traffic along the Houston Ship Channel also remained strong, increasing 5.0% compared to the prior year and returning to arrival levels last seen in 2019. Meanwhile, first-quarter tonnage was 27% higher than in Q1 2019, highlighting the lasting impact of Project 11, which expanded and deepened the Houston Ship Channel to improve vessel transit, reduce congestion, and increase overall cargo capacity. These ongoing infrastructure investments position Port Houston to support continued trade growth while reinforcing the region's role as one of the nation's premier logistics and distribution hubs.

Federal Investment in Port Expansion

In April 2026, Port Houston was awarded a $48 million federal grant through MARAD's Port Infrastructure Development Program (PIDP) to support expansion at Bayport Container Terminal. The funding, awarded through Port Houston's Strategic Terminal Operations & Resilience Measures (STORM) initiative, will help finance construction of a new container yard and East Exit Gate. Combined with approximately $56 million in matching funds from Port Houston, the project represents a total investment of roughly $104 million.

Once completed, the improvements are expected to increase Bayport's annual cargo-handling capacity by approximately 440,000 TEUs while improving truck circulation and reducing gate congestion. The project is also projected to save more than 11 million truck hours over its lifetime, enhancing supply chain efficiency, strengthening terminal resilience, and supporting continued growth in cargo volumes as trade activity expands.

Northwest Seaport Alliance

US Rank by Trade Volume
#7

520K TEUs MY 2026 Import Volume
Down 13.9% YOY

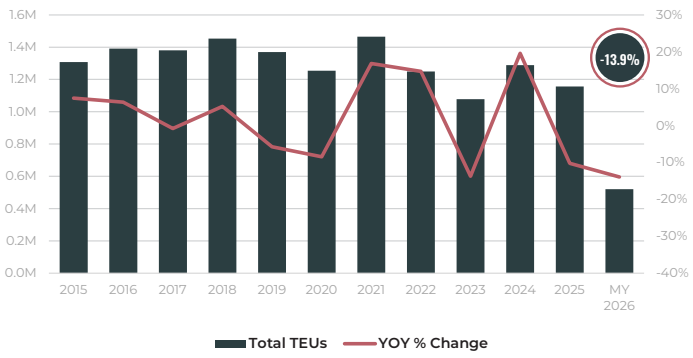
1.4M TEUs MY 2026 Container Volume
Down 12.4% YOY

4.3% Market Share (Top 10 Ports)
MY 2026 Import Volume

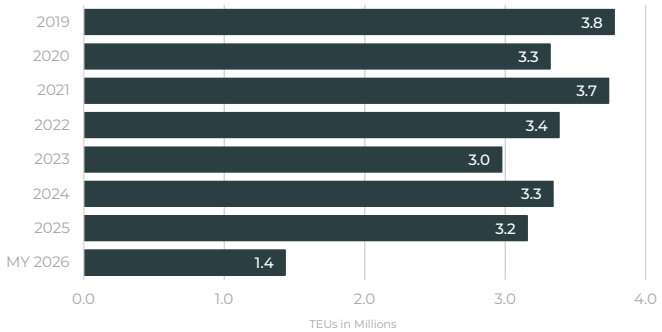
Import Volume Has Dropped Off

The Northwest Seaport Alliance (NWSA) posted a year-to-date (YTD) 2026 import volume of 520,295 TEUs through June, down 13.9% from 2025 and the second lowest first-half total since 2010. January started weak at 91,017 TEUs, down 16% YOY, and every month posted a YOY decline except May's modest 6.8% gain. February and April recorded the two lowest monthly import totals since 2010, at 73,762 and 73,867 TEUs, both down 30% YOY. Exports also fell short of 2025 levels every month, ranging from an 11.6% decline in May to a 23.5% drop in April. Total TEU volume across all cargo types reached 1.4M TEUs for the half, down 12.4% from 1.6M TEUs a year prior, and 15.9% below the market's long-term average of 1.7M TEUs.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume

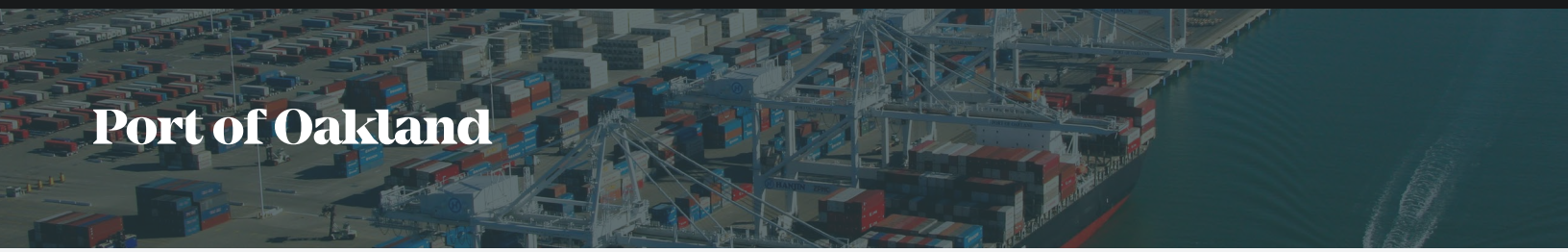


Tariffs Still Linger, But War is Driving Up The Cost of Shipping Goods

The first half of 2026 remained just as complicated for global shipping as 2025. Though the Supreme Court ruled the Liberation Day tariffs unconstitutional in February 2026, the administration found new avenues to enforce fees — a classic game of whack-a-mole, rerouting each legal defeat through a different statute while keeping tariff rates in roughly the same range. A 10% global tariff under Section 122 expired July 24, 2026, and that same day new 10%-12.5% tariffs on 60 countries took effect under Section 301, citing forced labor concerns. Canada faces Section 338 tariffs of up to 50% starting August 19th for alleged discrimination against U.S. commerce. Meanwhile, the industry is contending with a separate and more urgent crisis: the Iran War has effectively shut the Strait of Hormuz, forcing shippers to reroute around the Cape of Good Hope, adding 10-20 days to transit times and spiking ocean freight costs by up to 50%. What was initially expected to be a short-term disruption is now looking more permanent, as Iran's control over the strategic waterway shows no signs of loosening. Until either side makes concessions, the shipping industry should brace for continued volatility, with drones, missiles, and rerouted shipping lanes becoming the new normal for seaborne freight.

Infrastructure Development Continues

Locally, the NWSA recorded key infrastructure milestones this quarter. The Port of Seattle entered the design and demolition phase of its $131 million Terminal 91 Uplands project, adding 400,000 square feet of maritime industrial space with Phase 1 construction expected to begin by April 2027. At Terminal 5, the NWSA completed a modernized gate complex and expanded refrigerated cargo facility, strengthening its role as a leading agricultural export hub. Additionally, HMM Shipping Line expanded its Tacoma Harbor investment to boost Washington United Terminal's capacity from approximately 590,000 to 880,000 TEUs while improving overall operational efficiency.



Port of Oakland

US Rank by Trade Volume
#9

474K TEUs MY 2026 Import Volume
Down 1.0% YOY

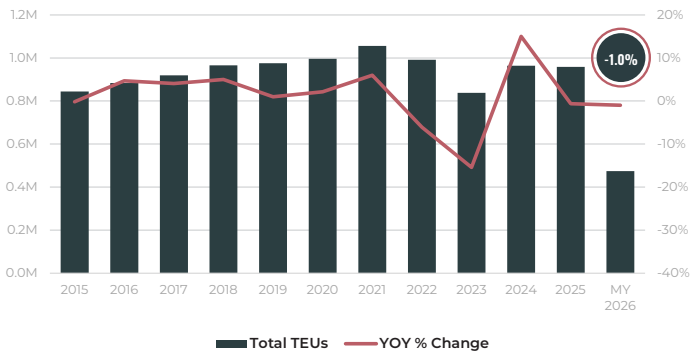
1.1M TEUs MY 2026 Container Volume
Down 2.5% YOY

3.9% Market Share Share (Top 10 Ports)
MY 2026 Import Volume

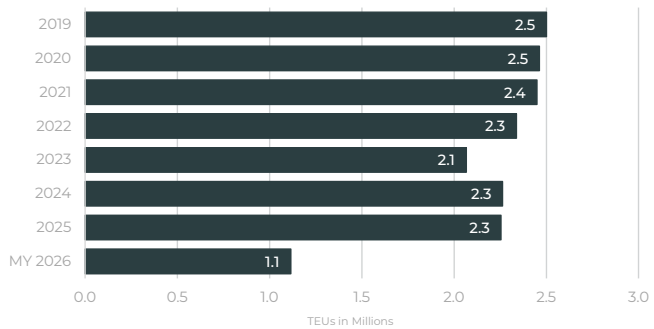
June Cargo Rebounds Despite Softer YTD Volume

The Port of Oakland remains the ninth-busiest U.S. container port, handling 1.1M TEUs through June 2026, down 2.5% YOY. June provided renewed momentum, with total cargo volume increasing 7.7% to 181,356 TEUs. Full imports reached 78,114 TEUs, while full exports totaled 65,140 TEUs. Loaded cargo climbed 10.3% to 143,254 TEUs, offsetting a 1.1% decline in empty containers. Despite lower overall YTD volume, loaded cargo increased 0.3%, indicating resilient underlying trade activity. Growth was supported by retailers, manufacturers, and California agricultural exporters, while vessel calls rose to 81 from 77 last June, reinforcing Oakland's role as a key Northern California trade gateway.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Agricultural Exports Anchor Oakland's Trade Mix

The Port's leading imports continued to reflect the broad mix of consumer and industrial goods entering the U.S. through Northern California. Furniture remained the top import, followed by growing volumes of plastic products and vehicle batteries, with battery shipments nearly doubling YOY to become one of the Port's fastest-growing categories. Electronics, appliances and industrial machinery also ranked among the leading imports, alongside beverages and spirits, iron and steel products, vehicle parts, lumber, tires, rubber goods, and glass products. Exports remained firmly anchored by California agriculture and key U.S. commodities. Wastepaper retained its position as Oakland's leading export at roughly 145,000 TEUs, followed by high-value fruits and nuts at nearly 127,000 TEUs. Fresh and frozen meats, iron and steel goods, rice and grains, wine, and dairy products also represented significant outbound volumes. Processed fruits and vegetables, hay, sugars, and confectionery products rounded out the leading categories. This diverse export base reinforces Oakland's role in connecting U.S. producers with major Asian markets and its position as the nation's leading gateway for containerized refrigerated agricultural exports.

New Electric Cranes Expand Oakland's Vessel Capacity

The Port of Oakland's TraPac modernization reached a major milestone in July with the commissioning of the first two of four new electric Liebherr ship-to-shore cranes. Manufactured in Ireland and delivered in January, the cranes were assembled at the TraPac terminal using ILWU union labor, with the broader project supporting approximately 2,100 jobs. Rising more than 440 feet, roughly equivalent to a 40-story building, the cranes are the tallest on Oakland's waterfront. They can reach across vessels 24 container rows wide and handle stacks up to 11 containers high on deck, significantly expanding the terminal's ability to serve today's largest container ships. Operating entirely on electricity, the cranes also advance the Port's efforts to reduce emissions from cargo-handling operations. The new equipment is expected to increase terminal capacity, improve operating efficiency, and accelerate vessel turnaround times. Two additional Liebherr electric cranes are under construction at the terminal and are expected to become operational in Fall 2026, further strengthening Oakland's ability to accommodate larger vessels and growing cargo demands.

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