

YEAR-END 2025

Top U.S. Container Ports



2025 Trends

U.S. container volumes remained largely stable in 2025. The top 10 U.S. ports handled approximately 51.6 million (M) Twenty-Foot Equivalent Units (TEUs), a modest 0.5% increase from 2024, while import volumes declined 0.4% as consumer demand softened and retailers continued normalizing inventories following the pandemic-era surge. Elevated interest rates and lingering inflation pressures also weighed on discretionary spending, tempering import growth for consumer goods. The West Coast continues to anchor national trade flows, accounting for nearly half of all container volume, while the East and Gulf Coasts maintain gradual gains supported by population growth, manufacturing investment, and expanded inland distribution networks. Within this steady overall environment, individual port performance varies widely, highlighting evolving shipper strategies around diversification, reliability, and proximity to key consumption markets. The result is a container landscape defined less by rapid growth and more by incremental shifts in market share and competitive positioning.

West Coast Ports: Trade Policy Sensitivity and Structural Strength

The West Coast remains the backbone of U.S. container trade, anchored by the massive San Pedro Bay complex. The Ports of Los Angeles (POLA) and Long Beach (POLB) together processed 10.1M TEUs of imports in 2025, reaffirming their role as the primary gateway for trans-Pacific cargo. While POLA experienced a slight decline of 0.7% year-over-year (YOY), POLB recorded a modest 1.1% increase, signaling stabilization rather than a major rebound in volumes.

Further north, however, performance was weaker. The Northwest Seaport Alliance, which includes Seattle and Tacoma, saw import volumes decline 10.3%, while Oakland slipped 0.6%. Overall, West Coast imports fell 1.0% YOY, even as the region maintained a commanding 49.7% share of total imports among the top U.S. gateways. Part of this softness reflects the West Coast's greater exposure to trade with China. Because the West Coast ports handle a disproportionate share of trans-Pacific cargo, tariff policy and shifting sourcing strategies can have a more immediate impact on volumes. As importers diversify production to other Asian countries or rebalance supply chains, routing patterns can shift incrementally toward alternative gateways.

Despite these pressures, the West Coast retains significant structural advantages. Shorter sailing times from Asia, extensive intermodal rail connectivity, and proximity to major Western population centers continue to make the region the most efficient entry point for many cargo flows. As a result, while some volumes have redistributed across other coastal regions, the West Coast remains the dominant hub for U.S. containerized trade.

East Coast Ports: Steady Gains and Strategic Diversification

East Coast ports continued to capture incremental growth in 2025, supported by demographic expansion and improved infrastructure. The Port of New York and New Jersey handled nearly 8.9M TEUs, increasing 2.3% YOY and reinforcing its status as the largest container gateway on the East Coast. Savannah followed with a 2.6% gain to 5.7M TEUs, further solidifying its role as a major Southeast logistics hub. Charleston also posted steady growth of 2.7%, benefiting from strong regional distribution demand and ongoing terminal investments. Collectively, these gains reflect a long-term trend toward more diversified port routing as cargo owners seek to balance cost, transit time, and supply chain resilience.

However, import volumes across the East Coast were essentially flat, declining slightly by 0.1% YOY. This suggests that the region's growth is not driven solely by inbound consumer goods but by broader trade flows and evolving logistics networks. The East Coast's share gains are therefore gradual rather than dramatic, reinforcing the idea that diversification—not displacement—is shaping port competition.

Gulf Coast Momentum: Houston's Expanding Role

Among the top U.S. gateways, Houston stood out as one of the strongest performers in 2025. Container volumes increased 3.9% to more than 4.3M TEUs, the fastest growth rate among the top 10 ports. Import volumes also rose 1.4%, reflecting steady demand tied to the region's expanding industrial base.

Houston's growth is closely linked to broader economic trends along the Gulf Coast. Manufacturing investment, petrochemical production, and nearshoring activity in Mexico have all contributed to rising trade flows through the Port. In addition, Houston's location offers strategic access to both domestic distribution networks and Latin American markets.

Uneven Performance Highlights a Competitive Landscape

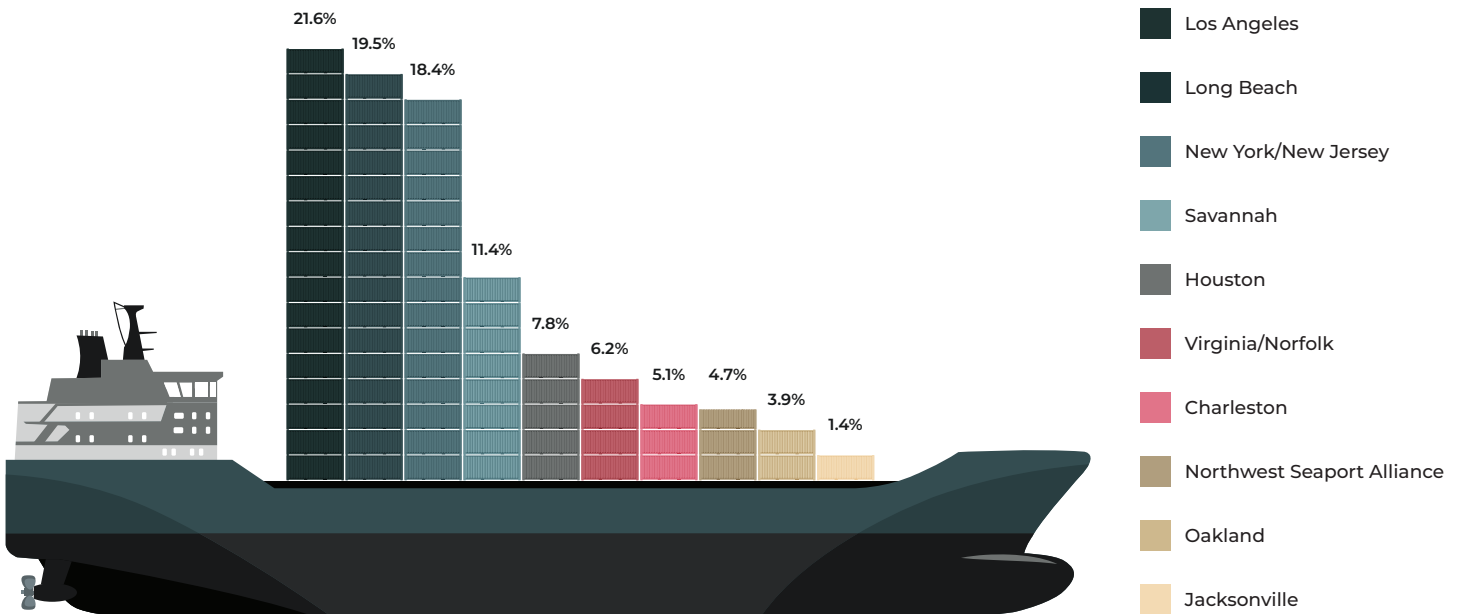
While several ports posted gains, others experienced notable declines, underscoring the competitive dynamics shaping U.S. container flows. Virginia/Norfolk saw volumes drop 8.1% YOY, the sharpest decline among the top 10 ports. Jacksonville also fell 2.0%, while import volumes dropped more significantly by 9.5%.

These declines do not necessarily reflect long-term structural weakness but rather current cargo shifts and competitive rotation among ports. With ongoing supply chain uncertainty possibly increasing as we move closer to the review and possible renegotiation of the USMCA, port activity is likely to remain fluid until greater trade policy clarity is achieved. Overall, the data points to a more distributed national port network. Instead of dramatic shifts between coasts, the market is evolving toward incremental adjustments in routing patterns. For logistics providers and industrial real estate markets tied to port activity, this means growth opportunities are spreading across multiple regions rather than concentrating in a single gateway.

Ocean Freight Volume

Port Name	2025 Total Container Volume (TEUs)	Annual Change 2025 vs 2024	2024 Total Container Volume (TEUs)
Los Angeles	10,239,320	-0.6%	10,297,352
Long Beach	9,881,600	2.4%	9,649,733
New York/New Jersey	8,897,531	2.3%	8,698,526
Savannah, GA	5,691,480	2.6%	5,545,557
Houston	4,303,345	3.9%	4,139,994
Virginia/Norfolk	3,239,638	-8.1%	3,523,512
Northwest Seaport Alliance	3,156,598	-5.5%	3,340,733
Charleston, SC	2,565,297	2.7%	2,497,143
Oakland, CA	2,253,976	-0.4%	2,262,921
Jacksonville	1,350,494	-2.0%	1,378,594
Total Port Volume	51,579,279	0.48%	51,334,065
<i>West Coast Total</i>	<i>25,531,495</i>	<i>-0.1%</i>	<i>25,550,740</i>
<i>East Coast Total</i>	<i>21,744,440</i>	<i>0.5%</i>	<i>21,643,332</i>

2025 Total Import Volume (TEUs)	Annual Change 2025 vs 2024	2024 Total Import Volume (TEUs)
5,316,713	-0.7%	5,356,680
4,779,561	1.1%	4,729,554
4,513,966	1.7%	4,439,613
2,796,218	2.1%	2,739,628
1,927,603	1.4%	1,900,096
1,525,804	-6.2%	1,627,165
1,157,002	-10.3%	1,289,198
1,245,689	0.0%	1,245,723
958,223	-0.6%	964,240
336,905	-9.5%	372,113
24,557,684	-0.4%	24,664,010
<i>12,211,499</i>	<i>-1.0%</i>	<i>12,339,672</i>
<i>10,418,582</i>	<i>-0.1%</i>	<i>10,424,242</i>



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 - Loaded Import Volume 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



5.3M TEUs 2025 Import Volume

Down 0.7% YOY



10.2M TEUs 2025 Container Volume

Down 0.6% YOY



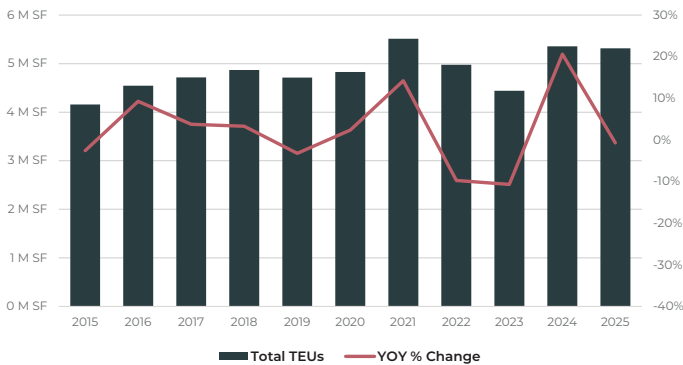
21.6% Market Share (Top 10 Ports)

2025 Import Volume

Volume Stability Amid Structural Shifts

The Port of Los Angeles remains the largest container gateway in the U.S. and a critical entry point for trans-Pacific trade. Monthly import volumes over the past two years illustrate both the volatility of global supply chains and the Port's ability to maintain steady throughput. After a 10.7% drop in 2023, import volumes strengthened during 2024 with a 20.6% YOY gain. In 2025, activity remained generally stable, though more uneven month to month as retailers managed inventories cautiously and trade flows adjusted to changing sourcing patterns. Despite these fluctuations, Los Angeles continues to anchor West Coast cargo flows and plays a central role in national containerized trade.

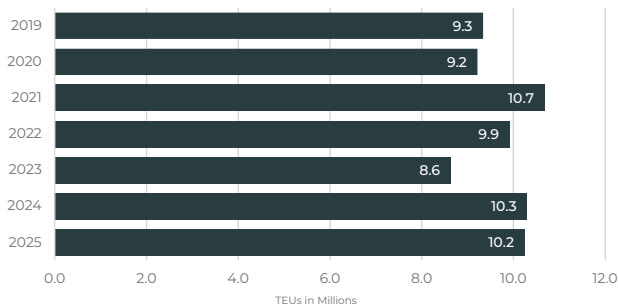
Loaded Inbound TEU Totals (Import Volume)



Market Share Highlights Los Angeles' Trans-Pacific Dominance

As retailers replenished inventories and global shipping conditions stabilized, imports strengthened in 2024 with a 20.6% gain. Peak season activity was particularly notable, with imports climbing to 509,363 TEUs in August, reflecting the typical surge tied to back-to-school and holiday retail shipments. The seasonal pattern continued into 2025, when imports reached a two-year high of 543,728 TEUs in July before moderating through the fall months. Despite these strong seasonal peaks, total import volumes in 2025 were slightly lower than in 2024. The moderation reflects softer demand for Chinese exports and ongoing diversification of sourcing strategies among U.S. importers. Because the Port handles a disproportionate share of U.S.–China container trade, changes in tariffs, trade policy, and sourcing patterns tend to have a more immediate impact on its volumes than on many other U.S. gateways. Even with these pressures, the Port maintained a 21.6% share of total imports among the top U.S. container ports, reinforcing its role as the nation's leading gateway for trans-Pacific cargo and a key anchor of the West Coast logistics network.

Total Container Volume



Infrastructure Investments Strengthen Long-Term Competitiveness

Ongoing infrastructure investments are reinforcing the Port's long-term competitiveness. Upgrades to terminal operations, on-dock rail capacity, and digital logistics systems are designed to improve cargo velocity and support the growing scale of global shipping. A major milestone is the recently completed \$73 million Pier 400 On-Dock Rail Expansion, which enhances the Port's ability to transfer containers directly from ships to trains, reducing truck trips and improving overall cargo efficiency. A similar rail expansion is also underway at Fenix Marine Services' Pier 300, further strengthening the Port's intermodal connectivity and facilitating more efficient movement of cargo to inland markets. In addition to operational improvements, the Port is advancing major sustainability initiatives through the Clean Air Action Plan, including the gradual transition to zero-emission cargo handling equipment and trucks. Together, these infrastructure and environmental investments position the Port to handle large container volumes efficiently while maintaining its leadership role in U.S. containerized trade.

Port of Long Beach



US Rank by Trade Volume

#2



4.8M TEUs 2025 Import Volume

Up 1.1% YOY



9.9M TEUs 2025 Container Volume

Up 2.4% YOY



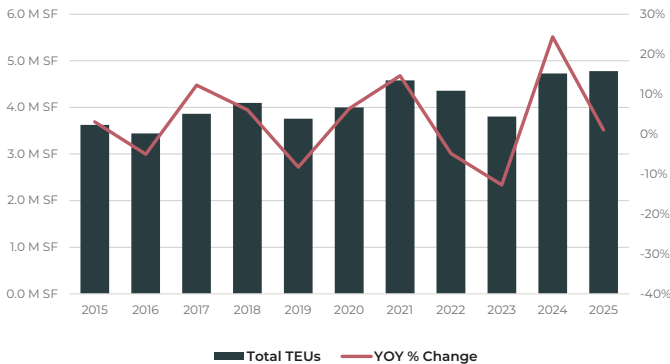
19.5% Market Share (Top 10 Ports)

2025 Import Volume

Sustaining Momentum in the San Pedro Bay Gateway

The Port of Long Beach remains one of the largest container gateways in the U.S and a critical component of the San Pedro Bay port complex. Together with the neighboring POLA, the Port serves as the primary entry point for trans-Pacific cargo moving into North American supply chains. Import volumes over the past two years illustrate both the cyclical nature of global trade and the Port's ability to maintain steady throughput amid shifting supply chain conditions. After a 12.7% decline in imports in 2023, volumes strengthened to a 24.3% annual gain in 2024. Throughout 2025, import activity remained relatively solid but somewhat uneven as global trade flows adjusted to evolving sourcing strategies and cautious inventory management.

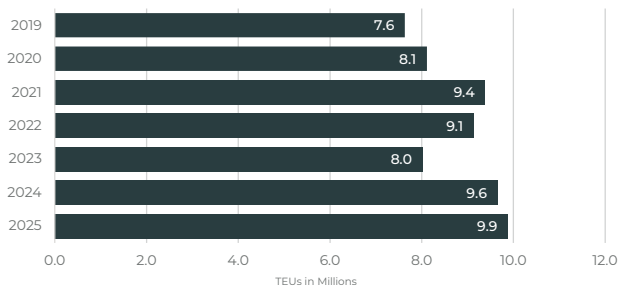
Loaded Inbound TEU Totals (Import Volume)



Market Share Gains Reinforce Long Beach's Competitive Edge

The Port distinguished itself among major U.S. container gateways in 2025 as the only West Coast port to post growth in import volumes. While other West Coast ports experienced declining imports, the Port posted a 1.1% increase in imports, demonstrating relative resilience within the San Pedro Bay gateway complex. This performance is particularly notable given that overall import volumes across the top U.S. ports declined slightly YOY, reflecting softer consumer demand and continued adjustments in global sourcing patterns. The Port's ability to capture incremental gains translated directly into national market share growth. The Port increased its share of total imports from 19.2% in 2024 to 19.5% in 2025. The modest but meaningful gain highlights the Port's operational efficiency and strong terminal productivity within the highly competitive San Pedro Bay complex. As importers continue to diversify supply chains and balance cargo flows across multiple gateways, the Port's ability to maintain growth—even as overall West Coast imports declined—underscores its strategic importance within U.S. trans-Pacific trade networks.

Total Container Volume



Major Rail and Harbor Investments Position Long Beach for Future Growth

The Port is preparing for long-term growth, with strategic investments in infrastructure and technology to handle increasing cargo volumes. A centerpiece of these efforts is the Pier B On-Dock Rail Support Facility—known as "America's Green Gateway"—a transformative project representing an estimated \$1.8 billion investment. Built in multiple phases, the facility will significantly expand the Port's rail capacity and streamline cargo movement from terminals to inland markets. When fully operational by 2032, Pier B will be capable of assembling trains up to 10,000 feet long, reducing congestion and eliminating millions of truck trips annually. In addition, the Port is advancing a \$318.5 million Deep Draft Navigation Project, funded jointly with the U.S. Army Corps of Engineers, to accommodate larger container vessels and improve navigation safety. The project will deepen the Long Beach Approach Channel from 76 to 80 feet and widen key harbor channels for safer, more efficient ship movement. Construction is scheduled to begin in 2028 and take about three years, strengthening the San Pedro Bay gateway's long-term capacity and competitiveness.

Port of New York and New Jersey



US Rank by Trade Volume

#3



4.5M TEUs 2025 Import Volume

Up 1.7% YOY



8.9M TEUs 2025 Container Volume

Up 2.3% YOY



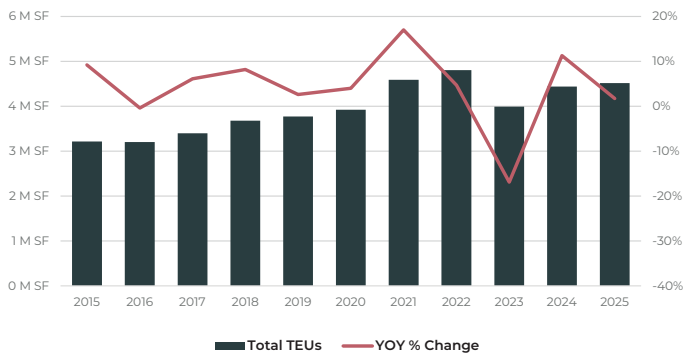
18.4% Market Share (Top 10 Ports)

2025 Import Volume

East Coast Anchor With Growing Import Share

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. In 2025, the Port handled 8.9M TEUs (+2.3% YOY) and processed 4.5M TEUs in imports (+1.7% YOY), outperforming the broader U.S. import market, which declined 0.4% 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.

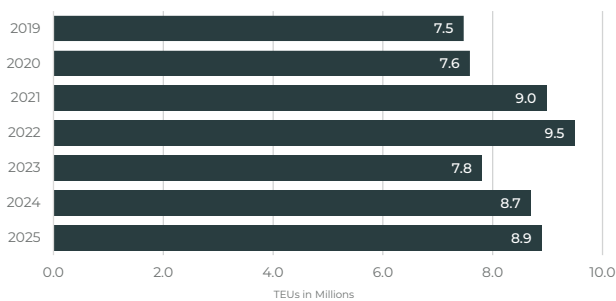
Loaded Inbound TEU Totals (Import Volume)



Import Growth Strengthens Market Share

In 2025, the Port captured 18.4% of total imports among the top 10 U.S. container ports, up from roughly 18.0% in 2024, reflecting a modest gain in national market share. This outperformance is notable in a year when East Coast import volumes were essentially flat (-0.1%) and total imports across the top 10 U.S. ports slipped 0.4%. Performance across other East Coast gateways was mixed—while some ports posted gains, others, including Virginia/Norfolk, recorded notable declines—highlighting competitive rotation within the region. PONYNJ's steady growth is supported by several structural advantages, including proximity to dense Northeast population centers, an extensive regional distribution network, and strong intermodal connectivity to inland markets. These factors continue to make the Port an attractive gateway for shippers moving goods into the country's largest consumer region. As overall trade volumes stabilize, these logistical strengths have enabled the Port to capture incremental share within an increasingly competitive national port landscape.

Total Container Volume



Strategic Plan 2026–2030

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 plan prioritizes modernization of marine terminals, expanded on-dock rail capacity, and improved roadway connections to enhance cargo fluidity and reduce congestion across the port complex. Investments in infrastructure and technology are designed to improve operational efficiency, strengthen supply-chain reliability, and support the handling of larger vessels and higher container volumes. Sustainability and resilience are also central themes, with initiatives aimed at reducing emissions, advancing cleaner cargo-handling equipment, and building climate-resilient facilities. Together, these efforts position the Port to remain competitive in global trade while supporting regional economic growth and maintaining its status as the busiest container gateway on the U.S. East Coast.

Port of Savannah



US Rank by Trade Volume

#4



2.8M TEUs 2025 Import Volume

Up 2.1% YOY



5.7M TEUs 2025 Container Volume

Up 2.6% YOY



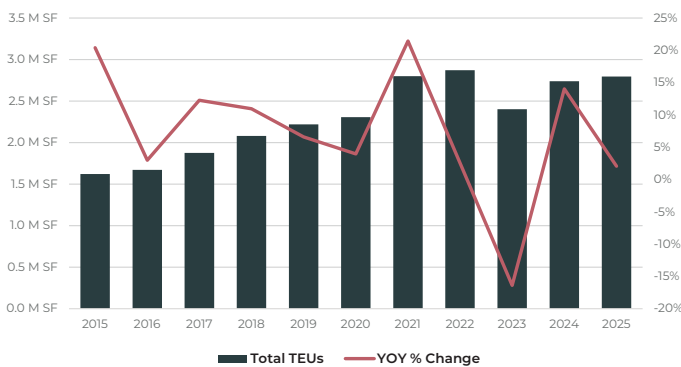
11.4% Market Share (Top 10 Ports)

2025 Import Volume

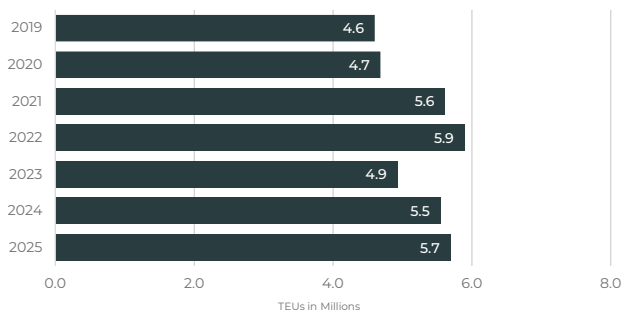
Stable Growth Despite Trade Headwinds

Totalling 5.7M TEUs in 2025, Port of Savannah posted a 2.6% YOY increase in total year-end container volume and marked the second highest TEU volume in the Port's history. While 2024's double-digit volume growth of 12.5% did not continue, the continued positive volume growth shows strength in a turbulent trade environment with high month-to-month volatility. In terms of import volumes, the Port saw a 2.1% YOY increase in 2025, outpacing all the top ports nationally. The Port maintains strong national market share due to its central location in the Southeast. When compared to pre-pandemic volumes of 4.7M TEUs in 2019, the Port has experienced a total volume increase of 23.9%.

Loaded Inbound TEU Totals (Import Volume)



Total Container Volume



Critical Role in Southeast Supply Chain

The Port is the closest major U.S. gateway to several fast-growing population centers across the Southeast and handled more than twice the container volume of the region's second-largest port, the Port of Charleston, in 2025. Population growth across the Southeast has helped drive this expansion. Between 2000 and 2020, Georgia, Florida, and North Carolina ranked among the top ten U.S. states for population growth, with South Carolina close behind in 11th place. Over the same period, Savannah's container activity increased significantly, propelling the Port from the ninth-largest U.S. container gateway in 2000 to the fourth largest since 2020.

The global trade landscape shifted in April when the U.S. government introduced broad tariffs on imports alongside targeted tariffs affecting key trading partners, including China. Import volumes fluctuated throughout the remainder of the year as trade policy evolved. Periodic tariff pauses and new trade agreements encouraged companies to strategically front-load shipments ahead of potential cost increases. Because East Coast ports such as Savannah handle a smaller share of Chinese imports than major West Coast ports—where shorter Pacific shipping routes dominate—West Coast ports recorded a 1.0% YOY decline in import volumes in 2025, while East Coast port volumes remained relatively stable.

Port Continues Expansion for Future Trade Growth

The Georgia Port Authority (Georgia Ports) has stated a goal of reaching a capacity of 10M TEUs by 2030, nearly double the volume handled by the Port in 2025. The Port is currently in the process of a self-financed \$4.5 billion plan which will add five additional container berths in Savannah and support the completion of additional rail capacity. Georgia Ports' long-term vision to support future growth is closely coordinated with the Georgia Department of Transportation's (GDOT) integrated roadway efforts, which include dedicated commercial vehicle lanes on I-75 to support increased shipping volumes. The Port will benefit from these planned improvements, as import volumes are expected to increase more rapidly with the new \$5-billion Hyundai Metaplant operational and already expanding beyond their initial projected capacity.

Port of Houston



US Rank by Trade Volume

#5



1.9M TEUs 2025 Import Volume

1.4% Increase YOY



4.3M TEUs 2025 Container Volume

3.9% Increase YOY



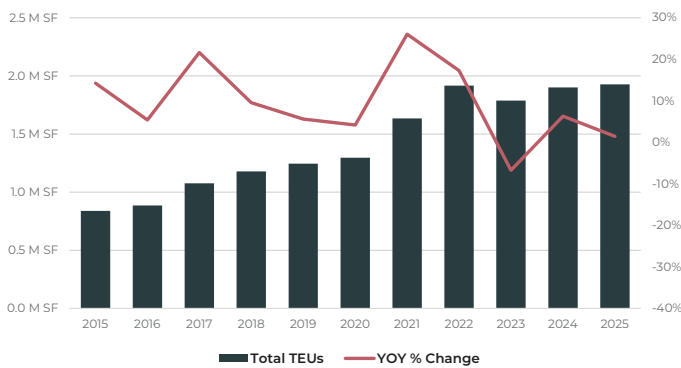
7.8% Market Share (Top 10 Ports)

2025 Import Volume

Port of Houston Maintains Momentum as Volumes Continue to Rise

The Port continued its steady growth trajectory in 2025, handling approximately 4.3M TEUs, a 3.9% YOY increase. This performance reinforces Houston's position as the fifth-busiest container port in the U.S. and the largest container gateway along the Gulf Coast. In terms of total container growth, Houston outperformed the West and East Coast competitors and increased its import market share from 7.7% in 2024 to 7.8% in 2025. The Port's steady gains reflect its diversified cargo base, supported by strong import demand and robust export activity tied to the region's energy, petrochemical, and manufacturing sectors. As trade flows continue to evolve, Houston's balanced cargo mix and expanding logistics infrastructure position it as an increasingly important gateway for Gulf Coast and inland markets.

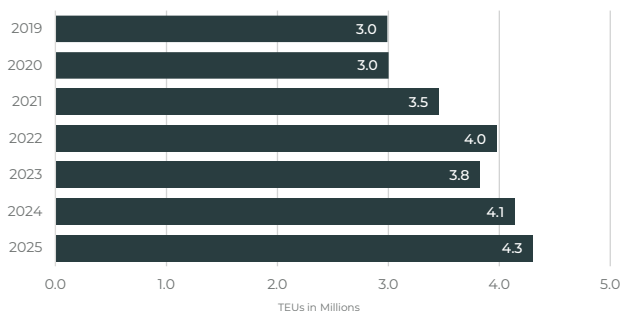
Loaded Inbound TEU Totals (Import Volume)



Terminal Expansion and Capacity Upgrades

Infrastructure expansion has also strengthened the Port's competitive position. Channel deepening projects and terminal upgrades have improved capacity for larger vessels, while inland logistics networks continue to expand across Texas and the broader Sun Belt region. In 2025, the Port completed Wharf 7 at the Bayport Container Terminal, adding 1,000 linear feet of berth space, and expanding the terminal's annual capacity by more than 500,000 TEUs through associated infrastructure improvements. To further support growing cargo volumes and enhance terminal productivity, Bayport also received five new rubber-tired gantry cranes (RTGs). An additional six RTGs are scheduled for delivery in March, completing a 16-crane order and bringing the total RTG fleet to 163 cranes across Bayport and Barbours Cut Container Terminals. Collectively, these investments strengthen the Port's ability to accommodate sustained growth while improving cargo flow and overall reliability. As a result, Houston is increasingly viewed as a key complement to both East and West Coast gateways in the national port system.

Total Container Volume



Infrastructure Expansion to Meet Future Demand

The Port continues to advance its long-term 2040 Strategic Plan, a 20-year framework designed to guide capital investments, operational initiatives, and policy decisions through sustained growth and evolving market conditions. The plan provides a structured roadmap that allows the Port to adapt to change, communicate infrastructure priorities to stakeholders, and align development efforts with long-term economic objectives. By establishing clear planning strategies and investment priorities, the framework supports both projected cargo growth and unforeseen industry shifts. A cornerstone of this vision is Houston Ship Channel Expansion, Project 11, a transformative expansion of the Houston Ship Channel. The project widens the Galveston Bay reach of the channel by 170 feet from 530 feet to 700 feet and deepens select upstream segments to 46.5 feet. In addition to improving navigation safety and operational efficiency, the expansion incorporates environmental enhancements and resiliency features. Collectively, these improvements are designed to strengthen vessel access, reduce congestion, and preserve the channel's role as one of the nation's most critical economic corridors.

Northwest Seaport Alliance



US Rank by Trade Volume

#7



1.2M TEUs 2025 Import Volume

Down 10.3% YOY



3.2M TEUs 2025 Container Volume

Down 5.5% YOY



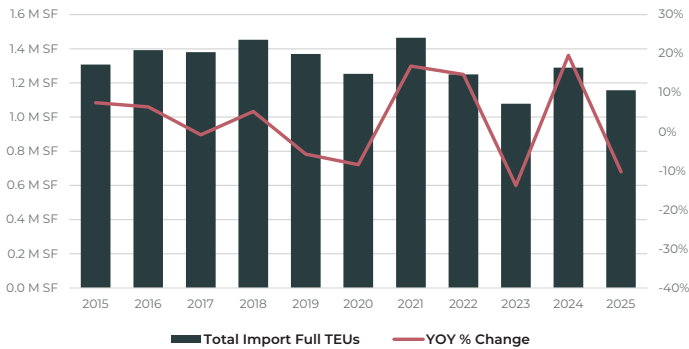
4.7% Market Share (Top 10 Ports)

2025 Import Volume

Imports Slide in 2025 After Tariff-Driven Midyear Slowdown

The Northwest Seaport Alliance (NWSA) handled 1.2M TEUs of imports in 2025, a 10.3% decline from 2024. The year began with strong momentum, as imports rose 34.7% in January, 27.9% in February, and 18.4% in March YOY. Volumes reversed sharply after the April announcement of Liberation Day tariffs, with May imports dropping to 81,642 TEUs, down 21.2% YOY and marking the first month in more than a year below 100,000 TEUs. Imports remained weak through December, with monthly declines ranging from -11.4% in July to -27.3% in June. Export volumes followed a similar trajectory but were more resilient, ending the year down 4.9%. Total container throughput reached 3.2M TEUs, down 5.5% YOY and 16.4% below 2019 levels.

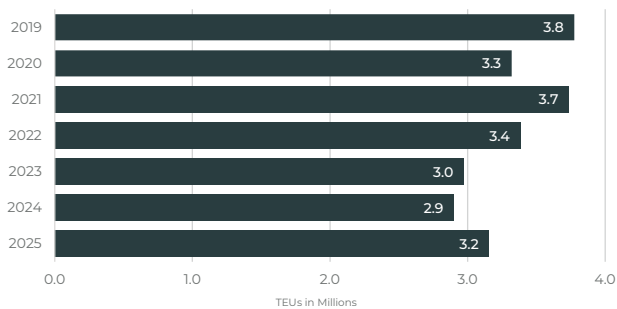
Loaded Inbound TEU Totals (Import Volume)



Trade Policy and Geopolitical Tensions Reshape Shipping Dynamics in 2025

Global shipping conditions in 2025 were shaped by shifting trade policy and heightened geopolitical uncertainty. Early in the year, U.S. import volumes surged as companies front-loaded cargo in anticipation of potential tariffs from the new administration. That momentum faded after tariffs were announced in April, as rising inventories and shifting trade strategies dampened demand across many U.S. gateways. Import volumes declined steadily from May through December, with monthly totals averaging a 22.1% YOY drop. Trade negotiations also played a key role in shaping cargo flows. While the U.S. reached agreements with several major partners, including Japan, Vietnam, and South Korea, negotiations with China remain unresolved and continue to influence transpacific trade patterns. The impact is particularly significant for the NWSA, where Asian markets account for 92.5% of total container traffic and China alone represents roughly 40%. Additional geopolitical developments—including escalating tensions involving Iran and potential disruptions in the Strait of Hormuz—have further increased uncertainty in global shipping markets heading into 2026.

Total Container Volume



Infrastructure Upgrades and Inland Logistics Hub Advance NWSA Growth

The NWSA advanced several infrastructure initiatives in 2025 aimed at improving sustainability and strengthening regional cargo connectivity. In June, the shore power project at Husky Terminal was completed, making it only the second international terminal in Washington State capable of providing vessels with clean electrical power while docked. This system allows ships to shut down diesel engines at berth, reducing emissions and improving air quality. Terminal 5 in Seattle added shore power in 2023, and the Port's long-term goal is to equip every international terminal with shore power by 2030. Next in line are Terminal 18 in Seattle and Washington United Terminal in Tacoma, both currently in the planning phase as port officials pursue grants and other funding sources to support construction. In addition to terminal upgrades, NWSA managing members approved an interlocal agreement with the Ports of Benton, Pasco, and Walla Walla to develop an Inland Logistics Hub in the Tri-Cities. The project is designed to strengthen supply chain efficiency, expand cargo movement, and support agricultural exports moving through the NWSA gateway.

Port of Oakland



US Rank by Trade Volume

#9



958K TEUs 2025 Import Volume

Down 0.6% YOY



2.3M TEUs 2025 Container Volume

Down 0.4% YOY



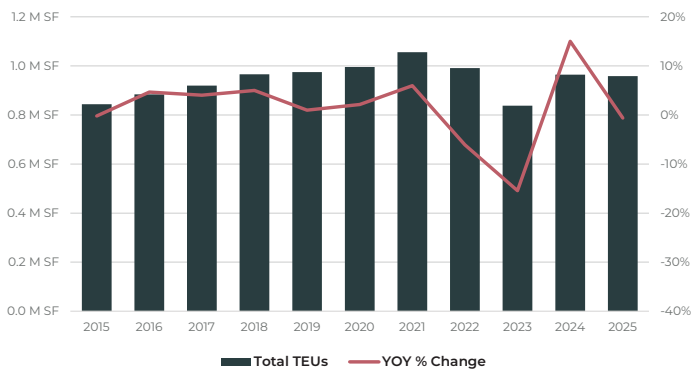
3.9% Market Share (Top 10 Ports)

2025 Import Volume

Port of Oakland Maintains Steady Cargo Volumes in 2025

The Port of Oakland remained the ninth busiest container port in the U.S. in 2025, maintaining stable cargo volumes despite broader economic and trade uncertainty. Import activity totaled 958,223 TEUs, a slight 0.6% decline compared to 2024. Overall container throughput reached 2.3M TEUs, representing a modest 0.4% decrease YOY and effectively holding steady with the prior year's performance. This resilience is notable given shifting global trade flows and continued uncertainty surrounding domestic and international trade policy. Maritime Director Bryan Brandes emphasized the Port's focus on operational reliability, noting that Oakland prioritized keeping cargo moving "reliably and predictably" so customers could continue transporting goods efficiently as trade conditions evolved.

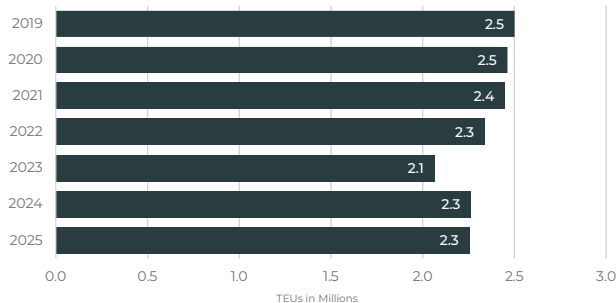
Loaded Inbound TEU Totals (Import Volume)



Trade Mix Reflects Consumer Demand and Agricultural Strength

The Port's import profile highlights the diverse range of goods entering the U.S. to support both consumers and industry. Furniture led all import categories in 2025, followed by steady volumes of plastic products, electronics, and vehicle batteries. Appliances and industrial machinery also represented a significant share of inbound cargo, reflecting strong demand from manufacturing and construction sectors. Additional key imports included beverages and spirits, iron and steel products, vehicle parts, and lumber. Tires, rubber products, and glass shipments rounded out the top categories, underscoring the Port's role as an important West Coast gateway for essential manufactured goods and industrial materials. On the export side, the Port continued to reflect the strength of California agriculture and major U.S. commodities. Waste paper remained the Port's largest export, followed by high-value agricultural goods such as fruits and nuts, fresh and frozen meats, and a range of iron and steel products. Rice and grains, wine, and dairy products also ranked among the leading export categories. Processed fruits and vegetables, hay, and sugars and confectionery items rounded out the list, reinforcing Oakland's position as a key global gateway for American agricultural and specialty food exports.

Total Container Volume



New Electric Cranes Strengthen Oakland's Terminal Capacity

The Port recently received two new ship-to-shore cranes for the TraPac terminal, marking the first deployment of European-built units on the U.S. West Coast. Manufactured by Liebherr in Ireland, the all-electric cranes are designed to improve cargo-handling efficiency while advancing the Port's sustainability goals. Delivered in multiple sections, the cranes are currently being unloaded and will be assembled locally by U.S. workers. Once operational—expected by May 2026—they will stand more than 440 feet tall and be capable of servicing the newest generation of ultra-large container vessels. The investment will help TraPac increase terminal productivity, reduce vessel berth times, and support long-term modernization efforts. Maritime Director Bryan Brandes noted the project reflects the Port's strategy to strengthen operational reliability while continuing progress toward environmental performance and cleaner port operations.



Seattle

5628 Airport Way S, Suites 238 & 290
Seattle, WA 98108
+1 206 741 1030

Atlanta

1776 Peachtree Street NW, Suite 120S
Atlanta, GA 30309
+1 404 998 8704

Austin

5000 Plaza on the Lake, Suite 225
Austin, TX 78746
+1 512 213 1242

Chicago

330 W Chestnut Street, 2nd Floor
Hinsdale, IL 60521
+1 773 453 7020

Columbus

1086 N 4th Street, Suite 111
Columbus, OH 43201
+1 614 321 8633

Dallas

2828 N Harwood Street, Suite 1900
Dallas, TX 75201
+1 972 777 4722

Houston

1233 West Loop South, Suite 1270
Houston, TX 77027
+1 713 731 5238

Los Angeles

1901 Avenue of the Stars, Suite 931
Los Angeles, CA 90067
+1 310 695 7311

Manhattan Beach

1201 Morningside Drive, Suite 300
Manhattan Beach, CA 90266
+1 310 695 7310

Nashville

611 Merritt Avenue, Suite 100
Nashville, TN 37203
+1 615 412 8751

New Jersey

90 Woodbridge Center Drive, Suite 110
Woodbridge, NJ 07095
+1 732 351 4519

New York

215 Park Avenue South, Suite 1805
New York, NY 10003
+1 212 462 4266

Newport Beach

2230 Newport Boulevard, Suite 101
Newport Beach, CA 92663
+1 949 520 6776

Oakland

312 Clay Street, Suite 180
Oakland, CA 94607
+1 510 603 7090

Philadelphia

775 E Lancaster Avenue, Suite 225
Villanova, PA 19085
+1 610 672 4710

Phoenix

2425 E Camelback Road, Suite 1080
Phoenix, AZ 85016
+1 602 805 4490

West Texas

3300 N A Street, Building 4, Suite 210
Midland, TX 79705
+1 432 217 0244

© 2026 KBC ADVISORS This information has been obtained from sources believed to be reliable but has not been verified for accuracy or completeness. You should conduct a careful, independent investigation of the property and verify all information. Any reliance on this information is solely at your own risk. The KBC ADVISORS logo is a service mark of KBC ADVISORS. All other marks displayed on this document are the property of their respective owners. Photos herein are the property of their respective owners. Use of these images without the express written consent of the owners is prohibited.

