


Port of Los Angeles

Los Angeles County

Site Description

The Port of Los Angeles—located adjacent to the Port of Long Beach on the north side of San Pedro Bay—manages granted Public Trust lands within the City of Los Angeles, which became a trustee in the early 1900s. The Port’s granted lands include 7,500 acres of submerged lands and tidelands. With 27 terminals and 43 miles of waterfront, the Port is the busiest container seaport in the United States and is an important gateway for international commerce on the west coast as well as the nation. As a public resource, the Port of Los Angeles offers a multitude of community and commercial assets, including parks and recreational areas, retail establishments, cruise facilities, and marinas. Additionally, the Port’s operations have created an estimated 1.6 million jobs nationwide, making it critical to the lives of millions of Americans.

Sea-level rise is a significant risk that challenges the long-term viability of the Port. If left unmitigated, business operations will be temporarily impacted, international cargo may move elsewhere, and community/commercial or natural habitat assets could be destroyed. By assessing vulnerabilities and developing a suite of strategies, the Port of Los Angeles will be able to adapt over time, become more resilient to sea level rise, and remain a strong economic engine locally, regionally, and nationally.



Granted Land Type:
Large Port

Public Trust Uses

Primary Uses: Commerce, Navigation



Coastal Hazards considered:
tidal inundation, 100-year storm, overtopping

Modeling system used for mapping:
in-house

Sea level rise scenarios/elevations
[LINK TO FULL ASSESSMENT](#)

Vulnerable Public Trust Resources	
Built Facilities	Nustar, Valero, Shell, Vopak “liquid bulk” areas, Vopak and Rio Tinto Materials cargo terminals, Pilots Station, LAHD Construction & Maintenance, Breakwater, Millennium Marine, SD Pump Station, Fire Station #110, pumping plants, electrical substations, Al Larson’s Boat Shop, Cerritos and Island Yacht anchorages, Ports O’ Call, Los Angeles Waterfront Sportfishing and Cruises, Alta Sea, multiple transportation networks
Natural Assets	Sandy area north of Pier 300; marsh at Wilmington Marina; Ficus trees; heron nesting habitat

Other Economic Vulnerabilities

Many large ports were unable to provide quantitative cost estimates due to the extent and proprietary nature of some operations. See qualitative keys in Tables 7-1 and 7-2 for more information about what the impacts of sea level rise will cost the Port of Los Angeles.



Port of Los Angeles – shipping channels and terminals.

Proposed Adaptation and Mitigation Measures

Policy Adaptation Strategies

Monitor sea level rise science and state guidance updates every 5 years and reevaluate the list of vulnerable assets if necessary; add language regarding sea level rise and potential impacts and adaptation strategies to planning documents and design guidelines; create a Sea Level Rise Adaptation Working Group with stakeholders from all relevant divisions; identify funding opportunities that would support implementation of sea level rise adaptation strategies; participate in the California Association of Port Authorities Sea Level Rise group.

It is likely that the assets vulnerable under 37 and 66 inches of sea level rise (year 2100 mid- and high-range) will be addressed through governance strategies over time, given that the projected life span of most port facilities is less than 50 years and there will be an opportunity to rebuild many of these assets prior to them being exposed to these higher, end-of-century sea level rise scenarios.

Natural or Nature-Based Adaptation Strategies

Monitor and inventory natural resources and existing habitats (wetlands, subtidal, species, etc.) and identify strategies to protect, enhance, and adapt to future sea level rise.

Building and Infrastructure Strategies

Complete a study to determine the most appropriate temporary flood protection in the case of a future storm event; develop a general one-page sea level rise vulnerability zone map; update terminal lease requirements to reference this sea level rise adaptation plan to highlight to tenants that they may be located in an area that is vulnerable to sea level rise; collaborate with tenants (terminal and community/commercial assets) that have assets in areas that are potentially exposed under the 12-inch sea level rise scenario.

Anticipated Costs of Sea Level Rise

	Current	2030 (12 in.)	2050 (24 in.)	2100 (37–66 in.)
Assets at Risk or Repair and Replacement Costs		Medium	High	High
Losses in Non-Market Value		Low	Medium–Low	Medium–Low
Cost of Adaptation		High	High	High