The Port of Tacoma has more than 2,700 acres of real estate property across Pierce County on which both marine cargo and other industrial tenants operate. The Northwest Seaport Alliance (NWSA) oversees the marine cargo operations at both the Ports of Seattle and Tacoma, and together, they form the fourth-largest container gateway in North America.

The combined economic impact of NWSA-licensed properties in Tacoma’s harbor and Port of Tacoma industrial leases amounts to more than 42,000 jobs and $2.84 billion in labor income across the Washington state economy.

Read about the NWSA’s total economic impact at nw.sa.com/economic-impact

The Port of Tacoma’s marine cargo operations on NWSA-licensed properties comprise the South Harbor of the NWSA and support 36,900 jobs and more than $2.5 billion in labor income across the Washington state economy.

*SOUTH HARBOR NWSA CARGOES INCLUDE:

*All NWSA automobile imports pass through South Harbor terminals and have significant economic impacts across the region.
ECONOMIC IMPACT: PORT OF TACOMA

5,200
TOTAL JOBS

1,520
DIRECT JOBS

INDUSTRIAL ECONOMIC IMPACT (NON-NWSA)
In addition to marine cargo, the Port of Tacoma leases space to tenants for industrial uses ranging from boat manufacturing to seafood processing. These are on non-NWSA licensed properties. It also oversees a grain terminal along Schuster Parkway and leases office space at the Fabulich Center. These industrial uses contribute 5,200 jobs, nearly $327 million in labor income and $1.6 billion in business output to the state’s economy in Pierce County and beyond.

$1.55B
TOTAL BUSINESS OUTPUT

$852M
DIRECT BUSINESS OUTPUT

$327M
TOTAL LABOR INCOME

$114M
DIRECT LABOR INCOME

JOBS INCLUDE:

- SERVICES & NON-INDUSTRIAL TENANTS: 620 JOBS
- CONSTRUCTION & RESOURCE OPERATIONS: 250 JOBS
- MANUFACTURING: 310 JOBS
- BULK OPERATIONS: 260 JOBS

TOTAL AMOUNT OF TAXES PAID ANNUALLY TO WASHINGTON STATE

TOTAL STATE TAX IMPACT OF SOUTH HARBOR NWSA BUSINESS: $85.4M

TOTAL STATE TAX IMPACT OF PORT’S NON-NWSA BUSINESS: $15.4M

Through direct and secondary activities including B&O, sales tax, use taxes

Every job directly related to cargo movement supports an additional 2.5 jobs in the state—that’s higher than aerospace and more than twice as high as the agriculture and food processing sectors.