

# re:port



A Community Newsletter From The Port of Long Beach

Winter 2005

## Backlog Brings Jobs

### 5,000 Hired to Ease Cargo Logjam

From July 4th almost until Thanksgiving, the Southern California coastline from San Pedro to Huntington Beach resembled the Normandy invasion. Except those were not warships.

The dozens of vessels waiting for open berths at the ports of Long Beach and Los Angeles were "Santa's sleighs," container cargo ships loaded with holiday products – clothing, toys, shoes, TVs and home furnishings – destined for the nation's shopping malls.

The delays in the harbor, which stemmed from an unexpected crush of cargo and labor shortages at the docks and rail yards, made this a particularly anxious holiday season for the nation's retailers. Increasingly, retailers and American consumers have turned to manufacturers in Asia, and particularly China, for their holiday goodies.

In 2004, the volume of container cargo jumped 20 percent at the Port of Long Beach, a leading gateway for trade with Asia and the nation's second-busiest container cargo seaport. The value of the cargo shipped through Long Beach climbed to more than \$100 billion.

"It seems that all of us have more gifts under our Christmas trees or in our closets than ever – and most of these products come from Asia through the Port," said Port Executive Director Richard Steinke. "The really good news from this growth in trade is that it is creating more and more jobs."

### Thousands Apply for Longshore Jobs

To ease the delays at the ports of Long Beach and Los Angeles, the operators of the privately run shipping terminals held a job lottery. More than 300,000 people mailed in a flood of postcards seeking 3,000 of the highly coveted, \$20-an-hour part-time longshore jobs with the International Longshore and Warehouse Union. Eventually, the number of "casual" part-time jobs was bumped up to 5,000. In addition, the full-time ranks of the union – where the pay is more than \$30 an hour with full benefits — was increased by about 2,000 to nearly 8,000 people at the ports of Long Beach and Los Angeles.

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More than 300,000 people applied for thousands of new longshore jobs, like the one above, to move cargo at the ports.

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# New Hires, Off-hour Trucking and

“It’s clear that we need to make better use of the existing railroads, roadways and shipping terminals if we are going to move trade and create more jobs.”

Richard D. Steinke,  
Port of Long Beach  
Executive Director



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## Backlog Brings Jobs

The railroads and others throughout the supply chain have scrambled to fill job openings.

The jobs outlook in the trade and transportation industry remains bright.

Cargo volume at the Port of Long Beach is likely to double or triple within the next two decades.

Expanding the work force is just one of the ways to address the growth in trade.

With their eyes on the future, port officials and their partners in the transportation industry are working on other ways to meet the demands of U.S. consumers and businesses.

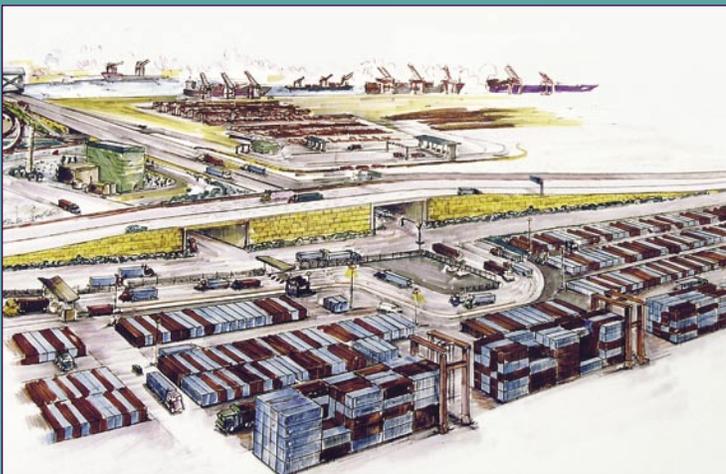
“PierPass is just one example of how the industry can balance trade and environmental concerns.”

## Nighttime Truck Gates

One of the most important changes in 2005 for the international trade industry in Southern California will be an unprecedented effort to shift more trucking to off-peak hours at night and weekends. The

new “PierPass” program is a critical effort to utilize existing transportation infrastructure to make way for more trade.

All 13 of the container cargo terminals at the ports of Long Beach and Los Angeles have agreed to join the PierPass program and open truck gates at night and on Saturdays. In the past, some terminals opened off-peak truck gates periodically but not all of them and not at the same time. The inconsistency



Ocean Blvd. Project to Eliminate Traffic Lights

## New Interchange Will

The Port of Long Beach has named Ortiz Enterprises, Inc., as the prime contractor for a roadway construction project that will ease traffic congestion along Ocean Boulevard on Terminal Island. Irvine-based Ortiz is set to begin major construction on the \$34 million project in January, with completion scheduled for February 2007.

When completed, motorists using Ocean Boulevard will be able to travel non-stop east and west on a new elevated roadway over the intersections with the Terminal Island Freeway and Henry Ford Avenue. Currently, traffic signals at these intersections cause congestion.

New on- and off-ramps will provide access to and