

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

Interchange to Speed Cargo

Port shipping terminals have agreed to open more truck gates at night and on Saturdays to ease rush-hour traffic.

made it difficult to schedule off-hour operations. The vast majority of truckers picked up and delivered cargo on weekdays, adding to rush-hour traffic. With PierPass, there is an industry-wide commitment to shift more trucking to off-peak hours.

PierPass is just one example of how the industry can balance trade and environmental concerns. The ports' on-dock rail network is another key to handling more trade while reducing truck traffic and environmental impacts. Many truckers currently carry cargo to distribution centers in the Inland Empire, 60 miles from the ports. Some of this cargo is re-sorted and then loaded onto trains for delivery across the country. The ports' rail network will soon include a pilot shuttle train program to see if this intermodal cargo can be efficiently moved to Inland Empire distribution centers by train, eliminating even more truck trips so that cargo can move more easily through the Port and the region.

"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," said Steinke.

PierPass to Increase Night Trucking

Q What is PierPass?

A The major shipping terminals at the ports of Long Beach and Los Angeles have formed a non-profit entity, PierPass, to ease rush-hour traffic with a program to shift more trucking to nights and weekends when freeways are not congested.

Q How will PierPass work?

A PierPass will assess a "traffic mitigation fee" of \$20 on loaded 20-foot-long cargo containers and \$40 on loaded 40-footers that move through truck gates at the ports of Long Beach and Los Angeles. The fee will not be assessed on empty containers or loaded containers shipped on trains through the Alameda Corridor.

As an incentive to shippers to truck cargo during non-rush-hour periods, PierPass will refund the mitigation fee if truckers pick up or deliver loaded containers during scheduled "off-peak" hours at night and weekends.

Q Who will have to pay the mitigation fee?

A The owner of the cargo.

Q Where will the mitigation fee payments go?

A Payments will go to the shipping terminals to help offset the added cost of operating additional truck gates.

Q What off-peak hours will qualify for the refund?

A PierPass plans on launching the program during the first quarter of 2005 by phasing in five new full-service, harbor-wide shifts during the first month of the program.

Although a firm schedule has not been determined, PierPass was looking at launching four additional weeknight gates from 6 p.m. to 3 a.m., and a Saturday shift from 8 a.m. to 5 p.m.

The official hours of the Off-Peak Hours program will be posted at PierPass' website: www.pierpass.org.

Smooth Terminal Island Traffic

from Ocean Boulevard and the Terminal Island Freeway and Henry Ford Avenue. A future project by the Port of Los Angeles will remove a final traffic signal at the intersection of Ocean Boulevard and Navy Way, which will make Ocean Boulevard a freeway-like throughway between the Gerald Desmond and Vincent Thomas bridges.

The Port of Long Beach has been preparing the construction route for the past 18 months and Ortiz will begin construction of a detour road parallel to Ocean Boulevard during the first six to eight months of the project. This detour road, which will maintain the same capacity as the current

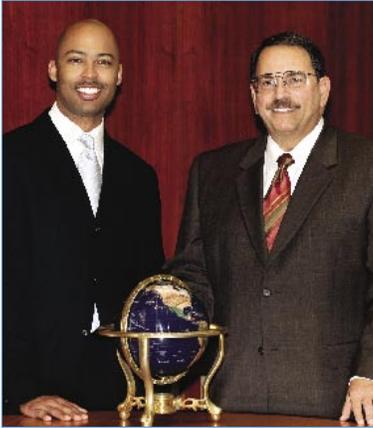
Ocean Boulevard route, will allow construction on the main route to proceed with minimal impacts on daily traffic.

The Port has designed extensive traffic control and management measures into the project and most work requiring lane closures will be conducted between 6 p.m. and 6 a.m. A few weekend closures will be required during the construction, but detours and alternate routes will be widely publicized in advance. Despite these plans, occasional delays can be expected during construction.

The Port has set up an information number at (866) OVERPAS (866-683-7727) for further taped information or questions.

Familiar Names Join Port

Harbor Commission Fills Two Key Port Slots



To bolster its community and industry outreach efforts, the Long Beach Board of Harbor Commissioners has filled two key management positions at the Port: one a City Hall veteran and the other a recognized leader in the trade industry.

Tom Teofilo has been named the Managing Director of Maritime Services, heading the Port's public relations, marketing and security divisions. Teofilo worked at the Port in the 1980s, heading the marketing division before moving on to management positions with

trade-related firms including Korea Shipping Corp., Orient Overseas Container Line, the World Trade Center Association of Los Angeles-Long Beach, the Long Beach International Trade Office and most recently, the Pacific Merchant Shipping Association.

Teofilo, had planned to retire in the fall, but said that the Port job "was a great opportunity which I simply could not pass up."

The Board of Harbor Commissioners also approved the appointment of Carl Kemp to a newly created Port position of Director of Community Relations and Government Affairs. Kemp was formerly Manager of Public and Government Affairs for the City of Long Beach.

Kemp will work to develop better links between the Port, the community, and the City Council. Additionally Kemp will manage county, state and federal advocacy efforts, which include developing, tracking and providing position recommendations on key legislation for the Executive Director and Board of Harbor Commissioners.

Re:port is published four times a year by the Port of Long Beach Communications Division. 925 Harbor Plaza • Long Beach, CA 90802

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