



new friends find new homes...

It is always news in the port industry when a shipping line begins operations at a terminal. It is an infrequent event in an industry that can see tenant contracts that can last for 25 years. The Port of Long Beach has gone one better on welcoming a single new tenant and actually welcomed two new tenants in the space of five weeks.

Loaded with cargo from Europe and Latin America, Mediterranean Shipping Co.'s MSC Sarah made the first vessel call at SSA Terminals-Long Beach's Pier A facility on Dec. 24, signaling the operational start of the Port of Long Beach's seventh container terminal.

Almost a month to the day later, Matson Navigation Co.'s 2,000-TEU container ship, the Lihue, docked at Pier C on Jan. 29, marking Matson's first call at the Port of Long Beach and its first at the 70-acre terminal also operated by SSA Terminals.

Both MSC and Matson, which have seen marked growth in recent years, had called at the neighboring Port of Los Angeles, but required more space than was available there.

The two moves also highlight an impressive turnaround time by the Port of Long Beach in readying the facilities for the two lines. The Pier A facility that is now MSC's new home was vacated only three months earlier by Hanjin Shipping Co. The South Korea-based shipping giant moved to the port's new Pier T mega-terminal in September of last year. Matson moved into Pier C only eight days after former tenant Zim-American Israeli Shipping Co. moved down the Cerritos Channel to join MSC at Pier A. Both moves were preceded by renovations at both facilities by Port of Long Beach contractors.

Port staff, still relishing the second best cargo year ever for the port, welcomed the two new tenants enthusiastically. "With the first ship call, we welcome SSAT-Long Beach and Mediterranean Shipping to Pier A and the Port of Long Beach," said port Executive Director Richard D. Steinke. "We wish SSAT and Med Shipping many prosperous years here."

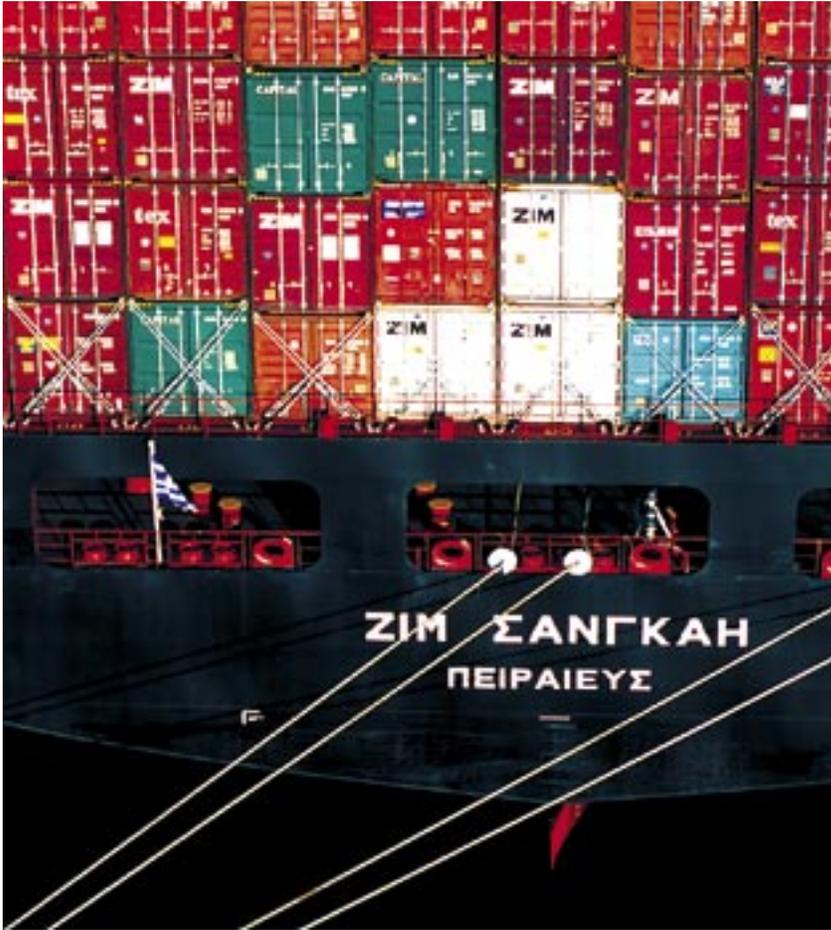
The port is leasing the 170-acre Pier A terminal to SSAT-Long Beach under a 25-year agreement that calls for SSAT to pay the port a minimum of \$19 million a year. Pier A features a 3,600-foot-long berth with water depth of 50 feet, six post-Panamax gantry cranes, a 20-lane truck gate, and an on-dock intermodal rail yard capable of working two 8,000-foot-long double-stack trains. SSAT-Long Beach is an affiliate of Seattle-based Stevedoring Services of America, one of the world's leading terminal operators.

MSC, headquartered in Geneva, Switzerland, is a leading global shipping line although a relative newcomer to the trans-pacific trade.

In welcoming Matson to Pier C, also known as "C-60", Steinke said, "We are pleased to have one of the leading U.S.-flagged carriers calling here. We are certain they will be very successful in Long Beach."

Matson Navigation Co. Inc., is the leading ocean carrier between the U.S. mainland and Hawaii as well as one of the pioneers of containerized shipping.

...while old friends stretch out



The 4,800-TEU Zim Shanghai docked at the Port of Long Beach's Pier A on Sunday, Jan. 19, marking Zim Israeli Navigation Co.'s first call at the 170-acre terminal operated by SSA Terminals-Long Beach.

Zim, founded in the late-1940s as a primarily passenger line, became a cargo shipping innovator in the early-1970s as one of the pioneering advocates of containerization. The company was one of the original customers of the first generation of large vessels designed specifically for containers as well as specialized dockside container handling equipment.

Zim's first vessel call at Pier A signals its move from another of SSAT's Long Beach facilities, the 59-acre Pier C container terminal where the Israeli ocean carrier has called since 1998. Zim is a leading global ocean carrier with a fleet of more than 80 vessels.

“Zim has been a very successful carrier here in Long Beach, and with this move we are sure they will continue to prosper,” said port Executive Director Richard D. Steinke. “This will give Zim room to grow, and make way for another leading carrier, Matson, to move to Long Beach.”

CARGO CASE STUDY: Italy to Vietnam to Long Beach



This Lambretta SX150 motor scooter was built in 1966 in the Milan, Italy factory of the Innocenti company. Like nearly three-quarters of the company's production of the 150 cc, 250-pound scooter, this one was shipped abroad. While many went to Europe, and a few even went to the United States, this one and a good many more went to Southeast Asia.

Over the years, the supply of these vintage vehicles in the West has slowly evaporated, leaving collectors looking for new supplies.

Due to the business acumen of a Canadian-born ex-patriate, the Southeast Asia source is now being tapped. The tri-national firm (U.S., Canada, Vietnam), ScootRS, restores the vehicles in a Vietnam facility and ships them around the world.

So how does someone ship this scooter from Vietnam to Long Beach? ScootRS actually made it quite easy. After they customized and restored the scooter, they arranged for the crating and shipping on their end and then notified the customer when the scooter was on its way.

The crated scooter, once in a container, was loaded aboard a ship at the port of Ho Chi Minh City and progressively made its way to Singapore where the container was likely moved to another larger container ship (called trans-shipping).

About 30 days after the scooter left Vietnam, the agent that handled the shipment called the customer saying that the ship had arrived in Long Beach and the scooter was ready for pick-up at a local warehouse.

After paying very reasonable shipping fees (about \$200), the next stop for the customer was U.S. Customs. With a local office in Long Beach, Customs clearance required nothing more than an appearance at the office counter and a presentation of the paperwork that had been e-mailed from ScootRS and stamped by the shipping agent after the fees had been paid. (It took ten minutes!)

With the paperwork in hand, all that was required was renting a Ryder truck and a trip to the warehouse, where another small fee was paid (\$45) and the crate was loaded on the truck. Within an hour the crate was unloaded, oil added and the scooter running - 36 years after coming off the assembly line and more than 12,000 miles from where it was built.

published three times a year
by the port of long beach
communications division
925 harbor plaza
long beach, ca 90802



Doris Topsy-Elvord

**FORMER CITY COUNCIL MEMBER
JOINS THE BOARD OF HARBOR
COMMISSIONERS**

Following a unanimous vote by the Long Beach City Council, Doris Topsy-Elvord became the third woman and the first African-American to be appointed to the Long Beach Board of Harbor Commissioners. The five-member panel is the policy-setting board for the Port of Long Beach.

Appointed by Mayor Beverly O'Neill, Topsy-Elvord will serve out the remaining five years of the six-year term vacated by Dr. John Kashiwabara earlier this year.

"I do have common sense, I will do a good job, and I will dig in and do whatever is needed," Topsy-Elvord told the Council.

A former Long Beach Councilmember, Topsy-Elvord represented the 6th District from 1992-2000 and served as Vice Mayor during her council stint.

Current City Council members — many of whom served alongside Topsy-Elvord before she stepped down in 2000 — praised Mayor Beverly O'Neill's recommendation.



Dr. John Kashiwabara

Mayor O'Neill will have two more Harbor

Commission appointments to make this year as two other commissioners, Roy Hearrean and Carmen Perez, will be termed off the board. The 81-year-old Kashiwabara, who had been reappointed to a second six-year term last July, cited personal reasons for stepping down early. He was the first Asian-American to sit on the board.

board of harbor commissioners

board president,
John W. Hancock

John R. Calhoun
Roy E. Hearrean
Carmen O. Perez
Doris Topsy-Elvord

port executive director

Richard Steinke

re:port staff

publication editor,
Art Wong

editor and writer,
Keith Higginbotham

graphic intern,
cover design,
Tony Chan

photography,
John Robinson
Ernie Rodriguez
Keith Higginbotham

this information is available in an alternative
format by request to the port of long beach
communications division at these numbers:

voice: (562) 590-4121
fax: (562) 901-1735

visit our web site at www.polb.com



925 Harbor Plaza ■ PO Box 570 ■ Long Beach CA 90801
ADDRESS SERVICE REQUESTED

PRSR T STD

U.S. POSTAGE PAID
LONG BEACH, CA
PERMIT NO 5069