

[CLOSE WINDOW](#)



TIE LINES – September 2000

AROUND THE PORT...

The peak shipping season got off to a big start in July as record-setting imports propelled the Port of Long Beach to its best month ever.

The port's total container volume jumped to the equivalent of 409,979 20-foot container units in July, a 17.8 percent increase over July 1999. Long Beach's previous best month was May's 406,772 20-foot equivalent units (TEUs).

The July-through-October period is usually Long Beach's busiest, boosted by shipments of imported back-to-school and end-of-the-year holiday clothing, toys, shoes and consumer electronics products made in Asia.

In July, the number of imported containers climbed to 224,865 TEUs, a 19.2 percent gain over July 1999. Exports increased 17.2 percent to 86,874 TEUs. The number of empty containers increased 15.3 percent to 98,259 TEUs.

Long Beach Harbor Commissioners on Aug. 28 were presented with a proposed management plan for development of five container mega-terminals of more than 300 acres each. During her presentation to the board, Dr. Geraldine Knatz, the port's managing director of development, said one of the mega-terminals on Pier T is under construction on land transferred to the port by the U.S. Navy. The remaining mega-terminals will result from reconfiguration of existing container terminals and augmentation through landfilling.

Knatz estimated that the projects, if approved, will take at least nine years to develop, and will require 43 new employees during the next four years. Half of the new employees will be needed just to replace those exiting employees who are expected to retire during this period. Knatz also proposed the development of a Mega-terminal Program Management Office to be managed by a consultant and staffed by a combination of consulting engineers and port employees.

Come on down! You haven't really seen the port until you've seen it from the water. On Sept. 16 and 17, the port is offering free harbor cruises.

The 90-minute tours will depart every 45 minutes from 9 a.m. until 2:15 p.m. from downtown Long Beach's Pine Avenue Pier, located between the Aquarium of the Pacific and Shoreline Village.

Come early. Free tickets for each day's cruises will be available on a first-come, first-served basis, beginning each day at 8:30 a.m. at the port's information booth next to the Pine Avenue Pier. Last year, more than 2,800 people took the cruises and each day's tickets were handed out by mid-day. Parking will be available at the aquarium parking lot at Shoreline Drive and Chestnut Avenue.

According to a recent report of the Pacific Maritime Association, U.S. West Coast ports in 1999 handled nearly 56 percent of the \$382 billion worth of dry cargo imported by the 48 contiguous states. The ports of Long Beach and Los Angeles were responsible for \$142 billion, or 37 percent, of the nation's total, and Long Beach, alone, was responsible for \$74 billion, or 19 percent.

Effective Sept. 1, the section of the 710 Freeway between Pacific Coast Highway and Ocean Boulevard has been transferred to Caltrans ownership. That section of the freeway was formerly maintained by the port and policed by the Long Beach Police Department. The California Highway Patrol now will patrol the entire freeway.

With cargo volumes soaring, the Board of Harbor Commissioners has approved a reduction in the number of days that containers can be left without charge on the docks.

To maximize the use of terminal space, commissioners want shippers to move their cargo more quickly through the port.

Beginning Sept. 5, "free time" has been shortened to five days from seven days for inbound containers, and cut to seven days from 10 days for outbound containers. The free storage period doesn't count Saturdays, Sundays and holidays. After the free-time period, the port's terminal operators can collect demurrage or penalty charges.

The Board of Harbor Commissioners has approved a \$4.4 million payment to the Army Corps of Engineers for the second and final phase of a dredging project to deepen a two-mile-long area outside Queens Gate to minus 76 feet.

When the project is completed in November, the depth will be minus 76 feet from outside Queens Gate all the way to BP Amoco's Berth T121 oil terminal. BP will repay the port \$3.3 million for its share of the final costs. The Corps of Engineers is paying 60 percent of the \$19 million cost for the first and second phases.

The dredging project has allowed U.S. Environmental Protection Agency to deposit clean sediment dredged from outside Queens Gate to experimentally cover a 135-acre portion of an extensive underwater deposit of DDT off the Palos Verdes Peninsula.

The EPA is testing the idea that a thick layer of sediment can seal off the pesticide-tainted Superfund

area, protecting marine life and people. If the experiment succeeds, the EPA plans to launch a major project in 2002 to cover the entire three-to-four-square-mile area. The contamination stems from pesticide residue released into sewers from 1947 to 1971 by an inland DDT manufacturer.

The *Stena Commerce*, a 1,108-foot-long, 190-foot-wide oil tanker, became the largest ship to ever berth at any West Coast port when it docked last month at BP Amoco's Berth T121 (the former Arco oil terminal) in Long Beach.

Larger ships have anchored in Long Beach Harbor. But the 298,500-deadweight-ton *Stena Commerce* is the largest to berth at the port. The *Polar Independence* and *Spirit*, which regularly berth at T121, are 1,100 feet long and 178 feet wide.

The *Stena Commerce* came into port partially full, with 1.6 million barrels of Iraqi crude oil under a United Nations oil for food program. Fully loaded, the ship would carry more than 3 million barrels and draw 75 feet of water. At the end of the year, when the Queens Gate dredging project is completed, Long Beach will be capable of handling ships with a draft of 76 feet.

At its Sept. 5 meeting, the Long Beach Board of Harbor Commissioners heard public comments on the draft environment impact report for a proposed Carnival Cruise Lines terminal to be built next to the Queen Mary.

The project includes a five-story garage with more than 1,200 parking spaces, a 40,000-square-foot passenger terminal inside the dome that was once home to the Spruce Goose seaplane, and a 1,100-foot-long pier for the ships. The facility would accommodate three ship calls a week and serve about 275,000 passengers a year. Carnival wants to relocate from San Pedro.

The deadline for comments is Oct. 2. The commission is tentatively scheduled to decide at its Nov. 6 meeting whether to certify the EIR and to issue a Harbor Development Permit.

Pier T Constructors, a joint venture of Manson Construction & Engineering and Connolly-Pacific, celebrated on Aug. 18 the completion of all structural work on the initial 2,400-foot wharf at the Pier T container terminal on Terminal Island.

Work on Pier T Constructors' \$73.6 million dredging and wharf contract began in March 1999, and included demolition of Piers 6, 7 and 9; construction of a 29-acre landfill at Pier E Slip 2; and construction of the initial half of the 5,000-foot wharf at the Pier T container terminal.

Construction of the second phase of the wharf, an additional 1,300 feet, began on June 22, and when complete in September 2001, will provide 3,700 feet of berth for the first phase of the Pier T container terminal. The contract for the final 1,300-foot wharf extension is scheduled to go out for bid in June 2001.

Mammoet Shipping's heavy-lift vessel, the Project Europa, unloaded two giant powerplant boilers at Stevedoring Services of America's Crescent Terminals at Pier F last month.

Mitsui shipped the boilers, which weighed 165 and 148 metric tons. Contractors Cargo Co. loaded the boilers directly from the ship onto rail cars. The Japanese-made boilers were destined for a Southwest

powerplant.

Two more of Hanjin Shipping Co.'s newest and largest container ships have begun calling in Long Beach. The 5,600-TEU Hanjin Brussels made its maiden call on July 28 at Hanjin's Pier A terminal. Its sister ship, the Hanjin Athens, made its maiden call on Aug. 4.

The ships, capable of a speed of more than 26.8 knots, are deployed in a service that calls in North America, Asia and Europe. They were built by Hanjin Heavy Industries in South Korea.

Soyang Shipping's *Soyang* oil tanker made its maiden voyage to Long Beach, calling at BP Amoco's Berth T121 on July 28. The 158,500-deadweight-ton ship brought about 1 million barrels of crude oil from Iraq under a United Nations oil for food program.

The port also welcomed two new Maersk container ships. The *Grasmere Maersk* made its maiden voyage to Long Beach on Aug. 7, and the *Cornelius Maersk* made its first visit on Aug. 18.

The *Cornelius Maersk* is another of Maersk's 6,600-TEU vessels - still the largest container ships calling at West Coast ports. Capable of 24.7 knots, it is deployed in a pendulum service that calls on the U.S. West Coast, Asia and Europe as far as Sweden before swinging back.

The 4,300-TEU *Grasmere Maersk* is capable of 24.2 knots and deployed in a pendulum service that calls on the U.S. West Coast, Asia, Europe and the U.S. East Coast.

A panel of speakers will discuss federal trade regulations at a Foreign Trade Association of Southern California continental breakfast 8 to 11:15 a.m. Sept. 12 at the Holiday Inn Torrance Gateway, 19800 S. Vermont Ave.

The scheduled speakers include **Michael Hoffman** of the Bureau of Export Administration, **Jerome Greenwell** of the Foreign Trade Division, and **Harry Seraydarian** of the Environmental Protection Agency. For more information, call (213) 627-0634. The Harbor Association of Industry and Commerce will meet for lunch on Sept. 14 at Simon's Restaurant at Ports O' Call in San Pedro.

For more information, call (310) 417-3929.

The International Business Association will meet for lunch on Sept. 22 at the Westin Long Beach hotel, 333 E. Ocean Blvd. For more information, call (562) 436-1251.

PORT PEOPLE . . .

After 25 years with the port, Chief Harbor Engineer E. Dan Allen has left to take a job with Moffatt & Nichol Engineers.

During his 11 years as the port's top engineer, Allen directed nearly \$2 billion worth of construction projects. A Long Beach native and a graduate of Cal State Long Beach, Allen also worked for several years with Caltrans and the Army Corps of Engineers.

Long Beach Councilman Frank Colonna has been elected vice chairman of the Alameda Corridor Transportation Authority.

Colonna succeeded former Long Beach Councilman **Jeff Kellogg** on the ACTA board. Kellogg left office in July because of term limits.

James Spinosa has been elected president of the International Longshore and Warehouse Union, succeeding Brian McWilliams. Spinosa, a member of Local 63 in Los Angeles, was formerly the ILWU's vice president. Succeeding Spinosa as vice president is **Bob McElrath** of Local 4 of Vancouver, Wash.

In an annual rotation, the port's wharfingers have been assigned to new areas: Larry Morres, Piers F and G bulk facilities; **Yvonne Allen,** Pier G container facilities and Pier J; **Susan Shapiro,** Pier B, C and the Pier T oil terminal.; and **Mary Stephan,** Pier A, Pier S and the Pier T facilities other than the oil terminal. The four wharfingers also are temporarily assigned to Pier D, E and Pier F (Chemoil and Foss) and Pico Avenue.

E-MAIL NEWS BULLETINS!

The port issues a free Internet version of Tie Lines and e-mail "news flashes" on breaking news.

To sign up, send a blank e-mail to
polb-subscribe@yahogroups.com

[CLOSE WINDOW](#)