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TIE LINES – December 2000

AROUND THE PORT...

With holiday shipments moving smoothly, shipping terminals at the Port of Long Beach handled the equivalent of 432,932 twenty-foot-long cargo container units in October.

October's total was a 9.2 percent increase over October 1999's total, and just shy of August 2000's record 437,741 twenty-foot-equivalent units (TEUs).

Import containers jumped 15.3 percent in October to 235,511 TEUs. The July-through-October period is the port's peak shipping season, when retailers import high volumes of clothing, toys, consumer electronics and other holiday merchandise made in Asia.

Export containers climbed 5 percent to 88,541 TEUs - the highest export total since May. The number of empty containers, most of them headed back to Asia, increased 1 percent to 108,880 TEUs.

The Long Beach Board of Harbor Commissioners has approved an agreement with government regulators, shipping lines and the Port of Los Angeles that will significantly cut smog-producing emissions by reducing the speed on the thousands of vessels that sail in and out of the port.

Under the Memorandum of Understanding, vessels will voluntarily reduce their speed by approximately 5 to 10 knots, depending on vessel type. The average cruising speed of vessels has been about 20 knots or 23 mph. The reduction in speed will reduce fuel consumption, which in turn reduces smog-producing air emissions. The MOU covers an area to 12 knots (about 14 mph) of the Pacific within a 20-mile radius of Point Fermin.

The target date for implementing the voluntary speed reduction is Jan. 1, 2001.

The port has issued a draft Environmental Impact Report on plans to combine and expand the California United Terminals facility and the Long Beach Container Terminal into one 360-acre facility with a 4,250-foot wharf and a 24-acre intermodal rail yard.

The unified terminal would be built in four phases during the next 8 to 11 years. The basin between the two existing terminals would be filled in. Slip 3, where ships currently dock at CUT, would be widened, and a new north-south wharf constructed.

A public hearing on the report is scheduled for the Board of Harbor Commissioners' Dec. 11

meeting. The deadline for comments is Dec. 22. The board is scheduled to decide whether to certify the EIR on Jan. 22.

The Board of Harbor Commissioners has approved an agreement with Caltrans to widen the Gerald Desmond Bridge to five lanes, with three lanes going up in each direction east and west, and two coming down.

Subject to successful bidding, the widening contract will be awarded in mid-December. The widening, to be completed by January 2002, is the second of a three-phase, \$62.8 million project to upgrade the bridge and transfer it from the port to Caltrans. The initial phase, a seismic retrofit, was completed in 1997. In the final phase, the port will re-paint the bridge. Most of the project will be funded from federal, state and county grants.

Long Beach Container Terminal, the Southern California home for Orient Overseas Container Line, has become the 25th terminal to join the eModal website, which allows truckers, shippers and brokers to track the status of their cargo containers.

LBCT is the fifth of the Port of Long Beach's eight container terminals to join eModal. The others are California United Terminals, Stevedoring Services of America's C-60 terminal, International Transportation Service and Pacific Container Terminal. EModal is tracking nearly 200,000 containers at a time. Its Managed Trucker identification system has registered 10,000 truckers.

Orient Overseas Container Line of Hong Kong has placed orders with Samsung Heavy Industries of South Korea for two new 7,200-TEU containers ships, and has options for four more. The ships will be the largest ever for OOCL and for Samsung.

The ships will cost \$80 million each. They will be completed in the second quarter of 2003.

The Board of Harbor Commission has certified an Environmental Impact Report and issued a development permit for a Carnival Cruise Lines terminal next to the Queen Mary.

Carnival's new 1,100-foot-long wharf will be constructed east of the former Spruce Goose Dome and accommodate three ship calls a week. Part of the dome will be used as a 40,000-square-foot debarkation area from which passengers will board cruise ships. The project includes a new 1,350-space parking garage. Construction is expected to begin early next year and take 13 months to complete.

Pier A Way between Henry Ford Avenue and Hanjin Way will be closed, except for emergency vehicles, from December until Feb. 12, 2001, for construction of a railroad bridge by the Alameda Corridor Transportation Authority.

Vehicles traveling to Pier A from the east should use Pier B Street. Vehicles traveling to Pier A from the west should use Anaheim Street, Farragut Avenue, Anaheim Way and Pier B Street, or Anaheim Street, Ninth Street, Edison Avenue and Pier B Street.

Vehicles traveling to Pier A from the south should take the Terminal Island (47) Freeway north to Pacific Coast Highway, go east to the Long Beach (710) Freeway, go south to Pico Avenue, and take Pier B Street. From the north, along Alameda Street and Henry Ford Avenue, vehicles should take Anaheim Street east and then come south to Pier B Street.

Sixteen giant steel girders for the Henry Ford railroad bridge project were shipped through

Stevedoring Services of America's Crescent Terminals last month.

Samsung Heavy Industries manufactured the girders, each 130 feet long and weighing 45 tons. The heavy transport vessel Fairlift, operated by Jumbo Shipping of Holland, brought the girders to Long Beach. Kerr Norton Marine was the agent.

The Fairlift also brought two electrical power transformers, each weighing more than 200 tons, to the port. The transformers, made by Hyundai Heavy Industries, were headed for the Los Angeles Department of Water and Power.

A former U.S. Customs employee has pleaded guilty to a charge of lying to a federal agency about having tampered with air sampling equipment installed following his charges that high levels of petroleum coke dust endangered Customhouse workers on Terminal Island.

Victor E. Nilsen, who also filed a lawsuit against the operators of waterfront coal and coke facilities and the ports of Long Beach and Los Angeles, faces as much as five years in prison and a fine of as much as \$250,000.

The container ship Hanjin Ottawa made its maiden voyage to the port on Nov. 17, calling at Hanjin's Pier A terminal.

The vessel is the fifth 5,600-TEU-class built by Hanjin Heavy Industries in Pusan, South Korea, and chartered from the German firm Conti Reederei. The ship is capable of operating at more than 26.8 knots. It is deployed in a United Alliance pendulum service that calls in the U.S. West Coast, Asia and Europe.

The oil tanker Nordmillenium made its maiden voyage to the port, calling on Nov. 8 at BP-Amoco's Berth T121 facility.

The container ship A.P. Moller, named after the founder of Maersk Sealand, made its maiden call to Long Beach on Nov. 24.

The *A.P. Moeller* is another of the Danish shipping line's 6,600-TEU container ships - the largest calling at the port. The newly built ship has a service speed of 24.6 knots. It is 1,138 feet long and 140 feet wide. The ship calls in Long Beach, Tacoma, the Far East, sails through the Suez Canal into the Mediterranean and turns around in Sweden.

In 1904, Arnold Peter Moller and his father, Peter Maersk Moller, founded the shipping company that is now Maersk Sealand. The name "Maersk" came from Peter Moller's mother, Kiersten Pedersdatter Maersk.

The U.S. Coast Guard Marine Safety Group is hosting an open house from 8 a.m. to noon Dec. 8 at its new offices, 1001 S. Seaside Ave., Building 20, San Pedro. There will be tours of the group's patrol boat, rescue helicopter, buoy tender and security boat.

The Long Beach City College Center for International Trade Development will be hosting the Latin-American Seminar Series on trade with Costa Rica, Brazil and Argentina. The Costa Rica session will be held 8:30 a.m. to 1 p.m. Dec. 8 at LBCC's Liberal Arts Campus, 4901 E. Carson Blvd., Building N, Room 101.

A session on Brazil will be held Jan. 26, and on Argentina March 30. For more information, call

(562) 938-5016.

The International Business Association will hold its holiday luncheon on Dec. 15 at the Westin Long Beach Hotel. For reservations, call (562) 436-1251.

The Propeller Club's annual holiday luncheon, featuring Rev. James Whitcomb Brouger, will be held Dec. 20 at the Hyatt Regency Long Beach. For reservations, call (818) 951-2842.

PORT PEOPLE . . .

Crowley Marine Services has promoted Ed McCain to director of California Marine Operations based in Long Beach. McCain has been with Crowley since 1984, most recently as director of marine operations for Crowley Liner Services in Jacksonville, Fla.

Charles M. Gale, formerly an attorney with Cameron, Pearlson & Gale and before that the Ball, Hunt firm, has joined the Long Beach City Attorney's harbor section as a deputy city attorney advising the Port of Long Beach.

Gale, who has specialized in real estate, environmental and land-use law, fills a vacancy left when Principal Deputy City Attorney **Richard L. Landes** retired. Gale is one of three city attorneys advising the port. The others are Principal Deputy **Dominic T. Holzhaus** and Deputy City Attorney **Everett L. Glenn**.

Jay Winter and his wife, Bonnie, have sold International Association Services, which provides the staff for the Steamship Association of Southern California, the Foreign Trade Association and other groups.

The new owner, Association Cooperative Services, is grooming former *World Trade Magazine* managing editor **Mike White** to succeed the Winters when their consulting contracts expire in 2002.

E-MAIL NEWS BULLETINS!

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