

[CLOSE WINDOW](#)



January 2001

AROUND THE PORT

The last openly stored petroleum coke was removed from the docks at the Port of Long Beach last month, loaded aboard the bulk-carriers *Millennium Venture* and *Hanjin Pittsburg*, and shipped overseas. More than 35,000 metric tons of the petroleum byproduct was exported to Japan.

The elimination of open coke storage puts the port ahead of schedules established by regulatory agencies and the California Legislature. The three-day loading of the coke aboard the 738-foot-long *Venture* and 610-foot-long *Pittsburg* began the day after Christmas at the Applied Industrial Materials Corp. (Aimcor) facility.

Coke, which is the leading dry bulk commodity moved through the port, is used throughout the world as a part of the steel-making process and as a fuel for electricity-generating plants.

The port and its tenants have been diligent in their commitment to meet deadlines under the South Coast Air Quality Management District's Amended Rule 1158. Aimcor plans to spend \$3 million renovating its 85,000-ton-capacity shed to store coke indoors.

The import holiday shipping season extended into November, and exports climbed to their highest levels since May, as shipping terminals at the Port of Long Beach handled the equivalent of 410,897 cargo containers, an increase of 3.4 percent over November 1999.

The November monthly total of imports, exports and empties was the port's third highest for the year.

In November, the equivalent of 213,065 twenty-foot container units were imported through the port, an increase of nearly 2 percent from November 1999 and the eighth consecutive month that imports

topped 200,000 twenty-foot equivalent units (TEUs). Most of the imports were holiday products.

The number of export containers was 90,756 TEUs, a slight decrease from November 1999 but the highest monthly export total since May. The number of empty containers, almost all headed back to Asia to be refilled with products, climbed nearly 11 percent to 107,076 TEUs.

Pier A Way between Henry Ford Avenue and Hanjin Way will be closed except for emergency vehicles until Feb. 12.

The Alameda Corridor Transportation Authority is constructing a railroad bridge over Pier A Way, which necessitates the closure. A direct off-ramp from the Terminal Island Freeway to Pier A Way is set to open in March.

Crowley Maritime Corp. has expanded its services with the recent acquisition of Marine Transport Corp.

Oakland-based Crowley Maritime Corp. offers integrated logistics and marine transportation services. Marine Transport Corp. has one of the largest U.S.-based fleets of ocean-going vessels and offers industrial shipping for leading chemical and energy customers. Crowley acquired all of the outstanding shares of Marine Transport for \$7 per share.

The Marine Exchange of Los Angeles and Long Beach Harbor Inc. is developing an interactive web site for users to obtain a variety of information related to maritime operations.

The "one-stop shopping site," called PortSource, is being designed to provide data on weather and hydrographic conditions; traffic information for ships, trains and trucks; descriptions and availability of berths at both ports; live Web cameras at various inner harbor and roadway locations; links to all major shipping lines, port authorities, service providers and ground transportation; and interactive connectivity to pilots, tugs, line handlers, Coast Guard and others.

PortSource is being designed by ARINC Inc. of San Diego. The Marine Exchange expects PortSource to be on-line by early next year.

The port will accept bids until Jan. 23 for the cleaning and painting of the Gerald Desmond Bridge.

The preliminary estimate for this phase of the bridge's renovation, which includes the removal of lead-based paint and the application of new paint, is \$45 million. The board expects to award the contract in February, with the completion of the painting to conclude by mid-2005. For more information, contact Program Manager Dale Holdman at (562) 590-2266.

The container ship *Carsten Maersk* made its maiden call to Long Beach on Dec. 29. The *Carsten Maersk* 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.

On Dec. 11, the *Talisman*, a Wallenius-Wilhelmsen Line breakbulk ship, made its maiden voyage to Long Beach, calling at the Cooper/T. Smith Stevedoring's terminal on Pier F.

The *Talisman* calls in Long Beach, Panama and Venezuela, then heads up to several U.S. East Coast ports before traveling through Europe, Australia and the Far East before returning to Long Beach.

One of the items carried aboard the *Talisman* was an airplane wing for a Lear corporate jet. Wallenius-Wilhelmsen Line has signed a contract to deliver a wing from Japan each month for 10 years.

The wings are made for Canadian Bombardier, the third-largest commercial aircraft manufacturer in the world, after Boeing and Airbus. After arriving in Long Beach, the 60-foot-long wing travels aboard an escorted truck to Canadian Bombardier's Learjet plant in Wichita, Kansas.

Power generation equipment for the LaPaloma Power Generation Project was discharged on Dec. 4 from the *Rickmers Tianjin* at Stevedoring Services of America's Crescent Terminals facility at Berth F206.

The cargo, consisting of evaporation units, presented rigging challenges for the stevedoring company due to the size and configuration of the equipment. Nevertheless, the cargo discharge was uneventful.

With 661 area residents completing the Alameda Corridor Job Training and Development Program's pre-apprenticeship and non-trade training programs, ACTA announced that it is two-thirds of the way toward achieving its goal of training 1,000 local residents.

Participants in the construction trade-training program received 400 hours of classroom instruction and on-the-job training over eight weeks and became eligible for union apprenticeships in their chosen trade. Those interested in applying for the program are encouraged to call the Job Training Information Line at (877) 435-9191.

The Port of Long Beach Employees' Club donated enough canned food during the holidays to fill 15 grocery bags for the city's Family Preservation Program.

The program, for low-income families, is run by the city's Health Department. Individual port employees also gave 80 new toys to children as part of the program. This is the fifth year that the Employees' Club has been donated items during the holidays to the Family Preservation Program.

The 3rd annual ILWU State of the Trade and Transportation Industry Town Hall Meeting will be held 6:30-8:45 p.m. Jan. 31 and Feb. 15 at Cal State Long Beach's Carpenter Performing Arts Center. For more information, call (562) 499-2160.

Michael Dye, a senior vice president with NACA Logistics Group, will talk about “Ocean Consolidation Services” at the Jan. 16 luncheon meeting of the International Trade Club.

The luncheon will be held at the Reef Restaurant in Long Beach. For reservations, call (562) 438-2355.

California State University, Long Beach, Extension Services will offer its Global Logistics Specialist (GLS®) professional designation program from Jan. 24 to June 6.

The global goods movement classes are designed in a flexible format grouped into five modules that can be taken together or separately. Evening classes are 6:30-9:30 p.m. at Long Beach World Trade Center. The fee is \$2,755. For more information, call (562) 449-2160 or go to the web site at www.uces.csulb.edu/citt.

International trade with Brazil will be the focus of a Jan. 26 program presented as part of Long Beach Community College’s Latin America Seminar Series.

The seminar will feature a live video conference from the U.S. Commercial Service Trade Office in Sao Paulo, Brazil. Brazilian trade professionals will provide in-depth market and industry information for the high technology, electronics, environmental technology and healthcare sectors.

The seminar will be from 8:30 a.m. to 1 p.m. at Long Beach City College’s Liberal Arts Campus at 4901 E. Carson St., Building N, Room 101. Cost is \$45. The last of the three-part Latin America series, featuring Argentina, is scheduled for March 30 at the same location. For more information, call (562) 938-5016.

Christopher L. Koch, president and chief executive of the World Shipping Council, will be the speaker at a Jan. 17 luncheon meeting of the Propeller Club and the Steamship Association of Southern California.

The event will be held at the Hilton Long Beach Hotel. For more information, call (818) 951-2842.

“Customs Basic Process” is the topic for the Jan. 18 breakfast meeting of the Foreign Trade Association of Southern California.

The event, from 8 to 10:45 a.m., will be held at the Holiday Inn Torrance Gateway, 19800 S. Vermont Ave. For more information, call (213) 627-0634.

Vera Adams, the port director for U.S. Customs at the port of Long Beach and Los Angeles, will be among the speakers at the Jan. 18 dinner meeting of the Harbor Transportation Club.

The dinner will be held at the Reef Restaurant in Long Beach. For reservations, call (562) 434-7393.

Jack Kyser, chief economist for the Los Angeles County Economic Development Corp., will discuss trade growth in 2001 during a Jan. 26 meeting of the International Business

Association.

The luncheon will be held at the Westin Long Beach Hotel. For more information, call (562) 432-8128.

Gus Hein, executive secretary to the Long Beach Board of Harbor Commissioners, will be sworn in as president of the Harbor Association of Industry & Commerce at a Jan. 26 dinner meeting at the Long Beach Hilton Hotel.

Speakers include newly elected Congresswoman Jane Harman, and Lee Harrington, newly elected president and chief executive of the combined Los Angeles County Economic Development Corp. and World Trade Center Association. For more information, call (310) 417-3929.

PORT PEOPLE

Gill V. Hicks, general manager and chief operating officer of the Alameda Corridor Transportation Authority, is leaving ACTA to form a consulting firm specializing in transportation-based projects.

Hicks was among the transportation planners who dreamed up the \$2.4 billion rail consolidation project in the 1980s while with the Southern California Association of Governments. He was assistant planning director for the Port of Long Beach in the late 1980s before becoming ACTA's general manager in 1990.

Charles Vickers, who, as the port's general manager from 1958-69, paved the way for Long Beach to become one of the world's leading container ports, died in his sleep last month. He was 98 years old.

Vickers worked for the port for 45 years, starting in 1925 as a surveyor involved with construction of the breakwater. He rose to become assistant harbor engineer and assistant general manager before being named general manager - the port's top staff position - in July 1958. He is credited with moving the port into the Containerization Age very early on.

Former Harbor Patrol officer Sgt. Sherley Lawton Jr. died on Jan. 2, after a lengthy illness. He was 67 years old. Lawton retired in 1993 after 12 years of dedicated service with the port.

The Harbor Department has received a Certificate of Achievement for Excellence in Finance Reporting from the Government Finance Officers Association, a nonprofit group serving 14,000 government finance professionals.

The association also honored **J. Antonio Urrutia**, the port's assistant director of finance and **Lori L. Backstrom**, former Harbor Department senior accountant, with Financial Reporting Achievement Awards for their work in preparing the award-winning financial report.

E-MAIL NEWS BULLETINS!

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

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