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March 2001

AROUND THE PORT

Boosted by strong imports, total container cargo volume rose in January at the Port of Long Beach, climbing to the equivalent of 354,441 20-foot-long container units - an increase of 4.5 percent over January 2000.

The number of inbound containers jumped to 194,746 20-foot equivalent units (TEUs), a 9 percent increase over last January. January is typically one of the port's slower import months, as winter import shipments drop following the Christmas holiday rush. But this January's import total fell just shy of last year's record 205,000-TEU monthly average for imports.

Exports dipped to 77,073 TEUs, a 3.8 percent decline from January 2000. January was the third-consecutive month in which exports have fallen in comparison with the previous year. The number of empty containers, most of them headed back to Asia to be refilled with cargo, rose 2.8 percent to 82,622 TEUs.

The Port of Long Beach was the No. 1 ranked U.S. container port in 2000, based on international containerized cargo in loaded TEUs, reports the Journal of Commerce's PIERS Trade Information Service.

Long Beach handled 3,224,087 TEUs of international containers last year, just ahead of No. 2 Los Angeles with 3,203,253, according to PIERS. New York/New Jersey was No. 3, and Charleston and Oakland rounded out the Top 5.

Off-dock terminals, longer operating hours, appointment systems and automatic dispatch halls. Those were some of the ideas aired last month as ILWU, industry and port representatives explored ways to handle an expected increase in cargo at the ports of Long Beach and Los

Angeles.

During the 3rd annual ILWU Town Hall meeting - actually two meetings this year, held Jan. 31 and Feb. 15 -- the parties agreed that both ports will not be able to continue expanding and adding shipping terminals after another decade or so.

The union's plan for easing the expected congestion at port shipping terminals includes the creation of off-dock facilities that would allow containers to be taken from the waterfront to an inland terminal for pickup. ILWU drivers would handle the drayage between the ports and the extended, off-dock terminals.

Port officials suggested improving the flow of traffic by extending the operating hours at the terminals and warehouses, and establishing a terminal appointment system for truckers. Pacific Maritime Association President **Joe Miniace** suggested establishing a fully automated dispatch system, and more flexibility in when longshore workers and clerks begin their shifts.

Caltrans will begin a \$21 million project this month to repave a 2.5-mile stretch of the Long Beach (710) Freeway between Pacific Coast Highway and the San Diego (405) Freeway.

This 46-year-old stretch, among the most heavily traveled and badly deteriorated in the state, is a key connector road to the Port of Long Beach. Rehabilitation of this stretch of freeway includes replacing metal median barriers with concrete barriers, widening the freeway shoulders and new landscaping. Completion is scheduled for April 2002.

The first stages of work will be done during weeknights when traffic is lighter. It will be necessary on several occasions at the end of the year to close some freeway lanes in both directions on weekends from Friday evening to Monday morning.

Reported crime of all kinds was down 22 percent at the Port of Long Beach last year.

Crime reports totaled 182 for the year 2000, down from a total of 234 reported in 1999 within the Harbor District - which stretches south of Anaheim Street, from southwest of the Los Angeles River to the Long Beach city border.

The port accounted for less than 1 percent of all crimes reported citywide. Citywide, crime reports rose slightly, from 31,891 in 1999 to 31,923 reported in 2000

An estimated \$49.7 million construction contract to build 10 terminal buildings at the Pier T container terminal is out for bid. The Long Beach Board of Harbor Commissioners gave the green light last month to the port's Engineering Division to begin advertising for bids on the contract.

The contract, which is expected be awarded around April 2, will be for construction of more than 140,000 square feet of enclosed buildings, 56,600 square feet of canopy, 6,850 square feet of dock-high platforms; a 240-foot sign bridge with 16 programmable message signs, 16-lane camera bridge;

13 electronic truck scales; 25 communication and camera pedestals; three guard booths; and 17 clerk booths.

The buildings will be for a 375-acre terminal leased to Hanjin Shipping of South Korea.

After more than two years of testing in the United States, Japan's future bullet train was loaded aboard Eastern Car Liner's *Giga Trans* ship last month at Crescent Terminals on Pier F, and shipped home.

The U.S. Department of Transportation tested Japan Railroads new bullet train, which can operate on both wide- and narrow-gauge tracks. Three locomotives and a passenger car were loaded at the Stevedoring Services of America facility in Long Beach. Nippon Express U.S.A. acted as the freight forwarder.

The Alameda Corridor Transportation Authority has temporarily closed the on-ramp to the Terminal Island Freeway at the intersection of Henry Ford Avenue and Pier A Way.

The closure, through June 15, will allow for the installation of concrete footings and columns that will support a new, elevated bridge for the Alameda Corridor's mainline railroad tracks. A new Terminal Island freeway off-ramp opened on Feb. 26 to traffic.

The container ship *Caroline Maersk*, one of the newest in a series of 6,600-TEU vessels built by Maersk in Denmark, made its maiden call in Long Beach on Feb. 12.

Like its sister ships, it is 1,138 feet long, 140 feet (17 containers) wide, and is manned by a crew of 15. It sails at a speed of 25 knots. From Long Beach, the *Caroline Maersk* calls in Tacoma, then Japan, Hong Kong, China, Malaysia; it sails through the Suez to Spain, the Netherlands, Sweden and then returns through Europe and Asia to Long Beach.

Port officials welcomed one of Wallenius-Wilhelmsen's newest roll-on, roll-off cargo ships, the *Tarago*, during its maiden call Feb. 9 to Crescent Terminals on Pier F.

The *Tarago* is the third in a series of fourth generation roll-on/roll-off ships of groundbreaking design. The *Tarago* is a Mark IV RoRo that provides 35 percent more covered capacity for specialized RoRo cargo than the previous Mark III design.

Like its sister ships, the *Tamesis*, *Talisman* and *Tamerlane*, the *Tarago* is designed to carry heavy-duty equipment such as tractors, construction equipment, power generators and rail cars. The ships can carry as many as 5,400 automobiles. The *Tamesis* makes its maiden call to Long Beach on March 6. The *Tamerlane* will make its maiden call in Long Beach on March 10.

"K" Line's container ship, the *Normandie Bridge*, made its first call to Long Beach on Feb. 28, docking at the International Transportation Service terminal on Pier J.

Built in 1989, the *Normandie Bridge* had been servicing "K" Line's European routes. She is now sailing

back and forth from Japan to the U.S. West Coast. The 3,500-TEU *Normandie Bridge* is 907 feet long and has a deadweight of 47,351 tons.

The Long Beach Chamber of Commerce's annual, half-day Economic Outlook Conference will be held March 15 at the Westin Long Beach Hotel.

Port Trade and Maritime Services Director **Wilma Powell** will be among the panelists. Attorney **Skip Keesal** of Keesal, Young & Logan will be honored at the conference luncheon as the chamber's Entrepreneur of the Year. For more information, call (562) 432-8128.

"How to Get Results from the California Legislature" will be the topic of a luncheon hosted by the Harbor Association of Industry and Commerce on March 15 at Simon's Conference Center in San Pedro. For more information, call (310) 417-3929.

The International Trade Club's monthly meeting will be held March 20 at the Reef Restaurant in Long Beach. For more information, call (562) 438-2355.

Workshops on the hottest industries in Asia will be held as part of the 14th annual Asia/Pacific Business Outlook 2001 March 22-23 at the University of Southern California's Davidson Conference Center. For more information, call (213) 740-7130.

Jim Finnegan of Sony Electronics will be the luncheon speaker during the Foreign Trade Association of Southern California and Los Angeles Freight Forwarders Association's Tradewatch 2001 conference.

The half-day event will be held March 29 at the Los Angeles Airport Hilton Hotel. For more information, call (213) 627-0634.

PORT PEOPLE

Al Moro has been promoted to assistant chief harbor engineer for the port's Engineering Division.

He had been one of the port's deputy chief harbor engineer for nearly four years. Moro holds a civil engineering degree from UCLA and a master's in business administration from Cal State Los Angeles.

The Engineering Division has selected Michael Torres to be the port's new chief construction inspector.

Torres was recently a construction quality manager for the Alameda Corridor project. He has more than 20 years of construction inspection experience in major public works and transportation projects.

Long Beach Board of Harbor Commissioners' Executive Secretary Gus Hein was installed as president for the Harbor Association of Industry and Commerce. He succeeds Dave Nelson of

Southern California Edison.

The association also installed Clay Sandidge of Earth Tech as its 1st vice president, Ed Rogan of URS Corp. as its 2nd vice president, Gill Hicks of Gill V. Hicks and Associates as its secretary, and Sean Miller of F&M Bank as its treasurer.

Richard Scott, a long-time executive for Pier J container terminal operator International Transportation Service, has retired after 24 years of service with the company.

Scott began his career in trade and transportation in 1963 when he began working for Kerr Steamship. He later worked with RETLA Steamship, and then ITS.

The Steamship Association of Southern California has named John DiBernardo of Stevedoring Services of America as its new president. He succeeds Oli Reichl of Hapag-Lloyd.

Tim Parker of Metropolitan Stevedore Co. was elected as the group's vice president and **Torben Blichfeld** of Maersk Sealand was elected secretary/treasurer.

The former principal of Moffatt & Nichol Engineers, Jack Nichol, died last month following heart surgery.

The 66-year-old engineer was instrumental in the development of the Long Beach marinas and in various dredging projects at the Port of Long Beach.

Working with the Army Corps of Engineers and Navy, Nichol helped model the ports of Long Beach and Los Angeles. His wife, **Sally**, and their two children, **Chris Nichol** and **Anne Schatz**, survive him.

Former ILWU Local 13 President John Pandora died last month. He was 66 years old.

Pandora was a waterfront arbitrator, handling disputes between the union and the Pacific Maritime Association. His wife, **Beverly**, and their five daughters survive him.

The Long Beach Fire Department honored port Harbor Patrol Officer Jacob Atwood with a Community Service Award for rendering first aid through the use of CPR.

Atwood attempted to save the life of a longshoreman last October who had collapsed, apparently of a heart attack, while working aboard a vessel docked at the International Transportation Service terminal. Despite Atwood's efforts, the longshoreman later died.

The Los Angeles-Long Beach Harbor Transportation Club has elected Jeff Denny of DSL Transportation as its president.

Other new officers are 1st Vice President **Mark Casey** of CH Robinson, 2nd Vice President **Cameron Roberts** of Countryman & McDaniels, Treasurer **David Raslowsky** of National Safety Compliance,

and Secretary **Bill Cathcart** of Custom Air Warehouse. Club members will install the new board at a March 17 gala dinner and scholarship fund-raiser at Ports O' Call Restaurant in San Pedro. For more information, call (562) 434-7393.

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
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