

CLOSE WINDOW



September 2001

AROUND THE PORT

Bon voyage! The Port of Long Beach will be hosting its annual FREE harbor cruises on Sept. 15, offering an up-close look at the shipping complex from the water.

The 90-minute narrated tours will depart every half-hour, from 9 a.m. until 2:30 p.m., at downtown Long Beach's Pine Avenue Pier, located between the Aquarium of the Pacific and Shoreline Village.

Come early! Free tickets will be available at the Pine Avenue Pier only on the day of the cruises on a first-come, first-served basis. Validated parking will be at the Aquarium of the Pacific parking garage at Shoreline Drive and Chestnut Avenue.

Economic sluggishness in the United States and Asia slowed container cargo shipments at the Port of Long Beach in July, with shipping terminals moving the equivalent of 379,032 twenty-foot-long container units, a decline of 7.5 percent from July 2000.

Long Beach's July import total of 208,179 twenty-foot-equivalent units (TEUs) was the highest since November 2000. July's import totals are typically boosted by back-to-school orders of Asian-made clothing and shoes, and even some early Christmas merchandise. With weaker orders this year, July's imports were down 7.4 percent from last July's import total.

Hampered by a strong dollar, exports dipped to 77,956 TEUs, a 10.3 percent decline from July 2000. Long Beach's leading exports include raw materials such as plastics, leather hides and recycled paper used by Asian manufacturers to produce merchandise for American consumers.

The Long Beach Board of Harbor Commissioners has agreed to put up \$5 million as its share toward the completion of a critical, long-delayed Pacific Coast Highway commuter bridge over the port's main rail line.

The \$107 million overpass at the border of Long Beach and Wilmington is the last in a series of bridges needed to complete the \$2.4 billion Alameda Corridor rail expressway linking the ports of Long Beach and Los Angeles and transcontinental rail yards near East Los Angeles. The overpasses allow motorists to pass over the Corridor without being blocked by rail traffic.

Delays in launching the PCH bridge project, along with a major design change, resulted in a \$42 million funding shortfall. In addition to the Port of Long Beach, the Metropolitan Transportation Authority (\$14 million), Port of Los Angeles (\$5 million), the Union Pacific and Burlington Northern railroads (\$4 million), and Caltrans (\$14 million in addition to its original \$65 million) will make up the shortfall.

With funding in place, the Alameda Corridor Transportation Authority has selected HDR Inc.,

an Omaha., Neb., -based firm, to design the Pacific Coast Highway grade separation linking Long Beach and Wilmington.

HDR was selected from among six firms that submitted proposals. ACTA officials expect to proceed with the design work in September. The schedule calls for the project to be completed in 18 to 24 months, with construction to begin in the fall of 2002.

U.S. Transportation Secretary Norm Mineta, other dignitaries and guests gathered last month to dedicate the Alameda Corridor's newly opened Redondo Junction -- a five-story-high overpass that allows Amtrak and Metrolink passenger trains to pass over the Corridor's freight lines.

The \$47 million Redondo Junction, consisting of five bridges located near the border between Vernon and Los Angeles, opened in July. The Alameda Corridor remains on schedule and on budget to open in April 2002.

An estimated \$10.6 million project to construct and install a traveling shiploader for the Pier G dry bulk terminal is out to bid.

The Board of Harbor Commissioners voted in July to begin advertising. Bids are to be opened in September.

Fabrication, delivery, erection and commissioning will take about two years. Under a plan to minimize dust, the South Coast Air Quality Management District has set a Jan. 1, 2004, deadline for the port to replace Pier G's existing shiploader, which was built in 1962.

The port has selected Science Applications International Corp. of San Diego to prepare an environmental impact report on the redevelopment of the Pier A container terminal north of Terminal Island.

The EIR will examine the impact of a proposed four-phase project to expand the 170-acre facility into a 322-acre complex.

In Phase I, there would be minor modifications as SSAT Long Beach moves in and Hanjin Shipping moves to a new 375-acre facility on Terminal Island. In Phase II, the project calls for redeveloping an 85-acre oil field west of Henry Ford Avenue. The third phase would develop 30 acres to be vacated by Union Pacific Railroad in 2006. The fourth phase could include redevelopment of part of the existing Toyota automobile terminal.

The Port of Long Beach has won three Awards of Excellence (the top awards) in the American Association of Port Authorities' annual Communications Competition.

Long Beach was honored for its 2000 Annual Report, last year's port holiday card and the port's *re:port* newsletter. This year 58 ports submitted 175 entries in 38 categories. The awards will be presented at the AAPA's annual convention Sept. 30-Oct. 4 in Quebec City, Canada.

Toyofuji Shipping Co. Ltd. will introduce its newest car-carrier ship, the ecologically sensitive New Century 1, into service for North America with a call scheduled for Sept. 12 at the Toyota automobile terminal in Long Beach.

The New Century 1 can carry as many as 6,000 automobiles, and cross the ocean at a service speed of 20 knots. It uses a technologically advanced propeller and a solar-powered system to conserve fuel.

Carnival Corp. broke ground on July 30 on a \$40 million cruise terminal to be developed next to the Queen Mary and scheduled to open in early 2003.

The new complex will feature a single berth capable of docking a 1,000-foot-long vessel, and also a 1,250-space parking garage and a boarding terminal within the Spruce Goose Dome. Carnival Cruise Lines plans to base two vessels in Long Beach, the 2,052-passenger ships *Elation* and *Ecstasy*.

The *Elation* will sail each Sunday on seven-day cruises to Mexico. The *Ecstasy* will offer three-day cruises departing Fridays for Ensenada and four-day cruises departing Mondays for Catalina and Ensenada.

Late-night lane closures during weekdays continue on the Long Beach (710) Freeway between Pacific Coast Highway and the San Diego (405) Freeway. The closures are scheduled through the end of the year during the construction of a new concrete median barrier.

The new median is part of a \$16.7 million pavement reconstruction project begun in late-March. The second phase of the project, widening of the freeway shoulders and re-paving of the freeway lanes, will begin next year. The contractor is Excel Paving Co. of Long Beach. The work is to be completed in 2002.

Oops. It's Wilh. Wilhelmsen ASA (Wilhelmsen Line) of Norway that is planning to launch a weekly container feeder service between the Port of Long Beach and Manzanillo, Mexico.

Not Wallenius Wilhelmsen Lines as report in last month's *Tie Lines*.

Scheduled to begin in mid-October, the new service would deploy two 650-TEU vessels. Barwil Agencies would be the agent.

The Harbor Transportation Club is hosting its 14th annual harbor cruise on Sept. 13 to tour the ports of Long Beach and Los Angeles.

The boat will depart at 6 p.m. from the Catalina Express terminal at Berth 95 in San Pedro. For information, call (562) 434-7393 or e-mail info@htc.org.

John M. Pandol of fruit and vegetable importer/exporter Pandol Bros. Inc. will talk about trade wars at the Sept. 18 luncheon meeting of the International Trade Club.

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

Newly elected Los Angeles City Councilwoman Janice Hahn will discuss "A New View of the Harbor from the Los Angeles City Council" at the Sept. 20 monthly luncheon hosted by Harbor Association of Industry and Commerce.

The event will be held at Simon's restaurant at Ports O' Call Village in San Pedro. For more information, call (310) 417-3929.

A fund-raising dinner on Sept. 25 to benefit the International Seafarers Center in Long Beach will celebrate the Port of Long Beach's 90th anniversary.

The event, which includes a 6 p.m. tugboat race in Queensway Bay, will be held aboard the Queen Mary.

Founded in 1983, the non-profit Seafarers Center is the only organization serving crewmen from ships calling at the ports of Long Beach and Los Angeles. The center is housed in a building at 120 S. Pico Ave., which is provided by the Port of Long Beach at no cost to the International Seafarers Center.

The Maritime Industry Salute Committee, chaired by Capt. **M.H.K. "Manny" Aschemeyer** of the Marine Exchange, is sponsoring the fund-raiser. Stevedoring Services of America Terminals Vice President **John DiBernardo** and Port of Los Angeles Executive Director **Larry Keller** are the honorary

chairmen.

For reservations, call (562) 432-6610.

Jim Finkel of Toyota Logistics Services will be the speaker at a Sept. 26 luncheon hosted by the Propeller Club at the West Coast Long Beach Hotel.

For information, call (818) 951-2842.

An international trade career workshop will be held 8 a.m. to 1 p.m. Sept. 28 at the Boeing PacifCenter, 3855 Lakewood Blvd., Long Beach.

The World Trade Center Association Los Angeles-Long Beach and the Long Beach International Trade Office are sponsoring the event. For more information, call (213) 680-1888.

The Steamship Association of Southern California will hold its annual golf tournament on Oct. 1 at the Rolling Hills Country Club.

For more information, call (213) 627-0634.

A Waterfront Diesel Emissions Conference will be held Oct. 24-25 at the Renaissance Hotel in Long Beach, hosted by the Pacific Maritime Association.

The conference will focus on marine terminals air quality and public health issues. For information, call (415) 576-3269.

PORT PEOPLE

Steve Dillon has returned to manage the Cemex USA terminal at Pier D. Dillon, who was formerly terminal manager in Long Beach, has a new title: senior marine terminal manager.

He succeeds **John Findley**, who had been terminal manager for the last two years. Findley has been transferred to Cemex's Ontario cement facility.

"K" Line has promoted David Bennett to vice president of West Coast sales in its Huntington Beach office. He succeeds **Eb Hoerling**.

Bennett will be responsible for sales in the Pacific region, with Seattle, Portland, Oakland and Los Angeles sales managers reporting to him. He was previously in charge of East Coast, Mid-Atlantic sales and operations for "K" Line.

Long Beach Container Terminal has announced a series of promotions.

It promoted **Kevin Hayes** to vice president of safety, security and maintenance. He was previously director of maintenance operations. Hayes has worked for LBCT since 1993.

Steven Nott was promoted to general manager of terminal services. Employed with LBCT since 1998, Nott was previously terminal operations manager.

Also, **Anthony Otto** was promoted to vice president of operations and marketing. Otto, who joined LBCT in January 2000, was previously terminal services manager.

Phillip Wright, formerly operations manager for Hanjin in Long Beach, has been named vice president of West Coast operations for Zim American-Israeli Shipping Co. in Long Beach.

Wright succeeds **Karsten Lemke**, who will help with the relocation of Zim's U.S. headquarters from

Manhattan to Virginia. Wright is returning to Zim, which he left in 1998 to join Hanjin.

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@yahoogroups.com**](mailto:polb-subscribe@yahoogroups.com)

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