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January 2002

AROUND THE PORT

Congress has approved more than \$4 million in initial funding to replace the 35-year-old Gerald Desmond Bridge and to help reduce traffic congestion around the waterfront.

At the request of Rep. Stephen Horn, R-Long Beach, the Fiscal Year 2002 transportation appropriations bill provides \$4 million to study environmental impacts and construction options for replacing the Gerald Desmond Bridge, which links Long Beach and Terminal Island. A new bridge is needed so that the port can ease traffic congestion and accommodate new larger ships. The cost of the bridge may be more than \$300 million.

The transportation appropriations bill also includes \$500,000 for the port's Intelligent Transportation System to improve access to the port and mitigate congestion on area streets and freeways, including the Long Beach (710) Freeway.

The Intelligent Transportation System will ultimately cost an estimated \$10 million and deploy a network of message boards displaying traffic updates to motorists.

The direct off-ramp from the northbound Terminal Island (47/103) Freeway to Pier A Way is now open.

Motorists can reach Pier A Way and Hanjin's Pier A container terminal from the northbound Terminal Island Freeway without crossing the mainline railroad tracks to Terminal Island. The off-ramp was rebuilt as part of an Alameda Corridor grade separation project.

The end of the peak holiday shipping season resulted in a 9.5 percent decline in container shipments through the Port of Long Beach in November, compared with the same month a year ago.

This November's total dropped to the equivalent of 372,085 twenty-foot-long container units.

The port's container totals are typically higher during the August-through-October period when holiday products such as Asian-made clothing, toys, shoes, consumer electronics and household goods are headed to retailers.

Unlike recent years, there were fewer last-minute shipments of holiday merchandise this November and weaker shipments for after-Christmas sales. Imports declined to 193,861 twenty-foot equivalent

units in November, a decrease of 9 percent from November 2000.

Exports fell 16.4 percent to 75,879 TEUs in November - the 13th consecutive month in which this year's export total was lower when compared with the same month a year ago. Asian economies have been very weak.

Exports moved through the port include industrial equipment and raw materials such as plastics, chemicals and recycled wastepaper.

The number of empty containers shipped through the port declined in November to 102,345 TEUs, a decrease of 4.4 percent from a year ago.

Nearly all of the empty containers are shipped overseas to be refilled with cargo.

The Long Beach Board of Harbor Commissioners has amended and extended the lease with COSCO Terminals America Inc. and SSA Ventures Inc. for the use of an expanded 256-acre Pacific Container Terminal on Pier J.

Under the new 20-year accord, the existing 138-acre PCT facility will be combined with Maersk Sealand's 118-acre terminal after Maersk's lease expires in April 2003. COSCO Terminals is a subsidiary of Shanghai-based China Ocean Shipping Co., one of the world's leading shipping lines. SSA Ventures is a subsidiary of Seattle-based Stevedoring Services of America, one of the leading terminal operators.

The port is seeking new bids from contractors to build a replacement for the 40-year old shiploader at the Pier G bulk cargo facility.

The Harbor Commission rejected four bids previously submitted in November after three were disqualified as unresponsive. The port is planning to open the latest round of bids in January. Completion of the shiploader is scheduled for November 2003, to comply with a Jan. 1, 2004, deadline mandated by Assembly Bill 1775 to control air emissions.

The BP ARCO liquid bulk terminal at Pier T's Berth 121 is now officially the BP West Coast Products T-121 terminal.

Nearly a year after BP, formerly British Petroleum, acquired Atlantic Richfield Co., it is reorganizing its West Coast commercial operations. The ARCO Carson refinery, ARCO branded gas stations and the Pier T liquid bulk terminal will operate within affiliate BP West Coast Products LLC.

Following a post-Sept. 11 review of waterfront security, the Southern California Region Marine Transportation Safety and Security Subcommittee has drafted a "matrix" of minimum-security requirements for port terminals.

The subcommittee of the local Marine Transportation System Advisory Council submitted its recommendations to the U.S. Coast Guard, which is expected to establish uniform security standards for California seaports within the next month. The matrix includes three levels of security for low-, medium- and high-risk emergencies. It covers access to facilities; identification of visitors, vendors and employees; and security patrols.

Congress has approved a defense appropriations bill that includes \$93.3 million earmarked for port security assessments and enhancements.

The U.S. Coast Guard and Customs Service also received additional funds in the bill. The legislation

calls for \$390 million in grants over a five-year period for port security improvements.

The Alameda Corridor Transportation Authority and the World Trade Center Association of Los Angeles-Long Beach are jointly sponsoring a program to help local businesses and individuals capitalize on international trade.

The International Trade Development Program will provide one-on-one technical consulting for local importers and exporters, helping with financing and freight logistics. The program also will provide job training for entry-level positions as an import/export clerk, freight forwarder administrator and document or letter-of-credit processor.

Port Trivia Quiz: According to ACTA officials, what will be the maximum yearly capacity of the Alameda Corridor when it is fully operational?

A) 2 - 3 million TEUs, B) 5 - 6 million TEUs, C) 10 -11 million TEUs, D) 12 -13 million TEUs, or E) 19 - 20 million TEUs.

For the answer, go to the last page of this newsletter.

Vera Adams and Audrey Adams of the U.S. Customs Service will be the speakers at a Jan. 10 dinner hosted by the Harbor Transportation Club at the Ports O' Call Restaurant in San Pedro.

For more information, call (562) 434-7393.

Top port officials will discuss the 2002 outlook at the port's annual Customer Orientation Briefing at 9 a.m. Jan. 16 in the sixth-floor board room at the port Administration Building, 925 Harbor Plaza.

For more information, call (562) 590-4110.

Rep. Dana Rohrabacher, R-Huntington Beach, is the scheduled speaker for the Harbor Association of Industry and Commerce's installation dinner Jan. 18 at the Hyatt Regency Long Beach Hotel.

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

PORT PEOPLE

The Port of Long Beach has presented its highest honor - the Honorary Port Pilot Award - to Capt. Richard J. Jacobsen, the CEO of Jacobsen Pilot Service Inc., for his significant contributions to the shipping industry and the advancement of international trade.

The presentation to Capt. Jacobsen marks the first time that the Port Pilot Award has been awarded to a father and son. Capt. Jacobsen's father, Capt. **Jacob A. Jacobsen** - the late founder of Jacobsen Pilot Service - was honored with the Port Pilot Award in 1971.

Harbor Commission President **Carmen Perez** presented the award to Capt. Dick Jacobsen at a Dec. 14 holiday reception and dinner at the Hyatt Regency Long Beach Hotel.

Capt. Jacobsen is Long Beach's 69th Port Pilot honoree. The award is named for the harbor port pilots who are entrusted to safely guide cargo ships in and out of the port.

Since 1954, the port has honored individuals for their leadership and achievements in international trade. The port has presented the award to CEOs of leading corporations, prime ministers, ambassadors, members of Congress, Cabinet officials and presidents, including President **Ronald**

Reagan.

Jacobsen Pilot Service has served Long Beach Harbor for nearly 80 years. Capt. Dick Jacobsen came ashore to help run the business in 1956 after a career in the Merchant Marine and the U.S. Navy.

Like his father and his son, current company President **Thomas A. Jacobsen**, Capt. Dick Jacobsen has emphasized the highest standards of safety, customer service and leading edge technology. In 1964, Capt. Jacobsen incorporated the family-run pilot service and offered his pilots the opportunity to buy company stock, creating the team that owns and operates the business today.

Port Trivia Quiz answer: D) 12-13 million TEUs a year will be the yearly capacity.

Currently, the ports of Long Beach and Los Angeles handle nearly 10 million TEUs a year. Of that, roughly half is local cargo and half is cross-country shipments that arrive or leave Southern California by train.

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