

CLOSE WINDOW



February 2002

AROUND THE PORT

The Port of Long Beach ended 2001 with container cargo gains in December, including the first percentage increase for exports in 13 months.

The container total in December, including import, export and empty containers, was the equivalent of 359,543 twenty-foot container units, an increase of 2.3 percent over December 2000.

The December container gains were led by a 6 percent increase in import containers, which climbed to 191,584 twenty-foot equivalent units (TEUs), as retailers restocked imported clothing, shoes and toys after a better-than-expected holiday shopping season.

The number of empty containers declined by 7.8 percent to 84,299 TEUs

Export containers rose to 83,661 TEUs, a 5.4 percent increase over December 2000. It was the first time since October 2000 that monthly exports showed a percentage increase compared to the same month a year ago.

The port's exports include factory equipment and raw materials such as plastics and chemicals.

"The export total is our highest since March 2001 and hopefully is the beginning of a stronger overseas market for U.S. products," said port Executive Director **Richard D. Steinke**.

For the full 2001 calendar year, shipping terminals at the port handled 4.5 million TEUs, a 3 percent decline from the previous year, reflecting the economic slowdown in the United States and Asia.

The port's privately operated terminals reported a 1.4 percent decline in imported containers, an 8.8 percent drop in exports and a 1 percent decrease in empties.

For calendar year 2001, shipping terminals at the port moved 128 million metric revenue tons of cargo, a decline of 3.6 percent.

Inbound cargo fell 1.4 percent. Outbound cargo dropped 3.1 percent. Cargo at private berths decreased 72.9 percent.

Caltrans is seeking public comment on a plan to replace the 55-year-old Commodore Schuyler

Heim lift bridge, which links Terminal Island and west Long Beach, with a fixed bridge.

Caltrans will take comments at an environmental scoping meeting from 4:30 to 7:30 p.m. Feb. 13 in the lobby of the port Administration Building, 925 Harbor Plaza.

Construction of the new \$80 million-plus bridge is scheduled for 2005. The deadline for public comments is Feb. 28.

The Long Beach Board of Harbor Commissioners has awarded two construction contracts totaling \$49.2 million for the first phase of a decade-long expansion of the International Transportation Service terminal.

The work is part of the port's Pier G Terminal Redevelopment Program, which will ultimately merge and renovate ITS' 127-acre terminal on Pier J and Maersk Sealand's 92-acre facility next door on Pier G.

Harbor commissioners awarded a \$38.1 million contract to Manson Construction Co. to demolish the former Westway wharf at Berth J242, add about 12 acres of landfill to the south side of the current ITS terminal and build a deep water berth.

Seattle-based Manson, the lowest of four bidders, will begin construction immediately. Completion is scheduled in two years.

Commissioners awarded an \$11.1 million contract to Griffith Co. to renovate and expand the ITS entry gate, and construct additional truck lanes, utilities and about 15,000 feet of storage track for the on-dock rail yard.

Griffith, based in Santa Fe Springs, was the lowest of four bidders. Construction will begin immediately and is scheduled for completion in one year.

The Board of Harbor Commissioners has rejected all bids for a second time, and authorized the port engineering staff to re-advertise for a contractor to build a new shiploader for the Pier G bulk-handling terminal.

The port is required under the South Coast Air Quality Management District's Rule 1158 and state Assembly Bill 1775 to replace the existing Pier G shiploader with a new shiploader to control fugitive dust.

The updated and redesigned 2002 Port of Long Beach Reference Guide and Tide Tables is now available.

The free booklet, featuring a new colorful format, is published by the port and Jacobsen Pilot Service. Copies can be picked up in the lobby of the port Administration Building, 925 Harbor Plaza.

The port has rescheduled the start of construction of a new Ocean Boulevard/Terminal Island Freeway interchange until at least the fourth quarter and possibly not until early next year.

Designs are being modified, but will continue to include a "split diamond" interchange with a grade separation for both the Ocean Boulevard/Terminal Island Freeway intersection and the Ocean Boulevard/Henry Ford Avenue intersection.

Polynesia and South Seas Lines have begun calling at the Pier J Pacific Container Terminal operated by Stevedoring Services of America and China Ocean Shipping Co.

Nearly all of Polynesia and South Seas' cargo is canned tuna shipped in twenty-foot-long containers. Polynesia's primary account is Star-Kist, while South Seas Line's primary account is Chicken of the Sea.

THUMS Long Beach Co., the oil field contractor for the Long Beach unit, is planning to build a 47-megawatt power plant at the southwest corner of the G-P Gypsum facility at 1401 Pier D Street.

The plant would include a natural-gas-fired turbine and a 65-foot-high exhaust stack. The facility would use natural gas produced by THUMS to generate power, which would meet 85 percent of THUMS' operational electrical needs.

Electricity from the plant would replace power that THUMS currently purchases from the regional power grid. G-P Gypsum plans to use exhaust heat from the plant in its manufacturing process.

Vessel traffic at the Long Beach/Los Angeles harbor complex in 2001 mirrored the global economic weakness and fell to 5,662 ship arrivals, a decline of 4.6 percent from the 2000 total, reports the Marine Exchange.

"Overall, we're pleased," said Marine Exchange Executive Director Capt. Manny Ascheymeyer. "The 2001 total still exceeds the annual arrivals for the previous eight years between 1992 and 1999." On the Long Beach Harbor side, arrivals dropped 4 percent to 3,046 vessels.

For Long Beach and Los Angeles harbors, car carriers were down 20 percent, dry bulk vessels down 13 percent, reefer ships down 11 percent, containerships down 7 percent and tankers down 2 percent.

General cargo ships were up 19 percent, cargo barges up 10 percent and roll-on, roll-off vessels up 1 percent.

While the number of containerships declined, they accounted for nearly half of the Long Beach/Los Angeles Harbor vessel traffic with 2,852 arrivals.

Tankers accounted for the second most arrivals with 871.

The old metal median divider for the Long Beach (710) Freeway south of the San Diego (405) Freeway has been removed as part of a \$16.7 million pavement reconstruction project.

The median has been excavated and a new aggregate base installed. An upgraded concrete divider is being added. Completion of the divider is scheduled for this summer.

The second phase of Caltrans' 710 Freeway renovation, including excavation and repaving of the shoulders in both directions and repaving freeway lanes in both directions with longer-lasting asphalt material, is scheduled to begin this fall.

The final phase of the project will require extended weekend lane closures. Completion of the repaving is expected in early 2003.

Foss Maritime Co. has christened its newest San Pedro Bay tug, its 6,250-horsepower, 98-foot-long Marshall Foss.

Foss is chartering the tug from Marine Resources Inc. The Marshall Foss was built by Halter Marine Inc. of Lockport, La. The vessel is powered by a Detroit Diesel engine that exceeds California's air quality standard for lower emissions.

Boeing Launch Services Inc. has signed an agreement with Bermuda-based communications satellite operator Intelsat LLC for a launch on a Sea Launch rocket in 2003.

Sea Launch, which is home ported at the Port of Long Beach, will launch an Intelsat X spacecraft weighing up to 12,540 pounds into orbit over the Atlantic Ocean.

Intelsat is a provider of wholesale Internet, broadcast, telephone and corporate network services.

Cal State Long Beach is offering a new Master of Arts degree program in global logistics beginning March 11.

The program will prepare professionals to manage the efficient flow of goods, services and related information from point of origin to point of consumption. For an application, contact Kerri Phipps, (562) 499-2160 or email khipps@uces.csulb.edu

Cal State Long Beach's Extension Services is beginning another semester of its global logistics specialist professional designation program beginning Feb. 13.

The classes are held Wednesday and Thursday evenings through June 29 at the Long Beach World Trade Center. For more information, call (562) 499-2160.

Former "K" Line executive Theodore Prince will be the speaker at the Harbor Transportation Club dinner Feb. 7 at the Reef Restaurant in Long Beach.

Prince, now a senior vice president for the transportation software firm Optimization Alternatives Ltd. Inc., will talk about "Terminal Technology and Productivity - It's Not Impossible." For more information, call (562) 434-7393.

Orient Overseas Ltd. Chairman C.C. Tung will be one of the speakers at the Journal of Commerce's 2nd Annual Trans-Pacific Maritime Conference March 3-5 at the Hyatt Regency Long Beach.

The Port of Long Beach is a sponsor.

PORT PEOPLE

The March of Dimes is honoring Harbor Commission President Carmen O. Perez at a Feb. 5 luncheon as one of its "transportation heroes."

Another honoree is Alameda Corridor Transportation Authority CEO **James Hankla**.

Barry Baldwin of Foss Maritime Co. has returned as board chairman of the Marine Exchange of Los Angeles/Long Beach Harbor, succeeding Torben Blichfeld who was transferred to the East Coast by Maersk Sealand.

Becky Mannino of SSAT was named to the board as a representative for terminal operations. **Phillip Wright**, the new West Coast vice present for Zim-American Israeli Shipping Co., will represent container ship operators on the board, completing the term for **Karsten Lemke**, who was transferred to the East Coast by Zim.

John DiBernardo of Stevedoring Services of America has been named chairman of the Steamship Association of Southern California, succeeding Oli Reichl of Hapag-Lloyd.

Tom Good of Matson Navigation is the new president; **Anthony Otto** of Long Beach Container

Terminal the new vice president and **Thomas Harrold Jr.** of P&O Nedlloyd the secretary/treasurer. The other directors are **Robert Clark** of American President Lines, **Frank Divona** of Metropolitan Stevedore, **Geoffrey Greenwood** of Columbus Lines, **Robert Kleist** of Evergreen, **Laura Kovary** of Crowley Marine, **David Mehus** of Centennial Stevedoring, **Alan McCorkle** of Maersk Pacific, **John Miller** of International Transportation Services, **Frank Pisano** of Trans Pacific Container Service, **Oli Reichl**, **Eric Wilson** of Marine Terminals and **Phillip Wright** of Zim Container Service.

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