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October 2002

AROUND THE PORT . . .

A labor dispute between terminal operators and dockworkers has brought cargo operations to a standstill at West Coast ports.

For the latest on the International Longshore and Warehouse Union's contract negotiations with the Pacific Maritime Association, go to the PMA website at www.pmanet.org and the ILWU website at www.ilwu.org. The ILWU represents 10,000 West Coast dockworkers; the PMA represents shipping lines, terminal operators and stevedoring companies. The ILWU's contract with the PMA expired on July 1.

Imports climbed and exports fell as the total number of cargo containers shipped through the Port of Long Beach rose to 427,236 container units in August -- a 5.3 percent increase over August 2001, and the third highest monthly total this year after July and May.

The number of inbound containers edged up to the equivalent of 234,592 twenty-foot-long container units, an increase of 5.9 percent over August 2001, as importers stocked up for the end-of-the-year holiday season. The port's leading imports include Asian-made clothing, toys, shoes, handbags and consumer electronics.

Exports dropped for a third-consecutive month, slipping to 71,086 twenty-foot-equivalent units (TEUs), a decline of 14.7 percent. The port's leading exports include factory equipment and raw materials such as plastics, chemicals and waste paper.

With fewer exports being shipped overseas, the number of empty containers (almost all headed back to Asia to be re-loaded with cargo) jumped to 121,558 TEUs, a 20.3 percent increase.

The *Hanjin Oslo* made the first vessel call on Sept. 12 at Hanjin Shipping Co.'s new Pier T container cargo terminal in Long Beach, signaling the opening of port's first "mega-terminal."

The 5,300-TEU *Hanjin Oslo* arrived loaded with holiday products. A group of Hanjin and port officials gathered along Pier T's 3,700-foot-long wharf and applauded as dockworkers used one of the facility's 12 gantry cranes to unload the first container.

"This is a major milestone for the port and Hanjin, one that we take great pride in," said port Executive Director Richard D. Steinke. "The port, Hanjin and international trade have grown tremendously in the past decade. The massive scale of this facility demonstrates our confidence in the greater trade growth ahead of us."

The \$576 million Pier T facility is a 375-acre project, equal in size to 280 football fields. The terminal is the port's largest cargo complex and one of the world's largest. In August, the port completed construction of the first 288 acres. The port will complete the final 87 acres in mid-2003.

The Pier T facility features a 29-lane truck gate, 140,000 square feet of terminal buildings, and the nation's largest on-dock rail yard with more than 83,000 feet of rail linked to the newly opened Alameda Corridor.

Pier T's gantry cranes, costing \$7 million each, can reach across a yet-to-be-built generation of vessels with a width of 22 containers each eight feet wide. The largest vessels today are 17 containers wide.

Hanjin is moving to Pier T from its existing 170-acre Long Beach terminal north of Terminal Island at Pier A. The *Hanjin Taipei* was the last Hanjin vessel to call with cargo at Pier A. By the end of September, Hanjin expected to complete the move of all of its containers and equipment to Pier T. Later in the year, SSAT and its primary shipping lines Mediterranean Shipping Co. (MSC) and Zim Israel Navigation Co. Ltd. will move into Pier A.

The Long Beach City Council has approved the port Harbor Department's \$438.9 million budget for the 12-month fiscal year beginning Oct. 1, 2002.

The fiscal 2003 spending plan includes a \$164 million operating budget and \$258.4 million for capital outlays for such projects as completion of the Pier T container terminal, redevelopment of container terminals at Pier E, G and J, development of Pier S, and the upgrading of the Pier G bulk-cargo handling terminal.

The most comprehensive San Pedro Bay biological study undertaken since the 1970s has found more than 44 million fish making their home in Long Beach and Los Angeles harbors.

The most abundant of the 74 species cataloged were the northern anchovy, white croaker, queenfish, topsmelt, specklefin midshipman, California tonguefish, speckled sanddab and Pacific sardine, according to a study completed in June by MEC Analytical Systems Inc.

Researchers observed nearly 100 bird species within Long Beach and Los Angeles harbors, with the most abundant being gulls, Elegant Terns, Brown Pelicans, Western Grebe, Brant's Cormorant and Surf Scoter.

The ports of Long Beach and Los Angeles commissioned the study to quantify the harbors' biological and physical/chemical conditions, which were last evaluated comprehensively in 1976.

Asphalt paving has begun at the 30-acre Pier E landfill project to expand the 79-acre container yard at the California United Terminals complex.

The remaining work includes the installation of light poles and concrete runways, with completion of the project scheduled for the end of the year.

During the final stage of the Gerald Desmond Bridge widening project, the port's construction contractor will temporarily close the bridge for several nights to re-stripe traffic lanes.

The relocation of a new sidewalk on the south side of the bridge is nearly complete, making way for a fifth lane of traffic. When the widening project is completed in mid-November, the bridge will have three lanes for traffic heading up the bridge, and two lanes for traffic moving down from the bridge.

Meanwhile, the port is continuing with plans for a new, taller bridge to replace the Gerald Desmond.

Asphalt paving also is set to begin in November on north and southbound lanes of the Long Beach (710) Freeway between Pacific Coast Highway and the San Diego (405) Freeway.

This is part of a \$16.7 million Caltrans pavement reconstruction project, which includes the excavation and repaving of the freeway shoulders.

Port officials welcomed the 2,700-TEU container ship *Columbus China* during its maiden call on Sept. 9 at the Pacific Container Terminal on Pier J.

The *Columbus China* is one of 11 vessels in the Ampac (Americas and Asia) service formed by Columbus Lines, Maruba, TMM and CCNI. The weekly service calls at West Coast Western Hemisphere ports in South and Central America, Mexico, the United States, Canada and the Far East.

Great American Lines' car carrier, the *Sunbelt Spirit*, made its maiden call on Sept. 23 at the Toyota Terminal on Pier B.

The newly built *Sunbelt Spirit* is capable of carrying more than 6,000 sub-compact cars. The new ship will be bringing Toyota cars to the port from Japan, and returning with refrigerated cargo.

The newest Zim container ship, the 5,000-TEU *Zim Virginia* made its first call on Sept. 24 at Zim's Long Beach home, the SSAT C-60 terminal.

The *Zim Virginia* is one of six new vessels built at the Hyundai shipyards in Korea. The 24-knot vessels join the global Zim Container Service, replacing smaller 3,000-TEU, 21-knot vessels, which are being shifted to a second Zim global service, its Asia Med Service.

The World Trade Center Association is hosting a free breakfast meeting with Fiji's minister of foreign affairs and external trade at 8:30 a.m. Oct. 2 at the Hilton Long Beach hotel.

The minister will talk about business opportunities in Fiji in the information technology/telecommunications, manufacturing and tourism industries. For information, call (213) 680-1888.

Mark Schulze of the Burlington Northern & Santa Fe Railway will be the speaker at the Los Angeles Transportation Club's annual officers election luncheon meeting Oct. 8 at the Norwalk Marriott hotel.

For more information, call (562) 856-9197.

Free Trade Zones is the topic at the Harbor Association of Industry and Commerce luncheon meeting Oct. 10 at the West Coast Long Beach Hotel.

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

Robert McAfee of Burlington Northern Santa Fe will discuss "The On-Dock Advantage" at a Harbor Transportation Club dinner Oct. 10 at the Ports O'Call Restaurant in San Pedro.

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

The Los Angeles Customs Brokers & Freight Forwarders Association is hosting a half-day seminar on "Export Controls for Forwarders" beginning at 8 a.m. Oct. 17 at the Reef Restaurant in Long Beach.

The Bureau of Industry & Security and the Bureau of Census will be making presentations. For more information, call (818) 951-2841.

Module Four in the Global Logistics Specialist program -- technology, industry trends and transportation infrastructure -- will be held on four evenings beginning Oct. 24 by Cal State Long Beach's Center for International Trade and Transportation.

For more information, call (562) 296-1170.

The Foreign Trade Association is hosting an International Trade Delegates Luncheon on Oct. 29 at the Omni Hotel in Los Angeles.

For more information, call (323) 730-1011.

U.S. Coast Guard Capt. John Holmes will be the speaker at the Propeller Club meeting Oct. 30 at the Hilton Hotel in San Pedro.

For more information, call (818) 951-2842.

The FoodMex 2003 food industry luncheon will be held Nov. 1 at the Westin Long Beach Hotel.

For information, call (562) 435-9472.

PORT PEOPLE . . .

Octavius Covington Jr., the port's chief security officer, has been named to Leadership Long Beach's Class of 2003.

The 30 participants in the community service program are required to attend 10 monthly seminars and to complete a group project aimed at teaching personal responsibility, integrity and commitment.

Port Chief Harbor Engineer Doug Thiessen has introduced a couple of new faces among his deputy chief harbor engineers and some new assignments.

Gary Cardamone is the new deputy chief harbor engineer in charge of construction management and inspection. Cardamone comes from CH2MHill Corp. and was most recently the Pier T construction manager. Cardamone succeeds **Bill Kumer**, who was named deputy chief harbor engineer in charge of administrative support.

Doug Sereno is the new deputy chief harbor engineer in charge of program management. These duties had been the responsibility of **Al Moro**, who was promoted last year to assistant chief harbor engineer. Sereno comes from Montgomery Watson Harza Corp.

Port Assistant Chief Harbor Engineer Al Moro teamed with Deputy

Chief Harbor Engineer for Design Jim Santa Ana to win the Long Beach City Golf Tournament for the third year in a row.

At its 91st annual convention last month, the American Association of Port Authorities installed Agustin Díaz as chairman of the board, succeeding Port of Long Beach Executive Director Richard Steinke. Díaz, a former educator and newspaper editor, is deputy general manager of the Curaçao Ports Authority Inc. Before joining the Curaçao Ports Authority, Díaz was the commissioner of the island government in charge of ports.

E-MAIL NEWS BULLETINS!

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