

CLOSE WINDOW



November 2002

AROUND THE PORT . . .

Cargo will be moving uninterrupted through West Coast ports at least through Christmas, after President Bush ended a 10-day shutdown by invoking the Taft-Hartley Act.

Citing the threat to national health and safety, the President obtained a court order on Oct. 8 for an 80-day cooling-off period, during which shipping terminals are to remain open, dockworkers are prohibited from striking or engaging in a work slowdown, and both sides are to return to the bargaining table.

If a labor agreement is not reached within 60 days, federal officials will begin a 15-day secret vote among members of the International Longshore and Warehouse Union on the last proposal from the employers' group, the Pacific Maritime Association. There will be an additional five days to tally the vote.

The cooling off period ends Dec. 27. If the ILWU rejects the PMA proposal, it can strike or the employers can resume their lockout.

By the last weekend of October, three weeks after President Bush ended the coast-wide PMA lockout, the backlog of ships had begun to ease.

The number of vessels at the ports of Long Beach and Los Angeles dropped below 100 for the first time in almost a month after hovering stubbornly at 117 since the end of the lockout.

On Oct. 31, there were 89 vessels at the San Pedro Bay port complex, of which 48 were at berth and 41 at anchor, according to the Marine Exchange, a group that monitors vessel traffic.

One vessel due in Los Angeles had been at anchor since Oct. 16, and another due in Long Beach had arrived Oct. 17. No other vessels due at

either port had arrived before Oct. 22.

The Long Beach Board of Harbor Commissioners has voted to allow terminal operators to waive demurrage charges for the period from Sept. 28 through Oct. 19 to give terminal operators and trucking companies time to clear the backlog of cargo left by the lockout.

Storage charges (assessed after 7 to 10 days of “free time”) otherwise would be \$40 a day for an inbound 40-foot-long container and \$26 a day for an outbound 40-footer.

The total number of cargo containers shipped through the Port of Long Beach rose 4.5 percent to a record 4.7 million container units during the fiscal year from Oct. 1, 2001, through Sept. 30, 2002.

Imports climbed 5 percent in fiscal 2002. The port’s leading imports include Asia-made computer parts, electronics, clothing, shoes, furnishings, auto parts and toys. Amid a continuing slump in Asia, exports declined 4.4 percent. The port’s leading exports include computer components, factory equipment and raw materials such as plastics, chemicals and recycled waste paper.

The port’s previous fiscal-year high was 4.6 million twenty-foot equivalent units (TEUs) in the 2000 fiscal year from October 1999 through September 2000.

The work stoppage at the end of this September resulted in a 12.4 percent decline in September’s total container volume.

The number of containers dropped to 340,339 TEUs in September. Imports fell 14.3 percent to 188,674 TEUs. Exports declined 29.8 percent to 53,840 TEUs. The number of empty containers, most of them headed back to Asia to be re-filled with cargo, increased 7 percent to 97,825 TEUs.

During fiscal 2002, more than 125.6 million metric tons of cargo moved through the Port of Long Beach, an increase of 1.2 percent over fiscal 2001.

The gains included a nearly 15 percent jump in the number of vehicles shipped through the port. The vehicle count climbed to more than 285,000, most of them Toyotas shipped from Japan.

Because larger vessels were deployed in the Pacific, the number of ships calling at the port dropped 10 percent to 5,036.

The Board of Harbor Commissioners has approved a secondary

assignment agreement for SSAT to use the old Maersk container terminal on Pier J, which will allow Mediterranean Shipping Co. to begin calling in Long Beach in November.

MSC, a leading international shipping line, has been calling at the Port of Los Angeles. Maersk has left Long Beach, but its lease for the 107-acre Pier J terminal does not expire until April.

SSAT and China Ocean Shipping Co. will be merging the 110-acre Pacific Container Terminal facility on Pier J with the former Maersk terminal. Meanwhile, SSAT and Mediterranean will move into Pier A in January. The 170-acre Pier A terminal is being renovated, after Hanjin Shipping moved in September to a new terminal on Pier T.

Hanjin is planning to launch its intermodal rail service at Pier T on Nov. 2 with an eastbound train loaded with 260 containers.

The new Pier T container terminal includes the nation's largest on-dock rail yard, with more than 83,000 feet of rail linked to the newly opened Alameda Corridor.

Initially, Hanjin expects to load three eastbound trains a week, eventually working up to at least one train a day. Incoming westbound cargo will begin arriving at Pier T early next year.

When Hanjin operated at Pier A, it had an on-dock rail yard that wasn't put to use because of the need for container storage space and because of the terminal's proximity to the Intermodal Container Transfer Facility in West Long Beach.

The Gerald Desmond Bridge will be closed temporarily from 10 p. m. Friday, Nov. 1, to 5 a.m. Monday, Nov. 4, during the final stages of a project to add a fifth lane to the bridge connecting downtown Long Beach and Terminal Island.

Motorists can use Pacific Coast Highway and the Terminal Island (47/103) Freeway, or they can use Shoreline Drive, 9th Street and the Terminal Island Freeway.

The Board of Harbor Commissioners has agreed to make a one-time \$200,000 emergency contribution to revive the sheriff's 12-year-old Cargo CATs theft-fighting team, pending similar contributions from the Los Angeles County Board of Supervisors and the Port of Los Angeles.

The \$600,000 would fund the Cargo CATs (Crime Apprehension Team) for six months while long-term funding is developed.

Sheriff Leroy Baca will discuss "Cargo CATs: Will They be on the Prowl Again?" at a dinner hosted by the Harbor Transportation

Club on Nov. 14 at the Reef Restaurant in Long Beach. For more information, call (562) 434-7393.

An informational meeting will be held 3 p.m. Nov. 11 to discuss port plans to change several berth, pier and street names for the first time since 1992.

The meeting will be held in the port Administration Building's fifth-floor training room.

The revisions are necessary because of the extensive development of the port during the past decade. The proposed changes are primarily on Pier T, Pier S and Pier A. One proposed change is to rename Henry Ford Avenue south of New Dock Street as Pier S Avenue. This would eliminate confusion between the portions of Henry Ford Avenue that are north and south of the Cerritos Channel.

For a copy of a drawing with the proposed changes, call (562) 590-4153.

The port is looking for someone with experience in maritime port operations to fill the position of assistant chief wharfinger.

Working under the direction of the chief wharfinger, the assistant supervises the port's wharfingers, enforces tariff rules, maintains liaisons with port customers, and supervises customer service programs.

The deadline for applications is Nov. 8. For more information, call (562) 570-6202.

The Pacific Merchant Shipping Association met at the Port of Long Beach in October to discuss strategies for passing urgency legislation to block an 8 percent state sales tax on bunker fuel that is set to take effect Jan. 1.

The Legislature passed a bill to extend an exemption for bunker fuel, but Gov. **Gray Davis** vetoed it saying the state needs the money. California will be the only state with such a tax, so the bunkering business is expected to go elsewhere. An urgency bill to exempt bunker fuel could take until spring to get to the governor for approval.

In a photo finish, Crowley's *Tioga* tractor tug edged out Foss Maritime's *Marshall Foss* to win the mile-long Great Tug Boat Race II, which was one of the featured events at last month's annual fund-raiser for the International Seafarers Center.

Finishing within a tug-length of the winner in third and fourth were Millennium Maritime's *Millennium Dawn* and Sause Bros.' *Kahu*.

In the open class, Catalina Express' entry won over a THUMs crew boat.

"Who's Who at Customs" will be the topic at a Los Angeles

Customs Brokers & Freight Forwarders dinner Nov. 14 at the Proud Bird Restaurant near LAX. For information, call (818) 941-2841.

Eduardo Vinagre of Wal-Mart's Sam's Club stores is the speaker for the FoodMex 2003 luncheon Nov. 15 at the Westin Long Beach Hotel.

The Long Beach City College California-Mexico Trade Assistance Center, Port of Long Beach and Business Women's Network are among the sponsors. For information, call (562) 435-9472.

The International Trade Club's annual Casino Night & Scholarship Fundraiser will be held 6 p.m. Nov. 15 at Ports O'Call Restaurant in San Pedro. For more information, call (562) 434-7393.

At the Foreign Trade Association luncheon Nov. 18, Al Castignetti of Toyota Motor Sales will talk about Toyota's entry into the Mexican automobile market. The event will be held at the Holiday Inn Torrance. For more information, call (323) 730-1011.

Susan Hatchard of CMA-CGM North America will discuss "The Dynamics of Ocean Transportation" at the Propeller Club luncheon Nov. 20 at the West Coast Long Beach Hotel. For more information, call (818) 951-2842.

Women in International Trade will host its annual Duty Drawback Update conference from 9 a.m. to 3 p.m. Nov. 20 at the Westin LAX Hotel. For information, call (818) 951-2842.

"Doing Business with India: Opportunities in the World's Largest Free Market" will be the topic of all-day conference from 8:30 a.m. to 6 p.m. Nov. 21 in the International Ballroom of the Hilton Long Beach hotel.

World Trade Center Association and Mantec International Services are the sponsors of the event. For information, call (213) 680-1888.

The Harbor Association of Industry and Commerce will host its annual Salute to Industry dinner on Nov. 21 at the Long Beach Aquarium of the Pacific.

The event will honor "Great Port Projects:" the Port of Long Beach's Pier T development project and the Port of Los Angeles' Pier 400 project. For

information, call (310) 417-3929.

PORT PEOPLE . . .

Long Beach Harbor Commissioner Carmen O. Perez was honored by the Long Beach Area Council Boy Scouts of America as the 2002 Good Scout of the Year.

Port Chief Wharfinger Marva Stewart has been appointed to a three-year term as the port's representative for the Office of Spill Prevention and Response's Los Angeles/Long Beach harbor safety committee.

After more than seven years with the port Properties Division and two years as properties director, Hal Duensing is retiring in December.

The former Vietnam helicopter pilot also worked for 11 years with the city of Long Beach's Redevelopment Agency.

Also retiring from the port is wharfinger Larry Morres, who has worked for the Long Beach Harbor Department for 33 years including 22 years as a wharfinger.

CNN's Lou Dobbs Moneyline program broadcast a live one-hour program on Oct. 14 from the eighth-floor rooftop observation deck at the Port of Long Beach headquarters.

During the program, Dobbs interviewed Long Beach Mayor **Beverly O'Neill** and port Executive Director **Richard Steinke**.

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,

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