

CLOSE WINDOW



December 2002

AROUND THE PORT . . .

After more than six years with the Port of Long Beach, Harbor Commissioner John E. Kashiwabara has announced his retirement effective Jan. 31.

Kashiwabara was just beginning his second six-year term. Mayor **Beverly O'Neill** reappointed him to the board in July. The 81-year-old retired family physician is a longtime civic leader and the first Japanese-American to serve on the port governing board.

Two other members of the five-person commission will be leaving the port this summer. Commissioners **Carmen O. Perez** and **Roy E. Hearrean** will complete their second terms, the maximum allowed.

Ensuring labor peace until at least 2009, negotiators for more than 10,500 longshoremen and 70 shipping lines and terminal operators have reached tentative agreement on a landmark six-year contract covering 29 West Coast ports.

Members of the International Longshore and Warehouse Union and the employers' group, the Pacific Maritime Association, are expected to ratify the pact by early January. Key issues include new technology to track cargo, arbitration procedures, wages and pension benefits.

The accord came with only a month left in an 80-day cooling-off period ordered by **President Bush** that has kept ports open following a 10-day PMA lockout of union workers at the end of September and in early October.

Turnaround times for container ships at the Port of Long Beach have returned to normal, but the coast-wide lockout of longshoremen and the departure of a leading shipping line from Long Beach resulted in a 30.7 percent decline in container cargo

volume in October, compared to the same month a year ago.

The number of containers shipped through Long Beach in October fell to the equivalent of 301,318 container units. Typically, the port sees its heaviest cargo volumes during the summer and early fall as shipments of imported holiday products peak from August through October.

October 2001 was Long Beach's single busiest month last year.

This October saw the number of inbound cargo containers drop 31.2 percent to the equivalent of 163,776 twenty-foot-long container units.

The number of outbound cargo containers declined 50.6 percent to 40,608 twenty-foot-equivalent units (TEUs). The number of empty containers heading back overseas to be re-filled with goods fell 15.3 percent to 96,934 TEUs.

The number of vessels calling in Long Beach during the month of October declined 24.9 percent to 271 ships.

A factor in October's decline in ships and container volume was the departure this summer of Maersk Sealand, formerly one of Long Beach's leading shipping lines.

A look at Long Beach's remaining shipping terminals shows only a 5.2 percent decline in total container units in October, compared with the same month a year ago for the same terminals (without Maersk's totals).

Imports for the "same terminals" dropped 6 percent in October; exports fell 31.4 percent; and empties increased 14.7 percent.

Exploring ways to improve security, the Board of Harbor Commissioners has approved a \$175,050 contract with Science Applications International Corp. for a review of the port's Security Division.

San Diego-based SAIC will conduct the review with the assistance of engineering firm CH2M Hill and security consulting firm SafirRosetti. The report is due by June.

Taking another step to tighten security, the Board of Harbor Commissioners has approved the purchase of \$335,000 in security equipment and patrol vehicles.

Funded with a federal grant, the purchases include night-vision binoculars, digital cameras, a radio communications system, bulletproof vests and three patrol vehicles.

The first Mediterranean Shipping Co. vessel to call in Long Beach, the *MSC Gina*, called on Nov. 11 at the newly expanded Pier J facility operated by Pacific Container Terminal.

Mediterranean (MSC)'s move to the old Maersk facility on Pier J is temporary. MSC will be moving permanently to Pier A, along with terminal operator SSAT, once the port's renovation of the 170-acre

container terminal is completed in January.

Switzerland-based MSC, which had been calling at the Port of Los Angeles, is among the world's leading shipping lines in terms of container slot capacity and number of vessels operated.

Griffith Co., the port's contractor for a truck gate and rail yard project as part of the Pier G Terminal Redevelopment Project, has completed the eastern section of International Transportation Service's new 6,000-foot-long rail storage yard.

Griffith's work includes the rehabilitation of 13 rail switches within ITS' rail yard. Griffith also has completed the work in the exit gate area including demolition and the construction of new pedestals, exit booths, concrete slabs, paving, striping, and fencing.

Brutoco Engineering and Construction Co. has completed construction of a new concrete median barrier for the Gerald Desmond Bridge, creating a third lane for vehicles climbing the bridge.

The remaining work, scheduled for completion in December, includes new lane striping, application of a deck-sealing compound, and installation of new guide signs to help direct the flow of traffic.

The port's bridge widening project has relocated the sidewalk along the south side of the bridge to make room for the third lane. The configuration allows slower traffic to have a climbing lane, while faster vehicles are able to use the left lanes to pass.

The widening is an interim solution. The port is lobbying state and federal authorities to fund a six-lane, 185-foot-high replacement for the Gerald Desmond. The port is proposing a new \$450 million bridge with construction of the five-year project to begin in 2004.

Port contractor J. Fletcher Creamer & Sons Inc. of Sylmar has begun relocating utilities at the Ocean Boulevard/ Terminal Island Freeway interchange in preparation for construction of a new interchange next year.

The utilities will be relocated by early 2003. The port is planning to award a contract in the first quarter for construction of a new freeway-like interchange that will eliminate two intersections with four-way traffic lights that now slow vehicles. The project is budgeted at more than \$50 million.

Two of "K" Line's newest container ships, the *Genoa Bridge* and the *Suez Canal Bridge*, made their maiden call last month at the International Transportation Service terminal on Pier G/J.

The ships are among 13 vessels with a 5,500-TEU capacity that "K" Line

had built in Japan. “K” Line has deployed the ships in a pendulum service calling in North American, Asia and Europe.

Carnival Cruises’ new \$40 million passenger terminal and pier next to the Queen Mary complex are on track for completion by March 31, with the first cruise ship expected shortly thereafter.

The Gateway Cities Council of Governments has financed the purchase of four harbor trucks under an air quality improvement program.

Cemak Trucking traded in four 1982 trucks and received \$139,711 toward the purchase of four 1999 trucks. The new vehicles will result in a 20-ton reduction in air emissions over the next five years.

The Foreign Trade Association of Southern California will hold its annual holiday season luncheon on Dec. 5 at the Biltmore Hotel in downtown Los Angeles.

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

PMA/ILWU: How Did We Get to Where We Are Today?” is the topic of the Harbor Transportation Club dinner Dec. 5 at Ports O’Call Restaurant in San Pedro.

The speakers will be **Bill Mongelluzzo** of the Journal of Commerce and **George Cunningham** of the Cunningham Report. For more information, call (562) 434-7393.

The Harbor Association of Industry and Commerce will hold its annual holiday luncheon on Dec. 12 at the West Coast Long Beach Hotel.

For more information, call (310) 427-3929.

The International Business Association will hold its holiday networking lunch on Dec. 13 at the Westin Long Beach Hotel.

For information, call (562) 432-8128.

Cal State Long Beach will hold an informational session Dec. 12 on its accelerated Master of Arts in Global Logistics.

The session will be held at 6 p.m. at extension program offices at 1000 Studebaker Road, Suite 3. For more information, call (562) 296-1172.

Chinese Ambassador Zhong Jianhua will be the speaker at the Long Beach Qingdao Association luncheon Dec. 13 in the executive dining room of the Keesal, Young & Logan law firm in downtown Long Beach.

For more information, call (562) 499-2171.

The Propeller Club of Los Angeles-Long Beach will hold its annual holiday luncheon on Dec. 18 at the Hyatt Regency Long Beach.

The event includes a special message from The Rev. **Frank Brougher**. For more information, call (818) 951-2842.

PORT PEOPLE . . .

Governing magazine has named Alameda Corridor Chief Executive James C. Hankla as its 2002 Public Official of the Year.

Hankla “defied the predictions of skeptics by managing the most ambitious intermodal transportation project in American history to a successful completion, on time and within its budget,” said the magazine. The \$2.4 billion freight rail expressway linking the ports of Long Beach and Los Angeles and rail yards near downtown Los Angeles opened in April.

Choong Hoon Cho, the founder and chairman of the Hanjin Group, has died. Regarded as the father of South Korea’s transportation industry, Cho was 82.

His transportation company’s holdings include Hanjin Shipping, Korean Air Lines and Hanjin Heavy Industries. Cho founded the company in 1945 with a single truck.

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