

CLOSE WINDOW



January 2003

AROUND THE PORT . . .

Loaded with cargo from Europe and Latin America, Mediterranean Shipping Co.'s MSC Sarah made its first vessel call at SSA Terminals-Long Beach's Pier A facility on Tuesday (Dec. 24), signaling the start of operations at the Port of Long Beach's seventh container terminal.

The port is leasing the 170-acre terminal to SSAT-Long Beach under a 25-year agreement that calls for SSAT to pay the port a minimum of \$19 million a year. SSAT has a separate 25-year agreement with Mediterranean Shipping (MSC) as a key customer.

Pier A, located north of Terminal Island, was formerly home to Hanjin Shipping, which moved in September to a 375-acre container terminal at Pier T. Pier A features a 3,600-foot-long berth with water depth of 50 feet, six post-Panamax gantry cranes, a 20-lane truck gate, and an on-dock intermodal rail yard capable of working two 8,000-foot-long double-stack trains.

Terminal operator SSA Terminals-Long Beach is an affiliate of Seattle-based Stevedoring Services of America, one of the world's leading cargo-handing services companies.

MSC, headquartered in Geneva, Switzerland, is a leading global shipping line although a relative newcomer to the transpacific trade. A leader in container-slot capacity and number of vessels, MSC had been calling at the Port of Los Angeles.

The 4,400-TEU MSC Sarah arrived from Manzanillo, Mexico. The vessel is deployed in a pendulum service that calls in the U.S. East Coast, the Caribbean, steams through the Panama Canal, calls in Mexico, Long Beach and the Far East, before swinging back to Long Beach.

Zim-American Israeli Shipping Co., which currently calls at SSAT's

57-acre Pier C terminal, also will be moving to Pier A early next year.

Matson Navigation Co. Inc., which currently calls at the Port of Los Angeles, will move to Pier C.

The Long Beach Board of Harbor Commissioners has approved a \$7.6 million contract with Traylor Pacific of Irvine for the strengthening of the wharf at the Pier G bulk-handling facility and improvements to Pier G's conveyor system.

The work by Traylor Pacific is part of a project to replace Pier G's aged traveling shiploader with a new shiploader that will meet air quality standards.

Under a separate contract, the new shiploader is under construction and scheduled for delivery to the port in the second quarter of 2003. Traylor Pacific, which submitted the lower of two bids, is scheduled to complete its work in May 2004.

To measure the additional air quality improvements from the replacement of the Pier G shiploader, the Board of Harbor Commissioners has approved a three-year, \$220,000 contract extension with Environ Corp. to monitor particulate fallout.

Environ's air quality studies show that port projects in recent years have greatly reduced the amount of petroleum coke dust that blows out over the harbor and downtown Long Beach area.

As part of the monitoring program, the port will continue its quarterly Community Consultative Committee meetings and monitoring studies with science students at Cabrillo and Wilson high schools.

The Board of Harbor Commissioners has approved a \$151,250 contract with Sandia National Laboratories of the U.S. Department of Energy to assist the port in seeking a security grant from the federal government.

To help develop its grant proposal, the port has contracted with Sandia laboratories to provide project management, a threat analysis, conceptual designs, the grant application, security system design, and grant management and reporting.

As terminals continued to clear a post-lockout backlog from their yards, the overall volume of cargo containers at the port declined in November, in part because of this summer's departure of the shipping line, Maersk Sealand. But boosted by last-minute holiday and post-holiday shipments, the container trade for the port's remaining shipping lines jumped.

Overall, the number of containers shipped through Long Beach in November was the equivalent of 335,149 twenty-foot container units, a

decline of 9.9 percent compared with the same month a year ago. Imports dropped 7.4 percent to 179,463 twenty-foot equivalent units (TEUs). Exports fell 14.4 percent to 64,946 TEUs. The number of empty containers, most headed back to Asia to be re-filled with cargo, declined 11.3 percent to 90,740 TEUs.

The port's "same terminals," without Maersk's totals, saw a 21.4 percent gain in imports, a 17.6 percent jump in exports and a 18.7 percent increase in empties.

Recently, Hanjin, Pacific Container Terminal (home to China Ocean Shipping Co.) and International Transportation Service (home to "K" Line) have expanded their operations.

The Board of Harbor Commissioners has authorized the port staff to seek bids for a contract estimated at more than \$69 million to complete the final phase of a 5,000-foot-long wharf at Hanjin's new Pier T container terminal.

The work will include the demolition of three piers, installation of stone columns, landside excavation, filling of Dry Dock No. 1, placement of rock south of the Navy Mole for future expansion of the on-dock intermodal rail yard, extension of the Pier T wharf, construction of utilities and lighting, and paving of the area adjacent to the wharf. The work is to be completed by October 2004, which would mark the completion of the final phase of Hanjin's 375-acre, \$577 million Terminal Island complex.

What will be happening at the port in 2003? For an overview, attend the port's Annual Customer Orientation Briefing at 9 a.m. Jan. 30 in the port Administration Building's sixth-floor Board Room.

Before the briefing, the port will host a continental breakfast at 8:30 a.m. The port staff will outline development projects, legislative issues and other hot topics. For more information, call the port's Trade and Maritime Services Division at (562) 590-4110.

'Tis the season...Long Beach Harbor Department employees donated nearly 100 gifts during a Winter Holiday Festival Toy Drive. The toys went to 52 families at the City of Long Beach Department of Health and Human Services' Center for Families and Youth.

The toy drive is part of the center's Family Preservation Program aimed at strengthening and preserving families with children at risk of out-of-home placement.

In a separate donation drive, port employees collected and donated more than 100 pounds of canned food to various Long Beach shelters.

The second stage of a \$16.7 million project to rehabilitate a 2.9-mile

stretch of the Long Beach (710) Freeway between Pacific Coast Highway and the San Diego (405) Freeway in Long Beach is nearly complete.

The project consists of four stages. The first stage of construction upgraded the median guard railing with a concrete barrier, and widened the median shoulders.

The second stage consists of excavating, widening and paving the outside shoulders; installing the shoulder's concrete barrier; constructing and raising the drainage inlets and finishing electrical items. At the conclusion of the work, temporary concrete barriers (K-rail) will be removed to provide shoulder access.

Work on the third stage will begin in mid-spring, and consist of a series of ten 55-hour weekend closures. The work will cap the entire freeway with a one-inch overlay, complete construction of the median barrier and adjust drainage inlets to final elevations. This work is scheduled for completion in the summer.

The final stage of paving is to begin in the summer and to be completed in the fall.

The current project is the first of three major construction contracts to rehabilitate the surface on 20 miles of the 710 from Pacific Coast Highway to the San Bernardino (10) Freeway. All contracts are scheduled for completion by the end of 2007.

The Los Angeles County Department of Public Works will be hosting a series of public workshops in January to solicit comments on issues facing the Dominguez Watershed – an area covering most of southeastern Los Angeles County from LAX to Long Beach.

The meetings are part of a process to develop a Dominguez Watershed Management Master Plan to regulate land use and what can be disposed in storm drains.

The 90-minute workshops will be held at 1:30 p.m. Jan. 23 at the Carson Community Center, 801 E. Carson St.; 6:30 p.m. Jan. 23 at Bannings Landing Community Center, 100 E. Water St., Wilmington; 1:30 p.m. Jan. 29 at the Inglewood Public Library Lecture Hall, One Manchester Blvd.; and 6:30 p.m. Jan. 29 at Torrance High School's Little Theatre, 220 W. Carson St.

Beginning with the New Year, a recently passed law will limit how long trucks may idle outside marine terminal gates. The California law will penalize terminal operators with a \$250 fine for every truck that has to wait more than 30 minutes to get inside the gate.

The South Coast Air Quality Management District, which will enforce the law in the Los Angeles-Long Beach harbor area, will be publishing

implementation guidelines.

The law, sponsored by state Assemblyman **Alan Lowenthal**, D-Long Beach, allows terminals to avoid penalties if they stay open 70 hours over a five-day period. Another option calls for terminals to set up an appointment system for trucks.

A union leadership group has overwhelmingly approved a landmark agreement reached in November with the Pacific Maritime Association, clearing the way for a vote in January by rank-and-file members of the International Longshore and Warehouse Union.

After four days of debate, the 80-member ILWU Caucus approved the six-year pact by a 92.4 percent margin to recommend ratification by the 10,500-member West Coast union. Union members will vote from Jan. 6 through Jan. 13, with the final count and results announced on Jan. 24. The contract needs a simple majority to pass. But any one of the union's units can veto the accord with a vote of less than 50 percent. If that happens, an overall vote of more than 60 percent will be needed to ratify the contract.

For "real time" information on vessel traffic at the ports of Long Beach and Los Angeles, check out the newly redesigned web site for the Marine Exchange of Los Angeles and Long Beach Harbor at www.marineexchange.org.

The site provides information on vessels in port, ships that are due to arrive and other timely reports.

If you saw the over-sized hamster cage at Pier F in December, you got a peek at NBC's Fear Factor filming one of its stunts for an upcoming episode at Stevedoring Services of America's Crescent Terminals.

Crescent Terminals Manager **Tony Liberatore** reports the cage was suspended over the water from a gantry crane. Contestants had to run in the spinning cage while picking up flags and avoiding a fall through holes in the cage.

No word on when the television episode would air, but Fear Factor is broadcast Mondays at 8 p.m.

U.S. Customs director John Heinrich will be the speaker at the Harbor Transportation Club dinner Jan. 9 at the Reef restaurant in Long Beach. For more information, call (562) 434-7393.

Long Beach Mayor Beverly O'Neill's 2003 State of the City address and luncheon will be held 11 a.m. Jan. 14 at the Long Beach Convention Center. For more information, call (562) 436-2810.

Robert Calix of the Metropolitan Transportation Authority will be the speaker at the Los Angeles Transportation Club luncheon Jan. 14 at the Norwalk Marriott Hotel. For information, call (562) 856-9197.

The Harbor Association of Industry and Commerce's installation party will be held 5:30 p.m. Jan. 23 at the Los Angeles Maritime Museum, Berth 84 in San Pedro. For more information, call (310) 427-3929.

The Propeller Club of Los Angeles-Long Beach will meet on Jan. 29. For details, call (818) 951-2842.

Cal State Long Beach's global logistics specialist program kicks off at 6:30 p.m. Jan. 14 with its Beginners in Global Logistics class. The five-part Module 1 begins with a Global Logistics Overview at 6:30 p.m. Jan. 28. For more information, call (562) 296-1170.

HAPPY NEW YEAR!

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,

or go to <http://groups.yahoo.com/group/polb/>

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