

CLOSE WINDOW



February 2003

AROUND THE PORT . . .

Long Beach Mayor Beverly O'Neill has nominated and the City Council has confirmed the appointment of former Councilwoman Doris Topsy-Elvord to the Long Beach Board of Harbor Commissioners.

Topsy-Elvord succeeds Dr. **John Kashiwabara**, who announced his resignation in November, four months after beginning his second six-year term. She is the first African American named to the five-member port governing board.

Topsy-Elvord represented the city's 6th District of central Long Beach for two terms, from 1992 to 2000. While on the City Council, her colleagues named her the city's vice mayor. She will complete the remaining years of Kashiwabara's term, which ends in mid-2008.

Shipping terminals at the Port of Long Beach handled the equivalent of 334,346 twenty-foot-long container cargo units in January, a decline of 3.0 percent from January 2002.

"Our numbers still reflect the departure of Maersk Sealand, but absolute volume at our remaining terminals continues to grow significantly," said port Executive Director **Richard D. Steinke**.

In January, inbound container cargo dipped 6.8 percent to the equivalent of 168,186 twenty-foot-long container units, compared with the same period a year ago. Outbound container cargo fell 18.8 percent to 57,626 twenty-foot equivalent units (TEUs), compared with January 2002. The number of empty containers shipped through the port jumped 16.5 percent to 108,534 TEUs.

Factoring out the January 2002 totals of Maersk Sealand (which stopped calling in Long Beach in August), the port's "same

terminals” reported a 31.6 percent jump in overall container volume this January.

Most of Long Beach’s remaining terminals have expanded their land area significantly in recent months.

Importers shipped cargo ahead of the Feb. 1 Chinese New Year shutdown in Asia, driving up the number of inbound containers 24.4 percent in January. Exports climbed 10.4 percent. With shipping terminals still re-positioning empty containers backlogged by last fall’s lockout, empties increased 62.8 percent.

Moving to complete Hanjin’s Pier T mega-terminal, the Board of Harbor Commissioners has approved a \$73.8 million contract with a joint venture of Manson Construction and Connolly-Pacific for dredging and completion of the final wharf segment.

The lowest of two bidders, Manson/Connolly of Seattle and Long Beach will demolish the remaining Navy piers, fill Dry Dock 1, dredge to at least minus 50 feet the area alongside the final wharf extension, and build an additional 1,324 feet of wharf to give the 375-acre complex a mile-long wharf.

The project is scheduled for completion in October 2004.

Because of dramatic improvements in the marine environment, the Board of Harbor Commissioners has voted to revise a formula under which the port uses “credits” gained from restoring wetlands to compensate for the impact of new landfills in the harbor.

The board acted after the recently completed “Ports of Long Beach and Los Angeles Year 2000 Biological Baseline Study of San Pedro Bay” revealed that productivity and habitat quality has increased markedly since the last comprehensive survey in 1976. The study estimated that 44.6 million fish belonging to 67 species make their home in San Pedro Bay.

Under a 1998 accord, the port agreed to restore the Bolsa Chica wetlands of Huntington Beach in exchange for mitigation credits it could use to compensate for the development of new landfill in the harbor. For landfill projects in the healthier areas of the harbor, the port was required to use twice as many credits as in less-healthy areas.

The newly revised agreement modifies the boundaries between the healthier and less-healthy areas, greatly increasing the areas considered healthy based on the findings of the recent study.

The Board of Harbor Commissioners has approved a \$10,000 initial grant to support a pilot project by the Waterfront Coalition, an organization of major U.S. importers, to promote greater off-hour

use of the existing transportation system including ports, warehouses and roadways.

"The message from Washington is that we must fully utilize our existing infrastructure before we can expect federal dollars to expand the Long Beach (710) Freeway," said port Executive Director Steinke. The port has joined Southland communities in lobbying Congress to fund major 710 Freeway improvements to ease traffic congestion.

The trucking industry has long requested that the ports' marine terminals remain open longer hours, beyond the current 8 a.m. to 5 p.m. Monday through Friday. But local warehouses and distribution centers have not been open in sufficient numbers during off-hours to support extended hours in the port.

The Waterfront Coalition project will identify companies that are able and willing to receive and deliver containers during off-peak hours. The goal is to generate sufficient truck trips to support second and third shift operations in the ports.

The Board of Harbor Commissioners has sold six post-Panamax gantry cranes at the Pier A container terminal to the facility's new operator, SSAT-Long Beach.

SSAT moved into Pier A in December, operating the 170-acre facility with its key customers Mediterranean Shipping Co. (MSC) and Zim-American Israeli Shipping Co.

The \$40 million Long Beach Lead Track Project is substantially complete, increasing overall port rail efficiency by improving a vital rail network connecting port facilities and the Alameda Corridor freight rail expressway.

The project includes a new double mainline track, two Terminal Island Lead Tracks (TILT) allowing access to Pier A and Terminal island, and connections to the Pier B rail yard and the Alameda Corridor.

The improved connection now allows Alameda Corridor trains to enter and exit the port's mainline track through the Pier B rail yard while simultaneously switching trains on the TILT tracks from Pier A and Terminal Island. Mediterranean Shipping Co. (MSC) has begun using the TILT connections for its rail operations at Pier A to shuttle trains in and out through the Pier B rail yard.

Manson Construction Co. has begun pouring concrete for the first wharf deck section at International Transportation Service's new berth at Pier G/J.

The concrete pour will total 1,100 cubic yards and continue into early June. The work is part of a \$38 million project to add 12 acres of landfill and a new deep-water berth to the ITS facility.

New names are being readied for streets, piers and berths on Piers E, H and T after Board of Harbor Commissioners approval.

The changes make official the “Pier T,” “Navy Mole” and other berth, pier and roadway names on Terminal Island. The berth on the southeast face of Pier E is now designated “E20;” and the cruise terminal berth on Pier H (next to the Queen Mary) is “H4.”

Helping with a busy Chilean fruit season, Stevedoring Services of America’s Crescent Terminals has been unloading CSAV-Chilean Line and Lauritzen Cool vessels filled with grapes and stone fruit such as peaches and nectarines.

The vessels began arriving at Pier F at the end of January, and they will continue to call intermittently through at least the end of April. Also, beginning at the end of March, Crescent Terminals will be unloading the first of a series of shipments of giant windmills imported from Japan.

Maersk has sold two of its gantry cranes at Pier J to International Transportation Service, which employed a Sause Bros. barge to move the post-Panamax cranes to the former Sea-Land terminal at Pier G.

ITS has consolidated its facility next door with the former Sea-Land terminal, enlarging its land area to 228 acres.

With Matson’s move from Los Angeles, Port of Long Beach officials have presented a series of first-call plaques to Matson container ships making their maiden voyage to their new home at Pier C.

On Jan. 30, the port recognized the *Lihue*; on Feb. 4, it was the *Lurline*; the Chief Gadao was presented a first call plaque on Feb. 7; on Feb. 10, the port recognized the *Ewa*.

Beginning at the end of March, Caltrans will launch the third stage of a four-stage, \$16.7 million project to rehabilitate the Long Beach (710) Freeway between Pacific Coast Highway and the San Diego (405) Freeway.

The work will include the capping of the freeway with an asphalt overlay, and completion of the median barrier. To facilitate this work, Caltrans will completely close the 710 between Pacific Coast Highway and Del Amo Boulevard for entire weekends beginning March 28.

Ten 55-hour, weekend closures are scheduled for March 28, April 4, April 25, May 2, May 9, May 16, May 30, June 6, June 13 and June 20.

More closures are coming. Beginning in May, the last of the

Alameda Corridor projects, construction of a \$107 million overpass in Wilmington, will close Pacific Coast Highway for a year.

The Alameda Corridor Transportation Authority named Yeager Skanska Inc. of Riverside as lead construction contractor. When completed, the half-mile-long overpass will take PCH traffic over the Alameda Corridor freight expressway, a branch rail line and Alameda Street.

Motorists traveling between West Long Beach and Wilmington should use the Terminal Island Freeway, Sepulveda Boulevard, Colon Street and Coil Avenue to get around the construction.

With Carnival Cruise Line's new \$40 million cruise terminal nearly complete, look for the first cruise ship to dock on a trial run next to the Queen Mary as early as mid-March, with a grand opening tentatively set for late-April.

Growing in responsibility, the Marine Exchange of Los Angeles-Long Beach Harbor has re-named itself the "Marine Exchange of Southern California."

Founded in 1920, the group's added duties now include monitoring ship movements at the Port of Hueneme, El Segundo and the Port of San Diego – in addition to Long Beach and Los Angeles harbors.

Cal State Long Beach's global logistics specialist program continues with "Module Four – World Trade and Government/Regulatory Bodies" — beginning March 19. The four Wednesday sessions will be held from 6:30 to 9:30 p.m. For more information, call (562) 296-1170.

The Harbor Transportation Club will hold its 64th annual officers' installation dinner and "Casino Night" scholarship fund raiser March 8 at the Reef Restaurant in Long Beach. For more information, call (562) 434-7393.

CNN broadcaster Larry King will be the host of the 2003 World Trade Center Association Hall of Fame Dinner March 27 at the Los Angeles Center Studios. For more information, call (323) 904-4400.

PORT PEOPLE. . .

Edward Rogan of Essentia Management Services, has been elected president of the Harbor Association of Industry and Commerce.

The other new officers are First Vice President **Gill Hicks** of Hicks Associates, Second VP **Gwen Butterfield** of Butterfield Communications, Secretary **Mary McCormick** of MBI Media, and Treasurer **Randy Smith** of Watson Land.

Barry Baldwin, the business development director for Foss Maritime in Long Beach, has retired after 28 years with Foss and 38 years in the transportation industry.

Baldwin also is the board chairman of the Marine Exchange, and an active supporter of the International Seafarers Center and the Propeller Club.

Tom Good of Matson has been named chairman of the Steamship Association of Southern California succeeding **John DiBernardo** of Stevedoring Services of America.

Anthony Otto of Long Beach Container Terminal is the president; **John Miller** of ITS is the vice president, and **Phillip Wright** of Zim is the secretary-treasurer.

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