

CLOSE WINDOW



September 2003

AROUND THE PORT . . .

Community support for trade growth and port infrastructure projects can no longer be taken for granted, Port of Long Beach Managing Director Don Wylie told an Aug. 14 workshop discussing off-hour truck gates.

“We must be proactive in reducing congestion and pollution if we are to maintain community support,” Wylie said, in urging the transportation industry to expand the use of off-hour truck gates.

Long Beach Harbor Commission President **John Hancock** said the port industry needs to better utilize the billions of dollars of existing public assets.

Hancock urged terminal operators, trucking companies, importers and exporters to join together in finding a solution or, he cautioned the answer might come from outside the industry.

Currently, only a dozen of the very biggest importers account for virtually all of the 3,500 containers moved each week during the off-hour truck gates at the ports of Long Beach and Los Angeles, Robin Lanier, head of the Waterfront Coalition Extended Hours Gate Project, told the Aug. 14 workshop.

Under a program sponsored by the ports, Lanier’s group has contacted more than 1,500 logistics firms and received very few commitments to use off-hour gates.

Don Snyder of toy-maker Mattel Inc., which regularly uses Hanjin’s off-hour “hoot” gates, said his company has cut its transportation costs and shortened its supply chain by two days with the off-hour operations.

State Assemblyman **Alan Lowenthal**, D-Long Beach, said he supported the extended hours initiative, but he added that if the industry fails to extend hours voluntarily, he would support a legislative solution.

Boosted by back-to-school imports and a rebound in exports, shipping lines at the port reported their best month of the year, moving the equivalent of 430,686 loaded and empty container units in July.

The July total is down 4.7 percent from the same month a year ago. Last July's total was the best for all of 2002, but was inflated by shippers trying to beat a possible ILWU/PMA showdown. They included numbers from Maersk Sealand, which left the port in August 2002.

Compared with this June's numbers, the July figure is an 11.4 percent improvement.

In July, the number of inbound loaded containers was 231,118 twenty-foot equivalent units (TEUs), down 7.4 percent from last year but up 13.1 percent from this June. The number of outbound loaded containers was 80,972 TEUs, up 14.9 percent over last year and up 14 percent over June. The number of empty containers was 118,596 TEUs, down 10 percent from a year ago and up 6.6 percent from June.

The Long Beach Board of Harbor Commissioners has approved the acquisition of two more gantry cranes for Hanjin Shipping Co.'s Pier T container terminal at a cost of \$14.4 million.

Shanghai Zhenhua Port Machinery Co. (ZPMC) will build the ship-to-shore cranes to the same specifications as 12 ZPMC cranes currently at the Hanjin Terminal. The cranes can accommodate a future generation of container ships that are 22 boxes wide.

The port's crane lease with Hanjin calls for the cranes to be operational at Pier T within 14 months.

On the one-year anniversary of the opening of Hanjin Shipping's new Long Beach container terminal, Hanjin and its terminal operators, Marine Terminals Corp. and Total Terminals International LLC, have announced a combined \$100,000 donation to five local charities and community services groups.

Hanjin Shipping of Korea opened the first phase of its 375-acre Pier T container terminal in August 2002. At the time, the Terminal Island facility was the largest exclusive-use container facility in the United States.

Foregoing a party to commemorate the opening, and mindful of the current crisis in public support for community services, Hanjin and its terminal operator, Total Terminals (a partnership of Hanjin and Marine Terminals), chose to take the money set aside for festivities and make a major donation to community groups.

After consulting with the Board of Harbor Commissioners, whose

members are very active among local community groups, the top management of Hanjin, Marine Terminals and Total Terminals chose to divide the \$100,000 donation equally.

They presented \$20,000 each to the American Red Cross, Greater Long Beach Chapter; Atlantic Community Economic Development Corp.; the Orange County Chapter of Juvenile Diabetes Research Foundation; Long Beach Symphony; and the Long Beach Area Council of the Boy Scouts of America.

To improve air quality, the Board of Harbor Commissioners has voted to extend for at least another year a voluntary program of vessel speed reductions within 20 nautical miles of the ports of Long Beach and Los Angeles.

Launched two years ago by the ports, vessel operators, regulatory agencies and other stakeholders, the program has resulted in a reduction of about one ton of nitrogen oxides a day based on a current compliance rate of 40 to 60 percent of the ships calling at the ports. During the next year, the goal is to increase compliance, establish a procedure for accurately calculating emission reductions, automate the data collection process, and establish the program on a permanent basis.

In a sign of improving air quality, the percentage of petroleum coke dust in samples collected around the port during the second quarter of this year showed a 3 percent concentration, down from the 8 to 27 percent found during the second quarters of the last three years.

The findings, from the latest report by Environ, indicate that the port has been successful in reducing petroleum coke dust with its program of street sweeping, the elimination of outdoor coke storage, and improvements to cargo-handling equipment.

A proposed liquefied natural gas (LNG) import terminal at Pier T will be the subject of a public workshop from 6 to 9 p.m. Sept. 4 at the Recreation Park Social Hall, 4900 7th St., Long Beach.

Representatives of Sound Energy Solutions (SES), a subsidiary of Mitsubishi Corp. that is proposing to build and operate the LNG terminal, will host the workshop to discuss safety, environmental, regulatory, construction and operational issues.

SES wants to build the terminal on Terminal Island, at Berth 126 southwest of the new Hanjin Terminal.

The port and the Federal Energy Regulatory Commission are planning to launch the environmental review process in October with a hearing to seek public comment. The date and place have not been determined.

Chemoil has begun construction of two pipelines between its facility on Pier F and other oil terminals on Pier C. In addition, it is installing new pumps to speed the unloading of tanker ships, allowing Chemoil to import petroleum products in addition to fuel oils.

During September, the work will be done on Pico Avenue between Ocean Boulevard and Pier C Street. Some of the work will be done on weekends. The project should be completed by November.

Caltrans will periodically close the Schuyler Heim Bridge linking Terminal Island and west Long Beach during October and November to replace bridge deck panels with new longer-lasting panels.

Most of the work will be done during the weekends and weekday nights. Caltrans will not be able to raise the bridge during the work. For more information on the closures, call **Reza Jahromi** of Caltrans at (562) 401-3333, Ext. 263. To receive e-mail notifications of the port's weekly roadway closure notice send a request to traffic@polb.com.

The port is moving ahead with plans to update street names and add berth numbers for newly developed parts of Terminal Island in Long Beach.

Henry Ford Avenue south of New Dock Street will be renamed Pier S Avenue. This would eliminate confusion between the portions of Henry Ford Avenue that are north and south of the Cerritos Channel. The southerly road along the Navy Mole will be named Navy Mole Road. Port officials also plan to assign a pier name consistent with the port-wide naming system to the Navy Mole. For more information call (562) 590-4153.

The 2,680-TEU *MSC Palermo* was welcomed to the port on July 25 during its maiden call at SSA Terminal's Pier A Facility.

The vessel is one of five Mediterranean Shipping Co. vessels deployed on its weekly Orient Express service between China and Long Beach.

The oil tanker *Venture Spirit*, a 296,000-ton vessel operated by Navion Shipping, made its maiden call on Aug. 12 in Long Beach at BP's Berth T121 facility on Terminal Island.

Registered to Wah Kwong Satellite Technology Co. Ltd. and built in Japan, the very large crude carrier (VLCC) is 1,051 feet long and 196 feet wide.

Port officials welcomed the *Hanjin Chicago*, a newly built 5,750-TEU container ship, on its first call Aug. 12 at Hanjin's Pier T

terminal in Long Beach.

The *Hanjin Chicago*, built by Hanjin Heavy Industries, is chartered long-term from GEBAB, a German company.

It is the 22nd ship of more than 5,000 TEUs in the Hanjin fleet. The vessel, currently sailing between the U.S. West Coast and China, is 912 feet long and 131 feet wide, with a maximum speed of 26.3 knots.

Working with the Transportation Security Administration, the port is testing various technologies for a Transportation Worker Identification Card that could be used nationwide to tighten security on the waterfront.

The cards used at the port Administration Building and Maintenance Yard feature magnetic strips, optical memory and digital photos to identify cardholders.

Cards also are being tested at other Long Beach and Los Angeles facilities, and on the East Coast in Philadelphia.

Sea Launch has been honored with the 2003 International Satellite and Communications exchange (ISCe) Innovation Award for its innovative mobile concept for access to space which has proved to be a reliable launch platform.

Sea Launch, formed in 1995 by Boeing and its Norwegian, Russian and Ukrainian partners, has had nine successful launches of communication satellites.

The ISCe Advisory Board bestows the Innovation Award annually to an organization that has developed and demonstrated innovative technologies, applications and/or services, which have significantly advanced the satellite and communications industry.

"U.S.-Chile Free Trade Agreement: Opportunities for Trade Ventures" is the topic of a symposium 10 a.m. Sept. 4 at the Millennium Biltmore Hotel in Los Angeles.

The U.S. Commerce Department and the Los Angeles Area Chamber of Commerce host the event. For more information, call (213) 894-8789.

The Harbor Transportation Club will host its 16th annual Long Beach and Los Angeles harbor cruise Sept. 11, departing promptly at 6 p.m. from the Catalina Express Terminal at Berth 95 in San Pedro. For more information, call (562) 434-7393.

Seventy-knot cargo ships and other advances for moving cargo will be discussed Sept. 30 at a seminar presented by the Center for the Commercial Deployment of Transportation Technologies at Cal State Long Beach.

The day-long seminar -- called IMPACT 2003 -- will be held in the Cal

State Pyramid beginning at 8 a.m. For more information, call (562) 985-7392.

PORT PEOPLE. . .

This year's International Seafarers Center fundraising dinner on Sept. 18 will honor P. Barry Baldwin, a founding director of the International Seafarers Center who recently retired from Foss Maritime after a 30-year maritime career.

The center will celebrate its 20th "berth-day" aboard the Queen Mary with festivities including the 3rd annual "Great Tug Boat Race" off the stern in Queensway Bay.

A pre-race boat parade will begin at 5 p.m. Dinner will follow at 7 p.m. in the Queen Mary's Britannia Lounge. For more information, call (818) 951-2842.

Mike Lingerfelt, formerly an executive vice president at California United Terminals, has been promoted to president, succeeding John Maddox who retired after 40 years in the maritime industry.

Lingerfelt, a 30-year industry veteran, also is president of Washington United Terminals in Tacoma, which like CUT is a subsidiary of Hyundai Merchant Marine.

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