

CLOSE WINDOW



December 2003

AROUND THE PORT . . .

The Port of Long Beach has presented its highest honor, the Honorary Port Pilot Award, to C. C. Tung, the chairman and chief executive of Hong Kong-based Orient Overseas Container Line (OOCL), for his significant accomplishments in international trade.

Named to head OOCL in 1997, Tung has expanded the company's services, launching a new generation of mega-ships that carry the equivalent of 8,000 twenty-foot cargo containers, including the OOCL Long Beach.

Tung was presented the Port Pilot Award at a luncheon Nov. 12 in Hong Kong. Since 1954, the port has presented the award to 71 individuals including CEOs of leading corporations, prime ministers, ambassadors, members of Congress, Cabinet officials and presidents **Dwight Eisenhower** and **Ronald Reagan**.

Tung is widely regarded among his peers in the maritime industry. Earlier this month, he was elected as president of the Baltic and International Maritime Council (BIMCO), the world's largest shipping organization.

Adding sparkle to what had been a lackluster peak season, holiday imports surged and exports jumped in October, keeping shipping terminals at the Port of Long Beach busy with their highest monthly container cargo totals of the year.

The total number of containers shipped through the port climbed to the equivalent of 436,824 twenty-foot-long units in October, up 45 percent over October 2002 when a labor dispute shut down the port for more than a week.

Loaded with holiday season clothing, shoes and toys, inbound containers increased 40.8 percent to 230,527 twenty-foot equivalent

units (TEUs) – the second-best monthly import total for the year, after only the back-to-school shipments in July.

Aided by weakness in the dollar, exports soared 109.2 percent to 84,952 TEUs in October – the highest monthly total in 18 months.

The number of empty containers (nearly all headed overseas) jumped 25.2 percent to 121,345 TEUs.

The October container totals for the Port are nearly identical to the October 2001 totals, showing that in one year, Long Beach's shipping terminals have bridged a 25 percent gap left by the departure of Maersk Sealand.

The Danish carrier moved from Long Beach in August 2002, taking with it about a quarter of the Port's container cargo volume. Now the Port's remaining carriers and such additions as Mediterranean Shipping and Matson Navigation have made up the difference.

The Long Beach Board of Harbor Commissioners has voted preliminary approval for a general tariff rate hike of 5 percent effective Jan. 1, 2004 – the first general increase since October 1999.

The proposed tariff increase is expected to go back to the board for final approval in December. The tariffs include shipping services fees such as wharfage, dockage, storage and demurrage.

The California Association of Port Authorities authorized its member ports to increase tariffs 5 percent. CAPA's members are the state's 11 publicly owned commercial ports: Humboldt Bay, Hueneme, Long Beach, Los Angeles, Oakland, Redwood City, Richmond, Sacramento, San Diego, San Francisco and Stockton.

In authorizing the increase, CAPA cited sharp increases in infrastructure and security costs to meet soaring trade volumes and new threats from terrorism. The ports of Los Angeles and Oakland also are moving ahead with a 5 percent tariff increase.

To upgrade Port waterways, the Board of Harbor Commissioners has given preliminary approval for \$4 million in design and permitting work for an estimated \$30 million Back Channel navigational safety improvements project.

If given final approval, the Port would award a \$2.5 million contract to the Long Beach engineering firm of Han-Padron Associates to design the project.

The navigational safety improvements would widen the Back Channel, from BP's T121 oil terminal to the Cerritos Channel, to 315 feet from 210 feet. The channel would be dredged to a uniform depth of 52 feet.

Utilities also would be relocated.

For greater clarity, the Board of Harbor Commissioners has approved name changes for two Terminal Island roadways.

Commissioners renamed Henry Ford Avenue between Ocean Boulevard and New Dock Street as Pier S Avenue; and they renamed Nimitz Road along the south shore of the Navy Mole as Navy Mole Road.

Other stretches of Henry Ford Avenue and Nimitz Road will keep their names.

For Sale: The Port has three ship-to-shore container gantry cranes that it is selling.

Two are Paceco cranes at Pacific Container Terminal's Pier J Berth J266-270 (the former Maersk Sealand terminal). One was commissioned in 1971, and has a 100-foot rail gauge, 30-ton lift capacity, a 135-foot total lift height and 115-foot outreach over the water. The other Paceco crane was commissioned in 1980, and has a 50-foot rail gauge, 40-ton lift capacity, 130-foot total lift height and 115-foot outreach.

The third crane, currently at Pier F, was built by IHI and commissioned in 1971. It has a 50-foot rail gauge, 40-ton lift capacity, 115-foot total lift height and 115-foot outreach.

To arrange an inspection or to request additional information, contact **Karl Adamowicz**, the Properties Division's manager of leasing, at (562) 590-4162 or adamowicz@polb.com.

Edward Aldridge, a former APL chief operating officer, has teamed with other industry veterans to launch United States Lines, a carrier with a transpacific fleet of five 1,700-TEU vessels calling at the Hanjin Shipping's 375-acre Pier T container terminal.

Based in Costa Mesa and employee owned, U.S. Lines has scheduled its first vessel in Long Beach in mid-January, bringing cargo from Hong Kong. The service also will call at the southern Chinese port of Shekou. U.S. Lines will join China Shipping, Sinotrans and Hanjin (with its alliance partner United Arab Shipping) at Hanjin's Terminal Island facility.

Returning from Iraq, the U.S.S. Pellaleau was the last of a series of military supply ships to unload Army equipment, including two helicopters, at Berth T126 on Terminal Island, south of the entrance to the Hanjin Terminal.

Marine Terminals Corp. acted as the stevedoring company for the unloading operation.

The vacated berth on Terminal Island was formerly part of the Long Beach Naval Complex. A Mitsubishi subsidiary has proposed building a liquefied natural gas terminal at the site.

Metropolitan Stevedore Co. has been selected by Carnival Corp. to handle ship stores and passenger baggage for its Carnival Cruise and Princess Cruise Line vessels at the Long Beach Cruise Terminal next to the Queen Mary.

Carnival's *Ecstasy* and *Pride* cruise ships and Princess' *Star Princess* call at the new terminal.

Sea Launch will be launching a satellite during the first quarter of 2004 for digital television provider DirecTV under an assignment from Arianespace, which also books launches for Europe's Ariane rocket.

Because of a scheduling conflict, Arianespace handed over the job to Sea Launch under a new cooperative arrangement in which Sea Launch, Arianespace and Mitsubishi Heavy Industries have agreed to provide backup launches for each other.

The new DirecTV satellite will serve 60 local television markets in the United States. Sea Launch, which is homeported at the Port of Long Beach, sails to the Equator for its launches.

The Foreign Trade Association of Southern California's annual Holiday Season Celebration luncheon will be held Dec. 4 at the Biltmore Hotel in downtown Los Angeles.

Attendees are asked to bring an unwrapped toy or gift. For more information, call (323) 730-1011.

Security officers from the ports of Long Beach and Los Angeles will discuss "Port Security: Past, Present and Future" at the Harbor Transportation Club's Dec. 4 dinner at Ports O' Call Restaurant in San Pedro.

The speakers will be **Octavius Covington**, Long Beach's chief port security officer, and Capt. **Martin A. Renteria**, Los Angeles' commanding officer of administration.

For more information, call (562) 434-7393.

On the eve of a deadline for filing maritime security plans, the U.S. Coast Guard and the Transportation Security Administration will give the industry a chance to ask last-minute questions at a town hall meeting 8 a.m. Dec. 10 at the Port of Long Beach Administration Building, 925 Harbor Plaza.

Under the Maritime Transportation Security Act of 2002, nearly the entire maritime sector is required to adopt detailed security plans by July 1, 2004. But those plans must first go to the Coast Guard by Dec. 29.

Also on the meeting's agenda is an update on a proposed Transportation Workers Identification Card.

There will be a lot of holiday cheer as the International Business Association hosts its annual holiday luncheon Dec. 12 at the Westin Long Beach Hotel. For more information, call (562) 432-8128.

Rev. Frank Brougher of the Glendale First Baptist Church will be the speaker at the Propeller Club's annual holiday luncheon Dec. 17 at the Hyatt Regency Long Beach Hotel. For more information, call (818) 951-2842.

How government and industry are working together to deal with security threats is the topic of a conference beginning at 8 a.m. Dec. 19 at the Marriott Hotel in downtown Los Angeles. For information, call (313) 867-6692.

PORT PEOPLE. . .

The Port's Trade and Maritime Services Division Director Wilma Powell has announced a reorganization with the promotion of Jill Morgan to Manager of Maritime Services and Yvonne Allen to Chief Wharfinger.

Morgan had been the assistant marketing manager and trade analyst. Allen had been the assistant chief wharfinger. With the reorganization, Morgan will supervise the Maritime Services Section including the wharfingers. **Don Snyder**, who recently joined the Port from Mattel, will continue as the Manager of Marketing.

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