

CLOSE WINDOW



**January 2004**

**AROUND THE PORT . . .**

**Scrambling to replenish after-Christmas inventories, importers helped propel container cargo terminals at the Port of Long Beach to their best November ever.**

The total number of containers shipped through the Port jumped to a record 424,893 twenty-foot equivalent units (TEUs) in November, a 26.8 percent increase over November 2002 when terminals were digging out from a labor lockout.

Import shipments usually slow in November with the end of the August-to-October holiday shipping season. But following a so-so peak season, imports jumped 20.6 percent to 216,379 TEUs in November. The Port's leading imports include computer components, consumer electronics, toys, furniture, auto parts, clothing and shoes.

Exports, too, were strong, soaring 27 percent to 82,449 TEUs, a sign that Asian economies are improving. The Port's leading exports include machinery, plastics, electronic parts, chemicals, meats and recycled paper.

The number of empty containers, nearly all headed overseas, increased 38.9 percent to 126,065 TEUs.

**The Long Beach Board of Harbor Commissioners has approved a general tariff rate increase of 5 percent, effective Jan. 1, 2004. The general rate hike is the first for the Port of Long Beach since October 1999.**

The tariffs include shipping service fees such as wharfage, dockage, storage and demurrage. Excluded from the newly approved increase are pilotage (which was increased in August), passenger fees, and the vessel traffic service (which is administered by the Marine Exchange).

The board acted after the California Association of Port Authorities voted

to authorize member ports to increase tariff charges by as much as 5 percent. CAPA is composed of 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. In the last four years, the Port of Long Beach has invested more than \$700 million on infrastructure improvements and tens of millions of dollars more for tighter security.

The ports of Los Angeles and Oakland also were moving ahead with tariff increases.

**An architectural and engineering design team has unveiled four possible designs for a replacement for the Gerald Desmond Bridge — which links downtown Long Beach and Terminal Island — to handle increasing traffic volumes and to make way for a generation of larger container ships.**

The consultants from Parsons and HNTB have focused on four “cable stayed” designs to replace the current 35-year-old arch-style bridge, which is owned by the Port and the City of Long Beach. Cable stayed bridges, held up by cables anchored to towers, are regarded as more cost-effective than other designs.

The four designs are 1) “single mast,” with cables anchored to two single towers, 2) “straight H,” with cables anchored to two H-shaped towers, 3) “slanted H,” with cables anchored to two towers resembling an inverted “A,” and 4) “delta frame,” with cables anchored to two single towers topped by an inverted triangular structure.

Port staff is planning to ask the Board of Harbor Commissioners in January to select two of the designs for more detailed study.

**A team from Parsons and Cambridge Systematics is exploring the feasibility of charging tolls to pay for at least part of the cost of the Gerald Desmond Bridge replacement project, estimated at more than \$700 million.**

The Port also has been seeking funds from regional, state and federal sources.

With truck traffic on the bridge expected to more than double within the next two decades, the Port has been looking at replacing the current five-lane structure without roadway shoulders with a six-lane bridge with shoulders. Also, the incline of the new bridge would not be as steep so trucks could travel faster.

To accommodate larger container ships already under construction, the roadway for the new bridge would stand at least 200 feet above the

water – about 50 feet higher than the Gerald Desmond.

The report on tolls, including an electronic collection system, is expected in February.

**Hapag Lloyd Container Line's 6,750-TEU *Los Angeles Express* made its maiden call at Long Beach Container Terminal's Pier F facility on Dec. 15.**

The vessel is deployed in the Grand Alliance's SSX service, calling in Hong Kong; Kaohsiung, Taiwan; Port Kelang, Malaysia; Singapore; Shekou, China; as well as Long Beach.

The vessel, 300 meters long and 40 meters wide, is one of four being built for Hapag Lloyd by the Daewoo Shipyard in South Korea. The sister ships will be named *Bangkok Express*, *San Francisco Express* and *Busan Express*.

**Another new arrival, the 6,690-TEU *P&O Nedlloyd Kowloon*, made its maiden call at Long Beach Container Terminal on Dec. 26.**

Built in 1998, the *Kowloon* also is deployed in the Grand Alliance's SSX service.

**Marine Transport Corp. has christened its fourth articulated tug-barge (ATB) tank vessel, its 9,280-hp *Coastal Reliance* and the 155,000-barrel barge *550-4*.**

**Clorinda Nothstein** of Shell Trading U.S. Co. did the honors, christening the tug and barge at Marine Transport's Pier D facility in Long Beach. Bay Shipbuilding Co. in Wisconsin built the tug and barge. The barge is attached to the tug so that it is pushed rather than towed, allowing them to travel at 12 knots rather than the seven to nine knots of other ATBs.

**Before the end of winter, the California Department of Transportation (Caltrans) expects to complete a three-year \$16.7 million rehabilitation of the Long Beach (710) Freeway between the San Diego (405) Freeway and Pacific Coast Highway.**

Excel Paving Co. of Long Beach is the contractor repaving a 2.9-mile stretch of the 710 with a longer-life asphalt concrete. The project, which included construction of a new median, was launched in March 2001.

**The Marine Exchange is planning to go on-line in January with a newly installed Automatic Identification System aimed at increasing security.**

The system will help the Marine Exchange and Coast Guard to identify vessels outfitted with AIS transponders. The transponders automatically and continually transmit information to the Marine Exchange shore station, reporting vessel name, call sign, position, course and speed.

The Maritime Transportation Security Act of 2002 requires commercial vessels to be equipped with the transponders beginning in the second half of 2004 if they travel in U.S. waters such as San Pedro Bay where vessels are monitored with a Vessel Traffic System.

**Italia Line, which was acquired by CP Ships in 2002, will officially become Italia di Navigazione LLC, a Delaware corporation and a wholly owned subsidiary of CP Ships as of Jan. 31.**

Italia Line, which specializes in Mediterranean-Americas routes and calls at Pacific Container Terminal's Pier F facility in Long Beach, had operated as Italia di Navigazione S.p.A., an Italian company based in Genoa.

CP Ships, one of the world's leading container shipping companies, also operates ANZDL, Canada Maritime, Cast, Contship Containerlines, Lykes Lines and TMM Lines.

**Dreamworks Pictures filmed scenes for the Tom Cruise action/thriller "Collateral" north of SSAT's Pier A container terminal in December. A helicopter was used during the filming along Pier A Way, Carrack Avenue, Pier B Street and Henry Ford Avenue.**

It was incorrectly reported in the December issue of Tie Lines that Dreamworks had filmed in November on the Gerald Desmond Bridge. The bridge filming was for a car commercial.

**Of the Port of Long Beach's seven container terminals, which has the most gantry cranes? The answer: International Transportation Service.**

ITS has 16 ship-to-shore cranes. At Pier J, it has two 60-ton-capacity cranes at two newly completed berths, three 40-ton and five 50-ton cranes at its other Pier J berths; and four 33-ton and two 40-ton cranes on the Pier G side (formerly the home of Sea-Land).

**Long Beach-Area Congresswoman Juanita Millender-McDonald will hold an "Open Mike" town hall meeting from 6 to 7:30 p.m. Jan. 10 at Long Beach City Hall.**

Among the topics will be an update on federal legislation affecting local constituents.

**Long Beach Mayor Beverly O'Neill will present her 2004 State of the City Address at a Jan. 13 luncheon hosted by the Long Beach Area Chamber of Commerce at the Long Beach Convention Center Ballroom. For more information, call (562) 432-8128.**

**Trucking executive and attorney Greg Stefflre will be the speaker for the Los Angeles Transportation Club's Jan. 13 luncheon at the**

**Marriott Norwalk Hotel. For more information, call (562) 856-9197.**

**Los Angeles Councilwoman Janice Hahn will discuss “extended truck gate hours” at the Harbor Transportation Club’s Jan. 15 dinner at Ports O’ Call Restaurant in San Pedro. For more information, call (562) 434-7393.**

**John Burch of the Calcot marketing cooperative will talk about cotton exports to China at a Jan. 20 luncheon hosted by the International Trade Club.**

**The event will be held at the Reef Restaurant in Long Beach. For more information, call (562) 434-7393.**

**Port of Long Beach Executive Director Richard Steinke will discuss “Managing Port Growth” at the International Business Association’s Jan. 23 luncheon. The event will be held at the Coast Long Beach Hotel. For more information, call (562) 432-8128.**

**The Center for International Trade and Transportation is offering a two-night “Introduction for Beginners in Global Logistics” course beginning 6:30 to 9:30 p.m. Jan. 20 at Cal State Long Beach.**

**Module One, a five-night overview of global logistics, begins 6:30 to 9:30 p.m. Jan. 27 also at Cal State Long Beach. For more information on both programs, call ( 562) 296-1170.**

**A final note: If you have any news, events, staff promotions, address changes or anything else to report to Tie Lines, please send the “who, what, where and whens” to Art Wong at the Port of Long Beach, 925 Harbor Plaza, Long Beach, CA 90802, or [wong@polb.com](mailto:wong@polb.com).**

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