

[CLOSE WINDOW](#)



August 2004

AROUND THE PORT . . .

The Long Beach Board of Harbor Commissioners has elected former City Attorney John R. Calhoun as the board's president.

The commissioners also voted former City Councilwoman and Vice Mayor **Doris Topsy-Elvord** as vice president of the five-member port governing board.

Former City Manager and Alameda Corridor Transportation Authority CEO **James C. Hankla** was elected as the commission's secretary.

Mario Cordero, an attorney with the law firm of Adelson, Testan and Brundo, was chosen as the assistant secretary. **John W. Hancock**, president of Bancap Investment Group, who just completed two consecutive one-year terms as president, rounds out the board.

The Board of Harbor Commissioners has adopted a \$450.8 million budget for the 2005 fiscal year beginning Oct. 1 that is 13 percent more than the current budget due to increases in capital, environmental and security projects.

The budget sets aside \$260.7 million for capital outlays, including \$36.7 million for a proposed container terminal at Pier S on Terminal Island, and \$35 million to complete the Total Terminals International facility at Pier T.

Acting as an environmental steward, the Port will spend more than \$26 million on its Healthy Harbor clean air and water programs. To ease freeway traffic, the budget includes \$500,000 for programs to extend gate hours, develop a virtual yard for empty containers, increase use of on-dock rail, and study the feasibility of short-haul rail.

To tighten security, the Port will spend \$26 million on security staff, video surveillance, a command and control center, and an incident

management system.

The Port, a department of the City of Long Beach, generates revenues for its operations through leases and fees. It is not supported by taxes. The Port budget next goes to the City Council for its review and approval.

For a second straight month, shipping terminals at the Port of Long Beach broke the monthly record for container cargo. The terminals moved the equivalent of 494,098 twenty-foot-long container units in June, an increase of 27.8 percent from the same month a year ago.

The gains reflect the improved U.S. and Asian economies, and new express China-to-Long Beach services including several with 8,000-TEU ships.

Imports were up 27.6 percent to 260,752 twenty-foot-equivalent units (TEUs); exports were up 15.8 percent to 82,218 TEUs; and empties (nearly all headed back overseas) were up 35.9 percent to 151,128 TEUs.

During the first half of 2004, inbound container cargo climbed 19.3 percent; outbound cargo rose 14.0 percent; empties increased 12.3 percent; and the Port's total jumped 16.2 percent.

The largest of the world's largest container ships, China Shipping Container Lines' 8,500-TEU CSCL Asia, arrived July 24 for its maiden call at the Port of Long Beach.

The ship docked at the Total Terminals International mega-terminal at Pier T. The *CSCL Asia* is 1,096 feet long, which is longer than three football fields, and 140 feet wide, which is 30 feet wider than the Panama Canal.

The *Asia*, which is deployed in a China express service, is the first of five 8,500-TEU vessels that China Shipping has ordered from Samsung Heavy Industries of South Korea. China Shipping also has ordered eight 9,600-TEU ships.

During this summer of the mega-ships, four other lines have or will be calling with 8,000-TEU ships in Long Beach, including Orient Overseas Container Line (OOCL), China Ocean Shipping Co. (COSCO), CMA CGM and Mediterranean Shipping Co. (MSC).

In August, the *COSCO Long Beach* and *CMA CGM Hugo* are scheduled to make their maiden calls at Pacific Container Terminal at Pier J. In October, the *MSC Texas* is scheduled to make its first call at SSAT's Pier A terminal.

Shipping companies and union leaders have agreed to add 3,000 longshore workers at the ports of Long Beach and Los Angeles to help with a surge in cargo and to ease delays.

The Pacific Maritime Association and the International Longshore and Warehouse Union will promote 1,000 current “casual” or part-time workers a step closer to the highly coveted, fully registered longshore union status. The 6,500 registered longshoremen at the San Pedro Bay ports average more than \$100,000 a year in wages.

Beginning in mid-August, the PMA and ILWU will take applications for the 3,000 additional casual jobs with starting pay of nearly \$21 an hour.

High cargo volumes, rail congestion and a shortage of longshore workers slowed vessel and cargo traffic at the ports of Long Beach and Los Angeles during July.

Container ships that normally are in and out of port in three to four days were taking as long as seven days. For much of July, there were more than 60 ships in port, including more than 20 vessels at anchor -- three times the normal number at anchor.

The Federal Maritime Commission has approved a petition filed by marine terminals at the ports of Long Beach and Los Angeles, clearing the way for them to establish daytime use fees to pay for regular nighttime truck gates.

The day-use fees are regarded as an incentive for more truckers to use off-hour gates, a shift aimed at easing freeway traffic congestion and reducing air pollution.

Terminal operators are planning to announce a tariff and working rules by the end of August. Regular night gates would be phased in beginning in the fall, depending on the availability of longshore labor.

SSA Terminals' four newest ship-to-shore gantry cranes arrived in Long Beach Harbor on July 27 aboard Shanghai Zhenhua Port Machinery Co. (ZPMC's) Zhenhua 7.

Two of the cranes will go to Pacific Container Terminal's southern Berths J266-J270, where China Ocean Shipping Co. and CMA CGM's 8,000-TEU vessels will call. PCT is jointly operated by SSA and COSCO.

The other two cranes will be offloaded at SSAT's Pier A terminal. One of Pier A's main customers is Mediterranean Shipping, which also has 8,000-TEU ships scheduled to call. SSAT expects to have the four new cranes operational by the end of September.

The new white-colored ZPMC cranes, twins to two that SSAT already has in use at Pier J's southern docks, are among the largest in the world.

They are able to reach out 212 feet or across a vessel 24 containers wide. Today's largest vessels are 17 wide.

The cranes are so wide that the two, partially erected cranes headed for Pier A will be transferred and re-positioned on a Foss Maritime barge to get them under the Gerald Desmond Bridge, where the channel has a horizontal clearance of 300 feet.

With the booms down and loaded crosswise aboard the *Zhenhua 7*, the cranes from front to back span nearly 400 feet.

Total Terminals International has exercised an option to add the 28-acre Dry Dock No. 1 property to its 355-acre facility at Pier T on Terminal Island.

The Port will work with TTI to develop the site, with construction to be completed in about two years. The dry dock, once part of the former Long Beach Naval Shipyard, has been filled during dredging for the Pier T wharf extension. With the additional property, the Pier T container terminal will be 383 acres.

Sound Energy Solutions has agreed to partner with the Port on a pilot program to test the effectiveness of yard hostlers powered by liquefied natural gas (LNG) in a marine terminal environment.

The program was awaiting approval by the Board of Harbor Commissioners. The project would be part of the Port's Healthy Harbor program, which promotes the use of alternative fuels by Port tenants to improve air quality. The six-month, \$600,000 project would evaluate the performance of three LNG tractors at Long Beach Container Terminal, and two other LNG hostlers at another terminal.

Long Beach-based SES has proposed an LNG receiving terminal and re-gasification facility at Pier T. The facility would provide vehicle-grade LNG for trash trucks, transit buses and other low-emission vehicles.

Sound Energy Solutions has announced a non-binding memorandum of understanding with petroleum giant ConocoPhillips to develop a proposed liquefied natural gas (LNG) terminal at the Port of Long Beach.

Houston-based ConocoPhillips is a major natural gas and petroleum producer and distributor. SES is a subsidiary of Mitsubishi Corp. of Japan, a leading LNG distributor.

The Port, federal, state and local authorities are studying the proposed Long Beach terminal. If all of them approve the project, construction would take about three years, so the facility could open in 2008.

“Port Congestion – What’s Going on at the Waterfront?” is the topic of a dinner Aug. 4 at the Reef Restaurant in Long Beach.

Hosted by the Los Angeles Customs Brokers & Freight Forwarders Association, the panelists will include **Dave Arian** of the ILWU Local 13, Capt. **Manny Aschemeyer** of the Marine Exchange, **Patty Senecal** of

Transport Express, and Tom Teofilo of the Pacific Merchant Shipping Association. For more information, call (818) 951-2841.

The Center for International Trade and Transportation at Cal State Long Beach is offering its Global Logistics Specialist professional designation course on-line. For more information, go to www.uces.csulb.edu/citt.

Representatives of BNSF Railway, C.H. Robinson Worldwide and Mattel will discuss the “Challenges of the Intermodal Supply Chain” at a Harbor Transportation Club dinner Aug. 19 at the Reef Restaurant in Long Beach. For more information, call (562) 434-7393.

“How Vulnerable Is Your Supply Chain?” is the topic of a seminar hosted by the Center for International Trade and Transportation from 9 a.m. to 4:30 p.m. Aug. 26 at the Cal State Long Beach Foundation Building. For more information, go to www.uces.csulb.edu/citt.

The Pacific Maritime Shipping Association is hosting a two-day air quality conference Sept. 9-10 at the Doubletree Hotel in San Pedro. For more information, call (562) 377-5677.

PORT PEOPLE. . .

The California Black Chamber of Commerce will honor Long Beach Harbor Commissioner Doris Topsy-Elvord with its 2004 Visionary Award at the Ron Brown Memorial Awards Banquet Aug. 20 at the Long Beach Hilton.

Emily Ueda of the Port’s engineering program management section has become the Port’s first “Leadership in Energy and Environmental Design” (LEED) accredited professional.

LEED is a certification program by the U.S. Green Building Council that has developed design standards for environmental friendly or “green” buildings. The City of Long Beach now requires “green” designs for future municipal buildings.

The Long Beach Museum of Art will display a series of dramatic nighttime photographs shot at the Port of Long Beach by local photographer Tom Paiva in an exhibition from Sept. 10 to Oct. 10. Sponsored by the Port of Long Beach, the Museum of Art exhibition also will include a display of “The Port by Day,” featuring photographs of people who work at the Port.

The Port's great golf drought is over. For the first time in eight years, a team from the Port of Long Beach has defeated the rival Port of Los Angeles in the annual Harbor Cup Challenge tournament sponsored by the Harbor Association of Industry and Commerce.

The winning team included **Jim Santa Ana**, **Kerry Stewart** and guests **Dave Alcock** and **Tony Alberoni**. Competing on another Long Beach team were Harbor Commissioner **Mario Cordero**, Port Executive Director **Richard Steinke**, City Manager **Gerald Miller**, and **Matt Knabe**, former field representative for Los Angeles County Supervisor **Don Knabe**. Long Beach's other team included **Gary Cardamone**, **John Chun**, **Dick Wittkop** and guest **Tom Scranton**.

Capt. Karsten Lemke, who recently retired from Zim American Israeli Shipping Co., will be honored at the International Seafarers Center dinner Sept. 23 aboard the Queen Mary. For information, call (818) 951-2842.

Tom Jacobsen of Jacobsen Pilot Service is the new chairman of the board for the Marine Exchange of Southern California.

The other officers are President **John Hanlin** of Marsh Risk and Insurance Services; Vice President Capt. **Ghalib Tikari** of Marian Shipping Corp.; Secretary **J. Douglas Post** of the law office of J. Douglas Post; and Treasurer **Phillip T. Wright** of Zim-American Israeli Shipping.

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