

tie lines – April 2007

A monthly newsletter from the Port of Long Beach

AROUND THE PORT . . .

Amid a backdrop of 120 green flags, the Long Beach Board of Harbor Commissioners presented environmental awards to a dozen major shipping lines that achieved the highest rates of compliance with the Port of Long Beach Green Flag Air Quality Program in 2006.

In 2006 the Port achieved an overall Green Flag compliance rate of 82 percent, which eliminated about 400 tons of air pollution. More than half of all individual ships, 507, were 100 percent compliant and qualified for Green Flags. More than 40 percent of all fleet operators, 120, were 90 percent compliant and qualified for discounted rates and Green Flags.

Under the Green Flag program, the Port offers Green Flag environmental awards to individual ships and awards and discounted dockage fees to vessel operators who consistently slow down ship speeds near Long Beach, which reduces air pollution. The program is voluntary, and relies on the cooperation of vessel operators and ship captains.

The companies honored in the Green Flag Ceremony April 4 were those that achieved the highest rates of compliance with 20 or more vessel calls in 2006.

They are (in alphabetical order): Alaska Tanker Co., BP shipping, Carnival Corp., China Shipping, CMA CGM (America), COSCO, Hanjin Shipping, Hyundai Merchant Marine, "K" Line America, Inc., Mediterranean Shipping Co., Mitsui OSK Lines, and Orient Overseas Container Lines (OOCL).

The Port broke ground on a \$20-million Security Command and Control Center, a post-9/11 facility for the Port's expanding Security Division and its law enforcement partners.

The Command and Control Center, set to open in 2008, will serve as the communications hub and headquarters for the Port of Long Beach Security Division and Harbor Patrol, and also house security units from the Long Beach Police Department and Port of Los Angeles. The three-story structure will also accommodate the U.S. Coast Guard, U.S. Customs and Border Protection, and Marine Exchange during an emergency.

"This Command and Control Center marks the beginning of a new era in Port security," said Long Beach Harbor Commission President James C. Hankla in a waterfront groundbreaking ceremony April 3. The 25,000-square-foot facility "will give us the room to house a growing Security Division, room for the new tools they need, and room for our partners to work with us in an emergency," he said.

The Command and Control Center is being funded by the Port of

Long Beach and the U.S. Department of Homeland Security, which contributed \$8.1 million toward the \$20-million cost.

The Center will house emergency management facilities including a Department Operations Center (DOC) for use in coordinating law enforcement response to emergencies anywhere the San Pedro Bay port complex. The state-of-the-art equipment will enhance communications among the Port's many security partners.

In keeping with the Port's Green Port Policy, the structure will be LEED (Leadership in Energy and Environmental Design) certified. LEED buildings incorporate environmentally friendly design, recycled materials, energy efficiency and sustainable construction practices.

Driving between Long Beach and San Pedro is now a lot easier, thanks to a \$65 million Port project to improve Ocean Boulevard at Terminal Island.

The Ocean Boulevard and Terminal Island (47) Freeway interchange project, which opened to commuters March 26, eliminated two traffic signals and allows east-west traffic to move nonstop between the Gerald Desmond Bridge and Navy Way.

The new roadway improves regional air quality by reducing vehicle idling. It is projected to cut air pollution by 350 tons a year, save motorists \$22 million a year in fuel expenses, reduce traffic delays by 5,600 vehicle hours a day and reduce fuel consumption by more than 9,300 gallons a day.

The agencies involved in funding the project include the Port, the U.S. Department of Transportation, California Department of Transportation (Caltrans), and the Metropolitan Transportation Authority (Metro). The prime contractor was Ortiz Enterprises. The construction manager was Jacobs Engineering.

The Port's annual peak-season forecast conference, "Pulse of the Ports," drew about 400 people to the Long Beach Convention Center to hear a panel of supply-chain experts offer their predictions for the coming year.

Experts agreed that the 2007 peak season should be smooth, without any unexpected challenges. However, they said, the pending implementation of the Transportation Workers Identification Credential (TWIC) program and other potential reforms in the trucking industry raise some unanswered questions about 2008.

The annual conference is the largest industry gathering of its kind in Southern California.

To view each speaker's PowerPoint presentation, visit the Port's web site at ww.polb.com, and scroll down the home page to "In the Spotlight."

A trade impact study recently issued by the ports of Long Beach and Los Angeles and the Alameda Corridor Transportation Authority (ACTA) underscores the role of nation's two largest container ports play as critical economic powerhouses and job generators for both the state and national economies.

The San Pedro Bay ports handle more than 40 percent of the nation's total containerized cargo import traffic and 24 percent of the nation's total exports, the study found. Since 1994, when the trade impact study was first conducted, the growth in the national impact of trade for goods being transported at the San Pedro Bay ports increased 246 percent, from \$74 billion to \$256 billion, with \$62.5 billion of that trade in California.

The trade impact study highlighted in particular the strong number

of jobs and careers supported by port-related activity.

The number of direct and indirect jobs associated with the trade activity generated by the San Pedro Bay ports increased by 200 percent, the study found, from 1.1 million jobs nationally in 1994 to 3.3 million jobs in 2005.

In addition, the study conservatively estimates that more than 886,000 jobs in California are directly and indirectly related to international trade activities conducted through the San Pedro Bay ports.

The Gateway Cities Council of Government's Fleet Modernization Plan, one of the nation's most successful efforts to replace older, dirtier diesel trucks with newer, less polluting vehicles, received a \$6 million boost recently in port funding.

The ports of Long Beach and Los Angeles are transferring an additional \$6.3 million to the Gateway Cities program. The bridge funding will be used to continue the replacement of older harbor trucks in the short term as the ports complete the development of a truck fleet modernization initiative as outlined in the San Pedro Bay Clean Air Action Plan (CAAP) approved by both ports' harbor commissions last November. The truck program is viewed by many as one of the most significant measures in the CAAP.

Port terminals reported a 5 percent increase in container cargo movement in February compared to the same month a year ago.

Port terminals moved a total of 541,204 twenty foot equivalent (TEU) container units in February, a 5 percent increase over the same month a year ago.

Imported containers increased by 12.8 percent, to 284,800 TEUs, while containers bound for export decreased slightly, by 1.6 percent, dipping to 108,215 TEUs. The movement of empty containers, most of which are sent overseas to be refilled with products, decreased by 3.2 percent, to 148,189 TEUs.

What's trickier than maneuvering a giant ship under a bridge? What's the oldest preservative? Is there a 7-11 for ships? What's the latest on clean fuels? Find out on the latest episode of the Port of Long Beach's television program, *Pulse of the Port*.

The latest episode features port pilots navigating the largest container ships under the Gerald Desmond Bridge, the Morton Salt facility at Pier F, the role of ship chandlers, and more.

To view the program on the web, visit the Port's web site, www.polb.com, and scroll down the home page to the "Featured Video" section. *Pulse of the Port* is a monthly program broadcast on the web, local cable television (Long Beach Channel 8), and syndicated to cable stations throughout California, reaching an audience of more than 800,000 viewers.

Harbor Commission President James C. Hankla will be featured this month on *Straight Talk with Art Levine*, a weekly half hour talk show broadcast on cable systems in Long Beach and 34 surrounding cities.

On the program, Hankla will discuss the Port's Green Port Policy and recently enacted Clean Air Action Plan, the economic impact of the Port and port security.

The episode will air on cable TV beginning April 25, and on the web beginning April 23 at www.straighttalktv.com.

A survey on the port drayage trucking industry conducted by CGR Management Consultants for Gateway Cities, and funded in part by the Port, presents a more complex picture of the industry than is commonly believed.

The survey, released on March 28, showed considerable variety in the gross earnings of port truck drivers, from less than \$25,000 a year to well over \$100,000 a year. Net income varied from less than \$25,000 to as much as \$75,000 a year, and the average yearly net income was \$29,718 before tax. The study found drivers worked an average of about 50 hours a week and drive about 45,000 miles a year.

The Port helped fund the Gateway Cities trucker-income study to better understand the economic conditions surrounding port dray truckers as it works with various stakeholders to find the best available solutions to reducing pollution from the fleet of trucks that serves the port complex.

Port officials presented “first call” plaques to the OOCL Shanghai, the “K” Line Victoria Bridge, and the Wan Hai 315 in March.

The vessels have capacities of 5,500 TEUs, 5,500 TEUs and 2,645 TEUs, respectively.

PORT PEOPLE . . .

The Board of Harbor Commissioners has promoted Robert Kanter, Ph.D., from Director of Planning and Environmental Affairs to the newly created position of Managing Director of Environmental Management and Planning.

As Managing Director, Kanter will oversee the Port’s reorganized Environmental Management and Planning Bureau, which includes three divisions: Planning, Environmental Services and Transportation Planning.

Kanter will oversee implementation of the Green Port Policy and Clean Air Action Plan, along with additional environmental planning and regulatory compliance issues, land use and legislative issues, transportation planning and short- and long-range forecasting.

Port Executive Director Richard D. Steinke announced that he is recommending the appointment of Samara Ashley, a public relations executive and former aide to then-State Senator Betty Karnette, as the Port’s Director of Government Affairs.

Upon successful completion of the City of Long Beach’s hiring process, Ashley will fill a vacancy left when Carl Kemp resigned to become a partner with Englander & Associates Public Relations.

As Director of Government Affairs, Ashley will be responsible for advising Steinke and the Harbor Commission on Port-related legislative issues and assisting in the formulation the Port’s legislative agenda.

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Let us know what you find interesting in *Tie Lines*, what kinds of stories you’d like to see, or anything else you would like to suggest.