

A Community Newsletter from the Port of Long Beach



Port of
LONG BEACH
The Green Port

re:port

Summer 2016



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Photographers take aim at their subject in the Port's annual photography tour, making images for the annual exhibit.

PHOTOGALLERY to Open at MOLAA

Take time this October to view special exhibition

October will once again be Arts Month in Long Beach, and among the city's creative and cultural offerings will be the annual "PHOTO Gallery" exhibition at the Museum of Latin American Art's (MOLAA) "Port to Learning" gallery.

The unique show displays photography made as part of an innovative partnership between the Port of Long Beach and the Arts Council for Long Beach. The program is in its fourth year.

Each summer, the Port and Arts Council select a group of enthusiastic local photographers ranging in experience from novice to professional. The participants take part in a workshop to learn techniques from working photographers.

Then, the whole group goes on a behind-the-scenes twilight-

to-evening tour of the harbor to capture images of the second-busiest seaport in the United States. The Arts Council organizes a juried exhibit of the photos that are produced and selects winners.

The showcase taps the region's rich vein of artistic talent and generates a wide variety of beautiful images. It is also popular; more than 200 people this summer vied for a place in the program, and 60 were selected.

Norman Harris, a Port photo program participant in 2015 who won first place, thoroughly enjoyed the experience.

"For me, the biggest part of the experience was that I had never really shot at night like that. You are shooting at night from a moving boat. That was a great experience for me. The training they give you is really invaluable," said Harris, a customs broker who is the president of the Los Angeles Customs Brokers and

Freight Forwarders Association. "You're taking pictures from places and angles that you never had access to before."

And, Harris said, having his work displayed in an art gallery was very special.

The display will open to the public on Sunday, Oct. 2 and run through Sunday, Oct. 30.

AT A GLANCE

Exhibit open Oct. 2-30

Port of Long Beach "Port to Learning" Education Gallery
Museum of Latin American Art
628 Alamitos Ave., Long Beach, CA 90802

www.molaa.org

For more information, visit www.polb.com/photoworkshop

Ports Seek New Tech to Clean Air

The Port of Long Beach has achieved dramatic reductions in air pollution over the past decade thanks to aggressive and comprehensive efforts to clean the air.

Trucks, ships, locomotives and other cargo-moving equipment are all running cleaner these days. But cargo is expected to increase in the decades to come. Just how does the Port plan to keep slashing air pollution, as part of its effort to become a zero-emissions seaport?

One answer is the development of new technology: new machines, new fuels, and new systems that produce no air pollution, or very little.

The Technology Advancement Program, or TAP, was created as part of the landmark Clean Air Action Plan first adopted jointly by the

Port of Long Beach and the Port of Los Angeles in 2006. Since the program's inception, the two ports have committed nearly \$8 million on technology advancement grants.

The program demonstrates new clean-air technologies in real-world situations at the Port, rather than early-stage research and development.

By showing that a technology can work in the Port environment, the ports help get it to market faster, encouraging companies that move cargo at the Port to adopt the technology into their operations.

Examples of technology-advancing projects at the port complex include a hybrid diesel-electric tugboat, an air pollution control system for ships at berth, and several zero-emission cargo truck demonstrations.

Additional funds for clean-air technology development are provided by the companies backing the technologies, agencies like the California Air Resources Board and South Coast Air Quality Management District.

"Early on, the Port recognized that we were going to need to take a bigger role in demonstrating and developing technologies to meet the environmental improvement goals that we have for ourselves — to make these technologies available and to accelerate their implementation at the Port," said Heather Tomley, Port of Long Beach Director of Environmental Planning.

AT A GLANCE

For more information, go to www.cleanairactionplan.org

A clean, zero-emissions truck works the yard of SA Recycling, to demonstrating the vehicle's performance in reducing emissions.



NEW 'PROTECTOR' ON THE WATERFRONT

Fireboat No. 20 – "Protector" – entered service with the Long Beach Fire Department at the Port earlier this year. It's the most advanced fireboat in the world – appropriate for its role in keeping cargo flowing at one of the world's leading seaports. Protector and its partner "Vigilance" – scheduled for delivery next year – replace two 1980S-era boats, "Challenger" and "Liberty."

"'Protector' offers the latest in technology and state-of-the-art equipment that brings the highest levels of fire protection to the Port of Long Beach."

— Long Beach Fire Chief Mike DuRee



Length:
108 feet

Beam:
35 feet (width)

Navigational draft:
15 feet (from waterline down)

Air draft:
45 feet (from waterline up)

Crew:
6 firefighters

No. of water cannons:
10

Gallons per minute:
41,000

Maximum range of
biggest cannon:
600 feet

No. of engines:
4

Top speed:
12-14 knots

Fuel tank capacity:
15,900 gallons

Biggest container ship when
Liberty and Challenger were
built in the '80s:
4,500 containers

Biggest container ships today:
18,000 to 20,000 containers



Ship-to-shore gantry cranes are the workhorses of the harbor, performing the crucial job of moving cargo containers between ship and wharf.

Cranes Rise over Port Vital links in supply chain get a boost

No vista of the Port of Long Beach would be complete without the dozens of tall ship-to-shore gantry cranes that reach up to the sky.

Ships, trucks and trains may move cargo farther, but the gantry cranes play the vital role of transferring containers between ship and dock — one of the most crucial links in the supply chain.

These sturdy but elegant machines operated by local longshore workers are what make every container seaport work, especially a large and thriving one like Long Beach, the second-busiest in the United States.

And these days, those cranes are getting even taller as the ships they work on become larger.

To move the 20-, 40- and even 53-foot-long cargo container

boxes between the largest ships and the dock, wharf-side gantry cranes must be able to reach up and over containers stacked 150 feet in the air, the equivalent of reaching over a 14-story building.

To make sure that terminals have enough big cranes to handle the job, the Port is bringing in new cranes and retrofitting many existing ones.

For example, the newest terminal at the Port of Long Beach, Middle Harbor, has new cranes built to work the ships that carry up to 18,000 container units. Other berths will receive new cranes, as well.

Meanwhile, many existing cranes around the Port are being raised as much as 28 feet to make them tall enough to work the biggest ships. And that's not a simple task, given that the cranes can weigh more than 145,000 pounds.

First, an existing crane must be fitted with an assembly that provides temporary support. Then, the crane is literally cut in half before being lifted and given longer "legs." Altogether, the process takes from seven to 10 weeks.

What's the benefit of having enough cranes to handle bigger ships? These bigger cranes can handle ships that can't fit through the expanded Panama Canal. So they help the Port to compete and to continue to support hundreds of thousands of jobs in Southern California. And, bigger ships are cleaner and more efficient.

"The good news is that these ships have the newest technology and the cleanest engines, so they're great for what we do here at the Green Port," said Glenn Farren, Director of Tenant Services and Operations at the Port of Long Beach.

New Option for High Schoolers Port sponsors Global Logistics Academy at Cabrillo

In the Long Beach Unified School District's "School of Choice" system, students and their parents can choose the high school program that is right for them.

As they select their high school and learning pathway for the 2017-2018 school year, local eighth-graders will have a new option: the Port of Long Beach Academy of Global Logistics.

The new pathway, which will provide instruction in international trade and goods movement, is being offered at Cabrillo High School as the result of a partnership between the Port and LBUSD.

The academy will give students who want to make international business their career a broad educational foundation, as well as specialized

instruction about the world of global logistics and international trade. It will also introduce students who had never considered a trade career to the business. The four-year pathway will offer job-shadowing, tours, guest speakers, workshops and other opportunities to see how the logistics industry operates.

The academy is part of the Port's educational outreach efforts, which also include scholarships, internships, "externship" training for teachers, and sponsorship of the annual College and Career Exploration Night at California State University, Long Beach.

Both CSULB and Long Beach City College offer programs in international business. Like all LBUSD high school graduates, students of the new academy will have some local options for higher education as well.

"We know that there are many young people in the Long Beach area who have been around the Port their whole lives and are starting to get interested in the world of global trade," said Michael Gold, Director of Communications and Community Relations for the Port. "The Academy of Global Logistics is an excellent place to get started discovering all the possibilities."

The Port hopes that the academy will inspire and encourage Long Beach's leading businesses to also partner with the school district to provide linked learning opportunities.

AT A GLANCE

Stay tuned for upcoming information sessions about the Port of Long Beach Academy of Global Logistics: academy.polb.com

Future Long Beach-area high school students will have a new option for a learning pathway, the Global Logistics Academy at Cabrillo High School.



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Pact Sets Local Hiring Goals for Port Construction

Workers are drilling piles, erecting columns and building walls and wharfs as the Port of Long Beach continues to undergo modernization that will help to attract more cargo and move that cargo cleanly.

While the new and improved docks and railways are designed to help bring more trade that will help sustain more jobs, the building work also generates employment for the construction trades.

AT A GLANCE

Interested in learning more about opportunities in construction trades?

- Long Beach City College construction pre-apprenticeship program:
www.lbapprenticeship.com
- Pacific Gateway Workforce Investment Network:
www.pacific-gateway.org or contact Sal Barajas, Program Specialist at 562-570-3651
- Port of Long Beach Project Labor Agreement Administrator Adriana Ramirez at 562-283-7210

To continue to set goals for hiring local workers for construction projects in the harbor, the Port of Long Beach has established a "Port-wide project-labor agreement" that requires contractors and trade unions to help make room for local community members when hiring. Twenty-seven trade unions are involved in the pact.

The Port has project-labor agreements for its Middle Harbor Terminal Redevelopment Project and Gerald Desmond Bridge Replacement Project.

Earlier this year, the Port added another \$700 million in planned projects to the list of those that will be covered by the agreement.

Construction crews are busy at the Port of Long Beach, modernizing and improving facilities to make cargo flow faster, and more efficiently.



For those projects, 40 percent of the workers must be residents of Los Angeles or Orange counties. The project-labor agreements can't set specific goals for just Long Beach residents, but coordinators seek to help locals compete for the jobs. To date, 13.5 percent of all hours at Middle Harbor have been worked by Long Beach residents.

In addition, 15 percent of workers must be disadvantaged workers, who for example, may be single parents or lack a high school diploma or equivalent. And 10 percent must be veterans. The new agreement will also encourage apprenticeship and training programs and set up job fairs to help connect locals to job openings.