

# Ten Years of Town Halls

*A History of the CITT State of the Trade and Transportation Industry Town Halls*

## ***Global Connectivity and Collective Responsibility for the Future***

**February 4, 1999**

### **Guest Speakers:**

**Capt. Jon Helmick**, U.S. Merchant Marine Academy

**Larry Keller**, Port of Los Angeles

**Richard Steinke**, Port of Long Beach

**Gill Hicks**, Alameda Corridor Transportation Authority

### **Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

### **Panelists:**

**Jim Spinosa**, International Longshore and Warehouse Union (ILWU)

**Capt. Jon Helmick**, U.S. Merchant Marine Academy

**Gill Hicks**, Alameda Corridor Transportation Authority

**Richard Steinke**, Port of Long Beach

**Larry Keller**, Port of Los Angeles

**Michael Caswell**, Terminal Solutions, Inc.

**Robin Lanier**, International Mass Retail Association

### **Key issues and events surrounding this Town Hall Meeting:\***

- Record year for container handling at the Southern California ports in 1998: 7.5 million TEUs
- November 1998: Alameda Corridor Transportation Authority dedicates first completed project of the Alameda Corridor, the Los Angeles River Bridge. The cities and ports of Long Beach and Los Angeles and surrounding communities allocate \$2.4 billion to the Corridor project.
- December 1998: Construction on Mid-Corridor Trench commences with groundbreaking ceremony attended by federal, state and local elected officials.
- February 1999: The Federal Maritime Commission, responding to complaints from shippers and carriers, makes sweeping changes to regulations proposed to carry out the 1998 Ocean Shipping Reform Act.

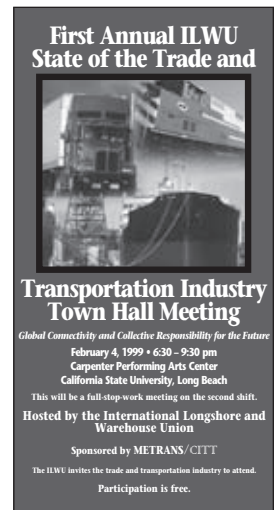
## ***Modernization and Mechanization: A Tradition in Partnerships***

**April 6, 2000**

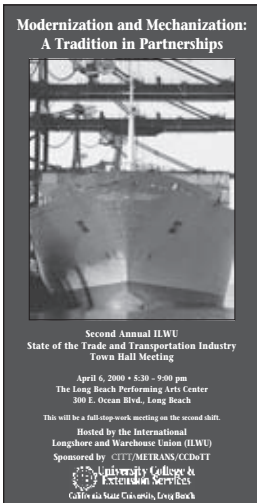
### **Video Presentation:**

A Legacy of Partnerships: The Challenge of the Waterfront in the New Century, a pictorial history of the development of the 1960 Mechanization and Modernization (M&M) agreement and an illustration of how the maritime industry came together in a spirit of cooperation and mutual respect to shape the future

# 1st



# 2nd



**Guest Speakers:**

**Capt. Jon Helmick**, U.S. Merchant Marine Academy  
**John Vickerman**, TranSystems Corporation  
**John Graykowski**, U.S. Maritime Administration

**Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

**Panelists:**

**Jim Spinosa**, ILWU  
**Joe Miniace**, Pacific Maritime Administration  
**Robin Lanier**, J.B.C. International  
**Capt. Jon Helmick**, U.S. Merchant Marine Academy  
**John Vickerman**, TranSystems Corporation

**Key issues and events surrounding this Town Hall Meeting:\***

- March 1999: Dock ironworkers protest the use of foreign labor at the Port of Long Beach.
- July 1999: ILWU and shipping companies agree to a new labor contract. The contract increases wages 7.8% over a three-year period and includes significant increases in pension benefits.
- September 1999: Rises in productivity were reported under ILWU pact.
- December 1999: ILWU at the ports of Los Angeles and Long Beach reject a computerized job-dispatching system.

***Solutions: Perspectives on the Future of Goods Movement in the Southern California Region***

**Part One: January 31, 2001**

**Presenters:**

***The Big Picture***  
**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

***Presentation***

**Peter Peyton, Mike Mitre**, ILWU

**Moderator/Facilitator:**

**Joseph Magaddino**, California State University, Long Beach

**Panelists:**

**Warren Hoemann**, California Trucking Association  
**Hector De La Torre**, City of South Gate  
**Keith Mackie**, Maritime Industry Consultant  
**Joe Maggio**, Port of Los Angeles  
**Jack Hanley**, Boeing  
**Mike Mitre**, ILWU  
**Peter Peyton**, ILWU





## **Part Two: February 15, 2001**

### **Presenters:**

**Larry Keller**, Port of Los Angeles

**Richard Steinke**, Port of Long Beach

**Warren Hoemann**, California Trucking Association

**Joe Miniace**, Pacific Maritime Association

**Rick Gabrielson**, West Coast Waterfront Coalition

### **Moderator/Facilitator:**

**Joseph Magaddino**, California State University, Long Beach

### **Panelists:**

**Warren Hoemann**, California Trucking Association

**Hector De La Torre**, City of South Gate

**Mike Mitre**, ILWU

**Peter Peyton**, ILWU

**Larry Keller**, Port of Los Angeles

**David Leathers**, BNSF

**Richard Steinke**, Port of Long Beach

**Joe Miniace**, Pacific Maritime Association

**Rick Gabrielson**, West Coast Waterfront Coalition

### **Key issues and events surrounding this 2-part Town Hall Meeting:\***

- Volume increases 26% at Port of Los Angeles and 8.3% at Port of Long Beach from June 1999 to June 2000.
- October 2000: Hanjin reaches 25 year agreement for largest terminal to be built at Port of Long Beach.
- October 2000: APL executive warns that port delays will worsen unless there are fundamental changes in work practices.
- January 2001: China Shipping Group announces plans to build 9,800 TEU vessels.
- January 2001: ILWU rejects call for early start to contract negotiations and calls on PMA to separate technology discussions from contract negotiations.

## ***Time of Transitions: New Priorities and Challenges for Trade and Transportation in Southern California***

**March 13, 2002**

### **Presentations:**

*Port Security, Assessments and Grants*

**Raymond Barbaresi**, U.S. Maritime Administration

*The New TSA*

**John Magaw**, U.S. Department of Transportation

### **Moderator/Facilitator:**

**Alan Lowenthal**, California State Assembly

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**Panelists:**

**Jack Kyser**, Los Angeles County Economic Development Corporation,

*Impact of Global Economy on the Port*

**Capt. John Holmes**, U.S. Coast Guard, *International/National (Homeland) Security*

**Audrey Adams**, U.S. Customs, *Container Inspection and Technology*

**George Vinson**, State of California, *California's Special Concerns*

**Ronald Iden**, Federal Bureau of Investigation, *Law Enforcement Perspective*

**Key issues and events surrounding this Town Hall Meeting:\***

- The terrorist attacks of 9/11/2001 raise the profile of ports as terrorist targets.
- After 9/11, the Southern California Marine Transportation System Advisory Council (SOCAL-MTSAC) develops security protocols that allow the ports to continue operations after 9/11.
- November 2001: U.S. Customs Commissioner announces the implementation of the Customs Trade Partnership Against Terrorism or C-TPAT. The Partnership involves worldwide customs agencies working with over 6,000 international shipping companies to improve standards for goods movement. Companies that comply with C-TPAT standards receive expedited customs processing.
- November 2001: The Aviation and Transportation Security Act of 2001 first authorizes a secure transportation worker identification card.

**What's In It for Me? Collaborative Strategies for New Transportation Infrastructure in California**

**Wednesday, March 26, 2003**

**Video Presentation:**

A pictorial summary of the situation on freeways, highways, bridges, and marine terminals in 2003

**Guest Speakers:**

*Transportation Infrastructure Challenges and Opportunities*

**Richard Nordahl**, Caltrans (highways)

**Gill Hicks**, Gill V. Hicks & Associates (railroads)

**David M. Levinsohn**, Parsons Brinckerhoff (Case Study I-710 Freeway)

**Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

**Panelists:**

**Douglas Failing**, Caltrans

**Frank Colonna**, City of Long Beach

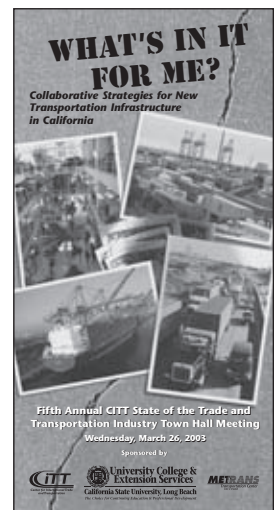
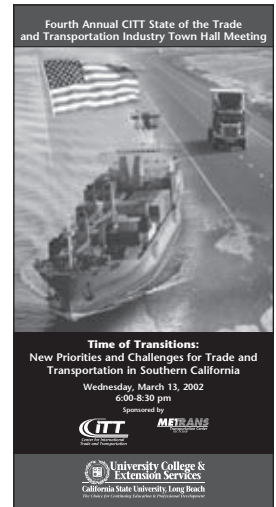
**Thomas Warren**, Port of Los Angeles Harbor Commission

**William Hamlin**, APL

**Joel Anderson**, California Trucking Association

**Dr. Charles Woo**, Megatoys

**Capt. Craig Klein**, California Highway Patrol



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### **Key issues and events surrounding this Town Hall meeting:\***

- April 2002: Alameda Corridor opens, running 20 miles from ports to downtown LA and eliminating or minimizing 200 at-grade crossings.
- May 2002: Contract negotiations begin between ILWU and PMA.
- August 2002: Maersk Sealand opens Pier 400, largest proprietary container terminal in the world.
- September 2002: West Coast ports shutdown as a result of an impasse in contract negotiations.
- October 2002: President Bush creates Board of Inquiry under emergency provisions of Taft-Hartley Act. Board suspends negotiations and forces ports to re-open.
- November 2002: ILWU-PMA agreement reached.
- Spring 2003: Findings from the multi-agency I-710 Freeway Major Corridor Study of alternatives are presented to the public. Long-range alternatives under consideration include redesigning interchanges and building truck-only lanes.

## ***Quality of Life and Port Operations: Challenges, Successes and the Future***

**March 24, 2004**

### **Video Presentation:**

A pictorial summary of environmental issues related to port operations, industry and community concerns, and existing and proposed mitigation programs in 2004

### **Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

### **Panelists:**

**Alan Lowenthal**, California State Assembly

**Frank Colonna**, City of Long Beach

**Thomas Warren**, Port of Los Angeles Harbor Commission

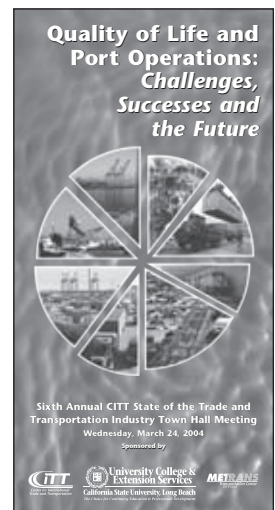
**Douglas Tilden**, Marine Terminals Corporation

**Stephanie Williams**, California Trucking Association

**Julie Masters**, National Resources Defense Council

### **Key issues and events surrounding this Town Hall Meeting:\***

- June 2001: Opponents of China Shipping sue terminal operator, Port of Los Angeles, and City of Los Angeles over proposed facility.
- September 2002: California Assembly Bill (AB) 2650 is signed into law. It attempts to limit truck idling by fining terminal operators when trucks with appointments are required to wait more than 30 minutes outside the gates.
- February 2004: California AB 2042 is proposed to establish a baseline air quality for South Coast Air Quality Management District.
- March 2004: The Natural Resources Defense Council and Coalition for Clean Air release a report grading environmental records of the 10 largest US ports. Ports of Los Angeles and Long Beach get middle-of-pack scores of C-minus and C, respectively.
- March 2004: Study of cold-ironing and other pollution-reducing measures, commissioned by Port of Long Beach, is released.



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## ***Lessons Learned from the 2004 Peak Season Crisis: Causes, Impacts, Solutions***

**March 10, 2005**

### **Video Presentation:**

A visual summary of the 2004 Peak Season Crisis

### **Guest Speaker:**

***What the Logistics Industry Means for the Region***

**Dr. John Husing**, Economics & Politics, Inc.

### **Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

### **Panelists:**

**Steve Hennessey**, Pacific Maritime Association

**Dave Arian**, ILWU

**George Fetty**, George Fetty & Associates (Railroads)

**Tom Harrold**, P&O Nedlloyd

**Douglas Tilden**, Marine Terminals Corporation

**Staci Heaton**, California Trucking Association

**John Ficker**, National Industrial Transportation League

### **Key issues and events surrounding this Town Hall Meeting:\***

- The booming trade with Asia continues. Southern California ports handle a record 13.1 million TEUs in 2004. Fully 40% of all containerized imports enter the country through Los Angeles and Long Beach, i.e. some 24,000 containers a day.
- February 2004: California AB 2041 is proposed, which would assess a container fee to be collected to alleviate port congestion.
- The PMA and the ILWU hold a job lottery, which results in the increase of the full-time ranks of the union by 2,000 members. An additional 5,000 part-time “casuals” were hired.
- August 2004: Terminal operators unveil “PierPass” program in response to AB 2041 to shift port traffic to off-peak hours. Program will debut in 2005.
- November 2004: 100 ships diverted from Southern California ports during the peak season due to congestion. Another 20 ships were diverted by the end of the year.

## ***Evolving Goods Movement Solutions: Balancing the Economy and the Environment***

**March 15, 2006**

### **Video Presentation:**

A pictorial summary of improved operational efficiency in the Los Angeles/Long Beach Harbors in 2006 and highlights of major issues that are still unresolved for the future

### **Guest Speaker:**

**John Doherty**, Alameda Corridor Transportation Authority

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**Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

**Panelists:**

**Richard Steinke**, Port of Long Beach

**Barry Wallerstein**, South Coast Air Quality Management District

**Joe Gasperov**, ILWU

**Patty Senecal**, California Trucking Association, Intermodal Conference Chair

**John Ficker**, National Industrial Transportation League

**Richard Powers**, Gateway Cities Council of Governments

**Alan Lowenthal**, California State Senate

**Key issues and events surrounding this Town Hall meeting:\***

- May 2004: Official opening of China Shipping terminal. Brings cold ironing to Southern California ports.
- February 2005: California Senate Bill (SB) 761 proposed, would mandate a maximum turn time of 60 minutes for trucks.
- Vessel Speed Reduction Program eliminates 100 tons of emissions in the first quarter of 2005
- July 2005: PierPass launches its first off-peak season, inaugurating night gates and Saturday day gates at all container terminals at the Ports of LA and Long Beach.
- March 2006: California SB 1024, the Safe Facilities, Improved Mobility and Clean Air Bond Act of 2006, authorizes issuance of bonds to fund, in part, trade corridor improvements.

**Port Security: Guarding America's Front Door**

**February 7, 2007**

**Video Presentation:**

A pictorial summary of cargo security measures and initiatives that have been implemented since 9/11/2001

**Guest Speaker:**

**Michael P. Jackson**, Deputy Secretary of the U.S. Department of Homeland Security

**Moderator/Facilitator:**

**Richard Hollingsworth**, Gateway Cities Partnership, Inc.

**Panelists:**

**Todd Hoffman**, U.S. Customs & Border Protection

**Capt. Paul Wiedenhoeft**, U.S. Coast Guard

**John Schwartz**, Transportation Security Administration

**Ethel McGuire**, Federal Bureau of Investigation

**Kenneth Konigsmark**, Boeing Company

**Key issues and events surrounding this Town Hall Meeting:\***

- The terrorist attacks of 9/11 raise the profile of ports as terrorist targets.
- November 2002: The US Congress approves the largest reorganization of government since WWII by creating the Department of Homeland Security out of 22 different government agencies.



- September 2006: Department of Homeland Security awards port security grants. The Ports of Los Angeles and Long Beach receive a combined \$12 million.
- October 2006: President Bush signs H.R. 4954, the Security and Accountability for Every Port (SAFE Port) Act of 2006. The bill includes a requirement that all cargo entering the country's 22 busiest ports be scanned for radiation by the end of 2007.
- January 2007: White House Office of Management and Budget approves the Transportation Worker Identification Credential rule.
- January 2007: Cargo shippers lobby to derail mandatory inspections of all cargo.

## ***The Decade Ahead: Jobs, Cargo, Competition, and You***

**March 11, 2009**

### **Video Presentation**

A pictorial summary of trends and issues that have impacted trade through Southern California's ports

### **Guest Speaker:**

*Perspectives on Global and National Changes in International Trade and Economic Recession*

**Paul Bingham**, IHS Global Insight

### **Moderator/Facilitator:**

**Dr. Joseph Magaddino**, CSULB

### **Panelists:**

**Alan McCorkle**, APM Terminals

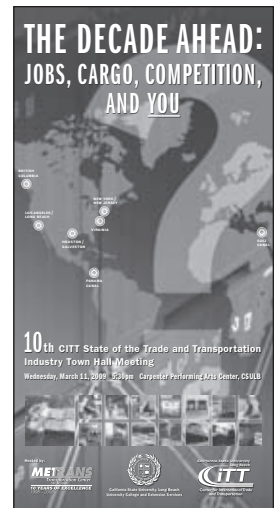
**David Arsenault**, Hyundai Merchant Marine

**Scott Moore**, Union Pacific Railroad

**Patty Senecal**, International Warehouse Logistics Association

### **Key issues and events surrounding this Town Hall Meeting:\***

- October 2008: Governor Schwarzenegger vetoes California SB 974, which would have assessed a \$30/TEU fee on all loaded containers at ports of LA and Long Beach.
- October 2008: Federal Maritime Commission announces it will go to court to block some aspects of LA-Long Beach Clean Trucks Program.
- January 2009: Port of Long Beach suffers 11% decline in containerized trade for 2008; Los Angeles is down 6%.
- February 2009: Southern California ports begin collecting clean truck fee.
- February 2009: Ports announce incentive programs for terminal operators, including a 10 percent reduction in port charges for every container that moves by rail to or from points outside of California.



**\*For more key issues and events of the goods movement industry in recent years, visit our searchable goods movement timeline at [www.metrans.org](http://www.metrans.org).**



California State University, Long Beach  
University College and Extension Services

