



Department of the Month

Harbor Department



ENVIRONMENTAL MANAGEMENT DIVISION. LEFT - RIGHT Pepa Esparrago, Environmental Specialist - 10 yrs; Ginger Nagaoka, Sr. Clerk Typist - 22 Yrs; Betty Main, Sr. Management Analyst I - 23 Yrs; Patsy Nunez, Clerk Typist - 22 Yrs; Yolanda Mativa, Sr. Clerk Typist - 13 Yrs; Ken Ragland, Environmental Scientist - 3 yrs; Andrew Jirik, Environmental Specialist - 2 yrs; Gabriel Silva, Environmental Specialist - 2 yrs



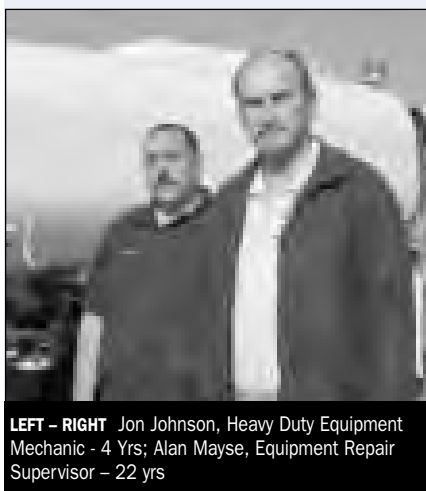
LEFT - RIGHT Bill Cheny, Mgmt Analyst II - 26 Yrs; Ruben Bugarin, Sr. Heavy Duty Equipment Mechanic - 13 Yrs; Frank Albers, Sr. Mgmt Analyst II - 22 Yrs; Bolden Eckford, Mechanical Repair General Supervisor - 33 Yrs; Fred Sanchez, Construction & Maintenance Supervisor II - 32 Yrs



LEFT - RIGHT Alex Carbajal, Professional Student Worker - 4 yrs; Lori Skroce, HR Support Services Supervisor - 13 yrs; Tish Elliot Lorenzana, HR Sr. Management Analyst - 23 yrs; Heather Amescua, HR Personnel Asst. - 1 yr; Sulma Barrera, HR Intern Coordinator - 2 yrs



Rachel Campbell, Public Relations Specialist - Special thanks to her for taking the club photographers all over the harbor



LEFT - RIGHT Jon Johnson, Heavy Duty Equipment Mechanic - 4 Yrs; Alan Mayse, Equipment Repair Supervisor - 22 yrs



LEFT - RIGHT Linda Vigil, Asst. Chief Wharfinger - 31 Years and Eileene Atwood, Wharfinger - 31 Years



LEFT - RIGHT Steve Hanger (from London!), Machinist - 21 yrs; Thomas King, Pile Driver Supervisor - 34 yrs

A Message From the Executive Director, Larry Keller

Harbor Department: Open to the World and the Community

The Bureau of Street Lighting (one of six Bureaus in the Department of Public Works) is responsible for the planning, design, construction, operation and maintenance of the street lighting system in Los Angeles. Los Angeles has one of the largest municipal systems in the country and the world. We have approximately 230,000 streetlights with close to 400 different styles.

Our systems are designed to National Standards for Roadway Lighting (which we help to develop) adopted by the Board of Public Works, and we are constantly exploring new technology to ensure that street lighting in Los Angeles maximizes light output for every single watt of energy expended.

We hire civil and electrical engineers and teach them illumination engineering. We actively recruit on college campuses for young men and women who are interested in a rewarding career in the field of lighting, which is both an art and a science.

The importance of good lighting and its relationship to public safety cannot be overstated. It is a deterrent to crime, aids the police in surveillance and pursuit, encourages nighttime pedestrian activity and promotes business. The daytime appearance of our streetlights also

promotes a sense of community identity. In this regard, the Bureau has a policy of historic preservation to maintain the fabric of our neighborhoods.

The Bureau also has its own construction forces, and we regularly coordinate with other City departments and other public agencies to deliver quality lighting projects "better, faster, cheaper and safer." Our services are available to all City departments and include not only street lighting but also the lighting of bike paths, parking lots, parks, schools, sports fields and public facilities.

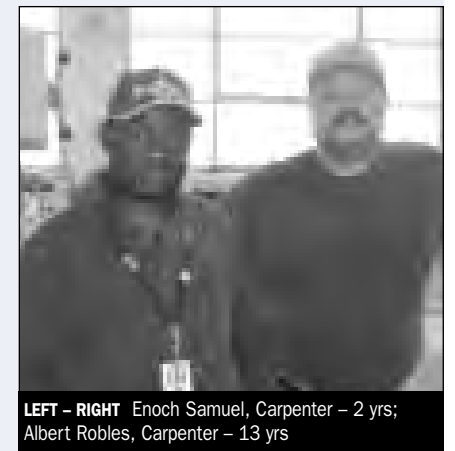
As one-third of Los Angeles does not have street lights, it is our goal to provide good quality lighting to every neighborhood that desires such. We are actively pursuing funding to accomplish this. With the continued support of our City family and our outstanding employees, street lighting in Los Angeles will continue to set the standard for excellence.



Larry Keller, Executive Director, Harbor Department



Stewart Renner - Machinist - 9 yrs



LEFT - RIGHT Enoch Samuel, Carpenter - 2 yrs; Albert Robles, Carpenter - 13 yrs



Richard Rand, Security Officer (Construction and Maintenance) - 3 yrs



Christopher Kim - Harbor Security Officer - 1 yr



LEFT - RIGHT arryl Lott, Pile Driver I - 20 yrs; Greg Harris, Pile Driver Worker I - 20 yrs; Otto Valencia, Pile Driver - 2 yrs; Brian Schafer, Pile Driver - 5 yrs; Richard Macias, Pile Driver - 2 yrs



Chuck Parsons, Machinist - 2 yrs



LEFT - RIGHT Ben Small, Heavy Equipment Mechanic - 13 yrs; Melvin Jones, Vocational Gardener - 3 yrs; Melvin McCall, Vocational Worker - 5 yrs



Sgt. Bill Davis - Harbor Security - 3 yrs



John Short, Senior Tugmaster - 13 yrs



LEFT - RIGHT Jesse Palicte, Sr. Clerk Steno - 41 yrs; Joann Esparza, Clerk Typist - 18 yrs; Joanna Rios, Student Engineer - 1 yr; Jessica Bautista, Sr. Clerk Typist - 8 yrs; To Markotic, Sr. Clerk Typist - 23 yrs; Ana Peredia, Student Engineer - 6 yrs



Marty Maher - Sr. Boat Operator - 21 yrs



STANDING FRONT RIGHT - Mike Scurlock, Project Leader Red Car Construction - 9 yrs
STANDING FRONT LEFT - Al Baca, Mechanical Helper - 16 yrs **IN THE RED CAR LEFT TO RIGHT** - Joe Soto, Painter II - 30 yrs; Tim Buxton, Carpenter - 2 yrs; Shimon Shaibi, Painter - 34 yrs; Thomas Biernat, Painter - 34 yrs; Gene Volynsky, Painter - 20 yrs; Gary McAngus, Painter - 19 yrs

Department of the Month



Hey Harbor Dept: I'm Your Counselor!

Hi Harbor Dept, I'm **Arlene Herrero**, your Club Member Services Counselor. I can help you with insurance products ... advice ... ticket discounts ... and all your Club benefits. It's my job!

I'm down at the Harbor Deptment all the time. Call or e-mail me to schedule an appointment: (800) 464-0452, or aherrero@cityemployees.com

Arlene Herrero, Member Services Counselor

Port of Los Angeles: PROFILE

The Port of Los Angeles is a proprietary, self-supporting department of the City of Los Angeles. The Port is under the control of a five-member Board of Harbor Commissioners appointed by the Mayor and approved by the City Council and is administered by an executive director.

FOUNDED	Harbor Commission established in 1907
BOARD OF HARBOR COMMISSIONERS	Nicholas G. Tonsich, President Elwood Lui, Vice President James E. Acevedo Camilla T. Kocol Thomas H. Warren
EXECUTIVE DIRECTOR	Larry A. Keller
ANNUAL CONTAINER VOLUME (FY 2002)	5.6 million TEUs (20-foot equivalent units)
CARGO TONNAGE (FY 2002)	123.4 MMRT (million metric revenue tons)
CARGO VALUE	\$104.2 billion, calendar year 2001
RANKING BY CONTAINER	Busiest port in the United States
VOLUME	Seventh busiest in the world
RANKING BY CRUISE TRAFFIC	First on the West Coast; fourth busiest nationally 1.09 million passengers (FY 2002)
TOTAL OPERATING REVENUE	\$289.8 million (FY 2002)
NET INCOME	\$96.9 million (FY 2002)
STATE AND LOCAL TAX REVENUE	\$1.4 billion in Southern California
PORT EMPLOYEES	678
EMPLOYMENT	259,000 jobs in Southern California, or 1 out of every 24 jobs.
WATERFRONT	43 miles
ACREAGE	7,500 acres (3,300 water; 4,200 land)
CARGO TERMINALS	27 major facilities Dry bulk: 3 Liquid bulk: 9 Container: 8 (including Berth 100 under construction) Automobile: 2 Breakbulk: 4 Omni: 1
TOP FIVE CONTAINERIZED IMPORTS (TEUs, calendar year 2001)	Furniture (235,045) Apparel (179,600) Toys (141,023) Computer Equipment (121,883) Footwear (102,588)
TOP FIVE CONTAINERIZED EXPORTS (TEUs, calendar year 2001)	Wastepaper (148,105) Resins and Plastics (71,324) Raw Cottons (45,628) Pet and Animal Feeds (40,679) Mixed Scrap Metal (23,063)
TOP TRADING PARTNERS (calendar year 2001)	China (\$35.7 billion) Japan (\$24.8 billion) Taiwan (\$10.1 billion) Thailand (\$4.3 billion) South Korea (\$3.8 billion)
VESSEL ARRIVALS	2,778 (FY 2002)

Department of the Month

A Day in the Life of the Harbor Department



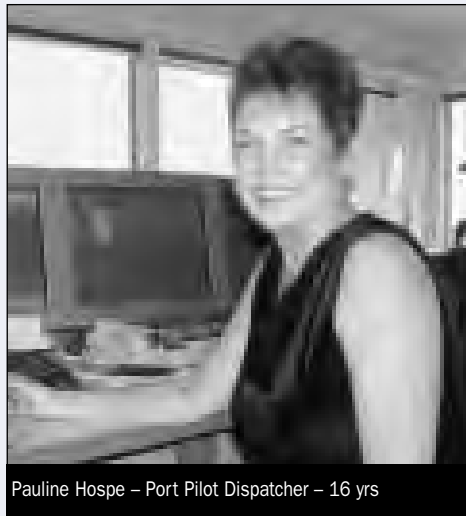
Jesse Cruz – Carpenter – 1 yr

The Port of Los Angeles: America's Premier Port

n Harbor Department's Port of Los Angeles delivers a huge economic boost to the region and the nation.



Captain Jim Morgan – Pilot Captain – 4 yrs



Pauline Hospe – Port Pilot Dispatcher – 16 yrs



LEFT – RIGHT Rose Kinoshita, Graphics Asst – 20 yrs; Adrian López, Graphic Designer – 1 yr; Stephen John, Graphic Designer – 1 yr; Thomas Estrada, Sr. Duplicating Machine Operator – 13 yrs



LEFT – RIGHT Ron Hayes, Carpenter – 3 yrs; Raymond Chin, Carpenter – 1 yr



LEFT – RIGHT Gabriel Gutierrez, Delivery Driver – 18 yrs; Jim MacLellan, Director of Marketing – 10 yrs; Cindy Ishimaru, Marketing Division – 18 yrs; Marla Smalewitz, Property Management – 28 yrs; Carol Carevich Wianeki, Property Management – 18 yrs; Brian Dorney, Assistant Director Property Management – 30 yrs; Marie Gutierrez, Property Management – 4 yrs; Richard Adler, Propety Manager – 8 yrs



LEFT – RIGHT Tim Lee, Systems Programmer – 6 yrs; Deng-Fu Wu, Systems Programmer – 12 yrs; Grace Su, Database Architect – 15 yrs; Dora McClendon Information Center Technician, Sr. Clerk Typist; David Lo, Programmer Analyst – 2 yrs; Kelvin Wei, Project Manager – 7 yrs; Luis Garcia, Information Systems Manager – 17 yrs; Don Ikeda, Programmer Analyst – 1 yr; Charles Cater, Computer Operator – 2 yrs; Jane Broadwell, Manager, Systems and Network Support – 17 yrs; Desmond Huang, System Programmer – 15 yrs; Zeinab Karimi, Database Architect – 11 yrs

As America's premier port and an undisputed center for global trade, the Port of Los Angeles is the key to Southern California's economic dominance. With far-sighted strategic planning, the Port sets the standard for excellence and financial stability, thus ensuring its role in the vital world trade industry.

The Port's stature also carries with it responsibility for leadership in achieving enhancements in security, environmental stewardship, operational efficiency and community outreach. All are high priorities for the Port.

A proprietary department of the City of Los Angeles, the Port is not tax supported. Instead, its revenue is derived from fees from a variety of shipping services. The Port's strong financial performance has been recognized with an AA bond rating, the highest assigned to any U.S. seaport operating without taxpayer support.

A landlord port, the Port of Los Angeles leases its property to customers who operate diverse facilities. With 27 major cargo terminals, including eight container facilities, the Port is well positioned to handle every conceivable type of domestic and international cargo.

More than 95 percent of all goods entering the United States arrives by waterborne transportation, and the Port of Los Angeles provides a major gateway for international goods and services. Some 124 million metric revenue tons, valued at more than \$104 billion, annually pass over the wharves of the Port of Los Angeles.

It is estimated that Port operations impact one out of every 24 jobs in the region, or \$1 out of every \$23 in regional wages.

Cargo volume is expected to dramatically increase in response to the demands of this growing regional marketplace of 16 million people, and the Port is enhancing its facilities to further improve operational efficiency while meeting the needs of customers, shippers, consumers and manufacturers. Currently the number one containerport in the United States, the Port handled 5.6 million TEUs in fiscal year 2002. When Los Angeles is com-

ined with the neighboring Port of Long Beach, the two-port San Pedro Bay complex is number three in the world in container throughput, behind only Hong Kong and Singapore.

Most prominent of the Port's ongoing capital projects is the nearly 600-acre Pier 400 complex, consid-

ered a landfill and facilities development feat of unprecedented dimensions and home of APM Terminals' 484-acre Los Angeles facility.

Recognizing that infrastructure improvements are required for cargo handling efficiency, the Port is a partner in the \$2.4 billion Alameda Corridor, a 20-mile rail expressway completed in April that is hailed as an infrastructure project of national significance. With Pier 400 at its southern end, the Corridor eliminates 200 street-level rail crossings and consolidates a number of rail lines serving the Port while it provides direct access to the downtown railyards and to points east. The Corridor also brings substantial environmental benefits for the communities along its route.

The efficiencies provided by the Alameda Corridor are augmented by some \$200 million of additional infrastructure improvements undertaken by the Port in recent years.

The operation of such a major economic resource also carries with it the responsibility for environmental stewardship. The Port readily accepts that challenge. Already 35 percent of its own fleet is comprised of alternative fuel vehicles and equipment. Working with customers, still other environmentally sound technologies have been tested on tugboats and cargo handling equipment.

The Port is also a partner with its customers and regulatory agencies in implementing an innovative, voluntary vessel speed reduction program that has realized reductions of up to two million tons of NOx emissions per day. Earlier this year, various steamship lines also agreed to join with the Port in an unprecedented commitment to use a lower sulfur diesel fuel or electric power sources at berth to further reduce air emissions. Various environmental programs are in place to successfully attain a no-net increase in air emissions pledge by the Port, part of its broad-based Clean Air Program.

With millions of dollars also committed to safeguard the Port's people, property and cargo, plans are under way to further improve the security of the maritime community through enhanced cargo inspection technology, overseas partnerships to safeguard containerized shipments, added personnel and equipment, etc.

Partnering with customers and various other stakeholders, the Port of Los Angeles leads the way to higher achievements and new standards for maritime operational efficiency and quality of life issues. 🏢

Wanna be heard?

Tell us how important you think the Port of Los Angeles is to a strong, modern Los Angeles. E-mail your comments to talkback@cityemployeesclub.com

