

Dear Readers:

Every year, our Policy and Steering Committee tackles the subject for our Annual Town Hall—"What should be our focus *this year*?" We take the responsibility very seriously.

This year, new technology and security captured our attention. Five years after September 11, we chose to focus on security at our ports and within the supply chain to determine what has been accomplished and what still needs to be done.

This year's lineup of Town Hall speakers and panelists is unprecedented. I thank the Policy and Steering Committee for their help in encouraging these experts to participate.

I predict that you will walk away with more knowledge about our ports' security than you could have imagined when you walked in! I hope, too, that you find it helpful.

Please join me in thanking the CITT Policy and Steering Committee for their efforts on behalf of our maritime and goods movement community!

Marianne Venieris
Executive Director

Inside this issue:

Meet the Town Hall Panelists	1
Updates, Scholarships Greet CSULB Transportation Students	3
Truckers Adjusting to New National Low-Sulfur Diesel Fuel Standards	3
News Briefs	4

Town Hall to Spotlight Local Port Security

"How much safer are our local ports now compared to before the terrorist attacks of September 11, 2001?"

That important question will guide the exploration of local port security issues in the Ninth Annual Town Hall Meeting, scheduled for February 7 (details at right).

Titled "Port Security: Guarding America's Front Door," the event will feature the Hon. Michael P. Jackson, Deputy Secretary of the



Hon. Michael Jackson, Deputy Secretary, Homeland Security

Department of Homeland Security (DHS). Jackson's duties include overseeing all operational issues for DHS.

Welcome remarks will be given by Dr. F. King Alexander, President of CSULB, and by Mike Mitre, ILWU Port Security Director.

As in past Town Halls, a specially produced video will review the issues to set the stage for the discussion that follows. According to Executive Producer Dave Kelly, this year's video is more com-

prehensive than any he has produced for the past Town Halls. "Our cameras even sailed with the Coast Guard out on the local waters," said Kelly. The video is produced by Advanced Media Productions (a unit of CSULB's University College and Extension Services).

The focus of the video is on new technologies to prevent terrorist damage. The various threats have included destruction of key bridges, nuclear blasts, and all manner of dangerous cargo in seagoing containers. There is also concern with people that have unrestricted access to the ports.

Jackson will lead with the topic of Federal security initiatives. Next, a panel of experts will be questioned by moderator/facilitator Richard Hollingsworth, President of

**Ninth Annual CITT
State of the
Trade & Transportation
Industry Town Hall**

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

**Wednesday
February 7, 2007
6:00—8:30 p.m.**

Admission and Parking are free.

**Carpenter
Performing Arts Center
CSULB**

**More info: (562) 296-1170
www.uces.csulb.edu/citt**

Gateway Cities Partnership, Inc.

The panelists include both government security and private sector security executives. See their biographies in "Meet the Town Hall Panelists" below.

Meet the Town Hall Panelists

Todd A. Hoffman is currently the Port Director of the Los Angeles/Long Beach Seaport for U.S. Customs and Border Protection (CBP). He oversees operations at the ports of Los Angeles, Long Beach, and Hueneme. Prior to his current position, Hoffman served as the Director, Non-Intrusive Inspection Division, for the Office of Field Opera-

tions at CBP Headquarters in Washington, D.C., where he was responsible for developing tools and technology for the security of our nation's ports of entry. He managed an annual budget of \$100 million.

Additionally, Hoffman previously oversaw policies and set national priorities for the anti-

(Continued on page 2)

Meet the Town Hall Panelists, cont.

(Continued from page 1)

terrorism and contraband enforcement teams as well as mobile tactical enforcement teams located throughout the country.

Ken Konigsmark is Senior Manager, Supply Chain Security, for The Boeing Company in Bellevue, Washington. He oversees implementation of Boeing's "Customs-Trade Partnership Against Terrorism" (C-TPAT) program and the company's efforts to enhance supply chain security for its complex international supply chains to ensure compliance with C-TPAT.

He has twenty-two years of service in various Boeing divisions, most recently in the company's International Security organization.

Previously, Konigsmark worked in Boeing's Low Observables Technology organization, Boeing Computer Services, and served as a Boeing Community Service Loaned Executive. He is a retired active U.S. Army and Air Force Reserve intelligence officer.

Konigsmark is a 1978 B.S. graduate of the US Military Academy with a major in Engineering.

Ethel L. McGuire is Assistant Special Agent in Charge of the Los Angeles Counter-

terrorism Division. Her previous FBI experience includes being Team Leader on the FBI's Inspection Staff, Supervisor of the Violent Crime Major Offenders office in the St. Louis Division, and serving as Supervisory Special Agent in the Drug Section of the Criminal Investigative Division at FBI Headquarters.

In the Drug Section, she was Program Manager for the Nigerian Criminal Enterprise Initiative, and later she was reassigned to the Organized Crime Section overseeing the FBI's efforts against all Nigerian criminal enterprise and investigative matters.

During assignments with the St. Louis and San Francisco Divisions, McGuire was the primary investigator on many gang and drug investigations where she had significant involvement in undercover operations and telephone wire taps, as well as other sophisticated investigative techniques.

A former teacher, McGuire is a native of Glendale, California, and received her B.S. degree from Texas Southern University in Houston, Texas.

Capt. Stephen Sadler is Director of Maritime and Surface Credentialing for the Transportation Security Administration (TSA), a unit of DHS.

Sadler is responsible for two key TSA programs:

- Transportation Worker Identification Credential (TWIC), a biometric credential initially intended for those requiring unescorted access to secure areas of regulated maritime vessels and facilities;
- HAZMAT Threat Assessment Program conducting security threat assessments on more than 2.7 million hazardous materials truck drivers.

Previously, Sadler was a member of TSA's Maritime and Land Security unit in September of 2003 as an Operation Safe Commerce (OSC) Project Officer for the Ports of Los Angeles and Long Beach Load Center. He was responsible for the oversight of a \$13.7 million cooperative grant award to the Load Center to fund an end-to-end intermodal cargo container supply chain security study.

Prior to joining TSA, Sadler spent 26 years in the maritime industry serving as merchant mariner, Master on ocean going commercial cargo vessels, safety inspector and instructor. His seagoing experience includes service on break-bulk, container, tanker, and roll-on/roll-off deep sea vessels. Sadler currently holds a United States Coast Guard

unlimited Master's license for ocean going vessels of any tonnage.

Capt. Paul E. Wiedenhoft, USCG, is the Commander, Captain of the Port, and Federal Maritime Security Coordinator for the U.S. Coast Guard's Los Angeles-Long Beach Sector. His area of responsibility stretches approximately 320 miles from north of Morro Bay south to the San Diego County line. His Sector is responsible for port safety and security, maritime law enforcement, search and rescue, and shoreside aids to navigation.

During his Coast Guard career, Capt. Wiedenhoft has sailed in five Coast Guard cutters, commanding a patrol boat, a buoy tender, and a medium endurance cutter while conducting all Coast Guard missions afloat from the waters of Southeast United States, the Caribbean Sea, Western and North Pacific Ocean, and to the Bering Sea and Arctic Circle.

Ashore, Capt. Wiedenhoft has served as a Rescue Coordination Center Controller and District Command Center Watch Officer in Seattle, Washington, and in two different offices at Coast Guard Headquarters in Washington, D.C., dealing with senior-level management effectiveness and enterprise logistics information.

Scholarships, Updates Greet CSULB Transportation Students

CSULB's transportation and logistics programs welcomes new and returning students in several updated classes in January, with the spring semester kicking off January 23.

According to Marianne Venieris, Director of CSULB's Center for International Trade and Transportation, which administers the programs, the local transportation community has donated multiple scholarships to support those students.



Global Logistics Specialist Professional Designation Program (GLS®). Module One of GLS® launches January 23 with five classes offered at the CSULB Foundation Building, just two blocks from the main campus. Topics will include "World Trade and Containerization," "Global Distribution Overview," "Information Systems in Logistics," and International Supply Chain Management."

The Port of Long Beach has committed to two GLS®

scholarships in the amount of \$2,500 for the year, according to Venieris. The Harbor Transportation Club (HTC) and the Los Angeles Transportation Club (LATC) also fund scholarships. The Port of Long Beach, HTC and LATC have been long-term supporters of the educational program. HTC's contributions alone total over \$55,000 since 1997, said Venieris.

"Such support can be pivotal in a young student's life," she continued. For example, she cited the case of a former GLS® student, Amit Mokashi, who has since gone on to work on a Ph.D. in Marine Policy with a focus on Maritime Transportation at the University of Delaware. Mokashi, who received an LATC scholarship, said, "The foundation created by the GLS® program has helped me a lot in my subsequent studies."

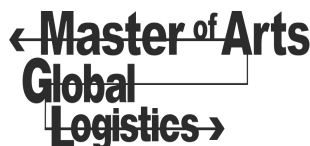
The GLS® courses have been updated as well. "Prior to a new semester," said Venieris, "all sessions are reviewed by industry experts to ensure that the material and session are up to date."

The complete six-module certificate program will be

finished by early July, and culminates with the awarding of the Global Logistics Specialist professional designation. In order to complete the program, students must also submit a passing final capstone project.



Global Logistics Specialist® Online. Starting February 7, students in the GLS® Online program will be at their computers interacting with their instructors through the internet, from desks as far away as Korea and the Caribbean.



Master of Arts in Global Logistics (MAGL). The current cohort class of graduate students in MAGL started the year with "Seminar in Transportation Economics." They will finish on March 15 and

will then be ready for their capstone seminar in Global Logistics. The class expects to graduate in May, following the presentation of their research projects.

This year, the Port of Long Beach committed three \$5,000 scholarships for the MAGL students.

New MAGL Class. A new MAGL program will start in September 2007. Applications will be accepted between February 1 and June 1, 2007.

MAGL Information Session

A free information session for potential students interested in the MAGL program will be held on March 13, 2007, from 6:00 – 7:00 p.m.. The session will be at the CITT Office at 1000 Studebaker Road, Suite 3, in Long Beach. For more information, contact Jean Sisk at (562) 296-1170.

www.uces.csulb.edu/CITT

Truckers Adjusting to New National Low-Sulfur Diesel Fuel Standards

If you have noticed cleaner air along our freeways recently, you can thank a new Environmental Protection Agency (EPA) standard for low-sulfur diesel fuel. As of September, retailers must sell ultra-low

sulfur diesel fuel (ULSD), and all California off-road and on-road trucks must use ultra-low sulfur diesel fuel.

The EPA's rules apply not only to trucks, but also to buses, construction equip-

ment, etc. Throughout the U.S., more than 90% of freight is moved by diesel-powered vehicles.

According to Michael Tunnell, Director of Environmental Affairs for the Ameri-

can Trucking Associations' Sacramento office, the standards took effect in refineries in June and at fuel terminals in July. It was to be the only diesel fuel available for trucks

(Continued on page 4)

Building Bridges

Editor: M. E. Barton, Ph.D.



Center for International Trade & Transportation
California State University, Long Beach
University College and Extension Services
1000 Studebaker Road, Suite 3
Long Beach, CA 90815

Phone: 562/296-1170

Fax: 562/296-1171

Email: citt@uces.csulb.edu



Sponsored by METRANS Transportation Center
www.metrans.org

WE'RE ON THE WEB

WWW.UCES.CSULB.EDU/CITT

News Briefs

Major Construction Soon to Improve Traffic on Terminal Island—A week-end closure of the Ocean Blvd-Terminal Island Freeway route across Terminal Island from Jan. 19-21 was intended to speed traffic for the nearly 50,000 daily motorists who travel the road. The Port of Long Beach announced that the newly constructed eastbound lanes would be connected to the detour back onto Ocean Boulevard. The improvement will eliminate traffic lights between Navy Way and the Gerald Desmond Bridge. A similar improvement to the westbound lanes is scheduled to be finished by June. The "new" Ocean Boulevard will be 20 feet higher, with access to local facilities via exit and entry ramp.

Low-Sulfur Fuel Now Mandated for Ships off California Coast—Beginning January 1, cargo and cruise ships are required to use low sulfur diesel fuel in their auxiliary engines when sailing within 24 miles of the coast of California. This pollution-reduction step is regarded as an interim measure until it is possible for ships to use electrical power ("cold-ironing") while docked. (See related story, p.3.)

Port of L.A. to Demonstrate Electrical Tow Trucks—Under the first technology project of the San Pedro Bay Clean Air Action Plan, new electrical tow trucks will provide short-haul drayage from the Port of Los Angeles to nearby warehouses and railyards. The newly designed truck will have fast-charging capability, a top speed of 25 miles per hour, a range of 40 miles on a single charge, and the power to tow a 60,000-lb. container. The test is expected to take seven months. The half-million-dollar project is jointly funded by the Port of Los Angeles and the South Coast Air Quality Management District.

Truckers Adjust to Low-Sulfur Diesel Fuel Standards, cont.

(Continued from page 3)

in California by the first of September.

How it Works. The lower sulfur diesel fuel has less sulfur to begin with, and it also allows new sulfur-sensitive emission control technology to reduce both the nitrogen oxide gas and particulate matter by as much as 90% from the exhaust. Previous fuel, even those with low sulfur levels, disabled such high-tech emission control equipment. Fortunately, older equipment will also run on the new fuel. On pre-2007 model year trucks, however, the new fuel may cause fuel system leaks or clogging of the fuel filter by

loosening deposits in the fuel tank.

Costs and Pricing. Drivers were concerned that the new fuel would be more expensive at the pump. Some estimates indicate producing the new fuel adds from 3¢ to 7¢ per gallon in costs. The ATA's Tunnell, however, said that the volatility in the oil market has made it very difficult to know if the new fuel is actually more expensive at the pump than the older diesel would have been. **Enforcement.** Tunnell said

that the California Air Resources Board is charged with enforcing the standard for the ultra-low sulfur diesel in California. "They will pull fuel samples at refiners, at retailers, and places like that. They take it to a lab to see if it meets the sulfur standards and other standards," he explained.

The Future. By 2010, the EPA mandates that all highway diesel sold in the U.S. must be ultra-low sulfur fuel. Between now and then, how-

ever, retailers elsewhere may sell non-highway diesel fuel (with sulfur levels at 500 ppm or higher), as well as low-sulfur diesel fuel and the new ultra-low sulfur diesel fuel. With the 2007 models, all trucks on U.S. highways must use only the new fuel and must be equipped with post-emission control technology. **Background.** Diesel exhaust is associated with asthma, respiratory problems, and cancer. Thus, the EPA has mandated standards that will reduce both the invisible components (such as nitrogen oxide and sulfur oxide) and the visible soot particles, all of which threaten health.



Pump Label