

# NEWS

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## FOR IMMEDIATE RELEASE

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### PORT OF LOS ANGELES RESEARCHES CRANE OPTIONS



(San Pedro, CA) – In response to community and aesthetics concerns, the Port of Los Angeles is looking into ways to make its gantry cranes less imposing.

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The Port is considering incorporation of Liebherr collapsible cranes. The gantry of the Liebherr cranes can be lowered to the ground when not in use. Currently, the Liebherr cranes are more commonly used for vessels carrying 1200 to 1500 TEUs, a smaller generation vessel than typically calls in Los Angeles.

"This is positive step in the process of finding a viable balance between operational needs of Port clients and the desire of the community for less prominent crane structures," stated Nicholas Tonsich, President of Los Angeles Board of Harbor Commissioners.

In January 2003, Commissioner Thomas Warren and Al Fierstine, Port of Los Angeles director of business development, will travel to Miami to view Liebherr cranes in operation. The two Port officials will determine the feasibility of the Liebherr cranes for Los Angeles' heavy volume use on larger container vessels, considering productivity requirements and the crane manufacturer's ability to meet the current Los Angeles quality and structural standards. If feasible, the Port will then recommend use of the Liebherr

crane to its major global customers. Warren, a member of ILWU Local 63, has extensive crane and operational experience.

The Port has also initiated discussions with Zhen Hua Port Machinery Company (ZPMC), the largest crane manufacturer in the world, and builder of the cranes for the proposed China Shipping Terminal in the Port of Los Angeles. ZPMC has indicated that a construction modification of the gantry cranes on this facility may be possible to allow the crane arms to retract. Currently, the arms are stored in a semi-upright, 45-degree angle.

As proposed, the new cranes would have retractable booms parallel to the ground and would retract back over the wharf when not in use. The resultant profile would be 150 to 180 feet in height rather than 300 feet for a fully extended, upright crane arm.

“We look forward to receiving reports on these two options,” Commissioner Tonsich added, “and will take the feasibility reports into consideration as we plan for future facilities at the Port of Los Angeles.”

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