

report

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a community newsletter by the port of long beach

The rise of a mega-terminal

In the shadow of downtown Long Beach, one of the world's largest container terminals opens for business. [page 4](#)

Eco-port

Spending more than \$100 million on environmental programs in the past decade, the port's color is green. [page 6](#)

Working on the dock

A primer on who does what down at dock side. [page 8](#)





rise of a mega terminal

Since the dawn of time, humankind has strived to build on a grand scale. However, history has proved that scale typically is the antithesis of speed. The Great Pyramids of Giza -- Khufu, Khafre, and Menkaure - took a whopping 120 years to build and yet cover just over 13 acres. A thousand years later the Roman Colosseum, covering just six acres, took 12 years to complete. The Taj Mahal took 23 years of building to cover two and a quarter acres. Even the largest office building in the world, the Pentagon, built in 16 months during World War II, provides less than 85 acres of office space.

Lining up with these imposing structures of the past, the Port of Long Beach now signs its name on the historical roll with the opening of its first “mega-terminal.” Three years after construction began, the port formally declared construction complete on the first phase of a new 375-acre Pier T shipping terminal on Terminal Island – the port’s largest container cargo facility and its first of a half-dozen planned “mega-terminal.”

With the certification of 12 gantry cranes marking the final step in the completion of the 288-acre first phase, the port turned over use of the Pier T facility to Hanjin Shipping Co. in late August 2002.

The Seoul, South Korea-based shipping line, one of the world’s largest, is now operating the terminal under a 25-year lease that calls for Hanjin to pay the port a minimum of \$42 million a year. Financed with no taxpayer money, the \$576 million Pier T project is the largest in the port’s history in dollar terms.

Hanjin moved from its former Long Beach terminal north of Terminal Island at Pier A – previously the port’s largest container terminal at around 170 acres – in late-August and early-September.

underway on another 1,300 feet of concrete wharf for the second 87-acre phase.) The Pier T facility includes a 29-lane truck gate, more than 140,000 square feet of terminal buildings, and the nation’s largest on-dock rail yard with more than 83,000 feet of rail linked to the newly opened Alameda Corridor. The result is a removal of thousands of truck trips a day on local highways.

In addition to reducing air pollution from trucks, the project also resulted in the clean-up of all the contaminated areas left by the Navy as well as the creation of an almost 10-acre bird sactuary on Port property near Pier T.

Among the terminal’s most prominent landmarks are its 12 bright-red ship-to-shore gantry cranes. Costing \$7 million each, the cranes are among the largest and fastest in the world, standing 350 feet high with their lifting booms raised and featuring sophisticated computer technology.

They are each capable of lifting 100 tons, or 200,000 pounds. This is equal to a full-grown 80-foot-long blue whale or the 120-foot-long and 80-foot-wide Space Shuttle. The cranes can reach across a yet-to-be-built generation of vessels with a width of 22 containers each eight feet wide. The largest vessels today are 17 containers wide.

The first phase resulted in the employment of 5,500 temporary construction workers under more than a dozen major construction contracts. The Pier T facility employs almost 600 full-time management and union workers.

For nearly 50 years the Pier T site was home to thousands of sailors and civilians based at the Long Beach Naval Station and the Long Beach Naval Shipyard. With the end of the Cold War, Congress closed the Naval Complex in the mid-1990s and transferred use of the land to the city of Long Beach for redevelopment in 1998.

“The successful redevelopment of Pier T has been a model for the military base reuse process,” said Steinke. “These former federal lands have found a new productive use as a major center for international trade and jobs.”

The first vessel to call at the new terminal, the Hanjin Oslo, arrived on Sept. 11 and began unloading the following day. Despite working the new facility for less than two weeks, by the end of September Hanjin had already broke its previous Pier A record for most containers in a month. October also set a record, despite the terminal being closed for a third of the month due to a labor dispute.

“Hanjin’s move to Pier T launches the era of mega-terminals here at the Port of Long Beach,” said port Executive Director Richard D. Steinke. “We project a doubling or tripling of trade during the next two decades. To accommodate trade growth, shipping lines have begun building larger ships. To accommodate the increasing cargo volumes and larger ships, we are building larger shipping terminals. Pier T is the first of our ‘mega-terminals.’”

Hanjin’s move is only the latest for the Korean line, reflecting its growth in Long Beach and the boom in Pacific Rim trade. Hanjin began calling in Long Beach in 1979, moving into its first dedicated terminal in 1991, a 57-acre facility at Pier C. In 1997, the Korean shipping line moved to its Pier A facility where, in 1999, it became the first Long Beach terminal to handle the equivalent of 1 million container units in a single year. The massive scale of the new Pier T terminal reflects the promising outlook for trade. When phase II is completed next year, the facility will be equal in size to 280 football fields.

The first phase features a 3,700-foot-long deep-water wharf with a minimum water depth of 50 feet. (Construction is already



ship to shore

Getting a container from ship to shore follows these steps:
1. A vessel is tied up to begin the unloading/loading process.
2. A yard vehicle lines up next to the ship.
3. A longshoreman on the ship guides deck operations.
4. A container is set on a yard vehicle by a crane operator.
5. A mobile yard crane stacks containers.