The New Yusen

Better, smarter, faster.

This summer begins the transformation of Yusen Container Terminal at the Port of Los Angeles to make Berths 212-224 “big ship ready.”

The redevelopment project is an ensemble of strategic improvements to optimize the 185-acre marine container terminal operated by Yusen Terminals LLC, a subsidiary of Nippon Yusen Kabushiki Kaisha (NYK Group) and Macquarie Infrastructure Partners III. When the work is done, Yusen will be able to handle the next generation vessels in the trans-Pacific trade lanes and move cargo more swiftly across its docks and onward to its final destination.

This project is all about customer service," said Yusen Terminals Director of Terminal Support Rodney Davis. “We’re making our terminal more versatile and more efficient to improve the overall service we provide to all our customers.”

The Project

The two-year project will kick off with upgrading wharf infrastructure and adding 1,500 feet of crane rail that supports lateral repositioning of ship-to-shore cranes. Dredging to improve the overall service we provide to all our customers.”

Striking that balance includes increasing on-dock rail capacity by adding a single 3,200-foot-long loading track that feeds into Yusen’s full-service on-dock facility. “The additional line increases our on-dock rail capacity by about 25 percent,” Hansen said. The project will also upgrade the terminal’s backland storage areas with an additional 5,600 feet of concrete runways for rubber tire gantry (RTG) cranes. Like all the other modifications, these improvements will make cargo-handling operations more fluid and safer.

“I can’t stress safety enough,” Davis said. “It’s something we strongly believe in. We put a lot of time and effort into operational and terminal safety every day.”

Investing in the Future

The project represents a $58 million investment by the Port and the first comprehensive upgrade to the terminal since Yusen became a tenant in 1991. Yusen Terminals is expected to spend more than $60 million – the big-ticket items being the new and upgraded cranes. The terminal will remain open for business during construction.

Key to making the financial commitment was an extension of Yusen’s long-term lease expected to spend more than $60 million – the big-ticket items being the new and upgraded cranes. The terminal will remain open for business during construction.

The project and lease agreement also build on the parties’ longstanding track record of collaborating on environmental programs. In 2004, the Port and Yusen Terminals welcomed the NYK Atlas, the world’s first container ship built with Alternative Maritime Power (“AMP”), or shore power capability, which virtually eliminates emissions at berth by running vessels on shore-side electricity.

The redevelopment project incorporates 25 environmental measures for mitigating impacts on air quality, sea life, groundwater and soil; reducing noise during construction; and recycling building materials. The cleanest construction equipment, including electric dredging machinery, will be used to upgrade the terminal.

On the operations side, 95 percent of ships calling at the terminal will comply with the Port’s expanded Vessel Speed Reduction Program as of January 1, 2017. By 2026, NYK-operated ships calling at Yusen will run on shore power 95 percent of the time they are at berth.

Yusen also has agreed to deploy energy-saving technology, wherever possible, through its operation and undergo energy audits every five years. Davis praised Port engineering and environmental staff for working with Yusen Terminals to complete the EIR process in 18 months.

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"It was a team effort that strengthened our relationship," Davis said. "Going forward, Yusen and the Port will have a more efficient terminal that is better for business and the environment."