Port of Long Beach
Teamwork /Project Integration
As seen on the KTLA News morning telecast on February 18, 2016, the largest container ship ever to dock at a North American Seaport, the CMA CGM Benjamin Franklin, returned to Southern California and is shown above docked at Pier J within the Port of Long Beach (POLB).
In the fall of 2015, POLB tenant SSA Terminals contacted POLB’s Director of Business Development Division, to determine if it would be possible for a Megaship to dock and unload cargo at its facility on Pier J.

POLB Program Management Division staff consulted with Jacobsen Pilots, who noted that some additional dredging near the Pier J South Access would improve navigational safety for docking of the Megaship.
• In addition, Divers reviewed the Pier J wharf area to check for possible debris and find the location of a slope that is stabilized by rock, to verify that the Megaship could safely dock along the Pier J wharf.

• Docks and Piers Crew repaired and reinstalled large fender systems.

• POLB Surveys rapidly performed hydrographic surveys and produced bathymetric plats that illustrated the depths to the seafloor for navigational assessment. Surveys also provided side scan imaging of potential obstructions/debris.
• POLB’s Maintenance Diving Team safely lifted and disposed all debris collected.

• POLB Environmental Planning staff verified that the dredging could be completed using the existing multiyear maintenance dredging permits and worked to obtain all permit approvals in an expedited time frame. Staff also coordinated and completed all necessary biological surveys prior to dredging as well as water quality monitoring before, during and after dredging operations.

• Due to the high priority of completing work for the Megaship, Program Management prepared a daily status report to the Chief Harbor Engineer for this project.
• Engineering challenge! Where do we dispose the dredge material? Since the next Middle Harbor fill location is not yet available, Engineering Design, Construction Management, and Environmental Planning came up with a temporary “landside” stockpile location at Pier S using temporary K Rail to contain the material. Construction Management used an On-Call Waterborne Contract to complete the dredging and an On-Call Construction Equipment Contract to handle the material. The team completed a field walk to find a suitable location for the dredged material and coordinated with the POLB Real Estate to verify that the location was not going to be used for a different purpose. Engineering Design prepared a construction drawing for the temporary storage and processing site, with details on the necessary stormwater BMPs, so that Environmental Planning could obtain an approval from the Los Angeles Regional Water Quality Board for the temporary landside storage. The material was finally placed in the Middle Harbor Phase 3 East Basin fill.
The POLB Tenant Services Division interfaced with SSA Marine and CMA CGM constantly during this project. POLB Environmental Planning staff also assisted with the buoy installation by issuing the HDP and obtaining permits from the Coast Guard and Army Corps for the buoy installation.

The dredging was started on December 22, 2015, and was completed on December 30, 2015. POLB Surveyors completed the Post-Dredge Bathymetry survey to verify that the dredging was completed and that it met permit requirements.
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Photo by C. Kow of POLB Surveys- CMA CGM Benjamin Franklin docked at Pier J Berths J266 and J268, where Maintenance Division removed seafloor debris and installed new wharf fenders.