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The roadbed of the Bayonne Bridge, linking New Jersey with Staten Island, and originally completed in 1932, has now been raised to a height of 215 feet (65.5 meters), 64 feet (19.5 meters) above the bridge's original 151 foot (46 meter) vessel passage clearance. This will permit Ultra-Large Container Ships (ULCS) to enter Newark Bay to facilities including APM Terminals Port Elizabeth. The demolition of the original roadbed will be completed by 2019, though ULCS can begin entering the harbor later this year. Navigational Clearance for all container ships up to 18,000 TEUs will now be possible by June 30th, half a year earlier than previously planned. The channels of New York and Newark bays have also been deepened to 50 feet (15.2 meters) to accommodate the larger vessels, now that ships of as much as 14,000 TEU capacity can transit the widened Panama Canal locks to link US East Coast ports directly with Far East Asia.

The 13,000 TEU capacity COSCO Development became the largest container ship to call the US East Coast, with stops at Savannah, Georgia, and Charleston, South Carolina, in early May. The record for largest containership to call the Port of NY/NJ, the busiest port complex on the North American East Coast, and second-busiest container port in North America, after the LA/Long Beach port complex, is 10,100 TEUs, during a port call in 2016. That call, however, was to a facility located before the Bayonne Bridge in NY Harbor. Most of the container

ships calling the Port of NY/NJ at present are of the 5,000 TEU to 8,000 TEU size. The Port of New York and New Jersey is the largest container port complex on the US East Coast, with 6.25 million TEUs handled in 2016.

The current record for the largest vessel call APM Terminals Port Elizabeth is 9,600 TEUs. The APM Terminals' Port Elizabeth facility is one of the largest container terminals in the NY/NJ port complex, handling over 2,100 trucks a day, 4000 terminal gate transactions and more than 500 vessel calls per year. The current capacity of 1.5 million TEU annual throughput capacity is being expanded to 2.3 million TEUs, with berth expansion to accommodate three simultaneous ULCS vessel calls.

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