



**PORT OF OAKLAND
SEAPORT**

NOVEMBER 2020

MARITIME e-NEWS



Thank you!



*Bryan Brandes
Port of Oakland Director
of Maritime*

During this season of thanks, I want to thank all of you, our Port Partners, for continuing the demanding work to keep goods flowing during the pandemic. Together, the maritime industry and related operations — trucking, rail, and warehousing — support the foundation of goods movement. Thank you for providing this critical service to our country in this difficult time. Wishing you and your loved ones health, peace, and comfort.

Port of Oakland imports jump 10.4 percent

The Port of Oakland said October 2020 imports grew 10.4 percent compared to October 2019. The Port also said containerized export volume was down 0.5 percent when contrasted to October 2019. Total TEUs (TEU = twenty-foot equivalent unit) for October were 216,686, up 5.8 percent compared to October 2019 when TEUs were 204,880.

The Port attributed the jump in imports to the pandemic changing consumer spending habits. The Port said consumer products are driving the strong import performance from Asia. In turn, this is causing retailers to continue stocking up fearing a second wave of factory shutdowns.

“We’re cautiously optimistic because our industry partners are pointing to

continues on page 3

Maritime status

Thanksgiving week is expected to be very busy at the Oakland seaport. Peak season is in full swing and additional consumer demand due to the pandemic is pushing more cargo through Oakland.

With only three regular workdays this holiday week to handle multiple ships and significant cargo, the Port anticipates local congestion and delays in operations. There are additional challenges at Southern California ports due to large cargo volumes. This has disrupted some of the ocean carrier ship schedules. Delays in Southern California can impact vessel arrivals at Oakland.

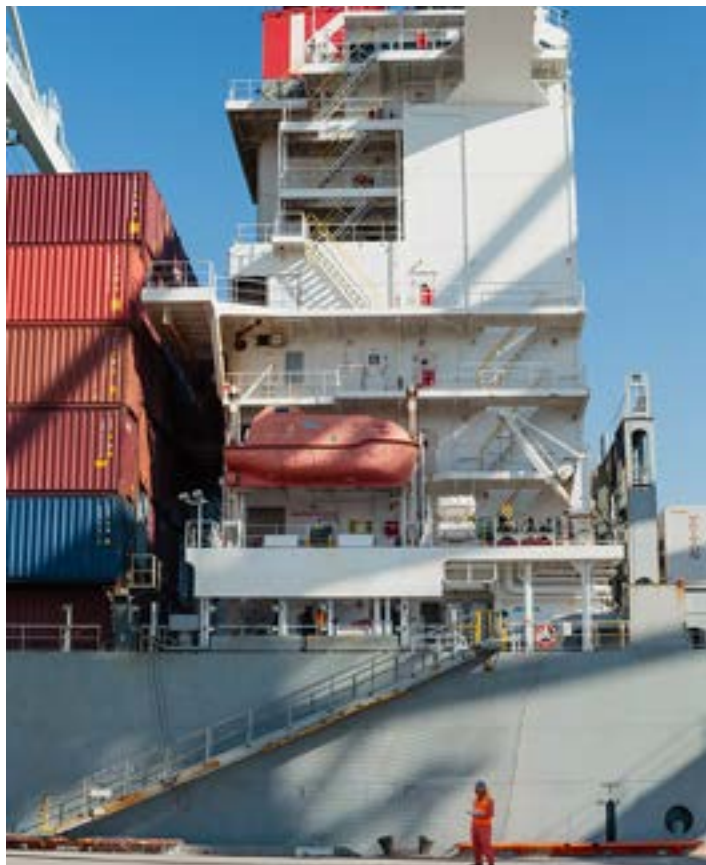
Import volumes are expected to remain steady through the end of the year and into the third week of February 2021 due to strong consumer demand. Also, retailers are restocking their shelves out of concern for potential future factory shutdowns due to the pandemic. Currently, factories in China are fully operating.

About 80 percent of Oakland's export cargo heads for Asia. Rice has been strong all year. Protein, grapes, and rice exports performed well in October 2020. Hay, vehicles, and wine declined. China no longer accepts wastepaper from the U.S. That commodity is exported to other countries in Asia and some is processed in the U.S. to create a higher quality product to be exported.

Export container equipment — Moderate shortage of export boxes; Port is communicating with all parties in the supply chain about equipment availability for agricultural exporters

Chassis availability — Chassis are tight due to the surge in container volumes at Oakland; Port communicating with customers on availability

Dockworker availability — Holidays and year-end time-off typically reduces workforce availability in November and December



Port Executive Director — “We must move to action”

Sea Level Rise focus at Propeller Club meeting



Danny Wan
Executive Director

“Sea Level Rise is deeply relevant to the Port of Oakland as we manage 19 miles of waterfront,” said Port of Oakland Executive Director Danny Wan, at the November virtual meeting of the Northern California Propeller Club.

“Now is the moment we must move to action on sea level rise and its root cause - the climate crisis,” emphasized Executive Director Wan.

“We will soon have a federal administration that is committed to addressing these challenges in a meaningful way. We look forward to working with our federal partners to amplify these issues and find common ground on long-term solutions.”

The Port of Oakland, U.S. West Coast sister ports, and port business partners, have made huge investments in programs that significantly reduce emissions from seaport sources that contribute to climate change. Looking forward, the Oakland Board of Port Commissioners has adopted a plan to implement feasible technology toward a zero-emissions Port. It will take time to reach zero emissions. Success requires innovative technology and investments by industry and government.

California ports are leading other ports in the U.S. East and South, in the fight against greenhouse emissions. However, California ports are challenged for retaining and growing their market share of maritime business, when the maritime industry perceives California ports as more regulatorily burdensome compared to other U.S. ports.

“My message here is not that California should relax its commitment to combatting climate change, but that we must have a federal standard and commitment so that the rest of the country commit the same level of investment into combatting climate change to level the playing field,” said Mr. Wan. He added that the Port will continue to develop in a way that is responsible and protects surrounding communities.

Industry resource links:

[Oakland Portal](#)

[Oakland Seaport Map](#)

[Ocean Carrier Services](#)

[Shipping Forms & Permits](#)

[Shore Power & Vessel Commissioning](#)

[Trucker Resources](#)

[TWIC](#)

[Maritime Service Directory](#)



Biggest container cranes ever at Oakland on the way

Towering new cranes are coming to the Port of Oakland to handle the largest vessels calling North America. These new cranes will be the biggest ever at Oakland, and among the largest in the U.S.

Stevedoring Services of America (SSA), which runs Oakland International Container Terminal, is investing in the three giant cranes for the largest marine terminal at Oakland. At the time of this publication, these huge container cranes

were already loaded on a ship and heading for Oakland.

“There’s no better demonstration of our maritime partner’s faith in the Port of Oakland, than investing in these huge ship-to-shore cranes,” said Port of Oakland Maritime Director Bryan Brandes.

SSA ordered the cranes from Shanghai-based ZPMC. They’re expected to arrive in December.

According to SSA, its new cranes would have a lift height of 174 feet above the dock. They would be able to reach 225 feet across a ship’s deck. When the crane booms are in the raised position, these new giant maritime workhorses will soar more than 400 feet above the wharf.

SSA operates 10 cranes at Oakland International Container Terminal. The Port said it would remove three older cranes from the line when the new ones arrive.



Results, from page 1

continued strong import demand heading into 2021,” said Port of Oakland Maritime Director Bryan Brandes. “Peak season is here, and we’re seeing retailers stocking up on as much product as possible.”

Compared to last year, the first ten months of 2020 show full imports up 1.4 percent and full exports down 0.2 percent.



Stay healthy: wear a mask, wash your hands and keep your distance.

Useful links:

- **CA Industry guidance**
<https://covid19.ca.gov/industry-guidance/#top>
- **CA Counties information**
<https://covid19.ca.gov/roadmap-counties/>
- **CA COVID-19 testing**
<https://covid19.ca.gov/testing-and-treatment/#top>

