

## February cargo volume statistics

Port of Oakland imports were 6.3 percent more in February 2022 than for the same month in 2021. Export cargo volume dropped 10.3 percent over the same period. Oakland's total container volume for January and February of this year was flat at -0.5 percent.

The figures indicate continued U.S. consumer demand for goods manufactured overseas, the Port said. The Port also pointed out that it has taken important measures to support export cargo volume.

Imports have accounted for 58 percent of Oakland's loaded cargo volume so far in 2022, the Port said. That's the highest import ratio at the Port in decades. Historically the Port has had roughly a 50-50 split between import and export volume.



"We're focusing on facilitating steps that can help grow the export business here," said Port of Oakland Maritime Director Bryan Brandes. "We need to get Oakland back to where it should be - as the prominent export seaport, in particular for U.S. agricultural goods." → 02



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## February cargo volume statistics *from page 1*

Export cargo has been hampered by a container shortage and space constraints on crowded ships, the Port said. Oakland has responded with three steps intended to boost exports:

- Restoring vessel services suspended during the 2021 supply chain meltdown;
- Attracting new vessel services; and
- Teaming with the federal government to create a depot where containers are readily available for exports.

While port congestion and growth in imports made headlines last year, the Port of Oakland saw a decline in total cargo volume in 2021 by 0.5 percent compared to 2020. Looking at the last ten years, the Port averaged approximately 1 percent growth annually reaching the equivalent of 2.45 million 20-foot containers (TEUs) crossing Oakland's docks last year.

The Port said terminals are unloading an average of 2,809 containers on each ship at berth. That's slightly ahead of 2021's pace of 2,497 containers per ship. ●



**We're focusing on  
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help grow the export business here.**

Port of Oakland Maritime Director Bryan Brandes

### INDUSTRY RESOURCE LINKS:

- ▲ [Oakland Portal](#)
- ▲ [Oakland Seaport Map](#)
- ▲ [Ocean Carrier Services](#)
- ▲ [Shipping Forms & Permits](#)
- ▲ [Shore Power & Vessel Commissioning](#)
- ▲ [Trucker Resources](#)
- ▲ [TWIC](#)
- ▲ [Maritime Services Directory](#)

### About the Port of Oakland

The Port of Oakland oversees the Oakland Seaport, Oakland International Airport, and nearly 20 miles of waterfront including Jack London Square. The Port's 5-year strategic plan - **Growth with Care** - pairs business expansion with community benefits, envisioning more jobs and economic stimulus as the Port grows. Together with its business partners, the Port supports more than 84,000 jobs. Connect with the Port of Oakland and Oakland International Airport through Facebook, or with the Port on Twitter, YouTube, and at [www.portofoakland.com](http://www.portofoakland.com)





## ‘Pop up’ container yard signals Oakland’s export cargo push

Port of Oakland executives said that they are working to improve the export volumes at Oakland which would help farmers, truckers and trade officials.

Those whose livelihood depends on U.S. exports gathered online Feb. 24, 2022, to hear the Port’s plan for their industry. Here’s what they heard:

- **Pop-up container yard can help relieve supply chain congestion**
- **USDA (United States Department of Agriculture) will provide incentives to agriculture exporters to maximize container yard use**
- **Oakland anticipates more vessel space in 2022 to ship goods abroad**
- **The Port and federal government are working to provide more containers to carry the load**
- **The hope is to restore export volume growth in Oakland before year end**

“We’re historically the leading gateway to Asia for U.S. exports – especially agricultural exports,” Port of Oakland Maritime Director Bryan Brandes told his audience via Zoom. “It’s up to us to make sure that the gateway is wide open and that’s what we’ll be focused on throughout 2022.”

Recovery for containerized exports can’t come soon enough. Oakland’s year-over-year export volume dropped 8.1 percent in 2021. The reasons: too few ships and not enough containers to meet demand.

The fix is twofold, the Port said: **1) more ship calls in 2022 following vessel bypasses in 2021 caused by global supply chain meltdowns; and 2) an innovative partnership with the U.S. Department of Agriculture (USDA), CDFA (California Department of Food and Agriculture), GO-Biz (California Governor’s Office of Business and Economic Development) and CalSTA (California State Transportation Agency).**

The temporary “pop-up” yard opened in Oakland the first week of March and is geared to helping export shipments. Truck drivers would be able to drop off and pick up boxes without navigating busy Oakland marine terminals.

The USDA said it would provide cash incentives to agriculture exporters using the service.

Federal partnership underscores Oakland’s importance to the multi-billion-dollar U.S. ag-export industry, the Port said. Oakland is the natural jumping-off point for farm goods produced in California’s Central Valley. It has also become a magnet for beef and pork exports produced in the Midwest. ●

## Trans-Pacific vessel count on course for sharp increase

Reprinted from Hellenic Shipping News article



Containership tonnage on the trans-Pacific trade is set to swell from March, as limited blanked sailings and additional vessel charters push available capacity well above pre-pandemic levels, market analytics provider Sea-Intelligence said in a recent report.

The number of containerships scheduled to depart Asia for the US West Coast will rise to nearly 56% over pre-pandemic averages during the week of April 18, settling at a 41% increase during April, according to data provided by Sea-Intelligence.

“With the recent data, we can see a seasonal dip due to Chinese New Year 2022, but it is the increase in March/April 2022 which should be particularly noticed,” said Sea-Intelligence CEO Alan Murphy.

That is likely to put renewed pressure on US Pacific Coast ports, which have only recently begun to make material improvements in vessel queues.

There were 74 ships at anchor outside or slow steaming toward the Ports of Los Angeles/Long Beach Feb. 16, down from a record high 109 Jan. 9, according to the Marine Exchange of Southern California.

Record import demand combined with landside logistical constraints pushed ship queues to fresh highs beginning in the third quarter of 2021.

The queues have only recently begun to ease with the Lunar New Year production slowdown seen in North American import gateways.

Market sources have attributed the USWC congestion reprieve to the Lunar New Year holiday in Asia and the accompanying export lull period. Sources expect volumes to regain ground in March and beyond. **See full article here.** ●



### COVID UPDATES

- **COVID update – BA.2 variant news story here**
- **Free confidential COVID testing – find a testing site**
- **Stay protected – get your COVID-19 booster dose**
- **Slow the spread – get vaccinated**
- **Protect yourself – get a flu shot**
- **Wearing masks – latest masking guidance here**