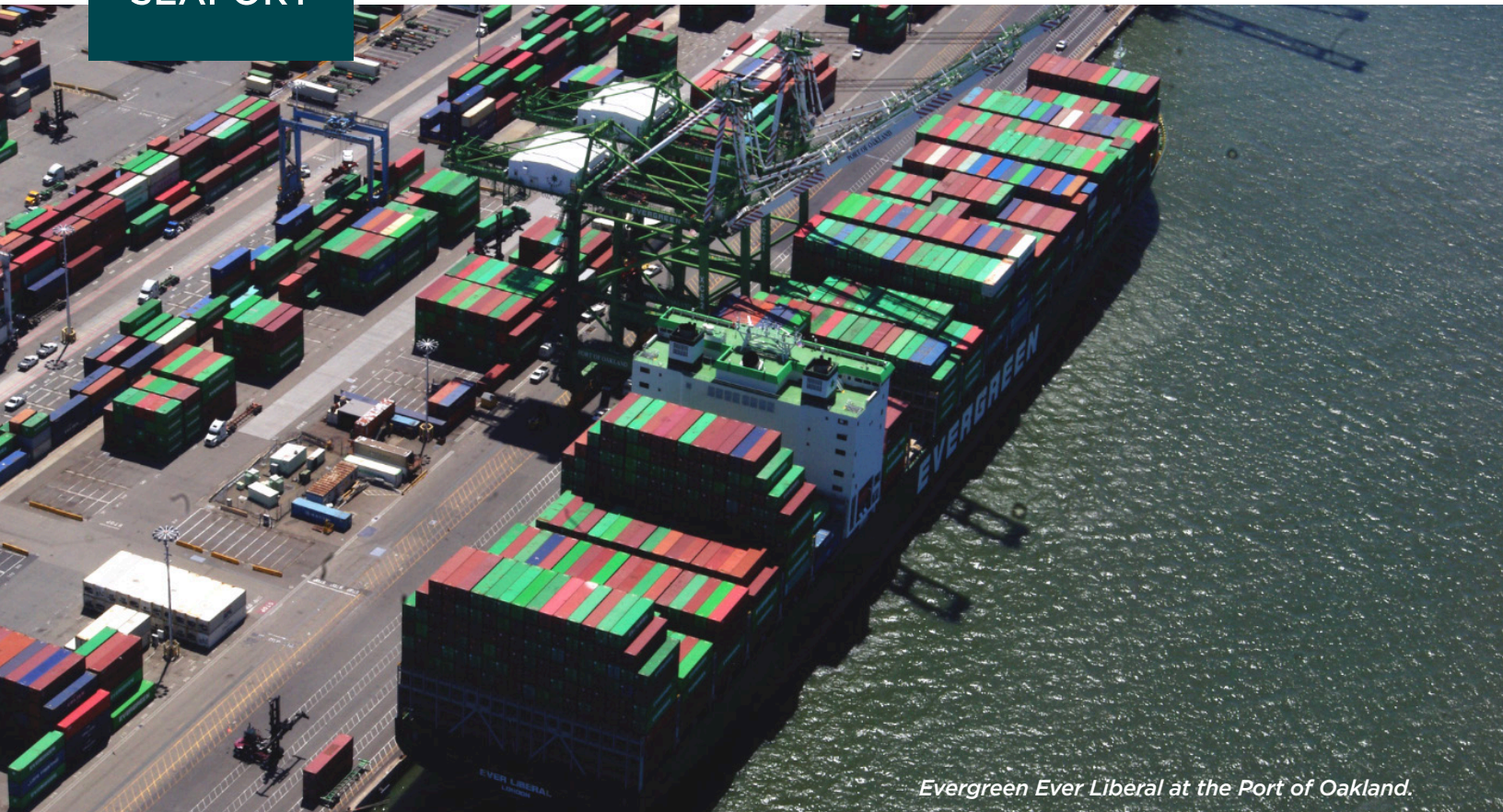




**PORT OF OAKLAND
SEAPORT**

JUNE 2021

MARITIME e-NEWS



Evergreen Ever Liberal at the Port of Oakland.

Port cargo volume up while vessel congestion continues

The Port of Oakland continues to move its cargo volume numbers toward record territory. At the same time, more cargo presents enormous operating challenges for marine terminals and ocean carriers at Oakland and at major ports around the world.

The Port handled the equivalent of 1.08 million 20-foot containers from January through May, an all-time high. At that pace, Oakland said annual volume could surpass 2.6 million boxes for the first time ever in 2021.

"We're in uncharted waters; record cargo volume coming through U.S. West Coast ports and a pandemic issue at a port in China created vessel congestion in both regions," said Port of Oakland Maritime Director Bryan Brandes.

A COVID-19 outbreak at the Port of Yantian in China disrupted cargo operations there for weeks. The ripple effect from the incident resulted in vessel congestion at multiple ports in south China.

The Port of Oakland reported a 26% jump in containerized imports last month compared to May 2020. Exports were up 7% the Port said. The numbers are the latest affirmation that Asia-U.S. trade continues to grow, despite all the supply chain challenges.

Driven by consumer demand, the Port said U.S. imports passing through Oakland have increased 20 percent this year.

continues on page 2

Huge STS crane arrives at Oakland

Another new, towering, ship-to-shore crane (STS) arrived at the Port of Oakland. The Zhen Hua 26 carrying the newest STS crane for Oakland sailed smoothly under the Golden Gate and Bay Bridges at low tide in the early morning hours of Thursday, June 24, 2021. The ship cleared the Bay Bridge by an estimated 5-10 feet. The vessel waited for a higher tide to berth at the Port Friday afternoon, June 25. See the short video clip of the Zhen Hua 26 passing under the Bay Bridge [HERE](#).



The crane was purchased by Everport Terminal Services Inc. (ETS) which operates the Ben E. Nutter marine terminal at

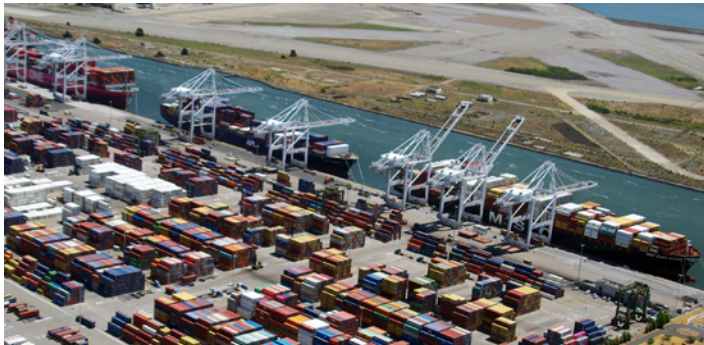
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Cargo volume up, from page 1

Most of that cargo originated in China or neighboring Asian countries.

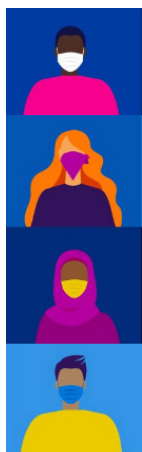
Export volume through the first five months of 2021 is down 1 percent at Oakland. The Port attributed the performance to a shortage of containers and space on Asia-bound ships early this year.

Trade growth has pushed ocean freight rates to all-time highs, the Port said. It added that shipping lines do not have enough vessel space to meet demand. According to the Port, soaring rates and supply/demand imbalance foreshadow a continued import surge in Oakland and uncertainty for the BCOs (Beneficial Cargo Owners).



“These are trying times for our tenants and customers, basically everyone involved in the supply chain,” added Bryan Brandes. “We appreciate our colleagues in the maritime and logistics industries for their tireless efforts to keep goods moving during the pandemic.”

According to the Port, surging trade continues to create a vessel backlog in Oakland. Ships sometimes wait days at anchor in San Francisco Bay due to berth crowding. The Port said the congestion should begin to ease by the fall because the Port expects more dockworkers to be hired and fully trained in the coming weeks.



**COVID 19—
Your actions save lives**

Stay healthy: wear a mask, wash your hands, stay home if you're sick, 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>

**Port Board adopted \$465.3 million
FY 2022 budget**

As California reopens and global pandemic uncertainty continues, the Oakland Board of Port Commissioners approved a \$465.3 million fiscal year (FY) 2021-22 budget. This is a 7.6% increase from FY 2021 (\$432.5 million).



*Andreas Cluver
Port Board President*

“We are proud of all the Port of Oakland employees who have gone above and beyond to help keep us financially solvent and move forward during a once-in-a-hundred-year pandemic,” said Port Board President Andreas Cluver.

Maritime activity at Oakland increased to record levels in recent months due to unprecedented consumer demand for goods. Coronavirus-induced business declines in aviation and commercial real estate are reversing, but not at a pace that will eliminate uncertainty for these revenue divisions at the Port of Oakland during the new fiscal year.

“Despite record cargo volumes at the Oakland Seaport, we are being cautious with the budget increase considering that aviation passenger traffic is still projected to be short of pre-pandemic levels,” said Port of Oakland Executive Director Danny Wan. The Port of Oakland owns and operates Oakland International Airport.

“Our budget strategy is to maintain long-term financial strength, resiliency, and prioritize and plan for major capital projects,” stated Executive Director Wan. “We aim to control increases in operating expenses while expanding our investment in capital infrastructure.”

The Port of Oakland’s FY 2022 capital budget is \$102.9 million. The Port said it is focused on regulatory compliance and infrastructure upgrade projects.

According to the Port, the budget allows for flexibility and liquidity to protect against uncertainties. The Port said the FY 2022 budget also supports addressing near-term operational and financial challenges that may arise. The new budget includes operating expenses, capital investments and debt service.

Passenger activity at OAK in FY 2022 is projected to be about 55% of FY 2019 pre-pandemic levels. Maritime activity is projected to increase 5.5% from anticipated FY 2021 levels.

Industry resource links:

- | | |
|--|--|
| Oakland Portal | Shore Power & Vessel Commissioning |
| Oakland Seaport Map | Trucker Resources |
| Ocean Carrier Services | TWIC |
| Shipping Forms & Permits | Maritime Service Directory |

STS crane, from page 1

the Oakland Seaport. It will take about two months to reassemble, test, and commission the new crane into service.

The Port of Oakland is seeing record volumes of import cargo due to the unprecedented increase in consumer demand for goods. ETS’ investment in a new crane at the Oakland Seaport helps keep the Port competitive, by enhancing its ability to handle the largest ships that call North America and more cargo. The new crane has a lift height from the dock of 170 feet.

Ultimately, infrastructure, like this new crane at Oakland’s waterfront, contribute to growing the maritime business in Northern California and generating jobs in the region, the Port said.

ETS ordered the crane from Shanghai-based ZPMC.

