



**PORT OF OAKLAND
SEAPORT**

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MARITIME e-NEWS



Port of Oakland statement regarding racial justice

The Port of Oakland, as a member of the Oakland East Bay community and a public enterprise of international commerce, supports the movement for social and racial justice. The May 25 killing of George Floyd at the hands of police is another in a long running list of examples of outrageous official violence against Black and Brown people in this country. The anger and anguish expressed in public demonstrations are rightful and gut-wrenching.

Many Port employees are personally affected, and the Port supports the full airing of the impacts and implications of continuing injustice. The Port recognizes that justice and equality will not happen if institutions continue to perpetuate the systems of discrimination and violence, as is the case with the practices of too many police departments and with government policies based on racist myths repeated by too many politicians.

The Port supports a thorough reckoning of the nation's racist history in order to end violence against our lives, to enrich our human spirit and to achieve social and economic enterprises that are just and fair.

Port picks longtime shipping vet as Maritime Director

Bryan Brandes to lead business recovery and shape future

Longtime shipping industry executive Bryan Brandes has been named Maritime Director at the Port of Oakland. The Port said he was selected following a nationwide search. Mr. Brandes, a 25-year maritime veteran, replaces John Driscoll who left to lead the Alabama State Port Authority.

Mr. Brandes will lead a staff of 60 responsible for one of the nation's 10 largest container seaports. Oakland's Maritime Director oversees everything from facilities management to real estate negotiations.

"Bryan is coming in at a crucial time for us and we're eager to put his skill and industry experience to work," said Port of Oakland Executive Director Danny Wan. "He knows the players, knows the business and knows what it takes for us to succeed."

The new Maritime Director arrives in Oakland with executive



Bryan Brandes

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Loaded box volume declines in May as expected

Port of Oakland loaded container volume decreased 12.7 percent last month from May 2019 totals, according to data released this month. The Port had been expecting cargo decline due to continued COVID-19 impacts on global shipping.

The Port pointed to lower consumer demand in domestic and foreign markets, both driven by coronavirus pandemic uncertainty, as the cause of the trade decline.

“Since March, the Port has seen indications of more significant cargo declines, so the May results are not unexpected,” said Port of Oakland Acting Maritime Director Delphine Prévost. “Ocean carriers have been reducing the number of vessels in service in anticipation of expected declines in import demand. It’s created challenges for exporters who are seeing less predictable vessel schedules and facing issues with finding capacity for their exports.”

According to the Port, May 2020 loaded import volume dropped 14.6 percent from May 2019. Loaded exports declined 10.7 percent. The return of empty containers to Asia decreased 28 percent. As a result, total cargo volume declined 16.8 percent.

Overall, the January-to-May 2020 cargo statistics show a 7.8 percent decrease compared to the same time period in 2019.



Maritime update

Economic impacts from the coronavirus have given rise to ocean carriers cutting back on global sailings. Continuing uncertainty is ahead for container business volume at the Port of Oakland.

Canceled Sailings - To date eight sailings are canceled for July (6.3 percent); four sailings are canceled for August (3.2 percent); sailings are subject to change

Labor - Waterfront labor supply continues to hold

Equipment - Good supply of chassis, 20 and 40-foot containers, reefers

Port Turn Times (gate to gate) - Range on average, depending on the terminal, from 59 minutes to 1 hour and 27 minutes

New cranes

Three cranes able to load the world’s largest container ships will soon be headed to the Port of Oakland. Shanghai-based manufacturer ZPMC said this month that construction of the ship-to-shore behemoths is nearing completion in China.

The cranes are due at Oakland International Container Terminal Sept. 14, according to terminal operator SSA Terminals. At 300-feet-high, it’s believed they’d be the tallest in North America when they commence operations in January.

“As ships keep getting bigger, SSA and ZPMC continue to help us keep ahead of the industry,” said Port of Oakland Executive Director Danny Wan. “We’re very excited and grateful for the partnership.”

ZPMC and SSA updated maritime executives on the new cranes in June at a meeting of the Propeller Club. Here are the vital statistics:

- The cranes can lift containers 174 feet above the dock, enabling them to stack boxes 12-high on ships.
- They can reach 125 feet across a

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Port of Oakland meat exports soar

Bet on ‘cool cargo’ paying off

Midst a devastating pandemic that’s crippling economies worldwide, here’s a Port of Oakland bright spot: meat exports to Asia. The Port said its meat exports jumped 26 percent in the first quarter of 2020 over Q1 2019. It now controls 42 percent of the market for meat exports leaving U.S. West Coast ports. Its nearest competitor, the Port of Long Beach, has 31 percent of the market.

The Port said it’s too soon to know if it can sustain bullish growth while coronavirus rattles global markets. But anything resembling Q1 performance would reaffirm Oakland’s big bet this decade on refrigerated exports. The Port and business partners invested millions on facilities that handle refrigerated shipments, known as “cool cargo.” The payoff: Oakland exported the equivalent of 15,000 20-foot containers of meat in Q1.

“That’s a gratifying number in the middle of a pandemic,” said Port of Oakland Acting Maritime Director Delphine Prévost. “But there’s still uncertainty about the implications of this health crisis on our business. We are monitoring our business closely.”

Oakland’s total cargo volume is down 7.8 percent in 2020 due to coronavirus, the Port said. Exports, up 3.7 percent, have helped soften the blow. The Port said meat shipments – beef, pork and poultry – now account for 10 percent of total export volume.

Oakland listed three reasons for its booming business in shipping refrigerated cargo overseas:

Asian demand: As middle-class economies spread throughout Asia, the desire for high-quality U.S. products, especially farm goods, grows.

Location: Oakland is the closest export gateway for California Central Valley growers and connects by rail to Midwest producers.

Ship schedules: Container ships headed to Asia stop first in Southern California, then in Oakland before crossing the Pacific. Exporters prefer to load perishables at the last possible moment in Oakland to extend shelf life.

The Port said it has increased meat export volume 51 percent in the past three years. The biggest growth markets: China, Taiwan, Australia, South Korea and Japan.

China trade benefited from a tariff cease-fire with the U.S. early this year, the Port pointed out. It was also spurred by pork shortages in China. The Port said that the coronavirus impact on U.S. meat production has not been as severe as originally anticipated.

Industry resource links:

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

Port looks to lead East Bay rebound from COVID-19

'Will be on forefront of economic recovery,' Executive Director tells business and civic leaders



Danny Wan
Executive Director

The East Bay's economic rebound from coronavirus would most likely start at the Port of Oakland. That's what the Port's Executive Director told East Bay business and civic leaders while seeking their support.

Danny Wan assured the East Bay Economic Development Alliance that his Port would be "poised on the forefront of recovery." During a Zoom conference May 21, the Executive Director asked Alliance members to help promote the Port as Oakland's economic engine.

"Millions fly through our Airport, billions of dollars of goods move through our Seaport and 84,000 jobs in Northern California depend on all of that activity," Mr. Wan told an online audience of 300 corporate and government officials. "Through cross-promotion and business partnerships, we can lead the way back for Oakland and the East Bay."

Mr. Wan spoke as the Port and businesses worldwide, labor under the economic drag of COVID-19. Oakland International Airport passenger traffic declined 96 percent in April 2020, the Executive Director said. Seaport cargo volume dipped 6.5 percent. Recovery will come, but there's no telling when, he cautioned.

Mr. Wan said the Port would lead recovery because it has historically been the region's economic driver. Not only that, he said, but the Port has inherent advantages to build on, including:

- Southwest Airlines, the nation's largest air carrier in terms of passengers, has its largest California base at Oakland International Airport.
- California farmers, among the nation's most successful exporters in 2020, ship their goods overseas through Oakland.
- The Port's Jack London Square offers the largest open-air restaurant and visitor venue in Oakland.

The Executive Director said there are serious challenges to economic recovery. Chief among them: a massive revenue decline precipitated by the coronavirus pandemic. He added that Oakland faces pressure from competing Bay Area airports and Southern California seaports. Mr. Wan assured his audience that the Port can overcome the challenges with help.

"Consider Oakland International Airport first and adopt 'Fly Oakland' policies at your companies," he suggested. "Designate Oakland as your port for importing or exporting goods. If we work together, we can restore the economic health of the East Bay and the well-being of its citizens."

Port's COVID-19 response enters new phase

Executive Director video: Impact assessed; time for solutions

It's time to address the financial impact of coronavirus, Port of Oakland Executive Director Danny Wan said in a widely distributed video. Mr. Wan said his organization is readying countermeasures to offset crippling revenue declines. His stated aim: keep the Seaport and Oakland International Airport operational. See the video [here](#).

CenterPoint Landing construction resumed in May

Work on the Port of Oakland's Seaport Logistics Complex has restarted following a coronavirus-induced hiatus. Construction at CenterPoint Landing resumed the week of May 4 in accordance with Alameda County's modifications to the Shelter-In-Place Order for outdoor construction. The 440,000-square-foot warehouse and distribution center is the first building at the Port's planned logistics campus.

Approximately 75 percent of building construction is complete including the installation of the panelized roof system and overhead truck doors, according to CenterPoint Properties. CenterPoint is one of the nation's top industrial real estate developers and managers.

CenterPoint reported that over the next six weeks, crews will install pavement/truck ramps, fire suppression piping and landscaping as well as continue to paint the building. Construction on the building shell is expected to conclude in August 2020.

Once a tenant has signed a lease, electrical and tenant build-out specifications would occur, CenterPoint said. That work would last another three to six months depending on the complexity involved in the build out.

CenterPoint provided the following update on the impact its Port project is having on local employment:

- Thirty-eight percent of all hours worked have been performed by residents from Oakland and adjacent cities.
- More than 2,300 hours have been worked by residents of West Oakland, the Port's next-door neighbor.
- Sixty-seven percent of all hours worked have been performed by residents in Alameda and Contra Costa counties, exceeding local hiring goals by 17 percent.
- Thirty-five percent of local apprentice hours have been performed by disadvantaged workers.

Oakland turning basins feasibility study

The Port of Oakland is taking another step toward accommodating the largest container ships in the world's fleet. Nearing four-and-a-half football fields in length, these huge vessels are classified as "ultra large container vessels" or ULCVs. ULCVs range in capacity from 15,000 TEUs to 24,000 TEUs with one TEU being the equivalent of a 20-foot cargo container.

To remain competitive the Port and its federal partner, the U.S. Army Corps of Engineers (Corps), are preparing to evaluate turning basins required to maneuver ULCVs in the Port's waterways. The Corps will lead a feasibility study that will identify constraints and opportunities at the Port's two turning basins – the Inner Harbor and Outer Harbor – with respect to handling ULCVs.

Conducting a feasibility study is a very important step toward determining what turning basin improvements would be needed to allow Oakland to welcome the largest container ships in the world. The largest vessel to ever call Oakland was the MSC Anna. She arrived April 16, 2020 and carries up to 19,200 TEUs.

The Port anticipates ocean carriers will desire that their ULCVs of 24,000 TEUs visit Oakland. This feasibility study is the first step in making sure Oakland remains competitive and capable of handling the global container fleet.

Maritime Director, from page 1

experience gained at shipping lines and marine terminals. He worked with ocean carriers Maersk Line and CMA-CGM as well as APM Terminals. Most recently, Mr. Brandes was Vice President, Pacific Southwest Region Operations for FlexiVan Leasing, an intermodal chassis leasing company.

Oakland annually handles the equivalent of 2.5 million 20-foot cargo containers. It's known as one of the leading gateways to Asia for U.S. exports – especially farm goods. Cargo volume has declined 7.8 percent in 2020 due to the economic fallout from coronavirus.

The Port said Mr. Brandes faces two challenges: recovery from the economic wallop and shaping Oakland's maritime future. The Port and business partners have invested millions this decade in new logistics capabilities. Oakland is now upgrading to handle the latest class of ultra-large container vessels.

"The Port has operated smoothly throughout the pandemic so we're confident about recovery," said Mr. Brandes. "And thanks to the foundation we've got in place and the Port's Maritime Division staff who have kept things on track and steady, I'm excited about our future. I can't wait to get started."

Port of Oakland provides coronavirus updates via blog

Online visitors can find coronavirus impact updates from the Port of Oakland on a new [blog](#). The blog includes reports from the Port of Oakland and its Oakland International Airport.

Friendly coronavirus reminder

The best defense against COVID-19 remains washing your hands frequently with soap and water for at least 20 seconds, keeping your hands away from your face and social distancing. Please see and follow the list of CDC recommendations here: <https://www.cdc.gov>. Thank you for your continued adherence to these guidelines.



Cranes, from page 1



Three new Port of Oakland cranes (in foreground) are nearing completion in China

ship's deck, spanning 24 rows of containers.

- They'll be delivered by ship and require five days to be transferred from vessel to dock.

Ultra large container vessels can carry up to 24,000 20-foot containers. ZPMC and SSA said Oakland's new cranes were designed to load and unload ships that

big. SSA placed a \$30 million order for its new cranes in February 2019. In 2018, it completed a project to raise the height of four other ship-to-shore cranes.

SSA operates the largest marine terminal at the Port of Oakland. Terminals are where ships are loaded and unloaded and where freight haulers pick up or drop off containerized cargo.

