

Port of Oakland's Danny Wan heads statewide port group

Chosen President of California Association of Port Authorities

Port of Oakland Executive Director Danny Wan is the new President of the California Association of Port Authorities (CAPA). Members of the trade group selected Mr. Wan in October. He succeeds Port of Los Angeles Executive Director Gene Seroka.

Mr. Wan manages both a seaport and airport. The Port of Oakland is California's third-largest port. Its Oakland International Airport is the San Francisco Bay Area's second-largest airport.

"I'm honored to represent California ports because of the significant role they play in supporting the state and national economies," Mr. Wan said. "I hope to continue the association's work in making our ports sustainable and efficient."

Mr. Wan takes on the new role at a critical time. Unprecedented trade growth has congested California ports which process 40 percent of all containerized imports entering the U.S. The result has been disruption to global supply chains. CAPA will be instrumental in advocating much needed investments into California port, transportation and supply-chain infrastructure.

Maritime interests are seeking government help to modernize ports and streamline regulations governing port operations. They're also working closely with regulators on ways to curb emissions created by ships and cargo-handling equipment.

The port association represents 14 deep water ports. It sets public policy objectives that are advanced with local, state and federal government. Mr. Wan will guide the association's deliberations and decision-making with the association's members and staff.



Mr. Wan has been the Port of Oakland's Executive Director since 2019. He has overseen the fastest growth in port business volume in its 94-year history. He also led Oakland's response to the coronavirus pandemic, authorizing extraordinary measures that included:



IN THIS ISSUE

- MR. WAN IS NEW CAPA PRESIDENT
- PORT REGAINS KEY ASIA SHIP ROUTE
- NEWEST GIANT CRANE OPERATIONAL
- PORT LANDS FOURTH FIRST-CALL SERVICE
- SEPTEMBER CARGO STATS
- FREE COVID-19 VACCINATIONS





Newest, giant crane at Oakland Seaport is operational

Everport Terminal Services, Inc. put its biggest crane into service

Another new, huge, ship-to-shore (STS) crane started operating the last week of September at the Port of Oakland on the Ben E. Nutter Terminal. Everport Terminal Services, Inc. (ETS) runs the Nutter terminal and made the investment in the giant crane to enhance its maritime infrastructure at Oakland.

“New container cranes help keep the Port of Oakland competitive and ready to handle record cargo volumes,” said Port of Oakland Maritime Director Bryan Brandes. “New operational infrastructure supports growing the maritime business and jobs in our region.”

Taller cranes allow more flexibility to move the containers on and off the biggest ships that call North America, the Port said. The new crane has a lift height from the dock of 170 feet.

The STS crane had to be reassembled, tested, and commissioned before it could be put into action to work vessels at the Oakland Seaport.

Reassembling one of these giant workhorses of the maritime industry on the wharf, is a complex process and requires multiple trade, labor and professional workers: Longshore workers; electrical, mechanical and structural engineers; iron workers; and construction crane operators.

“New operational infrastructure supports growing the maritime business and jobs in our region.”

Bryan Brandes, Port of Oakland Maritime Director

Testing a crane includes electrical diagnostics and structural inspections. Endurance testing is mandatory and that means checking things like the crane motors and crane hoisting equipment to ensure that they run properly at full speed. OSHA (Occupational Safety and Health Administration) also inspects the equipment before the cranes can be put into service.

All Port of Oakland container cranes run on electricity. There are zero local emissions from regular crane operations. ●

Port regains Japan giant's key Asia ship route

ONE restores service linking Oakland to Tokyo, China; boon for exports

Japanese shipping giant Ocean Network Express (ONE) is restoring a key Asia-U.S., trade route at the Port of Oakland. The world's sixth-largest container carrier brings its PS5 service back to Oakland Nov. 13, 2021. The service connects the U.S. West Coast with ports in Tokyo and China.

Singapore-based ONE, an amalgamation of three Japanese shipping lines, cut Oakland from the PS5 in 2019. The updated service follows this route: Shanghai, Ningbo, Los Angeles, Oakland, Tokyo and Shanghai.

The Port said resumption of the weekly route aids U.S. meat exporters facing soaring demand in Japan. It should also help Chinese manufacturers exporting from the Ports of Shanghai and Ningbo, the Port said. Shippers on both sides of the Pacific have contended with critical vessel space shortages in 2021.

“This is an important service for our import and export customers,” said Port of Oakland Maritime Director Bryan Brandes. “And it's a further sign of the importance that our industry partners place on Oakland.”

The PS5 is the latest in a series of 2021 Asia service acquisitions at the Port that include:

- CMA-CGM's Golden Gate Bridge service;
- Wan Hai's AA5 service;
- Matson's CCX service; and
- MSC's Sentosa service.

The Port said ocean carriers are turning to Oakland to avoid congested Southern California ports. ●



Port of Oakland lands fourth first-call service in 2021

Shipping giant MSC bringing vessels from Southeast Asia

Another major shipping line is bringing first-call service to the Port of Oakland in 2021.

The Port said that Geneva-based MSC (Mediterranean Shipping Company) would launch an Oakland route to Southeast Asia November 6, 2021. MSC said its weekly service would link Oakland with ports in Malaysia, Singapore, Thailand and Vietnam.

The announcement signals a major upgrade in Oakland's business with Southeast Asia. It also provides added shipping capacity while a trade boom is constricting vessel space.

"We're excited to welcome MSC's service because Southeast Asia is an important, growing market," said Port of Oakland Maritime Director Bryan Brandes. "We're also gratified that the shipping industry continues to acknowledge Oakland's role in world trade by adding more and more capacity."

The new service is significant on several fronts, the Port said:

- It is the fourth first-call service introduced at Oakland this year.
- It demonstrates the importance container shipping lines place on Oakland; MSC is the world's second-largest carrier.
- It provides more opportunity to grow Oakland's booming import business.

MSC's new Sentosa Service follows first-calls introduced in Oakland this year by CMA CGM, Matson, and Wan Hai Lines. First-calls are where ships make their first U.S. stop after sailing from Asia. The majority of U.S. import cargo – usually time sensitive – is discharged at first ports-of-call.

According to the Port, imports make up roughly 55 percent of Oakland's loaded container volume in 2021. Traditionally, Oakland reports a 50-50 split between imports and exports. The change reflects Oakland's growing first-call business, the

Port said. Carriers have introduced new services to meet soaring U.S. consumer demand for overseas products, the Port explained.

Port officials said the new Sentosa Service would be welcomed by exporters, as well as importers. Shippers in both directions have faced challenges finding vessel space for their cargo. The crunch is delaying shipments and driving all-time high freight rates. MSC's large vessels, capable of carrying more than 10,000 20-foot containers, should reduce pressure.

There will be one other benefit from the new MSC service, the Port said: congestion relief. Cargo owners can use the Sentosa service to avoid sending cargo through Southern California ports. Over sixty ships a day anchor outside the ports of Los Angeles and Long Beach awaiting berths, the Port explained. Cargo on those vessels is stranded for up to two weeks. By using the Sentosa service, importers can bypass Southern California bottlenecks. ●

Port of Oakland sees no backlog on docks, calls for cargo

Clear sailing for absent vessels to return midst supply chain woes elsewhere

Port of Oakland officials this week called on shipping lines to route more cargo here midst supply chain calamities elsewhere. The Port said its marine terminals are congestion-free, unlike competing ports crippled by record global trade volumes. It urged restoration of shipping services that have bypassed Oakland since summer.

"There's no congestion at the Oakland seaport, and we're ready for more business," declared Port of Oakland Maritime Director Bryan Brandes. "We need ocean carriers to reinstate services in order to stabilize the supply chain, and our import and export partners echo this sentiment." → 04

INDUSTRY RESOURCE LINKS:

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

Executive Director Danny Wan *from page 1*

- **Coronavirus;**
- **Vaccine availability for Port workers; and**
- **Free Covid-19 testing at Oakland International Airport.**

Additionally, with his experience as an attorney and an elected official, Mr. Wan can support CAPA's strategy to help secure federal funding investments for California port infrastructure. ●

No backlog on docks *from page 3*

The Port said containerized cargo volume is up 4.2 percent in 2021 but insisted there's capacity for more. That's in stark contrast to Southern California ports where up to 70 ships daily wait at anchor for berth space. The Port said it hasn't experienced vessel backlogs since August.

Oakland's call for cargo comes as the U.S. struggles to remedy supply chain gridlock. Ports on the west, gulf and east coasts have reported crippling delays in moving cargo. The congestion is blamed for everything from merchandise shortages to rising inflation. The White House this month called on some ports to open nights and weekends to move out cargo.

Oakland said shipping lines can help ease the gridlock by steering ships back to Oakland. Several ocean carriers omitted Oakland in recent months, the Port said. It explained that excessive Southern California delays necessitated immediate return of some ships to Asia without stopping in Oakland.

According to the Port, 54 vessels stopped in Oakland last month. It was the lowest vessel call total since 2015, the Port said. As a result, September import volume declined 13 percent from September 2020, the Port said. Exports were down 18 percent.

The Port said it expects service restoration to begin next month as supply chain congestion grinds on elsewhere. It said vessels would find clear sailing to berth without gridlock. It added that

import cargo would be available for pick-up within days of discharge from ships. That hasn't been the case at some ports where congestion has trapped import containers for weeks.

"We should see vessel calls and cargo volume recover in October and November," said Mr. Brandes. "We have capacity in Oakland that needs to be put to use to help shore up the supply chain and support our economy." ●

Free COVID Vaccinations



Free COVID vaccinations are available. According to the California Department of Public Health website: "The vaccine is free to all. No insurance required. Safe, free, effective COVID-19 vaccines are available to everyone age 12 and up — regardless of immigration or insurance status. Stay healthy, protect others and help us end the pandemic. Find a walk-in clinic or make an appointment today."

Click on the links below for more information.

▲ **MY TURN CALIFORNIA CLINIC LOCATION SITE:**
<https://myturn.ca.gov/clinic.html>

▲ **ALAMEDA COUNTY RESIDENTS:**
<https://my.primary.health/r/alco-vax-signup>

▲ **CONTRA COSTA COUNTY RESIDENTS:**
<https://covidvaccine.cchealth.org/COVIDVaccine/>