

Port of Oakland to invest, renew and grow green; Federal/state funding fuels investment opportunities

With national attention focused on the supply chain, infrastructure investment and jobs, it is time for the Port of Oakland to invest in a renewed, smart and zero-emissions port. That was Executive Director Danny Wan's message at his annual State of the Port address.

"The theme for 2022 is to invest in and plan for a future that is not what used to be, but one that improves upon the past." These investments aim to:

- Modernize and expand the Oakland International Airport so it's convenient and safe and also full service both domestically and internationally;
- Grow a seaport that supports our regional economy by providing cargo drop offs and receiving that are on time, uncongested and transparent; and
- Provide more choices of entertainment and attractions at our Oakland waterfront and improved access to our shoreline parks.



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"State of the Port"
Port of Oakland
video.



"We must do all of the above by bringing into reality green energy technology and dig deep into our creativity to realize a Port that is respectful of the environmental and urban community ecosystem that we do business in," Wan emphasized.

His remarks came as Oakland recovers from two years of coronavirus pandemic headwinds. The Executive Director said Oakland International Airport passenger traffic has returned to 70 percent of pre-pandemic levels. The Oakland Seaport set a record for containerized [→ 02](#)

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import volume in 2021, he added. Meanwhile, Oakland reached an environmental milestone by reducing diesel emissions at the seaport 86 percent from 2005 levels.

“Things have been tough,” Mr. Wan conceded. “But, Port staff, our dock workers, terminal operators, frontline workers, our airlines, concessionaires and tenants all got going and showed a lot of great creativity, grit and skill.”

Mr. Wan said the Port anticipates significant increases in both Aviation and Maritime business. The Airport is working on plans to modernize existing terminals and develop new facilities for a new passenger terminal, he said.

The seaport is working on a long-term, land-use plan to accommodate higher containerized cargo volumes.

Where’s the money coming from to prepare for growth? Mr. Wan listed several sources that the Port has already identified:

- \$280 million from state sources for traffic and rail safety and local road infrastructure improvements around the Embarcadero, Jack London and Howard Terminal corridor;
- an additional \$15 million annually at the Airport from the federal Bipartisan Infrastructure Bill;
- more than \$5 million for electrical infrastructure and renewable power at the seaport from the federal Port Infrastructure Development Program; and
- a portion of a \$2.3 billion state of California fund intended to reduce supply chain bottlenecks and support electric vehicles and infrastructure.

Mr. Wan told his audience that the Port’s 2022 outlook is promising. The Port has attracted three new vessel services making Oakland their first U.S. stop, he said. Airlines have restored routes suspended during the pandemic. Mr. Wan said Oakland would boost seaborne exports that declined 8 percent last year due to supply chain breakdowns.

“Our mission is to promote efficient commerce, create jobs, and play a major role in maintaining a vibrant regional economy while meeting obligations to clean the air and the environment,” Mr. Wan concluded. ●



Oakland import cargo still surging in 2022

Port of Oakland import cargo volume surged again last month following a record-setting 2021 performance. The Port said it handled the equivalent of 83,860 import containers in January 2022. That was an 8.3 percent monthly increase year-over-year.

The result signals continued strength in global trade moving through Oakland. Last year, the Port handled 1 million import boxes, the most in its 95-year history. According to the Port, strong U.S. consumer spending continues to spur the import binge.

“As imports rise nationwide, Oakland continues to play a key role in strengthening the global supply chain,” said Port of Oakland Maritime Director Bryan Brandes. “We’re also working closely with federal, state and industry partners to boost exports that include agricultural commodities as well.”

January import volume may have been boosted by February Lunar New Year observances in Asia, the Port said. U.S. importers traditionally order heavy ahead of holiday factory closures in Asian manufacturing centers.

Cargo handling activity reached all-time highs in January at Oakland marine terminals, the Port said. An average of 2,800 containers were loaded or unloaded on every ship at Port, Oakland reported. That was up from an average of 2,500 containers per vessel a year ago. The total is up nearly 100 percent in the past five years.

The Port said 69 container ships tied up at Oakland in January. That was down 14 percent from the same month a year ago. The Port attributed declining vessel calls to two factors:

Shipping lines seeking economies of scale by loading more containers on fewer ships; and

Sailing schedule delays at Southern California ports forcing some ships to bypass Oakland.

Oakland said reduced ship visits resulted in a 10.8 percent drop in January export volume. The Port said Oakland exporters couldn’t find enough vessel space to load their containers for overseas destinations. The Port said it foresees restoration of export volume as shipping lines restore services that had bypassed Oakland. ●

Global Supply Chain Solutions

CAPA President releases plan to help relieve West Coast port congestion.



Reprint of CAPA Press Release, Sacramento, CA – February 16, 2022: Port directors from across California met virtually today with state policymakers for Ports Day 2022, the organization’s annual day of advocacy. They were joined by California Lieutenant Governor Eleni Kounalakis,

Controller Betty T. Yee, Acting California State Transportation Agency Secretary Elissa Konove, Senator Lena Gonzalez, Assembly member Patrick O’Donnell, and dozens of other state policymakers who committed to working with California Ports on addressing the global supply chain crisis.

In her remarks to CAPA members, Lieutenant Governor Kounalakis, who serves as California’s Representative for International Affairs and Trade, said the state would continue to work closely with California Ports on public policy solutions that will alleviate congestion and bottleneck across the supply chain, “California Ports have already taken action to address the pressing challenges facing our supply chain. I applaud Governor Newsom for making this issue a priority in his proposed budget, which includes a proposed \$2.3 billion for supply chain investments. These funds will help get goods moving by enhancing port infrastructure, zero-emission equipment, workforce training, programs and increasing capacity for commercial drivers’ licenses.”

CAPA President and Executive Director of the Port of Oakland Danny Wan said, “California lawmakers must take a holistic approach to addressing the global supply chain crisis. We must increase investments in infrastructure, relieve dock congestion, support agriculture exports, and continue to advocate for enhanced federal funding for our ports.”

Wan recommended that policymakers adopt the following public policy priorities to alleviate congestion:

- 1. California Office of Freight: Establish the Office of Freight with a designated Supply Chain Coordinator to work with the goods movement industry to create and implement a state freight and goods movement policy and manage the roll out of Federal infrastructure investments. The Office of Freight will serve to coordinate policy and**

budgetary development to ensure economic competitiveness, strengthen resilience, and advance California’s environmental leadership as it relates to the freight sector.

- 2. Greater Investments in Infrastructure: Increase investment in California’s freight and goods movement transportation infrastructure across the board. This includes investments for port-related projects that increase goods movement capacity on rail and roadways serving ports and at port terminals, including railyard expansions, new bridges, and zero-emission modernization projects.**
- 3. Support Agriculture Exports: Provide support to agricultural exporters to help them find equipment and transportation services in the face of higher demand and costs.**
- 4. Relieve Dock Congestion: Locate and permit off-terminal staging areas where empty containers can be removed from chassis and temporarily stored to relieve congestion and away from the dock to allow ships to be processed faster.**
- 5. Enhanced Federal Funding for CA Ports: Advocate for the West Coast’s fair share of federal transportation and freight infrastructure dollars – which have historically been focused away from its largest port complexes in California.**

From the Port of Humboldt Bay in the north to the Port of San Diego in the south, California has become a leading global trade center. California Ports are responsible for handling 38% of all containerized imports and 28% of all exports in the U.S, accounting for 35% of all containerized waterborne trade. Over 3.1 million jobs are supported by trade that moves through California ports, including over 800,000 jobs related to exports and nearly 2.3 million jobs related to imports.

California ports have seen a dramatic increase in trade moved through and from all regions of the country. Trade volume grew from \$245 billion in 2000 to \$416 billion in 2020. The trade moving through California ports is a critical source of tax revenue throughout the United States. In 2020 alone, this trade generated an estimated \$38.1 billion, with impacts spread across the United States. ●

Port of Oakland, USDA partner to speed up agricultural exports

Feds help finance ‘pop-up’ container yard & incentives for agricultural exporters



Port of Oakland officials predicted a resurgence of agricultural exports through the Port following announcement of a partnership with the federal government. The Port said it’s working with the U.S. Department of Agriculture (USDA) to clear bottlenecks impeding outbound shipments.

The problem: the global shipping logjam created dockside congestion of empty containers that’s affecting the transport of Oakland exports.

The solution: a temporary waterfront “pop-up” yard dedicated to export distribution.

The goal: providing relief to a multi-billion dollar industry struggling from global supply chain snarls.

“As a major hub for the export of California’s and America’s fresh fruits, nuts, dairy and frozen proteins, we appreciate the Administration’s efforts to ease shipping delays and costs for agricultural exporters,” said Port of Oakland Executive Director Danny Wan. “We’re in complete lockstep with the USDA on this issue and we’re gratified by their willingness to work with us on behalf of Oakland’s export customers.”

The Port said USDA would fund 60 percent of start-up costs for Oakland’s export container depot. Agricultural exporters would have exclusive access to pre-cool refrigerated containers for loading perishable products. Best of all, the Port said, truckers can bypass marine terminals. Agricultural exporters will also receive direct incentives from the USDA to utilize the pop-up yard. “COVID-19 revealed vulnerabilities across our supply system, both at our ports and in the agricultural sector,” U.S. Agriculture Secretary Tom Vilsack said. This partnership with the Port of Oakland builds on our aggressive approach to addressing challenges within the supply chain and sends a strong signal that we are committed to working across the Administration and with state, local and private partners to mitigate complex port capacity and congestion issues and to keep American agriculture on the move.”

The Port is one of the most important gateways for U.S. exports – especially farm goods. That’s because of Oakland’s proximity to the fertile California Central Valley. Exports traditionally have accounted for half of the Port’s loaded container business. In 2021, however, outbound shipments fell to just 45 percent of Oakland’s volume. That was a direct result of the supply chain woes that hampered most U.S. ports. As well, the Port supports its region in shipping and receiving consumer goods, supplies, business inventory and high-tech equipment vital to the economy and jobs.

In addition to the pop-up yard, the Port is planning for long term and permanent facilities to accommodate cargo fluidity. The Port’s outer harbor terminal facilities, when retrofitted and upgraded, will provide another 120 acres of capacity for cargo movements and processing. The Port is also aggressively seeking funding and designing a zero-emissions Port to move more cargo efficiently and without impacting air quality. “With environmentally-conscious planning and investment, the Port can add additional capacity to support goods movement with next generation electric and clean energy equipment,” said Wan. ●



INDUSTRY RESOURCE LINKS:

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

COVID UPDATES

- [The SMARTER Plan is the next phase of California’s COVID-19 response. CLICK HERE](#)
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