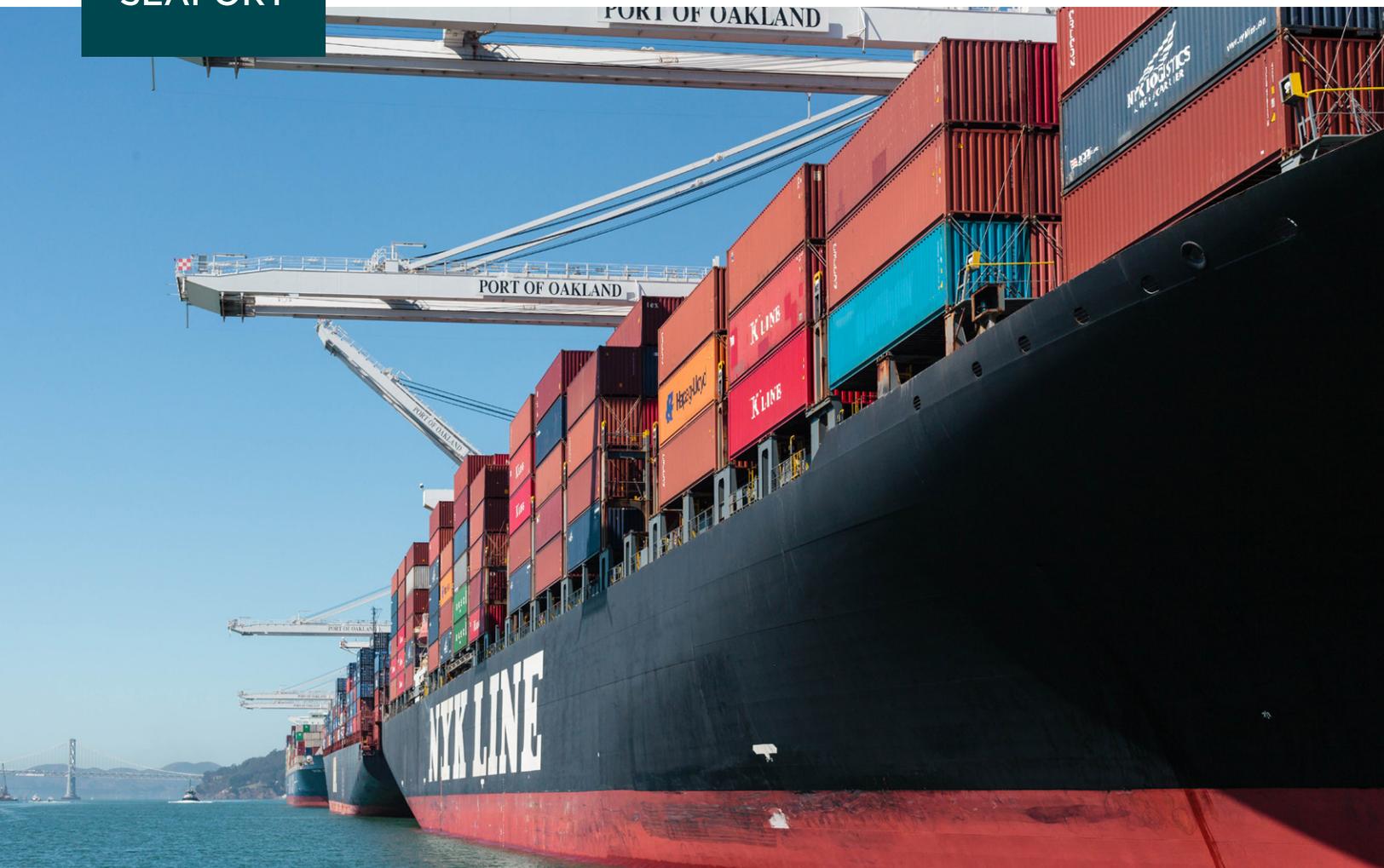




**PORT OF OAKLAND
SEAPORT**

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MARITIME e-NEWS



Three massive cranes coming to Oakland

Towering new cranes are coming to the Port of Oakland to handle the latest generation of megaships. According to the Port, its largest marine terminal plans to install three 300-foot-tall gantry cranes late next year.

The three cranes would go to Oakland International Container Terminal on Oakland Estuary. An order for the cranes was submitted this month, the Port said. It added that the new cranes would be the tallest on the West Coast and perhaps, the nation.

The Port said the new cranes would be able to load and unload the world's largest container ships. Megaships can be up to 1,300 feet long and carry nearly 23,000 cargo containers. Containers are stacked up to 12-high above deck on the largest vessels. Taller cranes are required to reach the top of the stacks.

"This demonstrates the faith that business partners have in Oakland as a trade gateway," said Port Maritime Director John Driscoll. "There's no more visible sign of a port's growth than installing larger ship-to-shore cranes."

SSA Terminals, the operator of Oakland International Container Terminal, ordered the cranes from Shanghai-based ZPMC. SSA said it expects the cranes to be delivered in 18 months.

The cranes, which could be 440 feet tall with booms upraised, would be delivered by ship from China. They'd arrive only partially assembled to assure clearance under the San Francisco-Oakland Bay Bridge.

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Turn times added to Oakland Portal

An online portal at the Port of Oakland has expanded to include transaction times for harbor truckers. The Port said its digital enhancement tells drivers how long it takes to pick up or drop off cargo. The feature addresses industry demand for timely supply chain performance data at U.S. ports.

"This is a big step forward on our digital platform," said Port of Oakland Maritime Director John Driscoll. "It helps take the guesswork out of scheduling for truckers, dispatchers and the owners of cargo that moves through Oakland."

Known as a turn time, the measurement tracks how long it takes drivers to transact business at marine

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Import volume breaks January record

Port of Oakland containerized import volume increased 9 percent last month over January 2018 totals. The Port handled the equivalent of 81,895 20-foot import containers last month. The Port said it was the busiest January for imports in its history.

Oakland's January export volume rose 0.6 percent, the Port said. Total container volume—imports, exports and empty containers—increased 3.2 percent.

The Port said two developments in Asia—its largest market—influenced a January import surge:

- U.S. shippers rushed imports into the country due to lingering concern about future Chinese tariff increases.
- Importers also tried to stock up in advance of annual Lunar New Year factory shutdowns in Asia.

January marked six consecutive months of increasing imports in Oakland, the Port said. Volume increased nearly 11 percent last December and 15 percent in November.

“Concern over international trade issues has driven unprecedented import volume,” said Port of Oakland Maritime Director John Driscoll. “We’re watching closely to see what happens next.”

North vs. South

How strong was the Port of Oakland's containerized import volume growth in January? It outstripped the ports of Los Angeles and Long Beach combined.

Oakland's loaded import volume last month increased by 6,759 TEUs compared to January 2017 totals. The increase at the two Southern California ports was just 6,273 TEUs.



Trend to fewer, larger vessels continues

Fewer ships are calling at the Port of Oakland, but they're carrying more cargo. Data released this month indicates that Oakland vessel calls declined for the second straight year in 2018. However, the number of containers lifted on and off ships increased in both 2017 and 2018.

The phenomenon is part of a maritime industry trend. Shipping lines are deploying fewer but larger ships to reduce operating expense. More cargo is being consolidated on those ships to improve efficiency.

In 2018, 1,571 container ships berthed in Oakland. That was down 3.3 percent from 1,624 vessel calls in 2017. In that same time frame, the average number of container lifts per vessel climbed from 1,491 to 1,621.

In the past 10 years, annual Oakland vessel calls have declined 16.8 percent. Average lifts per vessel have gone up 50 percent during that period.

Cranes from page 1

According to SSA, its new cranes would have a lift height of 174 feet above the dock. They would be able to reach 225 feet across a ship's deck. The terminal operator said its new workhorses would make it quicker and easier to get containers on and off vessels calling Oakland.

“Big ships are the future,” said SSA Containers President Ed DeNike. “They're coming to Oakland and we're going to be ready for them.”

There are four marine terminals in Oakland loading and unloading container ships. Oakland International Container Terminal handles more than 60 percent of the Port's total cargo volume. The terminal helped transform Oakland cargo operations over the past three years through a series of changes including:

- Night gates and appointments to address lengthy truck queues;
- Additional equipment and labor to accelerate cargo flow; and
- A \$14 million project to heighten four cranes in 2018.

SSA operates 10 cranes at Oakland International Container Terminal. The Port said it would remove three older cranes from the line when new ones are installed.

Portal from page 1

terminals. The terminals are where container ships load and unload. Trucker transactions at the terminals include everything from delivering exports to collecting imports or empty containers.

The Port's online gateway—called the [Oakland Portal](#) – provides [average turn times](#) for the most recent 30-minute period. The Portal calculates turn times for each of Oakland's four terminals. The Port said its turn times don't include trucker waiting periods outside terminal gates.

The Port said turn times would improve cargo flow by:

- Signaling to truck drivers or dispatchers if terminals are backed up;
- Providing cargo owners a better sense of when to expect deliveries; and
- Highlighting potential bottlenecks at marine terminals.

Turn times are the newest addition to the Oakland Portal, which went live last May. The Portal is Oakland's digital collaboration platform, aggregating shipping information from every marine terminal in the harbor.