



**PORT OF OAKLAND
SEAPORT**

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MARITIME e-NEWS



Port of Oakland had busiest year ever in 2017

The Port of Oakland reported this month that 2017 was the busiest year in its 90-year history. The Port handled the equivalent of 2.42 million 20-foot containers last year. That broke the previous record of 2.39 million containers set in 2014.

The Port broke two more records in 2017 with 919,523 loaded import containers and 1.85 million combined imports and exports. The Port said import growth drove its record performance. Imports increased 4 percent in 2017 over 2016 totals. December imports were up 6.4 percent over the same month in 2016. The Port attributed the import rally to a strong U.S. economy and

increasing consumer demand for retail products.

“Our record-setting 2017 has set the stage for the future,” said Port of Oakland Maritime Director John Driscoll. “With new development projects already underway, we expect to increase our capacity and drive greater volume.”

The Port said it expects Cool Port Oakland—a 283,000 square-foot temperature-controlled distribution center—to open late this summer. It expects the clearinghouse for agricultural exports to handle about 30,000 containers full of chilled and frozen meat products annually.

The Port said work on its recently approved 440,000-square-foot Seaport Logistics Complex could begin by spring.

For more details about the Port of Oakland’s monthly container statistics, please click [here](#).

TEU statistics—calendar year basis

Month	Full Imports	Change from Prior Year	Full Exports	Change from Prior Year	Empty Imports	Change from Prior Year	Empty Exports	Change from Prior Year	Full TEUs	Change from Prior Year	Empty TEUs	Change from Prior Year	Import TEUs	Change from Prior Year	Export TEUs	Change from Prior Year	Total TEUs	Change from Prior Year
Jan-17	80,441	3.6%	73,328	9.0%	17,178	2.2%	26,363	-10.4%	153,769	6.1%	43,541	-5.8%	97,619	3.4%	99,691	3.1%	197,310	3.2%
Feb-17	64,106	-9.2%	72,581	-1.2%	15,182	8.9%	23,033	-23.5%	136,687	-5.1%	38,215	-13.3%	79,288	-6.2%	95,614	-7.7%	174,902	-7.0%
Mar-17	67,597	19.2%	82,401	2.4%	20,106	9.2%	28,972	24.0%	149,998	9.3%	49,078	17.5%	87,703	16.8%	111,373	7.2%	199,076	11.2%
Apr-17	74,991	3.7%	78,776	0.2%	16,346	-7.5%	27,388	38.8%	153,767	1.9%	43,734	17.0%	91,337	1.5%	106,164	8.0%	197,501	4.9%
May-17	82,442	1.4%	78,582	-6.4%	19,222	-15.9%	30,714	29.8%	161,024	-2.6%	49,936	7.4%	101,664	-2.4%	109,296	1.5%	210,960	-0.4%
Jun-17	80,253	5.1%	75,460	2.4%	13,362	-20.6%	35,180	28.4%	155,713	3.8%	48,542	9.7%	93,615	0.4%	110,640	9.5%	204,255	5.1%
Jul-17	84,835	5.4%	74,821	-3.5%	15,389	-9.6%	34,844	10.5%	159,656	1.0%	50,233	3.5%	100,224	2.8%	109,665	0.5%	209,889	1.6%
Aug-17	77,984	-0.7%	77,055	-7.1%	21,413	-2.1%	36,203	-2.6%	155,039	-4.0%	57,616	-2.4%	99,397	-1.0%	113,258	-5.7%	212,655	-3.6%
Sep-17	79,135	12.6%	74,362	-2.6%	18,647	11.4%	39,326	62.7%	153,947	4.7%	57,973	41.7%	97,782	12.3%	113,688	13.1%	211,470	12.8%
Oct-17	76,706	6.4%	85,928	-3.9%	20,095	-25.2%	27,185	52.5%	162,634	0.7%	47,280	5.8%	96,801	-2.2%	113,113	5.5%	209,914	1.8%
Nov-17	72,330	-1.6%	77,042	-10.0%	17,355	-8.0%	19,342	1.7%	149,372	-6.1%	36,697	-3.1%	89,685	-2.9%	96,384	-7.9%	186,069	-5.5%
Dec-17	78,703	6.4%	80,490	2.3%	19,087	-4.2%	28,555	7.2%	159,193	4.3%	47,642	2.3%	97,790	4.2%	109,045	3.6%	206,835	3.9%
Total YTD	919,523	4.0%	930,826	-1.8%	213,382	-6.3%	357,105	15.2%	1,850,349	1.0%	570,487	6.1%	1,132,905	1.9%	1,287,931	2.4%	2,420,836	2.2%
	50%		50%		37%		63%		76%		24%		47%		53%		100%	

Executive Director's message

By Chris Lytle

Executive Director, Port of Oakland

Competition is good for everything that it brings: efficiency, innovation, customer choice. But there's sometimes an unwelcome byproduct of competition: indigestion. Ports and terminals have a touch of it right now. That's because there's tense competition underway for cargo. There are too many gateways chasing containerized trade volume that's growing...but not growing fast enough to absorb capacity. It could make a person queasy.



Chris Lytle, Executive Director

The antidote for this heartburn? A healthy dose of upgrading.

We've got to step up our game if we're going to compete for cargo. That means improving efficiency and developing new capabilities. Fail to do that and we risk losing market share.

So what is it that ocean carriers and cargo owners want from port authorities and terminal operators? Here's what we've learned working in close proximity with our Port Efficiency Task force over the past two years:

- Speed and reliability: customers want extended hours, appointment systems and turn-time metrics to hasten cargo flow;

- Big ship readiness: more than just deep water, customers demand fluid landside operations and infrastructure—starting with taller cranes—to handle megaships;
- Holistic supply chain support: customer requirements don't stop at water's edge; we've got to provide the range of logistics services from onsite transloading to cold chain capabilities.

Because we're competitive, we've spent the past two years in Oakland working on these improvements. Cranes are going higher. Terminal gates now open at night. This year we'll open a 283,000-square-foot refrigerated distribution center. In 2019, our 440,000-square-foot transload center opens.

Our Northern California market is reasonably well-insulated. It can't be easily served by other U.S. ports. That helps us protect market share. But it's no reason to relax. We've got to keep improving...got to compete if we intend to grow our business. That's the message for all port operators in these stomach-churning times.

State of the Port speech

The Pacific Merchant Shipping Association and Women in Logistics are co-hosting a luncheon Jan. 30 featuring Chris Lytle, Executive Director of the Port of Oakland. The event will be held at Scott's Pavilion in Jack London Square in Oakland. Proceeds from the event will benefit WIL's scholarship program and the Oakland Promise. For more details, or to register please click [here](#).

Grant funding for clean trucks

Port of Oakland officials are making an 11th hour financial pitch to freight haulers this month. Their message: the state of California has millions of dollars available for purchasing new, lower-emission trucks and cargo-handling equipment.

The Port is meeting with trucking company owners and harbor drivers to inform them about clean-truck grants. Among the opportunities:

- \$48 million from a 2006 state ballot measure for purchasing rigs that range from natural gas-powered to electric;
- More than \$16 million from California's Carl Moyer air quality program for everything from new trucks to marine terminal cargo handling equipment; and
- Up to \$150,000 per unit in vouchers through the state's Hybrid and Zero-Emission Truck and Bus Voucher Project.

The Port is encouraging truckers to sign up in an effort to reduce diesel and greenhouse gas emissions in Oakland. Previous clean-truck programs have cut diesel particulate matter emissions 98 percent at the Port since 2005.

"We've made significant progress in Oakland in partnership with air quality regulators and harbor truckers," said Diane Heinze, the Port's Environmental Supervisor. "Now it's time to ramp up the effort as new clean-air technology becomes available."

The Port has announced that it will introduce an updated clean air plan in 2018 to attack air emissions. It said that the plan would include working with industry, public sector and community partners to bring grant funding to Oakland.

Officials from the Bay Area Air Quality Management District participated in a meeting with Port truckers this week. The Port plans a follow-up meeting with approximately 50 harbor drivers and trucking company owners Jan. 22. Timing is critical, the Port said, because the air district's deadline is Jan. 26 for goods movement grants.

